CITY OF OREM
CITY COUNCIL MEETING
56 North State Street, Orem, Utah
July 16, 2019

This meeting may be held electronically
to allow a Councilmember to participate.

3:30 P.M. WORK SESSION - CITY COUNCIL CONFERENCE ROOM

DISCUSSION - Rooftop Solar Permitting (30 min)
The City Council will discuss the permitting of rooftop solar equipment.
Presenter: Jason Bench

DISCUSSION - Boards & Commissions (30 min)
The City Council will discuss the size of various city Boards and Commissions.
Presenter: Chris Tschirki & Steven Downs

DISCUSSION - Water Abatement Assistance (30 min)
The City Council will discuss Water Abatement Assistance.
Presenter: Dave Spencer

1. PREVIEW UPCOMING AGENDA ITEMS
Staff will present to the City Council a preview of upcoming agenda items.

2. AGENDA REVIEW
The City Council will review the items on the agenda.

3. CITY COUNCIL REPORTS (BOARDS & COMMISSIONS, NEW BUSINESS, ETC.)
This is an opportunity for members of the City Council to raise issues of information or concern.

Presenter: Mark Seastrand

6:00 P.M. REGULAR SESSION - COUNCIL CHAMBERS

4. CALL TO ORDER

5. INVOCATION/INSPIRATIONAL THOUGHT: BY INVITATION

6. PLEDGE OF ALLEGIANCE: BY INVITATION

7. MAYOR'S REPORT/ITEMS REFERRED BY COUNCIL

7.1. UPCOMING EVENTS
For Review
Upcoming Events.pdf

7.2. PRESENTATION - Walter C. Orem Award - American Legion Post 72
The Walter C. Orem award will be presented to the American Legion Post 72
Presenter: Brenn Bybee

8. PERSONAL APPEARANCES – 15 MINUTES

Time has been set aside for the public to express their ideas, concerns, and comments on items not scheduled as public hearings on the Agenda. Those wishing to speak are encouraged to show respect for those who serve the city. Comments should focus on issues concerning the city. Those wishing to speak should have signed in before the beginning of the meeting. (Please limit your comments to 3 minutes or less.)

9. CONSENT ITEMS

9.1. APPROVAL OF MEETING MINUTES
Minutes of City Council Meeting - June 18, 2019
06.18.2019.ccmin DRAFT.pdf

9.2. APPOINTMENTS TO BOARDS AND COMMISSIONS
Appointment to the CDBG Advisory Commission - Tanya Harmon
Appointments to the Natural Resources Stewardship Committee - Heidi Clark and Paul Dunn
Reappointment to the Beautification Advisory Commission - Aaron Orullian
Tanya Harmon.pdf
Heidi Clark.pdf
Paul Dunn.pdf
Aaron Orullian_reappointment.pdf

9.3. RESOLUTION – Designating a portion of 150 West between 1100 South and 1200 South as both "Wildcat Way" and "150 West"
The City Manager recommends the City Council, by resolution, designate 150 West between 1100 South and 1200 South as both "Wildcat Way" and "150 West".
Presenter: Jason Bench
AS.J_Wildcat Way.docx
Location Map_Wildcat Way.pdf
RES-Wildcat Way Name Change.docx

10. SCHEDULED ITEMS

10.1. PUBLIC HEARING
ORDINANCE - Adopt the Geneva Road Area-Wide Plan as Appendix "J" of the Orem General Plan

The Planning Commission recommends the City Council approve and adopt the Geneva Road Area-Wide Plan as Appendix "J" of the Orem General Plan.
Presenter: Emily Guffin
Agenda-GenevaRoadAreaPlan.docx
Public Process.docx
Imagine Orem Geneva Road.pdf
Geneva Road Area Wide Plan_PC Minutes 6.5.19.docx
Resolution-GenevaRoadAreaPlan.docx

10.2. PUBLIC HEARING
ORDINANCE - Adopt the Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan in Appendix "Z" of the Orem General Plan
The Planning Commission recommends the City Council approve and adopt the Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan in Appendix "Z" of the Orem General Plan.
Presenter: Emily Guffin
Agenda-StonewoodNeighborhoodPlan.docx
OSH_Plan.pdf
SL_Plan.pdf
PublicProcess.docx
PC Minutes_Neighborhood Plans SL-OSH.docx
Resolution-StonewoodNeighborhoodPlan.docx
Resolution-SharonNeighborhoodPlan.docx

10.3. RESOLUTION – Site Plan approval for Lumber Liquidators Addition located generally at 168 East University Parkway in the PD-5 zone
The Planning Commission recommends the City Council, by resolution, approve the site plan for Lumber Liquidators Addition located generally at 168 East University Parkway in the PD-5 zone. Staff supports the Planning Commission recommendation.
Presenter: Jason Bench
Site_image.pdf
AS_G_Lumber_Liquidators_Site_Plan_2019.07.16.docx
Site Plan_Lumber Liquidators.pdf
Elevations_Lumber Liquidators.pdf
Overall Site Plan.pdf
20190701_1_MailerFront.pdf
20190701_1_MailerBack.pdf
20190701_1_Labels.docx
DS Application_Lumber Liquidator Addition & Improvement.pdf
Lumber_Liquidators_-_Neighbor_Meeting_Sign-in_Sheet__7-2-19_.pdf
Lumber_Liquidators_-_Neighbor_Meeting_Minutes__7-2-19_.pdf
Lumber Liquidators PC minutes 7.10.19.docx
Resolution-SitePlan-LumberLiquidators.docx

10.4. RESOLUTION – Approving an accessory structure for the Smith Residence located at

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1311 South 1100 East in the PD18 zone

The Planning Commission recommends the City Council, by resolution, approve the accessory structure for the Smith Residence located at 1311 South 1100 East in the PD18 zone. Staff supports the Planning Commission recommendation.

Presenter: Jason Bench

AS_G_Smith_Residence_2019.07.16.docx
Map_Smith_Residence_Accessory_Building_2019.07.pdf
Site_Picture.pdf
Site_Plan_Doc_-_Smith_Residence_Remodel_6.27.19.pdf
Accessory_Structure_Elevation_1.pdf
Accessory_Structure_Elevation_2.pdf
20190701_1_MailerBack.pdf
20190701_1_Labels.pdf
20190701_1_MailerFront.pdf
Smith Accessory Structure PC minutes 7.10.19.docx
Resolution-AccessoryStructure-PD18.docx

11. COMMUNICATION ITEMS

12. CITY MANAGER INFORMATION ITEMS

This is an opportunity for the City Manager to provide information to the City Council. These items are for information and do not require action by the City Council.

13. ADJOURN

THE PUBLIC IS INVITED TO PARTICIPATE IN ALL CITY COUNCIL MEETINGS.
If you need a special accommodation to participate in the City Council Meetings and Study Sessions, please call the City Recorder's Office at least 3 working days prior to the meeting.
(Voice 801-229-7000)

This agenda is also available on the City's webpage at orem.org

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UPCOMING EVENTS

DATE	BUSINESS AND LOCATION	TYPE	
August 3	Orem Owlz	Orem City Night	6:30 pm
August 21	Stonewood Neighborhood City Center Park	Picnic	7:00 pm

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CITY OF OREM
CITY COUNCIL MEETING
56 North State Street Orem, Utah
June 18, 2019

3:00 P.M. WORK SESSION – CITY COUNCIL CONFERENCE ROOM

CONDUCTING	Mayor Richard F. Brunst
ELECTED OFFICIALS	Debby Lauret, Sam Lentz, Tom Macdonald, Mark Seastrand, David Spencer, and Brent Sumner
APPOINTED STAFF	Jamie Davidson, City Manager; Brenn Bybee, Assistant City Manager; Steven Downs, Deputy City Manager; Greg Stephens, City Attorney; Scott Gurney, Fire Chief; Gary Giles, Police Chief; Charlene Crozier, Library Director; Chris Tschirki, Public Works Director; Sam Kelly, City Engineer; Brandon Nelson, Finance Division Manager; Lissy Sarvela, Fitness Center Manager; Kathi Beckett, Economic Development Division Manager; Neal Winterton, Water Division Manager; Paul Goodrich, Transportation Manager; Grant Allen, Long Range Planner; Jenna Albers, Long Range Planner; Emily Guffin, Long Range Planner; and Jackie Lambert, Deputy City Recorder

PRESENTATION – State Street Mobility Update

Mr. Kelly and Blake Unguren with Avenue consultants provided an update on the State Street Mobility Project. Mr. Unguren said Mountainland Association of Governments (MAG) and the Utah Department of Transportation (UDOT) funded the study. The focus of the study was on safety and reducing crashes, and mobility, which included reducing delay, better accommodating queues, and increased connectivity. The 2018 Study identified solutions fundable, defensible, and timely. He continued that seven project locations were identified:

- University Parkway
- 800 South
- Center Street
- 400 North
- 800 North
- 1200 North
- 1600 North

Mr. Unguren said they had prioritized three of the projects, which were University Parkway, Center Street, and 800 North. Those projects would involve further study about traffic flows and medians. They were currently in design stages and would soon begin work on environmental clearance. Mr. Unguren said that they were examining areas with higher numbers of angled

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crashes and other incidents. He said there were some restrictions on the funding from UDOT, and some of the MAG funding was set aside for raised medians with landscaping. Though medians may initially be seen as less convenient for drivers, they ultimately made high traffic areas safer to travel.

Mr. Goodrich added that raised medians were part of the Transportation Master Plan, and many of the accesses along State Street would need to become right in/right out only. He said extended left turn pockets would be another way to help with congestion and trim seconds off of wait time. In response to a question from the Council, Mr. Goodrich said they had spoken with business owners along the corridor at the outset of the process and would have ongoing communication with them regarding future plans.

Mr. Unguren continued his presentation, showing aerial maps of the prioritized intersections and some of the proposed improvements.

Discussion ensued regarding:

- The closure of certain turn accesses like the one near Macey's Grocery
- The possible need for additional traffic signals
- The expansion of certain roadways
- The possible removal of all on-street parking along the State Street corridor
- The potential for transit projects in the future.

Mr. Unguren said they had done extensive outreach in 2018 and would continue that into 2019 with public open houses, one-on-one meetings, email updates, and sharing information through the Orem Forum.

PRESENTATION – UVX Update

Mr. Kelly turned the time over to Mary DeLaMare-Shaefer, UTA Regional General Manager, to provide an update regarding the UVX bus rapid transit system. Ms. DeLaMare-Shaefer said she was pleased to bring so much good news regarding UVX.

She said they used laser counters for data regarding boarding numbers at different stations. The Total UVX ridership since the buses began rolling was approximately 1.8 million. UVU made up around 46% of boardings with BYU making up 38%. To gather data on the types of riders, they would have staff ride along the route and speak with the riders. While the great majority of the riders were students at UVU or BYU, there were other riders including faculty and staff at those schools and others in the community.

Kent Millington, UTA Board of Trustees member representing Utah and Tooele Counties, said UTA had engaged a consultant to explore service choices. The main choice boiled down to whether to concentrate limited resources into increasing ridership or increasing coverage. He shared data maps on the concentration of riders along the Wasatch Front. Mr. Millington said they were seeking input through workshops and online forums and working with their consultants to determine priorities moving forward.

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There was continued discussion on the benefits of each choice. Mr. Lentz said his initial inclination was to prioritize ridership because it would alleviate congestion on the roads which benefitted everyone. Mr. Millington said it was not necessarily as "black and white" as the issue seemed, and people on each side of the issue felt strongly. Mr. Davidson said revenue generated for this project was tied to sales tax, and Orem had been a significant participant with sales tax. Individual cities may want the access, but their contribution was generally less than that of Orem and Provo.

Ms. DeLaMare-Schaefer said a key component to the success of UVX was the collaboration between Orem, Provo, Utah County, UVU, and BYU. She mentioned that Mr. Davidson was leading the charge in extending the UVX line further north into Utah County. Mr. Millington said representatives from other cities including Ogden and Bountiful had traveled to ride UVX and discuss the possibility of similar projects in their communities.

UPDATE – Sales Tax Capture and Leakage

Mrs. Beckett said Zions Bank Public Finance (ZBPF) would provide an update regarding sales tax capture and leakage in the City of Orem. She turned the time over to Benjamin "Benj" Becker with ZBPF. Mr. Becker shared sales leakage and capture rates for 2018, and explained that any capture rate with a percentage less than 100% indicated that residents were leaving the City to make purchases in that category elsewhere. In response to questions as to why the capture rates were so low for performing arts, spectator sports, and related industries, Mr. Becker indicated that most cities would show significantly lower capture rates unless they contained a large arena like Rio Tinto Stadium or the Vivint Smart Home Arena. He said the information was gathered statewide, and then compared to Orem.

Mr. Becker shared information from retail areas in specific surrounding communities, with data ranging from 2013 to 2018. He said anyone who paid sales tax was included in the data, including home construction and related businesses; the residential economy was booming. In response to Mr. Lentz's questions, Mr. Becker said he believed each of the identified cities had increased their sales tax capture, but that their population had also grown which offset the percentage of capture. Mr. Davidson said that was a growing concern that could have impact in Orem.

Mr. Becker showed categories in which Orem did well, including grocery stores, home furnishings and furniture, and restaurants. Categories which struggled in many areas throughout the state included gas stations, large department stores, and jewelry stores. He pointed to online sales as an explanation as to why some retail was struggling. Mr. Davidson said one thing stores were trying to do was make more efficient use of the property and floor plates they had, which in some cases included mixed uses or rethinking business models.

Mr. Becker said the topic of overbuilt retail came up often in these discussions, particularly with developers. Along the Wasatch Front the state was at 25 square feet of retail space per capita, but the recommended number was between 15 and 20 square feet of retail space per capita. He said if the City was providing increment dollars through taxing and financing, that could be leveraged to require specific types of retailers that generated more dollars per square foot per year. Mr. Macdonald commented that many residents said they did not want more residential

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developments because the City needed more retail space, but the data showed that retail space was already in excess.

There was continued discussion on retail space, transient room tax, new formats and functions to existing retail space, and Orem's strong sales tax generation. Mrs. Lauret said she had requested that this report be done, and implored them all to study the data and take it seriously. She thanked Ms. Beckett and Mr. Becker for sharing the information.

ANNUAL REPORT – Gang Loitering Areas

Chief Giles provided a brief report, saying that gang activity was still present in the City but was certainly not as big a problem in Orem as it was for cities like West Valley and Salt Lake City. He said there was a homicide in February that they believed to have been gang related, but no other significant incidents beyond that. He said that Orem was fortunate in that gang activity was not as visible considering the population growth, which was a good sign. Chief Giles said School Resource Officers (SROs) worked to maintain close ties with students, and addressing more minor issues helped stem those from escalating into major issues. Gang members did not "grow out of" being in a gang simply because they were no longer in school, so community ties were so important in keeping them away from gang activity.

Chief Giles said not all graffiti was gang related, though it sometimes was. In response to a Council question, Chief Giles said the gangs they saw in Orem included MS-13 and other Mexican gangs, as well as Tongan crypt gangs and other lesser known gangs. He said sometimes the gang affiliation came from being part of the same minority group, but other times it was tied more to a geographical area where members lived. This particularly caused "turf wars" and often led to violence. Chief Giles said they kept a close eye on this activity and he was confident in the work his offers were doing to reduce gang violence and activity in the City.

ANNUAL REPORT – 2018 Municipal Wastewater Report

Mr. Winterton reviewed the 2018 Municipal Wastewater Report, and said it was required that the report be shared with the Council. The average amount charged to residents for sewer was $312.00 annually. He said property taxes were not allocated to wastewater and that it was a fee-based enterprise fund. The collections system evaluation showed that the City had only two Class 2 Sanitary Sewer Overflows (SSOs) and no Class 1 SSOs in the year 2018. Mr. Winterton said a Class 1 would be a significant backup of the system, where a Class 2 was a more minor backup that caused less damage. For a system of Orem's size, that was a glowing report. Mr. Davidson said both of the more minor issues had been on Orem Boulevard and city engineers were designing a solution.

Mayor Brunst asked about recent issues the City had dealt with, including system odor and the City's so-called Phantom Dumper. Mr. Winterton said an odor study was being conducted, and they had found a small belly in the methane gas flare that would occasionally "burp". They had identified the issue and were resolving it. As for the Phantom Dumper, the campaign against the illegal dumping had been effective and they had not seen the problem in some time.

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Mr. Lentz spoke of an issue that had come up in his neighborhood where a line had been crushed and took a few weeks to replace. Mr. Winterton said that was a rare instance where the repair and maintenance did not fall on the resident. Typically residents would deal with private lateral issues which they were responsible for, and not mainline issues.

Mr. Winterton showed information from the Mechanical Plant Evaluation, and the 2018 average daily flow of approximately 8.5 million gallons per day. The rated capacity for the facility was 13.5 million gallons per day, so they would need to closely watch any increase in the average daily flow. There was continued discussion on conservation and the effects of reduced water usage especially in residential areas. Mr. Winterton said they had received zero notices of violations, which was their ultimate goal. He briefly discussed the hotly debated issue of whether nutrients were coming from facilities or nature and how that could be regulated.

UPDATE – Fitness Center Project

Mr. Davidson invited consultants with Method Studio and Big D Construction to lead the discussion about an internal concept for the building that would meet the needs of the patrons and was consistent with the feedback they had been receiving for the last number of years from the public. They had a public open house scheduled at the Orem Fitness Center (OFC) on Thursday, June 27, 2019, from 5:00 to 7:00 PM. Individuals would be invited to see conceptually what had been designed up to this point and how the design came to be. Mr. Davidson said they were working diligently to manage the cost associated with the building of the facility, and some things were specifically redesigned to help manage costs while minimizing the number of corridors to increase square footage.

Mr. Davidson said the hope was to go into the open house with a relatively good idea of the direction they would like to go, and so asked the City Council to consider a recommendation at this time. Mrs. Sarvela said this was in part so they could prepare the materials that would be used at the open house.

Joe Smith with Method Studio gave an overview of the proposed schedule, and identified key packages such as demolition, footings and foundation, structural, and finishes. In response to the Mayor's question, Mr. Smith assured them that the design team and now the construction team were involved in the review process at every milestone to make sure the building would have everything it needed.

Discussion ensued regarding the square footage of the proposed building, where existing equipment would be stored during the build, and options for OFC pass holders during the shutdown. Mr. Bybee said the City's Senior Center would host some fitness classes, and also had a track. Mrs. Sarvela elaborated on the options pass holders would have to place their membership on hold.

Mr. Davidson said there had been discussion about certain amenities in the new building, but those questions would need to be resolved quickly so that footings and foundation could be incorporated. Brennon Baker with Big D Construction said the cost of building racquetball courts ranged anywhere from about $250,000 to $350,000 per court depending on the manner in which they were built. He said the concrete wall system the City had selected was the most expensive

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way to build courts. Mrs. Sarvela said there had been some discussion about retrofitting the racquetball courts to be used for other purposes to help offset their cost, but that was not an option for many reasons. Mr. Bybee said another consideration was revenue generation versus operational expenses. Mr. Macdonald felt they could move forward with the proposal as it was, and the racquetball community could fundraise and return in the future to request additional courts.

Mr. Smith shared two proposed exterior elevations. The first option had a great deal of glass on the exterior while the second option had more brick incorporated. There was discussion on the heating and cooling of the building, as well as the options for natural light and outside views. Mrs. Lauret expressed a preference for the option with more brick, while the rest of the Council indicated preference for the first option with more glass.

Mr. Davidson said in addition to the open house scheduled June 27, they would have an ongoing "virtual open house" that would be available online; people could view the proposal and leave feedback on the amenities.

Agenda Review

The City Council and staff reviewed the items on the evening's agenda.

Preview Upcoming Agenda Items

The City Council briefly reviewed items that would be coming before the Council in future meetings.

City Council Reports (Boards and Commissions, New Business, Etc.)

Mr. Macdonald gave a brief report on his assignments as a City Council liaison to City and community advisory boards and commissions. He worked with the Heritage Advisory Commission, which was responsible for the City's great Memorial Day and Veteran's Day programs. He also served on the IHC Community Outreach Committee. He said they had great awareness and relationships within the community and he was grateful for that opportunity to serve with them. Mr. Macdonald said finally that he served as liaison to the City's Transportation Advisory Commission.

6:00 P.M. REGULAR SESSION – COUNCIL CHAMBERS

CONDUCTING	Mayor Richard F. Brunst
ELECTED OFFICIALS	Debby Lauret, Sam Lentz, Tom Macdonald, Mark Seastrand, David Spencer, and Brent Sumner

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APPOINTED STAFF	Jamie Davidson, City Manager; Brenn Bybee, Assistant City Manager; Steven Downs, Deputy City Manager; Greg Stephens, City Attorney; Steve Earl, Deputy City Attorney; Scott Gurney, Fire Chief; Gary Giles, Police Chief; Richard Manning, Administrative Services Director; Charlene Crozier, Library Director; Chris Tschirki, Public Works Director; Sam Kelly, City Engineer; Grant Allen, Long Range Planner; Jenna Albers, Long Range Planner; Gena Bertelsen, Senior Center Program Coordinator; Pete Wolfley, Communications Specialist; and Jackie Lambert, Deputy City Recorder
INVOCATION / INSPIRATIONAL THOUGHT	Brent Sumner
PLEDGE OF ALLEGIANCE	Debby Lauret

MAYOR'S REPORT/ITEMS REFERRED BY COUNCIL

UPCOMING EVENTS

Mayor Brunst reviewed the upcoming events, as listed in the agenda packet.

REPORT – Senior Advisory Commission

Mrs. Bertelsen introduced Kay Bradford, Chair of the Senior Advisory Commission, and invited her to present the annual report. Ms. Bradford, a long-time member, shared information about the Senior Center. The Senior Center averaged 400 visitors every day, and served over 1,000 meals each month. They held classes, dances, picnics, bingo nights, and other community events including Flamingo Day and "The Grammys". Ms. Bradford shared the Senior Center newsletter, and spoke about the importance of kindness and compliments. She specifically wanted to thank Mrs. Bertelsen and Karl Hirst, Recreation Director, for their dedication to improving the lives of seniors in the community.

PERSONAL APPEARANCES

Time was allotted for the public to express their ideas, concerns, and comments on items not scheduled as public hearings on the agenda. Those wishing to speak should have signed in prior to the meeting, and comments were limited to three minutes or less.

Shaun Heaton said Mayor Brunst and Mrs. Lauret had joined them for racquetball and he appreciated that. He felt it gave them the opportunity to see what their community was all about, and he invited all others to join them as well. Mr. Heaton said they looked forward to the public open house that would be held on June 27 regarding the Fitness Center, and said to expect many racquetball players to be in attendance. He said they were starting a GoFundMe page, and he was hopeful that they could find the money for more courts.

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Val Gibson said his understanding of this process was that the City got their authority from the State, and he did not believe the City had the authority to tear down the Fitness Center. He was also unsure about the authority to issue a bond to do so. As he saw it, the State gave allowance for acquiring, improving, repairing, or extending the Fitness Center. He felt city ordinances were being violated, and urged the Council to look at this closely as there could be severe consequences. Mr. Gibson said he would willingly discuss his concerns with the Council any time.

CONSENT ITEMS

- Approval of May 28, 2019 City Council Meeting Minutes
- Appointment of Mayor Pro Tem – July through December, 2019
- Appointment of D. Craig Huish to the Senior Citizen Advisory Commission
- RESOLUTION – Authorizing the execution of an Interlocal Cooperation Agreement to authorize Orem's participation in the Utah Valley Home Consortium in the U.S. Department of Housing and Urban Development's Home Investment Program for Federal Fiscal Years 2020, 2021, and 2022

Mayor Brunst moved to appoint Brent Sumner as Mayor Pro Tem and approve the Consent Agenda as listed. **Mr. Spencer seconded** the motion. Those voting aye: Richard F. Brunst, Debby Lauret, Sam Lentz, Tom Macdonald, Mark Seastrand, David Spencer, and Brent Sumner. The motion **passed.**

SCHEDULED ITEMS

PUBLIC HEARING
ORDINANCE – Amending the Current Fiscal Year 2018-2019 Budget

Mr. Nelson presented the City Manager's recommendation that the City Council hold a public hearing to discuss amending the current Fiscal Year 2018-2019 Budget and, by ordinance, amend Fiscal Year 2018-2019 Budget.

The Fiscal Year 2018-2019 City of Orem budget had many adjustments that occurred throughout the fiscal year. These adjustments included grants received from Federal, State, other governmental or private entities/organizations; appropriating reserves in the General Fund and transferring them to the Capital Projects Fund in order to meet state legal compliance requirements regarding maximum General Fund fund balance as well as providing various project funding; additional funds received for the water reuse project; and transferring funds from the Friends of the Orem Public Library fund to the Capital Projects fund for the new Library Hall.

Mr. Nelson said Item 2 on his exhibit referred to $1 million given to the City by the Metropolitan Water Conservancy District for the Water Reuse Project. Item 3 was related to the Friends of the Library and the funds allotted to the new Library Hall. Item 4 was a transfer of $4.6 million from the General Fund to the Capital Projects Fund; this was to remain in compliance with state

regulations regarding the total amounts of reserves a municipality could have in their General Fund and to put toward various capital projects. Mrs. Lauret clarified the state cap on reserve funds as 25%. Mr. Nelson said that was correct, but Orem's percentage was 15%.

Mayor Brunst opened the public hearing; no one came forward so he closed the public hearing.

Mr. Sumner asked when the money would be used. Mr. Nelson said likely in 2020 or 2021 for already identified capital projects. Mr. Davidson added a point of clarification that some of the funds were earmarked for parks or roads or city infrastructure/facilities, and some was unallocated currently. Mr. Nelson said the amount with no specific allocation was approximately $1.5 million.

Mr. Seastrand moved, by ordinance, to amend the Current Fiscal Year 2018-2019 Budget. **Mr. Macdonald seconded** the motion. Those voting aye: Richard F. Brunst, Debby Lauret, Sam Lentz, Tom Macdonald, Mark Seastrand, David Spencer, and Brent Sumner. The motion **passed.**

PUBLIC HEARING
ORDINANCE – Vacating 590 East Street located between 1000 South and 1100 S as well as that portion of 1100 South between 590 East and the West side of 545 East Street

Mr. Allen presented Development Services' recommendation that the City Council, by ordinance, vacate approximately 0.99 acres of 590 East Street located between 1000 South and 1100 South as well as that portion of 1100 South between 590 East and the West side of 545 East Street.

Currently, 590 East was a through street with a connection to 1100 South and 1000 South. 1100 South connected to 545 East and 590 East. The existing homes on the West side of 590 East and both sides of 1100 South had been purchased by University Mall Shopping Center, LC. University Mall Shopping Center, LC was planning to re-develop this area. University Mall Shopping Center, LC requested that the City vacate 590 East Street located between 1000 South and 1100 South as well as that portion of 1100 South between 590 East and the West side of 545 East Street.

Typically, upon the vacation of a public street, half the street area reverts to the property on one side and the other half reverts to the property on the other side. In the case of 590 East, the street area would revert to the only lots that abut the street which were those lots along the west side of the street. University Mall Shopping Center LC proposed to use the vacated street area for future development in the PD-34 zone. The City Council may vacate 590 East Street located between 1000 South and 1100 S as well as that portion of 1100 South between 590 East and the West side of 545 East Street if it found (1) there was good cause for the vacation, and (2) the vacation would not be detrimental to the public interest.

The applicant would be required to record a subdivision plat that combined the area of the vacated street with the rest of their property and included public utility easements in portions of the vacated street.

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Mr. Allen invited Kathy Olson to come forward, as a representative of the applicant. He said there would be a temporary cul-de-sac location until the point where the permanent cul-de-sac could be built. He shared the Planning Commission's recommendation for approval.

Mayor Brunst asked about the homes on the west side of the road. Ms. Olson said that Woodbury did not own those homes but they had been noticed on this action. Mrs. Lauret asked about the homes Woodbury did own and what would happen with them. Ms. Olson said up until this point they had been rental properties, but they would not demolish them to consolidate the land for the proposed Hale Center Theater project. She said they would probably pave the area and install the planned wall so they could use the area to store some construction materials during building.

Mayor Brunst opened the public hearing; no one came forward so he closed the public hearing.

Mayor Brunst moved, by ordinance, to vacate 590 East Street located between 1000 South and 1100 S as well as that portion of 1100 South between 590 East and the West side of 545 East Street. **Mr. Lentz seconded** the motion. Those voting aye: Richard F. Brunst, Debby Lauret, Sam Lentz, Tom Macdonald, Mark Seastrand, David Spencer, and Brent Sumner. The motion **passed.**

PUBLIC HEARING

ORDINANCE – Amending Section 22-5-3(A) and the Zoning Map of the City of Orem by changing the zoning on approximately 7.89 acres of property located generally at 759 East Timpanogos Parkway from the PD-6 (Timpanogos Research & Development Park) zone to the PRD (Planned Residential Developments) zone; and Amending Appendix KK of Orem City Code by adding Abbey Road Town Homes PRD concept plan and elevations

Mr. Allen presented the Planning Commission's recommendation that the City Council, by ordinance, amend Section 22-5-3(A) and the Zoning Map of the City of Orem by changing the zoning on approximately 7.89 acres of property located generally at 759 East Timpanogos Parkway from the PD-6 (Timpanogos Research & Development Park) zone to the PRD (Planned Residential Developments) zone; and amend Appendix KK of Orem City Code by adding Abbey Road Town Homes PRD concept plan and elevations.

The applicant was proposing to rezone the property to develop the parcel as a planned residential development with 32 single family homes which was a density of 4.03 units per acre. This density was allowed and met the requirements of the PRD zone. The homes would have stucco, brick, cement board and architectural shingles on the roof. They would be one story, with approximately 1900 square feet on the main level and 2400 square feet in basements. The height would be 24 feet 11.5 inches from grade. The materials and height met the standards of the PRD zone. A Development Agreement would be signed prior to City Council approval to address parking lot reconfiguration with the adjacent property to the west (Canyon Park Owner II, LLC). The developer would submit a bond to cover the requirements of the development agreement.

Mr. Lentz asked about a different residential proposal he remembered in the same neighborhood that the Council had considered some months before, and was unclear about the zoning on the current proposal. After further discussion it was determined that the zoning map included with the agenda was not the most current version, which caused the confusion.

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Mr. Macdonald commented that in past discussions in this area he had recused himself but had since sold his interest in that property and would be able to participate and vote.

Mayor Brunst opened the public hearing; no one came forward so he closed the public hearing.

Mr. Seastrand moved, by ordinance, to amend Section 22-5-3(A) and the Zoning Map of the City of Orem by changing the zoning on approximately 7.89 acres of property located generally at 759 East Timpanogos Parkway from the PD-6 (Timpanogos Research & Development Park) zone to the PRD (Planned Residential Developments) zone; and amend Appendix KK of Orem City Code by adding Abbey Road Town Homes PRD concept plan and elevations. **Mrs. Lauret seconded** the motion. Those voting aye: Richard F. Brunst, Debby Lauret, Sam Lentz, Tom Macdonald, Mark Seastrand, David Spencer, and Brent Sumner. The motion **passed.**

PUBLIC HEARING
ORDINANCE – Amending Appendix KK of the Orem City Code for 'Baxter Gardens' with an updated concept plan, and elevations for the property located at 195 East 1600 North in the PRD zone

Mr. Allen presented a recommendation that the City Council, by ordinance, amend Appendix KK of the Orem City Code for 'Baxter Gardens' with an updated concept plan, and elevations for the property located at 195 East 1600 North in the PRD zone

In June of 2018, the applicant applied to rezone the property to PRD and for concept plan approval for 6 units. This was approved at City Council on August 28, 2018. The applicant was seeking to amend the concept plan from 6 units to 10 units. The PRD zone allowed up to 7 units per acre, with a bonus up to 8 for removing an existing structure. The original concept plan was approved with 6 units, which was 3.65 units per acre. The amended concept plan would increase the density to 6.02 units per acre, below the maximum allowed.

The Baxter Family trust initially sought to amend the concept plan with 13 units. However, after meeting with the neighbors, they compromised with 10 one-story units with heights 26 feet, 28 feet and 24 feet for the 3 different floor plan variations. The PRD ordinance was recently updated in February 2019, allowing the City Council discretion in approving modifications to an already approved concept plan. According to Section 22-7-5 the City Council shall not be obligated to approve an amended Concept Plan even if a proposed amended Concept Plan otherwise complies with all requirements of the PRD zone." The Planning Commission recommended approval.

Mr. Allen invited Lon Lewis, applicant, forward to answer any questions. Mayor Brunst asked about the units' cost and basements. Mr. Lewis said they would have basements, but whether they would be finished or unfinished was yet to be determined. They were still doing market studies so they did not have a definitive price point at this time, though it would likely be in the high $300,000s.

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Mrs. Lauret asked about neighborhood reaction. Mr. Lewis said the neighborhood reaction to the original proposal had been negative, but he was able to take the feedback and return with a compromise. He felt the neighbors were generally supportive of the new proposal.

Mr. Seastrand asked why the proposal for the property had changed since the one they had seen last year. Mr. Lewis said he was not privy to the history of the project and what the family had proposed other times, and could only guess as to why they would not pencil. He believed the partial cul-de-sac had been one of the issues others had not been able to overcome. He felt they could make the current proposal work.

Mr. Lentz asked if there would be parking on both sides of the street. Mr. Lewis said it was a standard sub-local street and the City's decision to red curb. The property would be managed by an HOA, which he anticipated would address issues of parking. He said they would also manage the landscaping along the west side.

Mr. Macdonald asked for clarification regarding one of the adjacent properties and whether the cul-de-sac would impede any other property owner's ability to develop. Mr. Allen said they had addressed the issues of access with a street easement, and the other property owners should not be affected by this proposal.

Mayor Brunst opened the public hearing; no one came forward so he closed the public hearing.

Mr. Sumner moved, by ordinance, to amend Appendix KK of the Orem City Code for 'Baxter Gardens' with an updated concept plan, and elevations for the property located at 195 East 1600 North in the PRD zone. **Mr. Lentz seconded** the motion. Those voting aye: Richard F. Brunst, Debby Lauret, Sam Lentz, Tom Macdonald, Mark Seastrand, David Spencer, and Brent Sumner. The motion **passed.**

PUBLIC HEARING
ORDINANCE – Amending Section 17-8-2(F) of the Orem City Code by removing "Section 7010 of the Uniform Building Code," and adding Chapter 18, Sections 1803 and 1804 of the International Building Codes as a reference

Mr. Allen presented the recommendation that the City Council, by ordinance, amend Section 17-8-2(F) of the Orem City Code by removing "Section 7010 of the Uniform Building Code," and adding Chapter 18, Sections 1803 and 1804 of the International Building Codes as a reference.

The City's Development Services Department was updating the code referenced in the Subdivision Ordinance for Hillside Developments to match the state adopted building code. Currently, it referenced Section 7010 of the Uniform Building Code. This would update the code reference to Chapter 18, Sections 1803 and 1804 of the International Building Code. The Planning Commission recommended approval.

Mr. Lentz asked if the proposed change was relevant to any recent projects, or if it was more a matter of cleaning up code. Mr. Kelly said it was to clean up code; the code referenced no longer existed.

DRAFT

Mayor Brunst opened the public hearing; no one came forward so he closed the public hearing.

Mr. Lentz moved, by ordinance, to amend Section 17-8-2(F) of the Orem City Code by removing "Section 7010 of the Uniform Building Code," and adding Chapter 18, Sections 1803 and 1804 of the International Building Code as a reference. **Mrs. Lauret seconded** the motion. Those voting aye: Richard F. Brunst, Debby Lauret, Sam Lentz, Tom Macdonald, Mark Seastrand, David Spencer, and Brent Sumner. The motion **passed.**

RESOLUTION – Site Plan approval of Golden Pond at Sleepy Ridge, Phase 7 located generally at 1900 West Golden Pond Way in the PD-15 Zone

Mr. Allen presented the applicant's request to approve the site plan for Golden Pond at Sleepy Ridge. The applicant was seeking to develop the parcel with 8 twin home units. Units 1-6 were proposed as two-story twin homes. Units 7-8 were one story units. Total building area for the site was 11,650 square feet. The zone required 2.5 stalls per unit for a total parking requirement of 20 stalls. The site was providing 28 stalls with one accessible stall. Units 1-6 were 30 feet tall, with brick and siding. Units 7-8 were 1 story units with siding and stucco stone finish. The proposed landscaping and overall plan complied with the requirements of the PD-15 zone.

The Home Owners Association (HOA) of Golden Pond at Sleepy Ridge had approved the proposed addition as part of the existing HOA. Documentation was part of the agenda summary outlining the approval. A neighborhood meeting was held on May 20, 2019. The applicant had held additional meetings with HOA with the proposed plan, in addition to including the proposed site plan on the HOA website for members to view. PD-15 Zone requires City Council approval for site plans. Mr. Allen said the Planning Commission recommended approval, and he invited applicant Boyd Brown to come forward to answer questions.

Mayor Brunst asked about the square footage and cost of the units. Mr. Brown said it would depend on which unit for the size and cost. Units one through six were approximately 1,700 square feet with 450 square feet in the basement, and units seven and eight would be closer to 1,900 square feet. Units one through six were three bedroom/two bathrooms with a powder room, and units seven and eight would have a slightly different floor plan. Mr. Brown said they had not settled on a price per unit, but the range was about $319,000 to $369,000.

Mr. Lentz asked about the pond, and whether this was a potential flood zone. Mr. Brown said it was a true pond and did not connect to Utah Lake. To his knowledge there had been no additional requirements they had had to meet as far as flooding went. They had done multiple soil tests, and several nearby homes also had basements, so he felt confident that it would not be a significant issue.

Mrs. Lauret moved, by resolution, to approve the site plan for Golden Pond at Sleepy Ridge, Phase 7 located generally at 1900 West Golden Pond Way in the PD-15 zone. **Mr. Spencer seconded** the motion.

A member in the audience said they wanted a chance to speak on this matter. Several others agreed, saying they had come to the meeting to speak on this specific item. Mayor Brunst clarified that the item was not a public hearing, and there had been a time for public comment

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when the item was heard by the Planning Commission. Mayor Brunst returned the discussion to the Council and stated that there had been a motion and a second. He then asked for the vote.

Those voting aye: Richard F. Brunst, Debby Lauret, Sam Lentz, Tom Macdonald, Mark Seastrand, David Spencer, and Brent Sumner. The motion **passed.**

RESOLUTION – Conditional Use Permit approval for an accessory structure of 1,776 square feet located at 466 East 1500 North in the PD-14 zone

Mr. Allen presented the applicant's request for a conditional use permit. The applicant was building an accessory building containing a living room, bedroom, two car garage, guest house/pool house, and pool equipment. The lot contained a total area of 41,468 square feet (sf) or .95 acres. The accessory building contained a total building area of 1,776 sf on two levels. The ordinance required a conditional use permit for accessory structures in the PD14 zone 1,000 square feet or greater. Accessory structures could not be more than 33% of the area of the parcel; this structure was 4 % of the lot at 1,776 sf. The structure was 22 feet high, well below the maximum height of 43 feet allowed. The proposed elevations consisted of stucco and wood siding. The proposed landscaping and overall plan complied with the requirements of the PD-14 zone.

Mr. Allen said the Planning Commission had recommended approval. He then invited Wes Holcomb forward; Mr. Holcomb was the contractor on the proposed accessory structure. Mayor Brunst asked if the pool was already being dug. Mr. Holcomb said that was a separate contractor's project and he assumed the proper permits had been obtained.

Mr. Macdonald clarified that the pool and its permits were not related to the conditional use permit they were considering for the accessory structure.

Mr. Lentz surmised that the structure would not be an accessory apartment, as he saw no kitchen in the proposed elevations. Mr. Holcomb said that was correct; it would not be an apartment but more like a pool house. Mr. Lentz asked about the requirement for a conditional use permit. Mr. Earl said it was specific to the PD zone, as it was a larger size than typical accessory structures in the zone.

Mr. Macdonald moved, by ordinance, to approve a Conditional Use Permit for an accessory structure of 1,776 square feet located at 466 East 1500 North in the PD-14 zone. **Mr. Lentz seconded** the motion. Those voting aye: Richard F. Brunst, Debby Lauret, Sam Lentz, Tom Macdonald, Mark Seastrand, David Spencer, and Brent Sumner. The motion **passed.**

COMMUNICATION ITEMS

The Monthly Financial for May 2019 was included in the full agenda packets available electronically.

CITY MANAGER INFORMATION ITEMS

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Mr. Davidson had no additional items to share.

ADJOURN TO A CLOSED MEETING FOR CITY MANAGER EVALUATION

Mayor Brunst moved to adjourn to a closed meeting in Room #107 to discuss "the character, professional competence, or physical or mental health of an individual", pursuant to Utah Code Section 52-4-205(1)(a). **Mrs. Lauret seconded** the motion. Those voting aye: Richard F. Brunst, Debby Lauret, Sam Lentz, Tom Macdonald, Mark Seastrand, David Spencer, and Brent Sumner. The motion **passed.**

The meeting adjourned at 7:23 p.m.

Board, Commission & Committee Application

City of Orem

Submitted On:
June 10th, 2019 @ 7:04pm

Personal Information

Full Name	Tanya Harmon
Full Address	[redacted] Orem UT 84057
Phone Number	[redacted]
Email	[redacted]

Boards & Commissions

What board or commission are you applying for?	CDBG Advisory Commission
If a position on your preferred board or commission isn't available, would you like to be considered for openings on other boards or commissions?	Yes
Summarize why you wish to serve on a city commission and if there are areas of concern that you would like to see addressed by a city commission.	I have really enjoyed serving on the Beautification Commission and contributing in a small way to the community. Serving on the CDBG Commission is of particular interest to me because of the work I do at BYU with students, and I would really enjoy being part of the process of the consideration and allocation of the CDBG funds each year. I love Orem and it''s great to have opportunity to make a difference.
Please tell us a little about yourself. Also include a summary of the special skills and qualifications you have acquired from employment, previous appointments, previous volunteer work, or through other activities.	I think I have unique qualifications to serve on this particular commission given my connection to and understanding of the public and nonprofit sectors. I have a great appreciation for local government and the way it blesses the lives of our citizens. I also have a good understanding of the way local gov works with and supports the nonprofits in a community. I''ve served on the Beautification Commission for one term and just renewed for a second term. I think that I would do a good job of working with the other commission members and am committed to the responsibility of making decisions with CDBG funding that will have great impact on our community. Finally, I just really love our city! Thanks for considering me as to serve on the CDBG Commission.

Signature Data	First Name: Tanya Last Name: Harmon Email Address: [redacted]  Signed at: 06/10/2019 07:04PM

Board, Commission & Committee Application

City of Orem

Submitted On:
December 11th, 2018 @ 1:13pm

Personal Information

Full Name	Heidi Clark
Full Address	[redacted] Orem` UT 84057
Phone Number	[redacted]
Email	[redacted]

Boards & Commissions

What board or commission are you applying for?	Natural Resources Stewardship Committee
If a position on your preferred board or commission isn't available, would you like to be considered for openings on other boards or commissions?	Yes
Summarize why you wish to serve on a city commission and if there are areas of concern that you would like to see addressed by a city commission.	I''m a transplant, but my husband and I consider home ownership to be a permanent choice, not temporary or fleeting. We are here to stay. I love Orem and want to see our city continue to succeed and grow. I''m also pretty passionate about making sure we personally are responsible stewards of the earth, and would love to serve to help make sure that our city as a whole is as well. We can only be successful if properly manage our resources.
Please tell us a little about yourself. Also include a summary of the special skills and qualifications you have acquired from employment, previous appointments, previous volunteer work, or through other activities.	I''ve lived in Orem about 10 years. I used to be a very active and outdoorsy person until a physical disability nipped that in the bud. These days I spend a lot of time caring for my husband, cats, and home. I also love to crochet and sew for family, charity, and to sell a bit on Etsy to support the habit. I read a lot, probably play too many video games, and generally enjoy geek culture. I don''t have any previous experience in volunteer work, as most hasn''t panned out due to my physical limitations. I did graduate from MATC with a certificate of completion in business technology. I''m not sure how useful my skills with a computer and organization could be, but they''re the skills I have. Other than that, I bring my passion for earth and being responsible stewards.

Signature Data	First Name: Heidi Last Name: Clark Email Address: [redacted] Signed at: 12/11/2018 01:12PM

Board, Commission & Committee Application

City of Orem

Submitted On:
May 10th, 2019 @ 2:57pm

Personal Information

Full Name	Paul Dunn
Full Address	[redacted] Orem UT [redacted]
Phone Number	[redacted]
Email	[redacted]

Boards & Commissions

What board or commission are you applying for?	Natural Resources Stewardship Committee
If a position on your preferred board or commission isn't available, would you like to be considered for openings on other boards or commissions?	No
Summarize why you wish to serve on a city commission and if there are areas of concern that you would like to see addressed by a city commission.	As an ecologist and a concerned citizen of this city, state, country, and world, I am interested in helping people and governments make informed decisions about how we use resources and interact with the world around us. Cleaning up our air and waterways as well as encouraging sustainable choices like waste reduction and green transport options are of particular interest to me.
Please tell us a little about yourself. Also include a summary of the special skills and qualifications you have acquired from employment, previous appointments, previous volunteer work, or through other activities.	I lived in Orem between 1994 and 2006 before moving to Oregon to pursue a PhD in biology. I''m excited that I''ve been able to return to this beautiful city now as an assistant professor in Utah Valley University''s Biology Department. Orem has changed a lot since I first got to know her, and with all of this growth comes new challenges, including how best to use our resources. Each semester at UVU I teach General Ecology. In this course I try to instill in my students a desire and responsibility to go out and make the world a better place for all living things. I''d love the chance to do just that as a member of the Natural Resources Stewardship Committee.
Please upload your resume.	https://seam.ly/olG906qv

Signature Data	First Name: Paul Last Name: Dunn Email Address: [redacted]  Signed at: 05/10/2019 02:57PM

Board, Commission & Committee Application

City of Orem

Submitted On:
June 24th, 2019 @ 8:02pm

Personal Information

Full Name	Aaron Orullian
Full Address	[redacted] Orem UT 84097
Phone Number	[redacted]
Email	[redacted]

Boards & Commissions

What board or commission are you applying for?	Beautification Commission
If a position on your preferred board or commission isn't available, would you like to be considered for openings on other boards or commissions?	Yes
Summarize why you wish to serve on a city commission and if there are areas of concern that you would like to see addressed by a city commission.	I wish to continue what I have been doing on the commission. there is a lot of work yet to be done
Please tell us a little about yourself. Also include a summary of the special skills and qualifications you have acquired from employment, previous appointments, previous volunteer work, or through other activities.	refer to previous resume

Signature Data	First Name: Aaron Last Name: Orullian Email Address: [redacted]  Signed at: 06/24/2019 08:02PM

Agenda Item No: 9.3

City Council Agenda Item Report

Meeting Date: July 16, 2019
Submitted by: Jason Bench
Submitting Department: Development Services
Item Type: Resolution
Agenda Section:

Subject:
RESOLUTION – Designating a portion of 150 West between 1100 South and 1200 South as both “Wildcat Way” and “150 West”

Suggested Action:
The City Manager recommends the City Council, by resolution, designate 150 West between 1100 South and 1200 South as both “Wildcat Way” and “150 West”.

Presenter:
Jason Bench

Background:
150 West street between 1100 South and 1200 South is adjacent to Westmore Elementary on the west side of the school. One of the entrances to the school is located off 150 West. Several citizens have requested the city add the designation of “Wildcat Way” to the street as outlined above.

The proposed resolution directs City staff to implement this change.

Potentially Affected Area:
Westmore

Attachments:
AS.J_Wildcat Way.docx

Location Map_Wildcat Way.pdf

RES-Wildcat Way Name Change.docx

CITY OF OREM CITY COUNCIL MEETING JULY 16, 2019	
REQUEST:	**RESOLUTION – Designating a portion of 150 West between 1100 South and 1200 South as both "Wildcat Way" and "150 West".**
APPLICANT:	City of Orem
FISCAL IMPACT:	None

NOTICES:
-Posted in 2 public places
-Posted on City webpage
-Posted on the State noticing website
-Faxed to newspapers
-E-mailed to newspapers
-Neighborhood Chair

SITE INFORMATION:
General Plan Designation:
N/A
Current Zone:
N/A
Acreage:
N/A
Neighborhood:
N/A
Neighborhood Chair:
N/A

PLANNING COMMISSION RECOMMENDATION
Vote: N/A

PREPARED BY:
Jason Bench
Planning Division Manager

RECOMMENDATION:
The City Manager recommends the City Council, by resolution, designate 150 West between 1100 South and 1200 South as both "Wildcat Way" and "150 West".

BACKGROUND:
150 West street between 1100 South and 1200 South is adjacent to Westmore Elementary on the west side of the school. One of the entrances to the school is located off 150 West. Several citizens have requested the city add the designation of "Wildcat Way" to the street as outlined above.

The proposed resolution directs City staff to implement this change.


Wildcat Way
Westmore Elementary
1100 South
1200 South
1200 South
200 West
150 West
Main Street
LOWE'S

RESOLUTION NO. R-2019-

A RESOLUTION DIRECTING THAT 150 WEST BETWEEN 1100 SOUTH AND 1200 SOUTH IN OREM SHALL BE JOINTLY DESIGNATED AS WILDCAT WAY AND 150 WEST

WHEREAS 150 West Street between 1100 South and 1200 South Street in Orem is a public street; and

WHEREAS the City Council desires to designate 150 West Street between 1100 South and 1200 South Street in Orem as "Wildcat Way"; and

WHEREAS to avoid confusion for residents located on or next to 150 West, and to avoid confusion for the traveling public, all street signs will continue to use the 150 West street designation in addition to the Wildcat Way designation.; and

WHEREAS the City Council has reviewed this matter and finds that this name re-designation is in the best interests of the City and the health, safety and welfare of its citizens.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OREM, UTAH, as follows:

1. The City Council hereby directs that 150 West Street between 1100 South and 1200 South Street in Orem be known as both "Wildcat Way" and "150 West" Street.

2. The City Council hereby authorizes and directs City staff to implement this Resolution and to change affected street signs.

3. All acts, orders, resolutions and ordinances, and parts thereof, in conflict with this Resolution are hereby rescinded.

4. This Resolution shall become effective immediately upon passage.

PASSED AND APPROVED this **16th** day of July 2019.

Richard F. Brunst, Jr., Mayor

ATTEST:

Jody Bates, City Recorder

COUNCIL MEMBERS VOTING "AYE"	COUNCIL MEMBERS VOTING "NAY"

Exhibit “A”


Wildcat Way
Westmore Elementary
1100 South
1200 South
1200 South
Main Street
Main Street
Main Street
200 West
LOWE'S

Agenda Item No: 10.1

City Council Agenda Item Report

Meeting Date: July 16, 2019
Submitted by: Emily Guffin
Submitting Department: Development Services
Item Type: Public Hearing
Agenda Section:

Subject:
PUBLIC HEARING
ORDINANCE - Adopt the Geneva Road Area-Wide Plan as Appendix “J” of the Orem General Plan

Suggested Action:
The Planning Commission recommends the City Council approve and adopt the Geneva Road Area-Wide Plan as Appendix “J” of the Orem General Plan.

Presenter:
Emily Guffin

Background:
In 2017, the U.S. Environmental Protection Agency (EPA) selected the City of Orem as a Brownfield Area-Wide Plan (AWP) grant recipient. The AWP program assists communities in responding to local brownfield challenges, particularly where multiple brownfield sites are in close proximity, connected by infrastructure, and limit the economic, environmental and social prosperity of their surroundings – areas such as the Geneva Road corridor. Because of the Geneva Road’s rich industrial heritage, many sites in the corridor are considered brownfields.

Orem received $200,000 to work with community stakeholders to develop an area-wide plan and implementation strategies for brownfields assessment, cleanup, and reuse in the Geneva Road Corridor that are:

- Protective of public health and the environment,
- Economically viable, and
- Reflective of the community's vision for the area.

The revitalization of brownfield sites has the potential to create multiple benefits throughout the community, including cultivation of community involvement in redevelopment of underutilized sites, creation of jobs, an increase in property values once a brownfield site is assessed or cleaned up, and correspondingly, a greater contribution of property taxes by revitalized properties.

Implementation of the Imagine Orem: Geneva Road planning process was led by the City of Orem with assistance from the planning firms of BRS and WRT, who served as the consultant team for this project. Together, the planning team hosted two public open houses, conducted site visits, sent out a survey that received over 400 responses, and engaged in robust digital engagement to involve residents, businesses, and property owners in the planning process, share information on plan progress, and receive feedback on

redevelopment scenarios. Input from community stakeholders helped to shape the final redevelopment concepts and recommendations contained in the area-wide plan.

In addition, a plan Steering Committee was convened with representatives of various local and state agencies working in the Geneva Road Area. Key partners represented on the Steering Committee include the Cities of Orem and Vineyard, Utah County, Utah Transit Authority, Utah Department of Transportation, Utah Department of Environmental Quality, US EPA, EDC Utah, and the Mountainland Association of Governments.

As part of the Imagine Orem: Geneva Road plan, a set of redevelopment scenarios for brownfield sites and key intersections in the plan area were developed to imagine a possible future for this area. These areas include the Gateway District at 1600 North, the Geneva Center District at 800 North, and Geneva Crossing District at Center Street.

Potentially Affected Area:
Citywide

Attachments:
Agenda-GenevaRoadAreaPlan.docx

Public Process.docx

Imagine Orem Geneva Road.pdf

Geneva Road Area Wide Plan_PC Minutes 6.5.19.docx

Resolution-GenevaRoadAreaPlan.docx

CITY OF OREM CITY COUNCIL MEETING JULY 16, 2019	
REQUEST:	**ORDINANCE** –Adopting the Geneva Road Area-Wide Plan as Appendix "J" of the Orem General Plan.
APPLICANT:	Department of Development Services
FISCAL IMPACT:	None

NOTICES:

- Posted in 2 public places
- Posted on City webpage and City hotline
- Faxed to newspapers
- E-mailed to newspapers
- Posted at utah.gov/pmn
- Mailed 2,811 notices on 05/15/2019 to all residents and businesses within the neighborhoods

SITE INFORMATION:

General Plan Designation:
General Industrial, Regional Commercial, Community Commercial, Residential

Current Zone(s):
Manufacturing, Commercial, Planned Development, Residential

Acreage:
Approximately 5,120 acres

Neighborhoods:
Aspen, Timpview, Geneva Heights, Suncrest, Orem Park, Sunset Heights West, & Sunset Heights East

PLANNING COMMISSION RECOMMENDATION
Vote: 7-0 for approval

PREPARED BY:
Emily Guffin Orem City Planner

REQUEST: The Department of Development Services requests the City Council adopt the Geneva Road Area-Wide Plan as Appendix "J" of the Orem General Plan.

BACKGROUND: In 2017, the U.S. Environmental Protection Agency (EPA) selected the City of Orem as a Brownfield Area-Wide Plan (AWP) grant recipient. The AWP program assists communities in responding to local brownfield challenges, particularly where multiple brownfield sites are in close proximity, connected by infrastructure, and limit the economic, environmental and social prosperity of their surroundings – areas such as the Geneva Road corridor. Because of the Geneva Road Area's rich industrial heritage, many sites in the corridor are considered brownfields.

Orem received $200,000 to work with community stakeholders to develop an area-wide plan and implementation strategies for brownfields assessment, cleanup, and reuse in the Geneva Road Corridor that are:

- Protective of public health and the environment,
- Economically viable, and
- Reflective of the community's vision for the area.

The revitalization of brownfield sites has the potential to create multiple benefits throughout the community, including cultivation of community involvement in redevelopment of underutilized sites, creation of jobs, an increase in property values once a brownfield site is assessed or cleaned up, and correspondingly, a greater contribution of property taxes by revitalized properties.

Implementation of the Imagine Orem: Geneva Road planning process was led by the City of Orem with assistance from the planning firms of BRS and WRT, who served as the consultant team for this project. Together, the planning team hosted two public open houses, conducted site visits, sent out a survey that received over 400 responses, and engaged in robust digital engagement to involve residents, businesses, and property owners in the planning process, share information on plan progress, and receive feedback on redevelopment scenarios. Input from community stakeholders helped to shape the final redevelopment concepts and recommendations contained in the area-wide plan.

In addition, a plan steering committee was convened with representatives of various local and state agencies working in the Geneva Road Area. Key

partners represented on the steering committee include the Cities of Orem and Vineyard, Utah County, Utah Transit Authority, Utah Department of Transportation, Utah Department of Environmental Quality, US EPA, EDC Utah, and the Mountainland Association of Governments.

As part of the Imagine Orem: Geneva Road plan, a set of redevelopment scenarios for brownfield sites and key intersections in the plan area were developed to imagine a possible future for this area. These areas include the Gateway District at 1600 North, the Geneva Center District at 800 North, and Geneva Crossing District at Center Street.

RECOMMENDATION: The Planning Commission recommends the City Council adopt, by ordinance, the Geneva Road Area-Wide Plan as Appendix "J" of the Orem General Plan. Staff supports the Planning Commission recommendation.

IMAGINE OREM: GENEVA ROAD – Community Engagement Process

The City engaged a diverse group of stakeholders in the plan area early in the plan process and continued to engage them over the course of the plan. This included robust digital engagement, three (3) Steering Committee meetings, two (2) public open houses, and a special property owners workshop where representatives from the City, consultant team, and UDEQ helped property owners to understand their responsibilities and the business case for being a partner in the planning and redevelopment process. In addition, City planning staff attended multiple community events in Orem to provide information to the public on the plan and direct them to modes of engagement. These included Summerfest in June 2018 and Harvest Fest in October 2018. Finally, over 400 community stakeholders responded to a survey on existing conditions and proposed redevelopment concepts.

Those who participated in the planning process represent a wide range of community stakeholders who may be impacted by decisions regarding brownfield sites in the Geneva Road corridor, including:

- Property owners
- Business owners and tenants
- Residents
- Developers
- Educational and institutional partners
- Non-profit organizations
- Federal, state, and local agencies
- Local elected officials

Figures 1-3 show photos from the Imagine Orem: Geneva Road public process. These were taken during the public open house meetings for the plan.

Figure 1: Stakeholders at the public open house meeting for the Geneva Road Plan.



Figure 2: Residents sketch out ideas and write comments at the public open house meeting.



Figure 3: Public meeting and field trip held at a brownfield location discussed in the Geneva Road Plan.





IMAGINE

OREM

GENEVA ROAD

ACKNOWLEDGEMENTS

OREM CITY COUNCIL

Richard Brunst, Mayor

Debby Lauret, Council

Sam Lentz, Council

Tom Macdonald, Council

Mark Seastrand, Council

David Spencer, Council

Brent Sumner, Council

OREM CITY PLANNING COMMISSION

Ross Spencer, Chair

Carl Cook

Mickey Cochran

Camille Jensen

Barry Roberts

Mike Staker

David Moulton

PLAN ADVISORY COMMITTEE

City of Orem

City of Vineyard

Economic Development Corporation of Utah

Mountainland Association of Governments

Utah Valley University

Utah County Health Department

Utah Transit Authority

Utah Department of Transportation

Utah Department of Environmental Quality

United States Environmental Protection Agency

OREM CITY STAFF

Emily Guffin, Long Range Planner

J. Kirby Snideman, AICP, Long Range Planner

Jason Bench, AICP, Planning Division Manager

Bill Bell, Development Services Director

Ryan Clark, Economic Development Director

Paul Goodrich, Transportation Engineer

PLANNING CONSULTANTS

BRS, Inc.

WRT

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CINEMA THEATRES



Executive Summary

1.1 Pan Overview

In 2017, the U.S. Environmental Protection Agency (EPA) selected the City of Orem as a Brownfield Area-Wide Plan (AWP) grant recipient. The AWP program assists communities in responding to local brownfield challenges, particularly where multiple brownfield sites are in close proximity, connected by infrastructure, and limit the economic, environmental and social prosperity of their surroundings, areas such as the Geneva Road corridor. Because of the Geneva Road's rich industrial heritage, many sites in the corridor are considered brownfields.

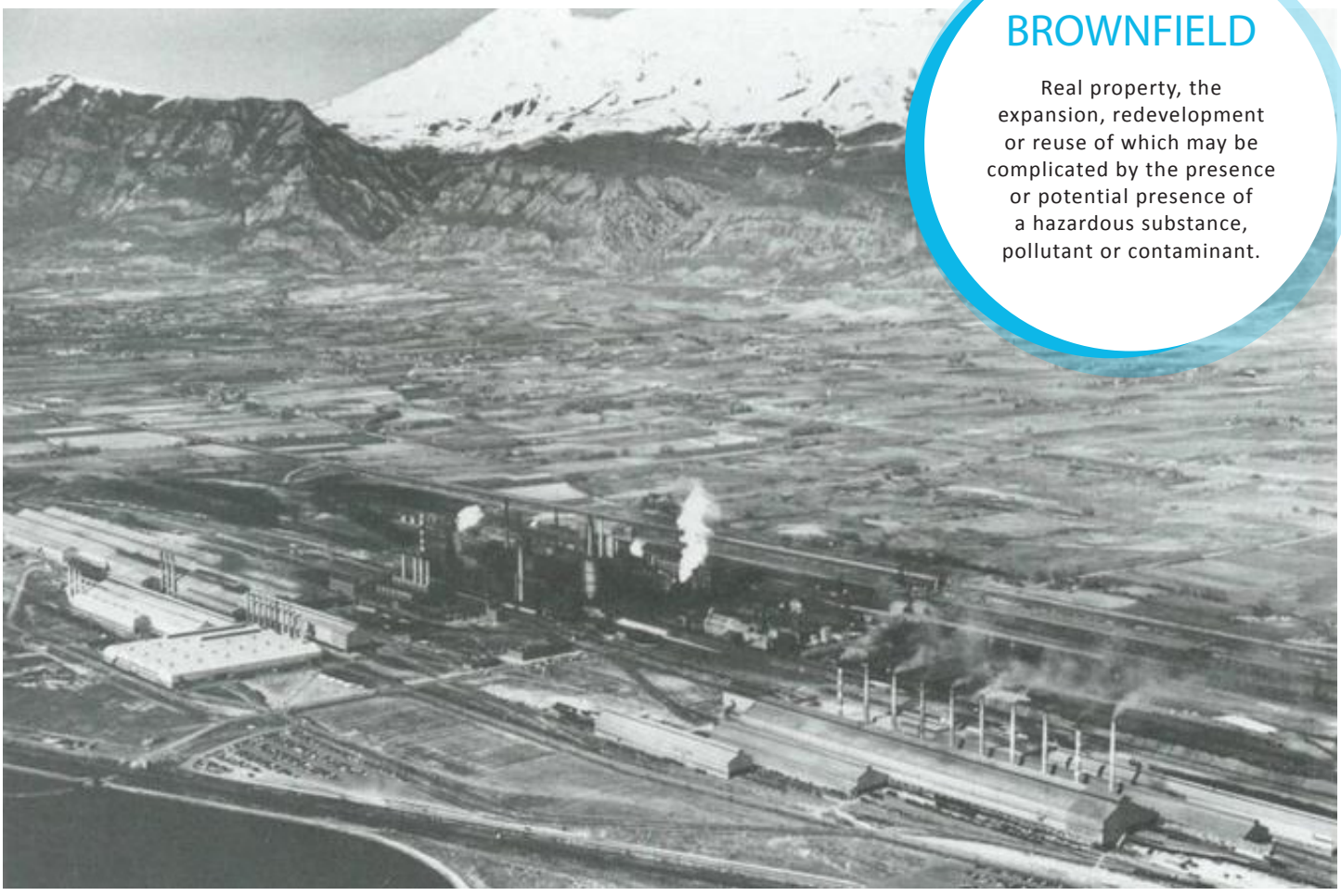
Orem received $200,000 to work with community stakeholders to develop an area-wide plan and implementation strategies for brownfields assessment, cleanup, and reuse in the Geneva Road Corridor.

The Imagine Orem: Geneva Road plan will provide direction for future brownfields area improvements that are:

- Protective of public health and the environment,
- Economically viable, and
- Reflective of the community's vision for the area.

The revitalization of brownfield sites has the potential to create multiple benefits throughout the community, including cultivation of community involvement in redevelopment of underutilized sites, creation of jobs, an increase in property values once a brownfield site is assessed or cleaned up, and correspondingly, a greater contribution of property taxes by revitalized properties.

Figure 1.1: Historic view of Geneva Steel and Geneva Road Area (Photo credit: Utah State Historical Society)



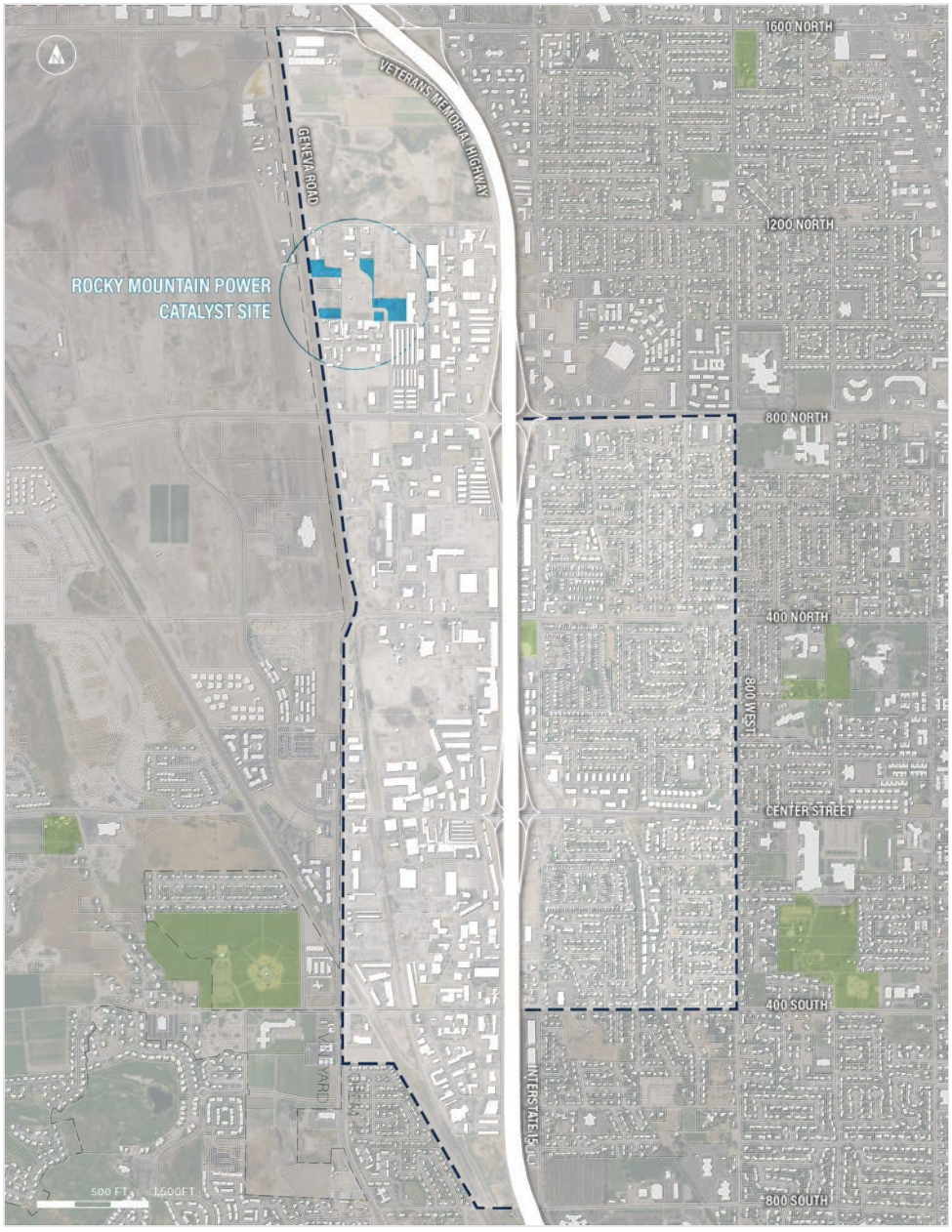
BROWNFIELD

Real property, the expansion, redevelopment or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant or contaminant.

1.2 Plan Area

The **Imagine Orem: Geneva Road** plan focuses on developing a strategy for addressing brownfields in the Geneva Road corridor. This historic industrial area continues to be an important source of employment and tax revenue for the City; however, it also contains many vacant and blighted brownfield or potential brownfield sites, owing to commercial and industrial uses historically located in the community. Redevelopment of strategic brownfield sites or potential brownfield sites, will catalyze investment throughout the corridor that leads to increased employment opportunities, tax revenues and visual appeal. The planning team also ensured that the redevelopment scenarios proposed for the corridor's brownfield sites are consistent with existing plans for the area, including the Orem General Plan, Neighborhood Plans, the Orem Economic Development Strategic Plan, and the Orem Transportation Master Plan.

Figure 1.2: **Imagine Orem: Geneva Road** plan Area and Rocky Mountain Power site



1.3 Existing Conditions

In order to develop a comprehensive strategy for brownfield redevelopment, the project team conducted research on existing conditions in the Geneva Road area, including a review of existing plans, review of historic land uses, zoning analysis, market study, and inventories of brownfields, infrastructure and businesses. This research was important because it enabled the planning team to identify the issues and opportunities shaping the Geneva Road corridor in order to more effectively plan for the area's future.

Orem's population is projected to increase from a 2010 population of just over 88,000 residents to 123,000 residents by 2060 according to 2010 U.S. Census & Governor's Office of Planning and Budget 2013 projections. In addition, Orem – and the Geneva Road Area particularly – will be impacted by the redevelopment of the City of Vineyard. According to the Central Utah Water Conservancy District, this area is projected to experience tremendous growth with nearby Vineyard projected to house 90,000 residents by 2060.

Orem is bounded to the east by mountains, to the west by Utah Lake, and to the north and south by neighboring communities. Because of this, Orem has nowhere left to grow. Therefore, Orem's future development will depend on strategic infill of the City's existing sites, including under-utilized brownfield sites in the Geneva Road corridor.

Significantly, Geneva Road is the only area of the City that contains industrially-zoned properties. The Utah County industrial market is experiencing continued growth, with historically low vacancy rates and correspondingly high rents. New, high-quality industrial space is not readily available in Utah County.

Further, the Geneva Road Area is located in a thriving market strong on the fundamentals with a highly educated workforce and supportive government policies that can drive redevelopment of brownfields to highly productive industrial, research and varied manufacturing uses. Therefore, the availability of industrially zoned space, underdeveloped and undervalued in an area close to Utah Valley University (UVU) with its entrepreneurial spirit that exists among its students, provides the Geneva Road Area an obvious competitive advantage as land for new development becomes more limited.

However, Orem does not currently have a plan for the industrial uses west of I-15 where future redevelopment could occur, and valuable industrial land is being snatched up for low-quality uses that do not significantly contribute to local employment opportunities, tax revenues or improvements to community aesthetics. Therefore, it is critical to engage in a planning process now to ensure the redevelopment of Geneva Road's valuable industrial properties is reflective of the community's vision for the area and will provide robust community benefits.

1.4 PARTNERS

Implementation of the **Imagine Orem: Geneva Road** planning process was led by the City of Orem with assistance from the planning firms of BRS and WRT, who served as the consultant team for this project.

Together, the planning team hosted two public open houses, conducted site visits, sent out a survey that received over 400 responses, and engaged in robust digital engagement to involve residents, businesses and property owners in the planning process, share information on plan progress and receive feedback on redevelopment scenarios. Input from community stakeholders helped to shape the final redevelopment concepts and recommendations contained in the area-wide plan.

In addition, a plan Steering Committee was convened with representatives of various local and state agencies working in the Geneva Road Area. Key partners represented on the Steering Committee include the Cities of Orem and Vineyard, Utah County, Utah Transit Authority (UTA), Utah Department of Transportation (UDOT), Utah Department of Environmental Quality (UDEQ), US EPA, EDC Utah and the Mountainland Association of Governments (MAG).

1.5 Development scenarios

As part of the Imagine Orem: Geneva Road plan, the City and Consultant team developed a set of redevelopment scenarios for brownfield sites and key intersections in the plan area, known as "districts" to imagine a possible future for this area:Gateway District, Geneva Center District and Geneva Crossing District. Each of these is described to the right.

Residents, business owners, property owners and other stakeholders had the opportunity to compare these scenarios and vote for preferred scenarios as part of public outreach that

occurred throughout summer 2018, and the final redevelopment scenarios reflect this public input.

The **Imagine Orem: Geneva Road** plan identifies actions the City and its partners can take to prepare the sites for the end uses envisioned for the three proposed districts. The Implementation chapter groups these according to the plan goals identified above.

GATEWAY DISTRICT

- Incorporates the 6.7 acre Rocky Mountain Power catalyst site and adjacent properties;
- Envisions mixed light industrial, commercial and retail uses in the northern portion of Geneva Road; and
- Proposes the extension of internal connector roads, including Gateway Street to the South and 1580 West to the East.

GENEVA CROSSING DISTRICT

- Incorporates the auto-oriented brownfield sites clustered on the east side of Geneva Road near the intersection with 800 North;
- Proposes light industrial, commercial and retail uses at the Geneva Road 800 N intersection; and
- Proposes the extension of internal connector roads, including 640, 675 and 950 North.

GENEVA CENTER DISTRICT

- Incorporates the mix of industrial wholesale, storage, warehousing and retail uses at the intersection of Geneva Road and Center street;
- Proposes a mix of light industrial, commercial and retail uses with mixed-use commercial and residential permitted at the Center Street intersection; and
- Proposes the extension of 1464 W to serve as an internal circulation road for the district along with several east-west connectors.

Figure 1.3: Aerial view of the districts. From left to right are: Gateway, Geneva Crossing, and Geneva Center. (Photo credit: Google)




CINEMA THEATRES



2 Introduction

2.1 Overview

Geneva Road is a predominately industrial corridor on the western border of the city of Orem, Utah. This area has served as an important employment center for Orem and Utah County since the 1940s, as it grew around the Geneva Steel plant (formerly located across Geneva Road in the city of Vineyard). Geneva Steel was constructed by the United States government in 1912 and was purchased by US Steel in 1946. The Geneva Heights, Suncrest, and Orem Park neighborhoods in the eastern part of the plan area were the site of the original housing constructed for Geneva Steel workers during the 1940s and 1950s. However, since 2001, the majority of the former Geneva Steel structures have been demolished and are being redeveloped.

Despite the challenges posed by the closure of Geneva Steel and the resulting loss of jobs, Geneva Road retains significant assets and redevelopment potential. The area has excellent transportation infrastructure, including access to Interstate 15, the Orem Intermodal Center (currently served by UTA FrontRunner commuter rail and UVX Utah Valley Express bus rapit transit line) and two freight rail lines. The area also benefits from its proximity to a highly educated workforce and educational opportunities. Finally, the area has benefited from multiple long-range planning studies over the past ten years, ranging from the City-wide Orem General Plan and Economic Development Strategic Plan, to neighborhood-level plans and redevelopment reports.

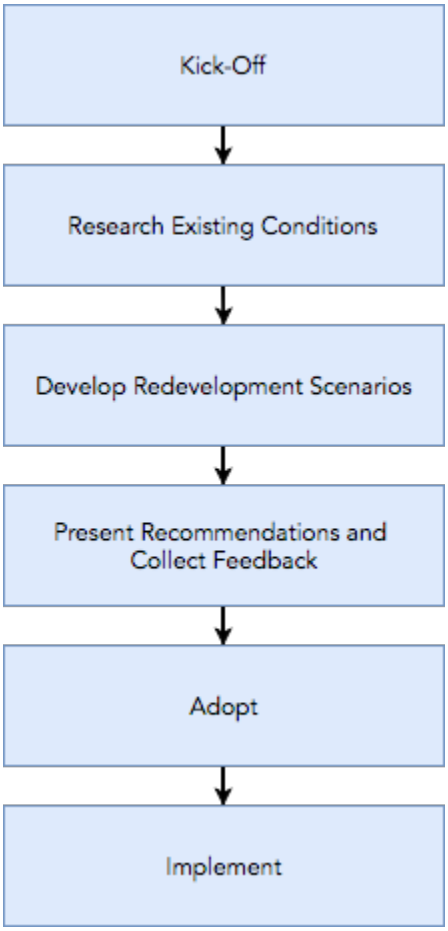
The primary purpose of the Imagine Orem: Geneva Road plan is to create a community-driven vision and master plan for the renewal of the Geneva Road area that will improve the health, safety, environmental quality, employment opportunities, transportation options, and business development of the corridor.

The planning consulting firms of BRS and WRT were retained to work with the City of Orem to address the economic opportunities and challenges presented by the redevelopment of potential brownfield sites in the Geneva Road corridor, with the goal of building a strong, informed leadership to assist the community in a discussion of priorities as they relate to the local economy.

PLAN GOALS

- Stimulate economic development
- Facilitate reuse of existing infrastructure
- Protect valuable commercial and industrial properties while preserving green space, recreational property, or other community uses
- Increase sustainable and equitable development opportunities

PLAN TIMELINE



2.2 Brownfield Planning

In 2017, Orem received a $200,000 EPA Brownfield Area-Wide Planning grant to conduct this planning process for the Geneva Road Area and the Rocky Mountain Power "catalyst" site located on North Geneva Road between 800 North and 1200 North.

The EPA Brownfields Area-Wide Planning (AWP) program provides grant funding to local governments and non-profit organizations to support community-driven brownfield planning to identify opportunities where communities can assess, cleanup and reuse brownfields for the benefit of the community, residents, and the local and regional economy.

According to the non-profit Groundwork USA, the brownfields area-wide planning approach enables a community to look broadly at an area containing a concentrated number of brownfield sites. Rather than a site-by-site approach, several brownfields are considered simultaneously in the context of shared infrastructure and synergistic uses to address current and anticipated drivers of success and identify short- and long-term goals and implementation strategies.

The EPA defines brownfields as "real property, the expansion, redevelopment or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant or contaminant." The cleanup of brownfields sites improves and protects the environment and may result in many benefits for the local community, including:

- Community involvement in the project,
- Job creation, and
- An increase in nearby property values once a brownfield site is assessed or cleaned up.

According to a 2005 report by Envision Utah, investing in the re-use of brownfield sites is an important component of a municipal economic development strategy. Employers may be reluctant to locate their business on a brownfield site because of potential liability, cost of clean-up and the additional time required to conduct clean-up activities. However, because brownfields are often located in desirable, close-in areas, require limited new infrastructure, and provide easy access to transportation and housing, they are a valuable resource to be developed (Flynn, 2005).

Successful redevelopment of the catalyst site and surrounding brownfield properties should build momentum for the redevelopment and improvement of brownfield sites along the entire Geneva Road corridor.

Figure 2.1: Imagine Orem: Geneva Road Plan Boundary



Figure 2.2: Rocky Mountain Power Catalayst Site and Geneva Road with Vineyard in the distance



ROCKY MOUNTAIN POWER

This site located in the proposed Gateway District was identified as the catalyst site.

2.3 Project Area

The **Imagine Orem: Geneva Road** plan area encompasses approximately 1400 acres of land in the northwest corner of Orem, Utah. The area is generally organized north to south along four major thoroughfares – Geneva Road, Interstate 15, 1200 West and 800 West – with numbered streets connecting the plan area east to west.

The plan area is bounded by 1600 North at the North, Interstate 15 and 800 West on the east, 800 South at the South and the City of Vineyard at the West. The plan area east of I-15 is predominately residential with some commercial uses, while the area west of I-15 is predominately industrial. The residential neighborhoods are identified north to south as Timpview, Geneva Heights, Orem Park and Suncrest.

The plan area takes its name from Geneva Road, a central transportation corridor running parallel to I-15 which connects Orem with the cities of Lindon and Provo and serves as Orem's western boundary with Vineyard. Geneva Road and the Geneva Road area was named for the Geneva Resort, which operated on nearby Utah Lake at the beginning of the 20th century.

2.4 Community Profile

The Geneva Road area includes the commercial and industrial area known locally as "the Wedge" and three residential neighborhoods, Geneva Heights, Suncrest, and Orem Park, that lie to the east of this industrial area on the other side of I-15. These neighborhoods were originally created for the Geneva Steel Plant workers in the 1940s and 1950s, which was located on the site of present-day Vineyard, Utah.

Today, these neighborhoods are impacted by all the negative effects that a major interstate highway and industrial corridor can produce, compounded by uses past and present and the decline of industrial employment associated with the closure of the Geneva Steel plant. These are among the oldest neighborhoods in Orem, with key economic indicators (unemployment levels,

median home values, and percent of households receiving food stamps) showing economic challenges compared to the rest of Orem, Utah County, and the State of Utah. According to the USDA, these neighborhoods are currently in low income and low access areas, with the nearest grocery store more than one-half (½) mile away.

The Alpine School District, the primary school district in northern Utah County, has two Title I schools within one-mile of the Geneva Road area (GRA). Title I schools are those which utilize federal funding to improve academic achievement to disadvantaged students who may be affected by concentrations of poverty or environmental challenges.

The neighborhoods of the Geneva Road plan have high levels of households with single mothers, children under 18 years old, and adults over 65 years old - populations which are sensitive receptors to environmental contaminants and poverty. The GRA also has one of the highest minority population rates (Hispanic majority) in the City of Orem, substantially higher than the rest of Utah County or the State of Utah. Finally, it is important to note that the 84057 ZIP code, which includes the GRA, is the fourth most densely populated ZIP code in the State of Utah. Census information is shown in the table below.

Table 2.1: Demographic and Household Characteristics of the Geneva Road Area

Demographic Characteristics[1]	Geneva Road[1]	City of Orem	Utah County	Utah	United States
Population	8,468	94,457	540,425	2,858,111	314,107,084
Percentage of Population under 18 Years Old[2]	28.65%	29.07%	35.06%	31.10%	23.49%
Percentage of Population over 65 Years Old[2]	10.4%	8.0%	6.8%	9.5%	13.7%
Household Characteristics[1]	**Geneva Road[1]**	**City of Orem**	**Utah County**	**Utah**	**United States**
Median Household Income[2]	$55,617	$54,048	$60,830	$59,846	$53,482
Median Home Value[2]	$163,033	$202,000	$222,300	$212,500	$175,700
Unemployment[2]	4.0%	3.6%	3.1%	3.4%	5.0%
Poverty Rate[2]	13.1%	16.0%	13.2%	11.9%	15.6%
Percent of Households with Female Head with Own Children[2]	6.94%	5.71%	4.68%	5.60%	7.17%
Percent of Households Receiving Food Stamps[2]	12.52%	10.33%	8.26%	9.04%	13.0%

[1]Data is from the U.S. Census American Community Survey, 2010-2014 5-year estimates. [2]Geneva Road Area includes demographics identified in Census block groups 490490008011, 490490008021, and 490490011062. While a large portion of the industrial uses in the GRA are located in Census block group 490490022011, this data was not included as it reflects a population not living in the GRA.

Figure 2.3: Public Open House Meetings for Geneva Road Plan





2.5 Community Engagement

The City engaged a diverse group of stakeholders in the plan area early in the plan process, and continued to engage them over the course of the plan. This included robust digital engagement, three (3) Steering Committee meetings, two (2) public open houses, and a special property owners workshop where representatives from the City, consultant team, and UDEQ helped property owners to understand their responsibilities and the business case for being a partner in the planning and redevelopment process. In addition, City planning staff attended multiple community events in Orem to provide information to the public on the plan and direct them to modes of engagement. These included Summerfest in June 2018 and Harvest Fest in October 2018. Finally, over 400 community stakeholders responded to a survey on existing conditions and proposed redevelopment concepts.

Those who participated in the planning process represent a wide range of community stakeholders who may be impacted by decisions regarding brownfield sites in the Geneva Road corridor, including:

1. Property owners
2. Business owners and tenants
3. Residents
4. Developers
5. Educational and institutional partners
6. Non-profit organizations
7. Federal, state, and local agencies
8. Local elected officials



2.6 Review of Existing Plans

The City of Orem was well-prepared to undertake an area-wide planning effort in the Geneva Road area, as it has already engaged in numerous planning efforts that make recommendations for portions of the Geneva Road corridor. These prior plans have established a solid community vision for the future of the Geneva Road area while providing a framework for the implementation of the Imagine Orem: Geneva Road plan.

OREM GENERAL PLAN

This comprehensive plan (last amended in 2018) is the official statement of policies for the future development of the City including land use, transportation, housing, urban design, economics, parks and recreation and public services and facilities. The guides for land use are intended to provide classifications and locations for uses that manage growth as well as provide sufficient land for industrial, commercial, residential, and public uses.

Community Character: Orem places a high priority on protecting its reputation as a family-friendly city and this is translated into its goals to protect older residential neighborhoods, provide affordable housing in newer mixed use development and create places that can meet the growing demand for student and senior housing. The desired outcomes include improved public services and schools that will promote the quality of life in Orem. The General Plan lists the numerous parks and recreation facilities, festivals, civic organizations, educational resources, and the city library which make up the City's "tapestry" of community culture. Its desire is to foster an environment where such organizations and amenities can develop and flourish.

Figure 2.4: Business on Mountain Way Drive in Geneva Road corridor



Urban Planning and Design: Orem also places significance on urban design principles and methods to create a desirable physical environment for its community. The major planning objectives of the City are to develop and implement an urban forestry plan and to humanize its streetscapes with inviting amenities and buffers that encourage pedestrian activity. Other design goals include creating gateways, improving signage, reducing light pollution, anticipating the eligibility of historic structures for preservation and the inclusion of public art.

Economic Development: The economic vitality of Orem has depended on its strong workforce, area universities, low cost of living and its recreational opportunities. As competition from surrounding communities has grown, the City added an Economic Development Division in 2012 and developed the 2014 Economic Development Strategic Plan (EDSP). The goals for this action include expanding the tax base, increasing assessed property values and to ensure that ongoing land development meets economic development goals (more on the EDSP is below).

Transportation: Orem has a highly developed multi-modal transportation system with several in-depth plans and studies to guide its future. In order to address projected growth in both the City and region, the General Plan outlines the need to support strategies such as biking and walking improvements, the expansion of transit services (bus and rail), encouraging transit–oriented developments (TODs) and the addition of a Transportation Center.

GENEVA HEIGHTS, OREM PARK, SUNCREST NEIGHBORHOOD PLAN

The Geneva Heights, Orem Park, and Suncrest Neighborhood Plan (2017) was created by neighborhood residents and Orem City planning staff to communicate the values and interests of neighborhood residents and serve as a guideline for future growth, development and preservation. It specifically references the development of a plan for the Geneva Road area using an EPA Brownfields Area-Wide Planning grant, as the neighborhood boundaries stretch west to Geneva Road and encompass a large portion of industrial properties along the central Geneva Road Corridor.

Together, these three neighborhoods include approximately 16,500 residents in 4,769 households, according to 2015 American Community Survey Estimates. Roughly a third of these households have children under age 18. About half of the housing units in the plan area are single-family detached units, while the other half are multi-family units. There are also four mobile home communities that provide another opportunity for affordable housing. Owing to strong demand for affordable units and lack of supply, vacancy is generally low, and correspondingly, rents are generally high.

According to this plan, the Geneva Heights, Orem Park and Suncrest neighborhoods contain some of Orem's oldest residential, commercial and industrial properties. While the residential areas are not expected to change, the redevelopment of the Geneva Steel site in Vineyard has generated interest in the redevelopment of industrial properties along the Geneva Road corridor in Orem. However, as previously noted, many of these have been identified as brownfield sites and will require assessment and cleanup prior to redevelopment.

A key goal of this plan is the "Economics" goal to "continue to encourage business development to provide a source for local jobs and to add to sales tax and property tax revenue." Industrial businesses in the Geneva Road area are an important source of revenue and jobs for the entire City. Additionally, according to this section, the Geneva Road corridor contains the vast majority of properties with the highest assessed values in the City (by area), showing the potential to unlock the value of these properties through strategic investment and redevelopment.

ASPEN AND TIMPVIEW NEIGHBORHOOD PLAN

Like the Geneva Heights, Orem Park and Suncrest Neighborhood Plan, the Aspen and Timpview Neighborhood Plan (2017) was created by neighborhood residents and Orem City planning staff to communicate the values and interests of neighborhood residents and serve as a guideline for future growth, development and preservation. The Aspen and Timpview neighborhoods comprise the northwest corner of the City, with a western boundary of Geneva Road. It specifically references the development of a plan for the Geneva Road area using an EPA Brownfields Area-Wide Planning grant, as the neighborhood boundaries stretch west to Geneva Road and encompass the northern section the Geneva Road Corridor, including the catalyst site of Rocky Mountain Power.

The Aspen and Timpview neighborhoods, like much of Orem, were historically agricultural lands with limited commercial and industrial development until the designation of residential subdivisions in the 1970s. These neighborhoods remain predominately residential, with commercial and industrial uses concentrated along Geneva Road, 1200 W, 800 N and State Street. The only large undeveloped parcel within these neighborhoods is the former Williams Farm property located at the northwest corner of the plan area between 1600 N, I-15, 1200 N and Geneva Road. These neighborhoods contain approximately 9,532 residents residing in 2,790 households, according to 2015 American Community Survey estimates. Forty-five percent (45%) of these households have children under age 18. As with the Geneva Heights Orem Park and Suncrest neighborhoods, Aspen and Timpview have a very low vacancy rate of 3%, owing to a strong demand for affordable units and a lack of supply.

Key goals of this plan that pertain to the Geneva Road Brownfield Area-Wide Plan include the following:

- Increase roadway capacity through improvements along major corridors, prioritizing 1600 N;
- Increase the network and improve the quality of bike and walking paths;
- Better access management for new developments;
- Utilize major thoroughfares for traffic from new development; and
- Deal with traffic and safety issues at congested intersections, particularly 1600 N and 1200 W.

STATE STREET MASTER PLAN

The City's November 2015 State Street Master Plan provides a framework to guide the future growth along State Street, which serves as Orem's central commercial corridor. The goal is to transform State Street into an attractive, urban lifestyle alternative for residents, businesses and visitors through economic development initiatives, transportation solutions and enhanced community image and identity. The plan identifies five (5) distinct development nodes, each with a different focus: employment and civic center, arts and entertainment, shopping and dining, mixed use center and residential/retail.

The plan projects the impacts of implementing the proposed strategies for State Street on shaping the future of Orem. These include: absorbing over 75% of the projected population growth, the addition of over 4300 office jobs, 48% increase in taxable sales and 140% increase in tax revenue. It is important that development away from the State Street Corridor be compatible, and not compete with, the desire to create a vibrant downtown core. It is equally important that the design standards and aesthetics established by this plan are carried through to other redevelopment areas, such as Geneva Road, to reinforce the community image and identity of the City.

The State Street Master Plan will serve as a template for recommended zoning changes and potential design guidelines in the Geneva Road Area.

Orem provides a great value through a low cost of doing business and a quality workforce.

Orem is the epicenter of Utah County where start-up companies, established, businesses and developers prosper.

ECONOMIC DEVELOPMENT STRATEGIC PLAN

The City's 2014 Economic Development Strategic Plan (EDSP) documents Orem's current economic environment and identifies the challenges it could face in the future. Orem's economic vitality has been the result of its location at the center of retail activity for the region coupled with its relatively low cost of living and highly educated workforce. These assets are anticipated to continue to fuel the future of Orem's economy.

However, there is increasing competition from outside Orem: surrounding communities are growing rapidly and contain open land available for new development. Meanwhile, Orem's future development depends on more expensive infill and strategic approaches.

The plan creates 19 development nodes and outlines recommendations to maximize each district's assets, stating how each district will contribute to the City's goals of growing a stable tax base. Nodes 17 and 18 along I-15 and Geneva Road are located in the heart of the Geneva Road plan area. According to the EDSP, these areas are "prime for conversion from underdeveloped industrial uses to high-quality, freeway-visible office space, in addition to retail and advanced manufacturing."

Retail development is targeted for the I-15 interchanges and areas along Geneva Road to capitalize on the increased development expected to occur next door in Vineyard. Specifically, the Vineyard population growth is expected to create the need for two grocery stores and Orem wishes to capture that market position before it goes to Vineyard.

The Geneva Road corridor is not targeted for future housing redevelopment or a prime location for Class A office space but the plan acknowledges further planning for this area is required. Plans for a business park in the north portion of Geneva Road are already under development, utilizing some of the limited vacant land in that portion of the City.


RIDE TRAX
UTA
CINEMA THEATRES



Land Use Analysis

3.1 Historic Land Use

While the prior planning efforts did an excellent job of providing context for the Imagine Orem: Geneva Road brownfield area-wide plan, past research on the area's environmental conditions tended to focus on the Geneva Steel site in neighboring Vineyard. Therefore, the City and consultant team undertook an extensive process of researching historic land uses and potential contamination on the other sites located within the Geneva Road corridor. Because of the area's well-established history as the City's industrial corridor, it was expected that numerous brownfield sites would be identified. The following sections detail the history of land uses in the Geneva Road corridor and tell the story of how Geneva Road's brownfield sites came to be.

In order to trace historical land uses in the project area, the planning team referenced historic maps, environmental databases, various documents and photographs going back 80 years.

The City of Orem grew from several small settlements established in the Provo Bench area during the late 19th century. Historically, the area was colonized with farms along the corridor between Provo and Pleasant Grove. A transition from the fruit and vegetable farms began as commercial developments crept up along State Street and by the early part of the 20th century, Orem was incorporated. At the end of Orem's first ten years as a City, the census set the City's population at 1,915. Since that time, Orem has grown from a primarily agricultural area to a primarily urban area. Today the City captures just over 1/4 of the retail sales in Utah County.

The Geneva Road Area (GRA) of Orem, located on the western border of the City, has been an important industrial, employment, and residential area for the City as well as Utah County since the 1940s. The area grew around the Geneva Steel plant (formerly located across Geneva Road in the city of Vineyard), which was constructed by the United States government during World War II. It was purchased by the United States Steel Division (US Steel) in 1946 and opened as an integral part of the war effort. The Geneva Heights, Suncrest, and Orem Park neighborhoods in the eastern part of the GRA contained the original housing constructed for Geneva Steel workers during the 1940s and 1950s. Since 2001, the majority of the former Geneva Steel structures have been demolished and in recent years redevelopment has occurred.

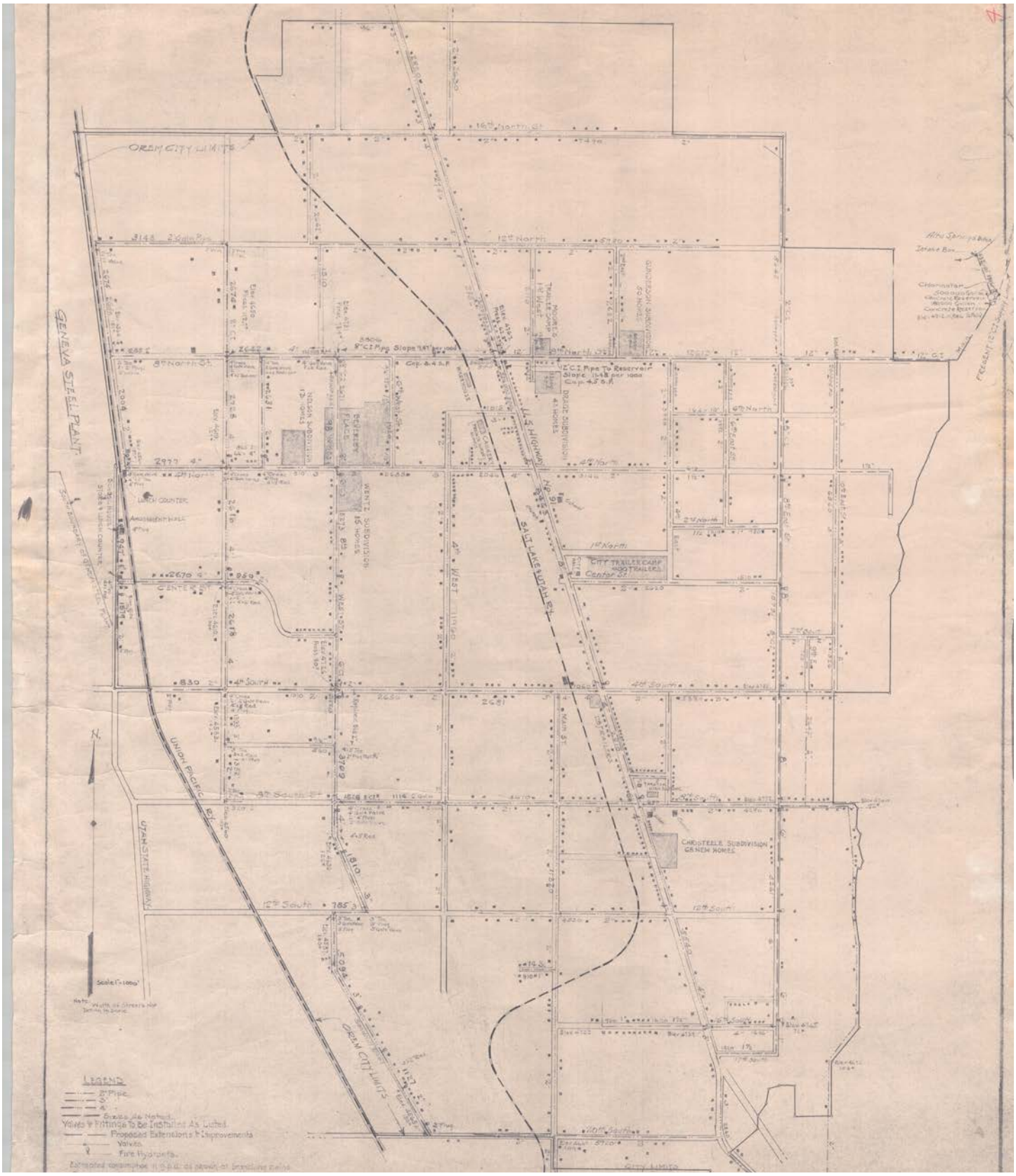
Other industries of significance that have historically been located in the Geneva Road corridor include Geneva Rock, Geneva Pipe and UT Pic A Part. These industrial operations have been on-going since at least 1969, with Geneva Rock being the eldest of the industrial operations. Geneva Rock and Geneva Pipe are large employers in the area and have generally operated in accordance with local noise and nuisance ordinances.

Figure 3.1 - Historic images of Geneva Steel (Credit: Library of Congress)





Figure 3.2 - 1946 Map of Orem with (Credit: BYU Library Map Collection)



City Directories obtained from Environmental Risk Information Service (ERIS) provide residential and business listings in the GRA from 1960 to present. From 1960-1965, the only commercial listings in the GRA are for Geneva Steel, Geneva Rock and Geneva Pipe in the same locations presently occupied by these entities. Prior to this time, aerial photographs depict much of Geneva Road as agricultural or vacant undeveloped land.

In 1970, Claire's Welding and Wrecking is listed at 1401 W 400 South and Morrill Turkey Ranch is listed at 1201 W 400 South. In 1975, commercial activity increased some with multiple listings, and by 1980, the transition to commercial uses is dramatic with Center Street, W 400 South and W 400 North turning almost exclusively to commercial enterprise.

By the mid-1980s aerial photographs show intensive development of the northwestern portion of Geneva Road between W 1200 North and W 800 North. The current power substation adjacent to the Rocky Mountain Power site was constructed circa late-1980s or early 1990s when Orem experienced double digit growth and developed as the commercial and retail center of Utah County.

Between 1980 and 1996, commercial properties continued to develop along W 1200 North and included woodworking, concrete, automotive and marine repair, treatment centers, storage units and office space. By 2001, no property addresses are listed with a W 1200 North address though multiple spur roads, oriented north to south, are located along W 1200 North and are heavily developed as commercial/light industrial.

According to business listings, commercial development along Geneva Road itself did not really begin to occur in earnest until 2001, the same year that Geneva Steel closed down operations. Commercial/retail and light industrial at that time included the Vineyard Garden Center, Hitching Post, Clegg's Car Care, MCR Recycling, European Only Tow, Blue Ribbon Auto, Skip Dunn and other excavating companies and various other automotive/ trucking establishments. These entities were not listed in previous years' ERIS directories.

3.2 Current Land Use

As indicated in the previous section, commercial development along Geneva Road began to occur starting in 2001, and by 2006, nearly all the uses fronting Geneva Road in the plan area were commercial or industrial in nature. Meanwhile, the plan areas east of Interstate I-15 along 400 South and 400 North remain almost entirely residential. In addition, the areas east of I-15 along Center Street and 800 North are mixed use with a majority used as residential, office space and lodging/hospitality.

While a mix of uses is increasingly seen as a desirable development type in center cities, the types of commercial and industrial uses that remain in the western project area are largely incompatible, and in some cases, actively detrimental to the surrounding residential, commercial and planned redevelopment uses. Significantly the legacy of environmental contamination caused by historic industrial and heavy commercial uses has hindered new commercial development that could be beneficial to and serve area residents and employees.

GENEVA STEEL

As noted above prior research on the Geneva Road Area's environmental conditions tends to focus on the Geneva Steel site, which is a well-known former brownfield site that was cleaned up and is in the first phase of redevelopment as of this plan's writing.

The Geneva Steel company served as a significant regional employer and economic engine until its closure in 2001. This resulted in the loss of nearly 900 jobs. While the closure of the plant had a negative impact on the local economy, the remediation and development of the Geneva Steel property has brought significant new growth.

As noted above prior research on the Geneva Road Area's environmental conditions tends to focus on the Geneva Steel site, which is a well-known former brownfield site that was cleaned up and is in the first phase of redevelopment as of this plan's writing.

ROCKY MOUNTAIN POWER

Despite development pressures related to the lack of readily developable land in central Utah County, many properties in the GRA are underutilized and several are vacant. One such vacant site includes the Rocky Mountain Power site. The Rocky Mountain Power site is a 2.8-acre site in the northwestern corner of the plan area located between Geneva Road to the west and N 1565 West to the east and between two automotive entities to the north and south. It is currently vacant and surrounds the power substation on the north, east and south sides. The area west of the power substation and between portions of the Catalyst site has been used as an auto wrecking yard (Blue Ribbon Auto) since circa 1970s.

North of the site is a mix of industrial and heavy commercial uses, including auto uses, towing yards and steel manufacturing that were developed from previously vacant land circa 1980. East of the site are two large lots totaling over 8 acres and used as construction storage. The storage areas include construction debris and earth mounds, piles of piping and concrete, construction vehicles and various tanks and vessels. To the south is W 960 North, which includes multiple small lots that have been used as commercial enterprises such as various automotive, mechanical, wood turning, small engine repair and warehousing operations (NETROnline, Environmental Risk Information Service (ERIS) City Directory report, February 28, 2018.)

The City identified the Rocky Mountain Power site as the "catalyst" site for the Imagine Orem: Geneva Road plan, meaning that redevelopment of this brownfield site would encourage the redevelopment of the underutilized sites surrounding it for employment generating uses that are consistent with the community's vision for the area.

South of the catalyst site is the former Consolidated Red-E-Mix concrete batch plant and auto repair uses occupied by three or four separate businesses shown below.

Figure 3.3: Aerial Photo of Rocky Mountain Power site (blue) with adjacent businesses shown



3.3 Environmental Concerns

Many area residents have great concerns and uncertainty about the environmental conditions of properties in the Geneva Road area. Environmental concerns expressed by survey respondents included soil contamination, hazardous waste, poor air quality, protection of public health, and overall stigma of pollution in the area.

As stated above, the Geneva Road area has a rich history of commercial and industrial uses that has provided employment opportunities for area residents. Unfortunately, this history has also resulted in areas of environmental concern that must be addressed in order to facilitate redevelopment of vacant and underutilized sites and improve health outcomes for area residents.

The Geneva Steel property is a Comprehensive Environmental Response and Remediation Liability Act No Further Remedial Action Planned (CERCLA-NFRAP) site. This means that the site does not need any further remediation. Numerous releases have been identified on this site. Interviews with Utah Department of Environmental Quality officials suggest no impacts are likely to the Geneva Road project area from releases at the former Geneva Steel site.

Geneva Rock and Staker Parson Co. both had reports of oil spills to surface soils. Geneva Pipe had underground storage tanks (USTs) and leaking underground storage tanks (LUSTs) removed from the site circa 1994. No information regarding environmental cleanup of these issues was available for review.

A list of identified "regulated facilities" in the project area is shown in the table at right. A regulated facility is any entity that is required to report to a regulating entity such as the EPA or UDEQ under any of the State and Federal environmental regulations such as the Clean Air Act, Clean Water Act, Resource Conservation and Recovery Act, or Underground Storage Tank rules. Examples of larger facilities that are likely regulated under multiple regulations include petroleum refineries, electric utilities, and wastewater treatment plants whereas examples of minor facilities include gas stations, manufacturers and neighborhood dry cleaners.

3.4 Brownfield Inventory

Having analyzed the historic land uses and suspected environmental concerns of current and former commercial and

Table 3.1: List of Regulated Facilities in Geneva Road

Business	Industry
RT Manufacturing Inc.	Printing- Rocky Mtn Printing
Staker Parson Co	Waste Recycling
Western Metals Recycling	Metals Recycling
Designer Marble and Contractor Services	Wholesale Construction Supply
Ecoscraps – Compost	Solid Waste facility
DCD-Orem Transfer Station	Solid Waste facility
Former PBI Freight Services	LUST – LUST closed in 11/1995
U.H.P. HDQTRS	LUST – LUST closed in 1/1999
Rocky Mountain Land Holdings	LUST – LUST closed in 9/2014
Crest CFN	LUST – LUST closed in 8/2005
Pittsburgh Paint and Glass	Paint and Finish Supply
Mity-Lite Inc.	Banquet Furniture Manufacturer
Geneva Pipe Co.	Pipe Manufacturer; LUST – LUST closed in 11/1995
Geneva Rock Products	Rock and Asphalt Manufacturing
AMICO Klemp	Ornamental and Architectural Wholesale Manufacturing
Parish Chemical Co.	Defunct Chemical Manufacturer
SPA Mechanic	Auto Repair – UST List
Geneva Works Benzol Plant	LUST – LUSTS (2) closed in 4/1998
7-Eleven	Gas Station– UST List
Old Consolidated E-Mix	Former concrete batch plant– UST and LUST – LUST closed in 9/1996
Sunrider	Unknown– UST List
Pit Stop Hobbies	Automotive Retail– UST List
The Stop	Unknown– UST List with 4 existing tanks
Trafalga Family Fun Center	LUST closed in 11/2003
Gas-N-Go #14	LUST closed in 8/1994
Stesan's Travel Stop	LUST closed in 1/2011
United States Welding, Inc..	LUST closed in 12/1995

industrial properties in the Geneva Road corridor, the planning team compiled a comprehensive brownfield inventory.

A brownfield inventory is a list of brownfield sites obtained through publicly available information and research. It is an important tool that can be used to guide public land use planning decisions as well as develop private interest in available underutilized sites with existing infrastructure.

The brownfield inventory for the Geneva Road area includes the name, location and descriptive characteristics of potential brownfield sites.

There are many benefits to conducting a comprehensive brownfield inventory. For example, it can:

- Confirm that areas of suspected contamination are brownfield sites in need of clean-up;
- Serve as a resource during review of planning or zoning requests;
- Market underutilized sites to developers in order to catalyze redevelopment;
- Prioritize preparation of shovel-ready sites to promote redevelopment; and
- Educate residents about environmental hazards in the community.

In order to develop a brownfield inventory for the Geneva Road area, the BRS consultant team reviewed data available from the City of Orem, UDEQ, the Utah County Tax Assessor's Office, and the Environmental Risk Information Service (ERIS) City Directory report, as well as historic aerial photographs from NETROnline and the United States Geological Survey. The preliminary inventory was supplemented with a comprehensive windshield survey of suspected brownfield sites on January 17, 2018, to confirm site conditions and uses, verify the information obtained from various data sources and visually document the sites.

BRS compiled a comprehensive brownfield inventory spreadsheet and map that are shown on the following pages.

Figure 3.4: Examples of brownfield sites in the Geneva Road corridor







Figure 3.5: Geneva Road Corridor Brownfield Inventory

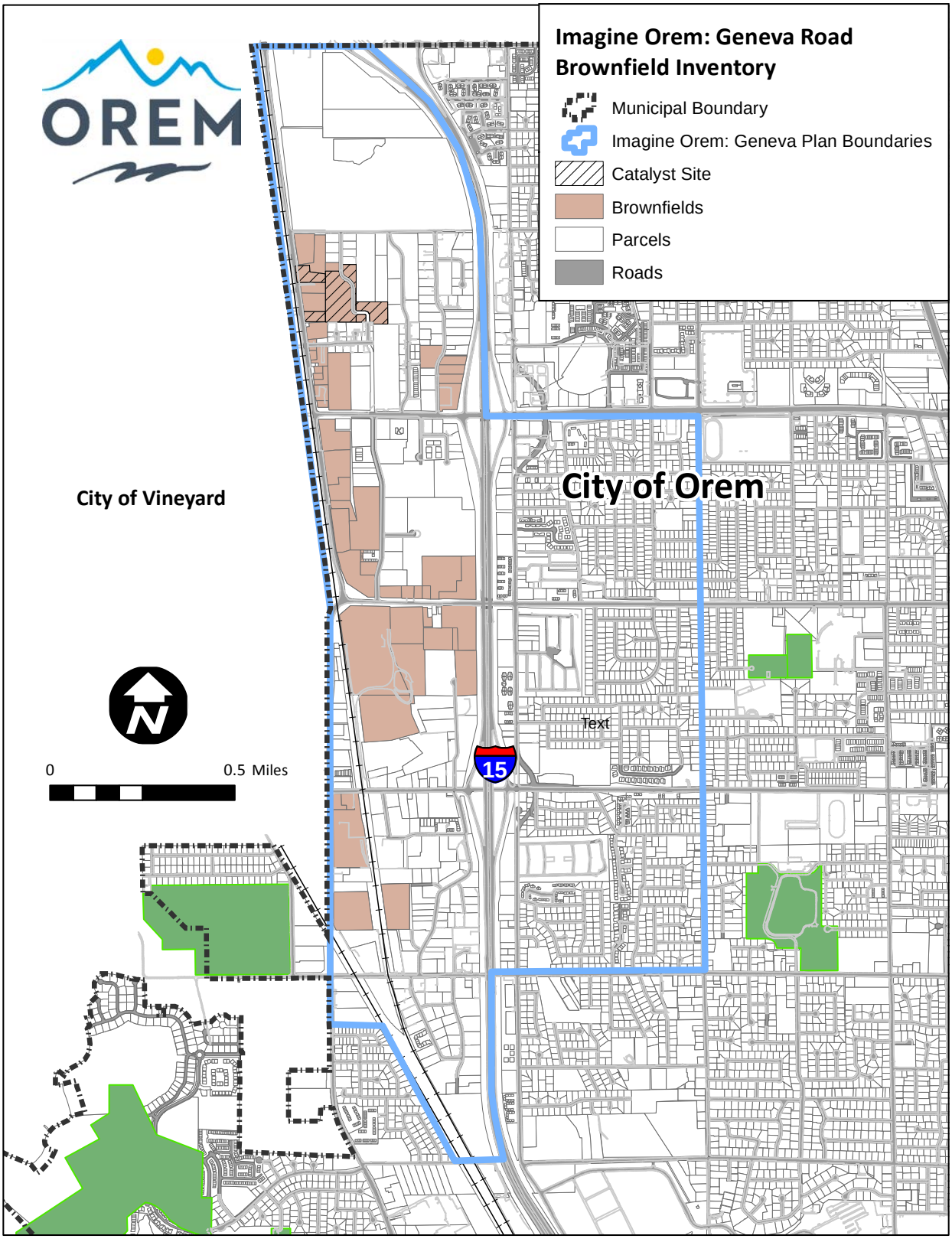


Table 3.2: Geneva Road Corridor Brownfield Inventory (Annotated)

Site Name	Site Address	Serial Number	Owner
Rocky Mountain Power	1059 N 1565 W	17:032:0019 57:009:0006 17:029:0001 17:029:0034	Utah Power and Light
	1116 N 1565 W	57:009:0005	
Hale's Land LLC	1641 W 1200 N	37:324:0002	Hale's Land LLC
Duane's Auto Wrecking	1190 N 1600 W	37:324:0001	DAJ Properties LC
1117 N 1565 W	1117 N 1565 W	57:009:0007	Peterson, Donald D & Linda L
JL N Orem	No address (W 1200 N, east of Rocky Mtn Power)	17:032:0128 17:032:0129	JL N Orem LLC
Blue Ribbon Auto Wrecking	990 N 1600 W	17:029:0007	Loveland, William Jeffery & Susan T
	990 N Geneva Rd	17:029:0006	
Russ' European Only Auto Salvage	802 N Geneva Rd	17:029:0023	Price Enterprises Inc
Price Enterprises	property directly N of 802 N Geneva Rd	17:029:0022	Price Enterprises Inc
880 N Geneva Road	880 N Geneva Rd	57:087:0001	Tingey, Thomas L & Sherie Lee
Raully's Auto Repair	890 N Geneva Rd	57:087:0002	Raul Uribe
LJ'S Auto Repair	910 N Geneva Rd	55:716:0002	Perry, Helen Ferre & Evan Lee
	920 N Geneva Rd	55:716:0001	
RG Automotive	936 N Geneva Rd	55:716:0003	Bennett, Cyndy B
947 N Geneva Road	947 N Geneva Rd	55:716:0004	Rough Country Property LLC
1635 W 960 N	1635 W 960 N	55:083:0006	John A & Anne K Taylor
Roberts Mechanical	966 N Geneva Rd	55:083:0007	Roberts Mechanical LLC
Limitless Towing	"1020 N Geneva Rd"	17:029:0030	Rocky River Leasing LLC
Dave Adams G3 Collision Repair	899 N Industrial Park Dr	53:444:0003	DF Adams Properties
Wern Metals Recycling	840 Industrial Park Rd	53:002:0021	Blue Sky Properties LLC
Former Consolidated Ready Mix	1580 W 800 N	44:210:0001	Boggess-Draper Company LLC
Questar Gas	906 N Geneva Rd	50:070:0001	
Alabama Metal Industries Orem	212 N 1330 W	55:363:0003	Il Capo LC
Geneva Pipe	1465 W 400 N	18:009:0036 18:009:0147 18:009:0151 18:009:0031	Geneva Pipe Company, Inc.
Geneva Rock Products	1565 W 400 N	18:009:0090 18:009:0035 18:009:0037 18:009:0038	Geneva Rock Products, Inc.
Stephenson Bowen	1412 W 400 N	17:031:0168	Bowanoni Enterprises
Advanced Collision Repair	1450 W 400 N	17:031:0036	Advanced Collision Repair LLC
Stauffer's Towing and Recovery	1468 W 400 N	17:031:0098	Commerical Enterprises LLC
Mity Lite	1300 W 400 N	46:728:0001	Mt. Orem LLC
Simtek Fence	1330 W 400 N	17:031:0169 46:728:0002	Wilson Holdings LLC
Staker & Parson Companies	463 N 1500 W	35:467:0001	Staker & Parson Companies
	470 N Geneva Rd	35:566:0001	
Dunn Recycling	520 N Geneva Rd	35:566:0002	ESAD Investments LC
MCR Recycling	550 N Geneva Rd	17:031:0151 17:031:0142	Myron's Auto Wrecking Inc
	680 N Geneva Rd	17:031:0140 17:031:0167	
Clegg's Car Care	20 N Geneva Rd	36:314:0004	V-BECK LC
Clegg's Automotive	1599 W Center St	36:314:0006	Clegg Family Limited Partnership
Kurt's Auto Wrecking/UT Pic A Part	255 S Geneva Rd	18:008:0105 18:008:0110 18:008:0109	S-C Utah Realty LLC

3.5 Zoning

The City of Orem recognizes that it will be necessary to adopt zoning for the Geneva Road area that facilitates the mix of land uses proposed in the development scenarios above. Land use in the Imagine Orem: Geneva Road Area – like the rest of the City of Orem – is governed by Chapter 22 of the Municipal Code. Reflecting the diversity of land uses within the Geneva Road Area, the zoning classifications in the project area are a mix of industrial, commercial, residential, and planned development zones. However, the majority of the project area – including the catalyst site – is zoned M2. This is reflective of the character of land use activities in this area since the mid-20th century. Significantly, the Geneva Road Area is also the only area of the City that contains industrial zoning districts.

MANUFACTURING ZONES

According to Article 22-9 of the Municipal Code, Manufacturing, and Research and Development Zones, the objective of the City's industrial zones is to "provide areas within the City where accessibility to interstate transportation and arterial streets is convenient, and where the potential for aggregation of related or interdependent industries is significant."

There are two industrial zones in the Geneva Road Area: M1 and M2. The M1 zone is established to provide areas where light intensity industrial activities and uses can be developed. The M2 zone is established to provide areas where heavy intensity industrial activities and uses can be developed.

COMMERCIAL ZONES

In addition to industrial zoning districts, the Geneva Road Area also has a small amount of commercial zoning along the east side of the I-15 corridor, Center Street and in the lower portion of the plan area around the intersection of Geneva Road and 400 South. The objective of Commercial and Professional Office Zones is to provide areas within the City where commercial and service uses may be located.

There are three (3) primary commercial zones are present in the Geneva Road Area: C1, C2 and HS. Permitted uses generally correspond to the zone purposes described above. In the Geneva Road Area, properties zoned C1, C2 and HS serve the commercial needs of residents, commuters, and industrial users, including offices, retail, gas stations and convenience stores, restaurants, and personal service establishments.

RESIDENTIAL ZONES

There is a significant amount of residential zoning in the eastern part of the plan area on the opposite side of I-15 from Geneva Road's industrial uses. This reflects the historic development of housing for Geneva Steel employees in the mid-20th century that has largely been retained in the Geneva Heights, Orem Park and Sunset neighborhoods.

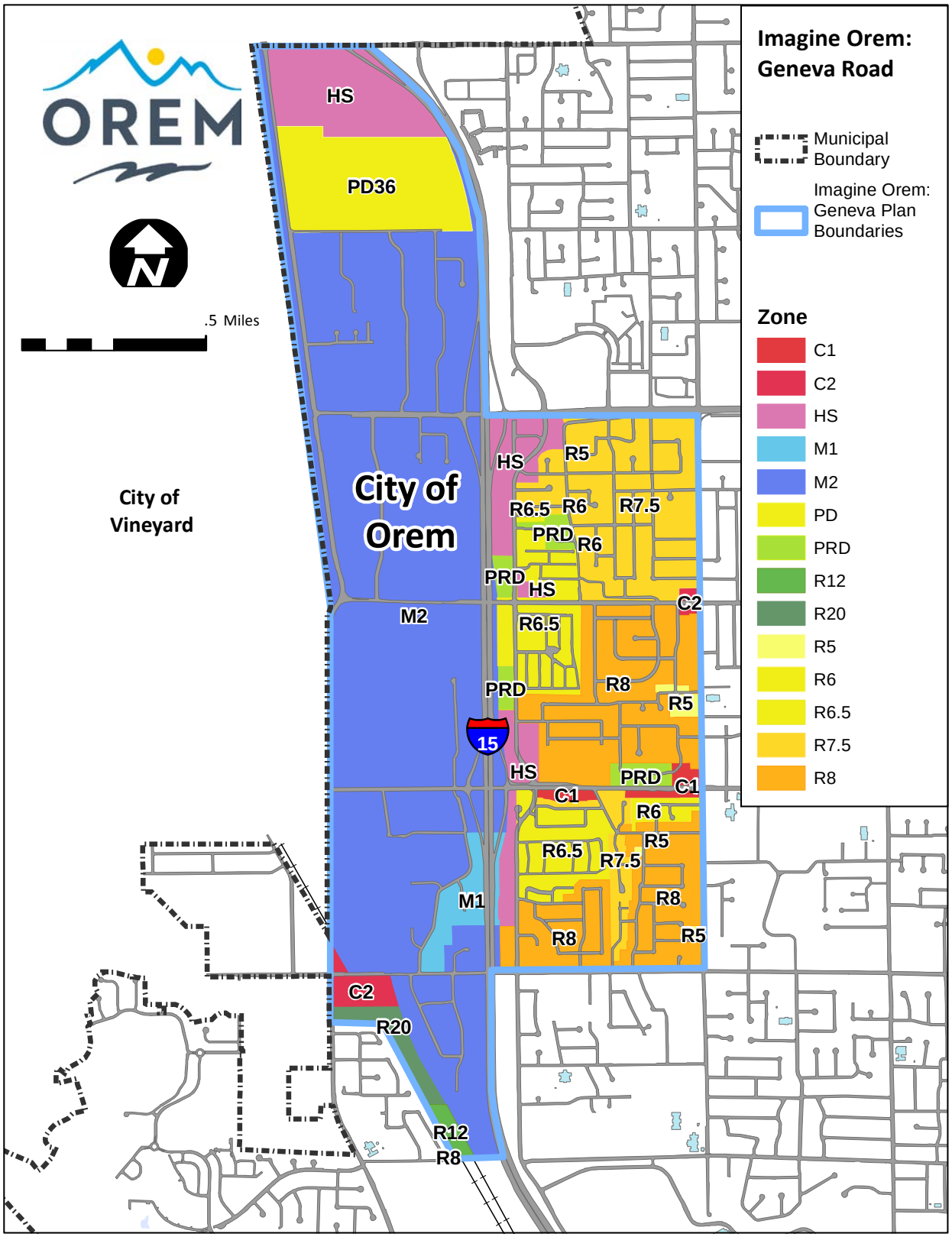
This includes several mobile home parks which have been grandfathered in under the current code. According to Article 22-18, mobile home parks were previously allowed on parcels of at least two (2) acres and the land uses standards provided in this section continue to apply to these developments. However, Orem will not issue a conditional use permit for any new mobile home park.

PLANNED DEVELOPMENT ZONES

Finally, there are two Planned Development (PD) Zones in the plan area: PD-36 on the Williams Farm property in the far northern part of the Plan Area, and PD-41 on 1200 West Center Street. PD Zones are the only residential zones in the plan area that has been considered for redevelopment.

The purpose of the PD zones is to provide flexibility in the City's zoning scheme in order to allow for unique, innovative and well-planned developments that would not be possible under one of the City's existing zoning classifications yet protect the character and quality of neighboring properties. Significantly, a PD zone may only be applied to a parcel or a combination of parcels totaling at least three (3) acres.

Figure 3.6: Land Use in the Imagine Orem: Geneva Road Area

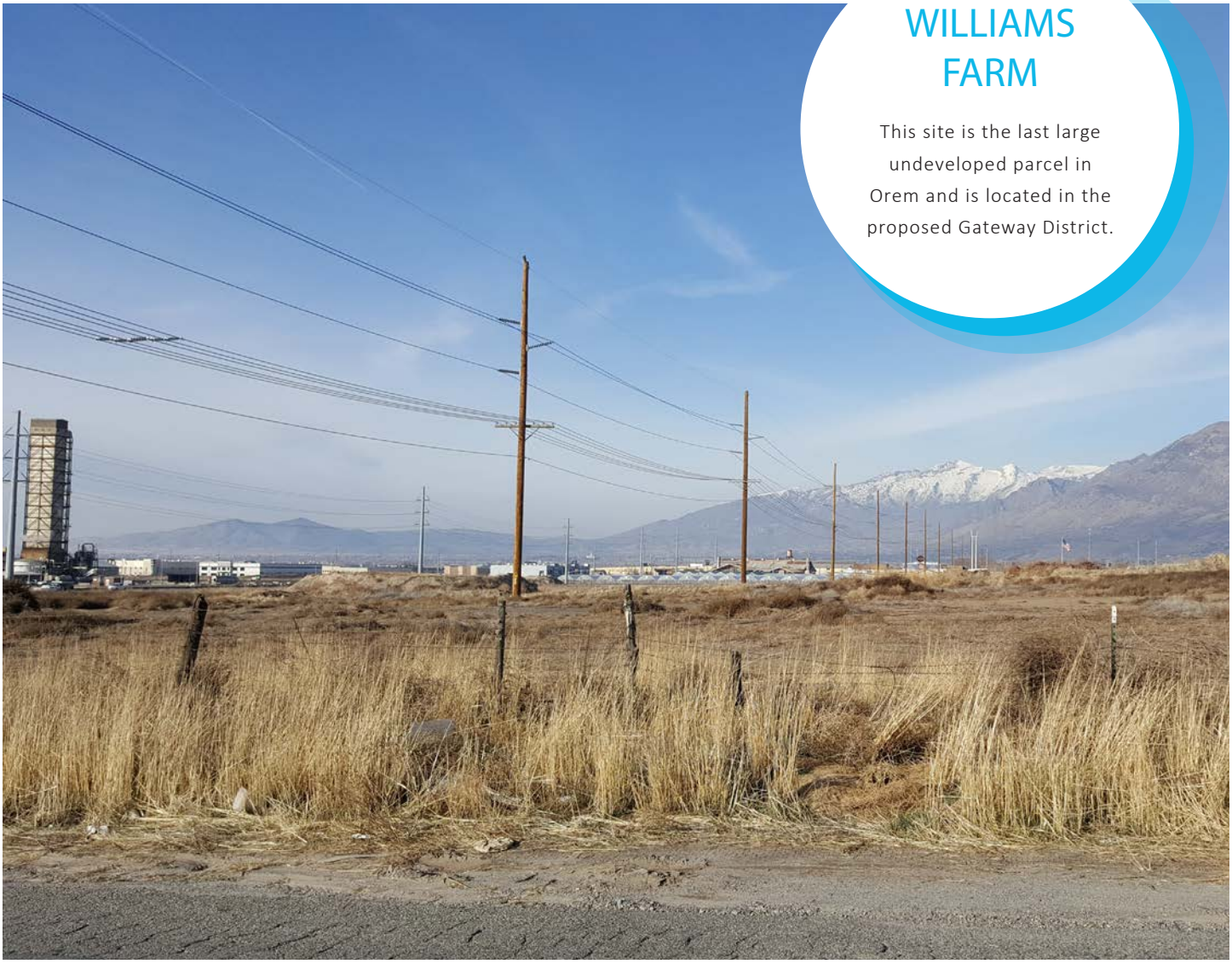



CINEMA THEATRES

4

TRANSPORTATION

Figure 4.1: Northwest corner of 1200 North and Geneva Road with Vineyard and Lindon in the distance



WILLIAMS FARM

This site is the last large undeveloped parcel in Orem and is located in the proposed Gateway District.

4.1 Transportation Networks

Orem is projected to increase from a 2010 population of just over 88,000 residents to 123,000 residents by 2060 according to 2010 U.S. Census & Governor's Office of Planning and Budget 2013 projections. Orem is bounded to the east by mountains, to the west by Utah Lake, and to the North and South by neighboring communities.

Because of these boundaries and the built-out nature of the City, Orem will not face the same kind of dramatic growth and related development issues that will impact many other basin communities. However, Orem – and the Geneva Road Area particularly – will be impacted by the redevelopment of the City of Vineyard. According to the Central Utah Water Conservancy District, this area is projected to experience tremendous growth and house 90,000 residents by 2060.

One of the benefits to redeveloping brownfield sites is that developers seeking desirable locations for industrial and commercial uses often look to these locations for their connections to existing water and sewer infrastructure, energy and telecommunications utilities, energy resources, and especially, transportation networks.

Meanwhile, communities benefit from siting new industrial and commercial uses on brownfield sites because the redevelopment of these sites helps attract new businesses, jobs and tax revenues to areas that were previously underutilized.

According to the American Society of Civil Engineers Utah Section's (ASCE Utah) Report Card, Utah's public infrastructure systems are at "a crossroads of historic growth." Orem, like many other parts of the state, has seen a transition in infrastructure use from agricultural to urban, especially when it comes to water infrastructure.

TRANSPORTATION MASTER PLAN

Between now and 2040, the population in Orem is projected to grow by 20,800 or 23% overall. While considered moderate growth, the larger growth of the greater region is expected to be considerable. Of the vehicle traffic on Orem's roads, a significant portion is projected to be from non-residents. Further, modeling for the year 2050 shows that Geneva Road needs to be an expressway (one step below a freeway).

With this in mind, the City developed its 2015 Transportation Master Plan (TMP) to combat potential congestion and to coordinate the goals of Orem with the regional infrastructure planned and maintained by UDOT, UTA, Utah County and neighboring municipalities. The TMP includes projects separated into 10-year and 25-year windows for roadway, transit, bicycle and pedestrian improvements, as well as updated policies and guidelines for traffic management and design standards. The plan also outlines important design considerations for roadway design, access management, traffic calming, crosswalks, safety and connectivity.

Geneva Road is characterized as a 6-lane principal arterial route that provides an acceptable level of service (C or better) through the AWP study area. Running parallel to the east are Interstate 15 and 1200 West, an adjacent surface road categorized as a 2-3 lane minor arterial route that borders the study area's residential neighborhoods on the west. 1200 West is also rated acceptable except for the area around the intersection of Center Street, which is rated a D level of service but is expected to drop to an E without action.

Geneva Road is designated as a major truck route along the west edge of the city and 1200 West is designated as an alternative truck route. These designations are intended to keep the impacts of truck travel limited to these routes and away from smaller and residential streets. As such, it is important to keep in mind the role these roadways serve within the entire transportation system.

According to the TMP, the preferred alternative to address increased transportation needs is light rail. Routes along Geneva Road with connection to downtown, the University and Vineyard are part of the vision plan in the Mountainland Association of Governments (MAG) Regional Transportation Plan and North County Transit Study, but are secondary to the preferred routes slated for Phase 1 and 2 in those plans. Currently the area is served by routes that run the length of Geneva Road and 1200 West with connection to State Street via 800 North. Operated by UTA, this service is flexible and able to expand and adjust routes and stops as demand changes. Another transportation alternative the city wishes to promote is bicycle and pedestrian options. The 2010 Orem Bicycle and Pedestrian Plan shows an extension of the bike lane on 1200 West, the addition of bike lanes on Geneva Road, several east-west connections spanning I-15 and planned bike routes through the neighborhoods along 800 West.

ACCESS MANAGEMENT PLAN

The City has also executed an Access Management Plan (AMP) with UDOT for Geneva Road. This plan calls for new development on Geneva Road to have a single full-access point. All existing buildings must have a single shared access that is right in/right out. For a mid-block property, Orem will work with UDOT to get access at that location and require that there is a reciprocal access north or south that would be tied into adjacent properties. The AMP also mandates that the City work with property owners and developers to establish a site plan that provides for connections and site access. See the following figures for the Access Management Plan.

The City is also currently working with UDOT on several general plan amendments. Some changes to the Geneva Road corridor should be expected in the 2020 general plan update. These changes are related to potential right-of-way widening; as such, building setbacks along the Geneva Road corridor must accommodate future widening of the right-of-way.

Transportation diagrams illustrating the AMP transportation scenarios and proposed changes described above are shown on the following pages.

Figure 4.2: UDOT Conceptual Plan for Geneva Road. Map shown continuously from left to right onto second page. (Prepared by J-U-B)

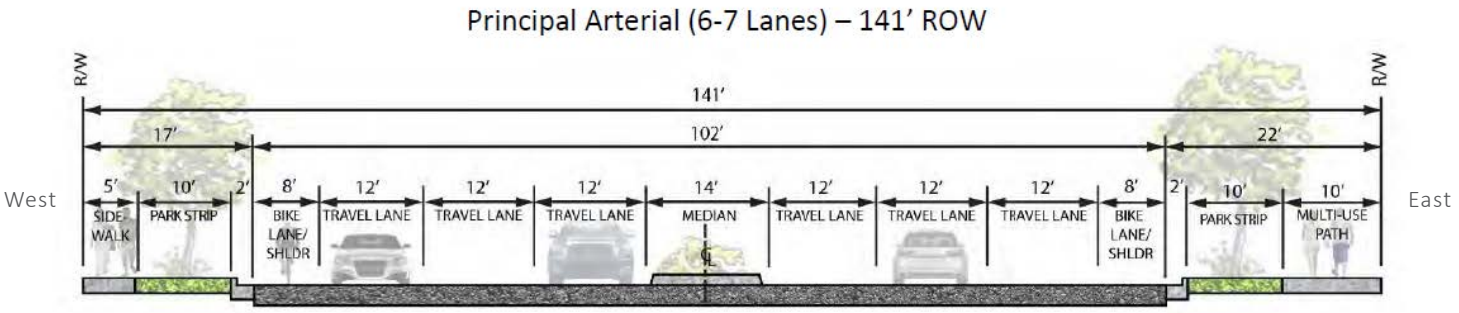



400 NORTH - VINEYARD
800 NORTH - VINEYARD
Only One
Right-In/Right-out
Access Permitted
Only One
Right-In/Right-out
Access Permitted
Only One
Right-In/Right-out
Access Permitted
MID-BLOCK ACCESS
STOP
STOP
800 NORTH - OREM
400 NORTH - OREM

Figure 4.3: UDOT Conceptual Plan for Geneva Road. Map shown continuously from left to right onto second page. (Prepared by J-U-B)



Figure 4.4: Proposed Geneva Road Street Section



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Only One
Right-In/Right-out
Access Permitted
Only One
Right-In/Right-out
Access Permitted
Only One
Right-In/Right-out
Access Permitted
MID-BLOCK ACCESS
1200 NORTH - OREM
1600 NORTH - OREM
STOP
STOP

Figure 4.5: Imagine Orem: Geneva Roads and Transit

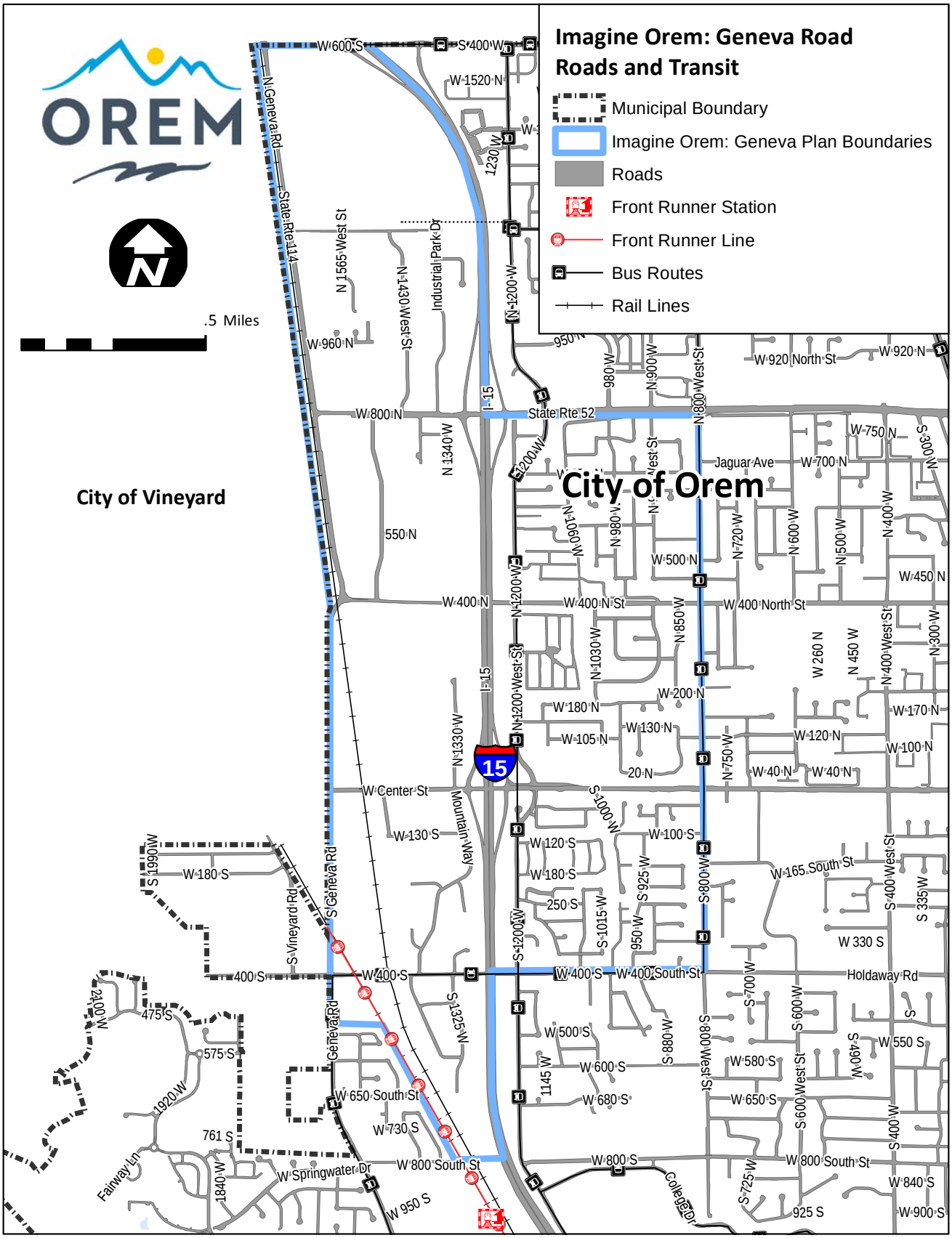
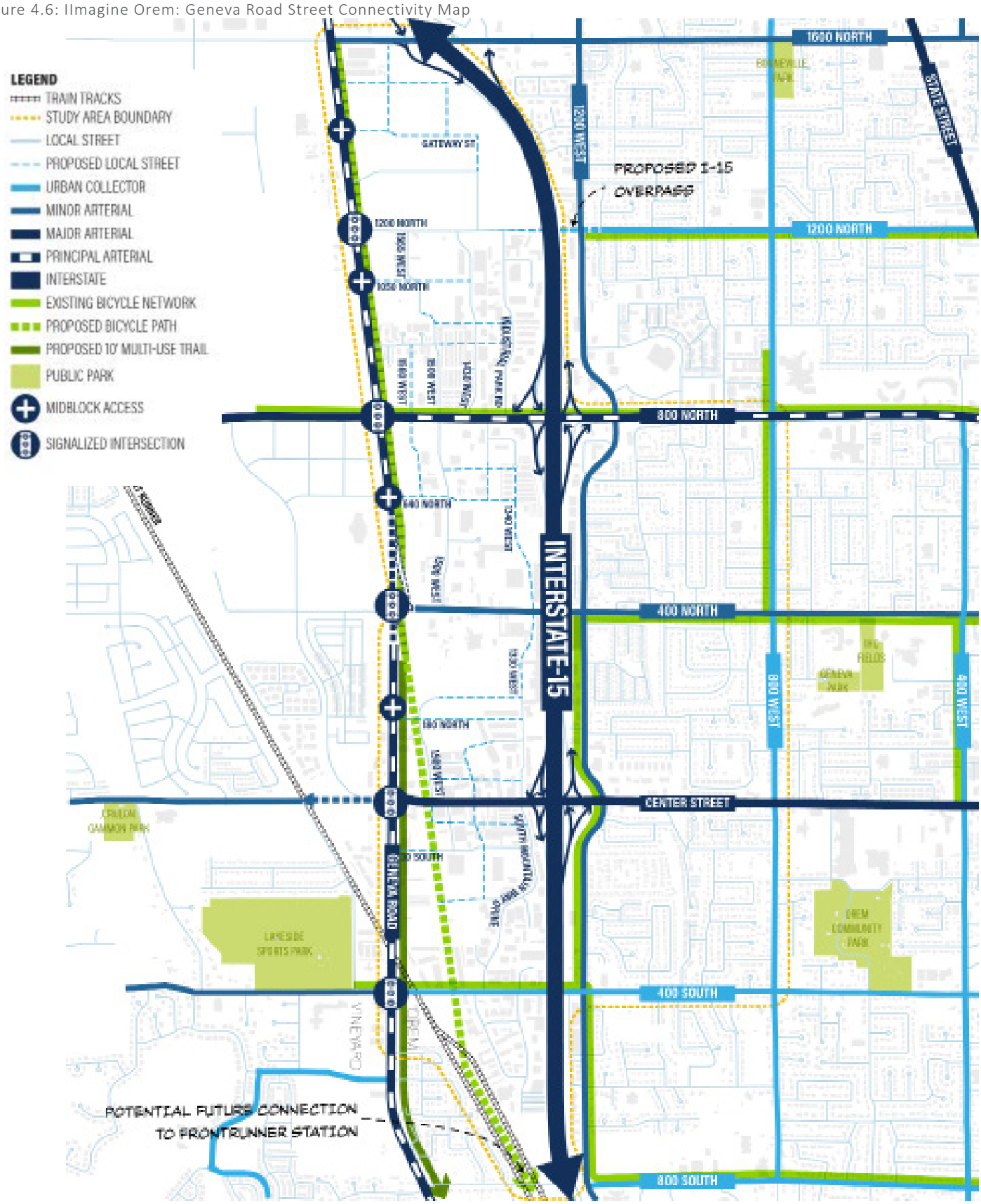


Figure 4.6: IImagine Orem: Geneva Road Street Connectivity Map




CINEMA THEATRES



5 Market Analysis

5.1 Market Overview

In addition to conducting the brownfield and infrastructure inventories, BRS conducted a market study for the Geneva Road corridor. The purpose of this study is to provide information regarding real estate market comparables for the catalyst site group located along Industrial Park Road and Geneva Road between 800 North and 1200 North in the Orem Geneva Road Brownfield Study Area. All comparables are located within a 5-mile radius of the catalyst sites in the towns of Orem, Provo, Vineyard, American Fork, Lindon, Highland, Lehi, or Pleasant Grove.

Comparables are properties with characteristics that are similar to a subject property whose value is being sought. In this case, the characteristic being examined is limited to location, as the catalyst properties are all unimproved sites and the comparables are all existing buildings with a history of sales and/or rental transactions that demonstrate their market value. The catalyst sites are located within a district zoned for industrial and manufacturing use, whereas the comparables are located within various zoning districts not necessarily restricted to industrial use.

The comparables provided in this study offer a general locational comparability to the catalyst sites to infer the highest and best use of the site as a guide for potential future development. In addition to industrial comparables, neighborhood and community shopping centers ("retail") and office space transactions are also provided for additional context, although neither retail nor office use is a currently approved use of the catalyst sites.

All data presented in this study is provided through Reis Services, a provider of commercial real estate market information and analytical tools for real estate professionals. The comparable properties data for this study includes transactions back to 2011 and is current as of the fourth quarter of 2017.

5.2 Brownfield Redevelopment

As part of the planning process for the Geneva Road Area-Wide Planning study, several properties that are known or suspected to be brownfields have been identified based on their history of land use and, in some cases, documented environmental investigations. Redevelopment on brownfields may be complicated by many factors. The cost to investigate and re-mediate a contaminated site is sometimes difficult to assess accurately, and often operates as an iterative process of gathering and evaluating evidence for on-site contamination.

The type and spatial extent of the contamination may also influence the type of redevelopment that is permitted following completion of the site's remediation. For example, the site remediation regulations of the Utah Department of Environmental Quality will allow contamination to remain on-site after remediation under certain conditions, when institutional and engineering controls have been put in place to protect the public from the residual contamination. In this case, where a site may not have been fully re-mediated to the so-called "unrestricted" standard (meaning that the use of the land in the context of the environmental contamination is unrestricted), certain types of post-remediation development, such as residential or community facility uses, may be restricted. These considerations must be fully evaluated and included with any redevelopment plans.

In general, appraisal methodology determining the discount to fair market value for perceived or known contamination is not simply to deduct the cost of the cleanup from a commonly accepted value of the property. In the absence of market data or a market value for the property, contaminated properties may be treated as special purpose properties with a distinct value in use to the owner so long as the owner continues to operate the facility. In other words, when the contaminated property is in use, normal assessment techniques prevail. Discounting estimated contamination costs is not used for determining value where a sophisticated seller and a sophisticated buyer, aware of contamination and an estimate of clean-up costs, freely negotiated a sale price for the property.

5.3 Local Characteristics

According to a recent analysis completed by Newmark Grubb ACRES Commercial Real Estate, the Utah County industrial market continues to reflect a robust economy with sustained growth and low vacancy rates. New, high-quality industrial space is not readily available in Utah County and several developers are reported to be building to meet demand. Most new construction is being built in the northern part of the county, especially in Lindon, American Fork and Lehi. However, developments in south Utah County, such as Mountain Vista Business Park in Provo's East Bay area, have experienced substantial new construction and will continue to add space. New industrial developments are expected to continue to push vacancy rates slightly higher.

The availability of industrially zoned space, underdeveloped and undervalued in an area close to Utah Valley University and its strong culture of research and support for hi-tech start-ups provides the Geneva Road Area an obvious competitive advantage as land for

new development becomes more limited. The Geneva Road Area is located in a thriving economy strong on the fundamentals with a highly educated workforce and supportive government policies that can drive redevelopment of brownfields to highly productive industrial, research and varied manufacturing uses.

5.4 Comparables

INDUSTRIAL COMPARABLES

Industrial properties include multi and single tenant buildings of 10,000 square feet or more and may be further distinguished as: Flex Office/R&D, Manufacturing, Warehouse, General Light Industrial, Distribution Center, Commercial/Industrial, and Commercial Building. Flex Office/R&D is a specialized type industrial building development with a minimum total office percentage of 25% and consisting of either Warehouse/ Distribution and/or specialty industrial space; such as Research & Development and High-Tech space. Other building characteristics will be consistent with Warehouse/ Distribution properties such as loading docks, dock-high doors, and high clear heights, with an addition of high-tech characteristics such as non-medical labs, showrooms, and retail. Excluded from this category are Office Showroom, Light Manufacturing, Medical Research Laboratories, Incubator Laboratories, Medical Centers/ Offices, Retail Showrooms, and Data Storage Centers.

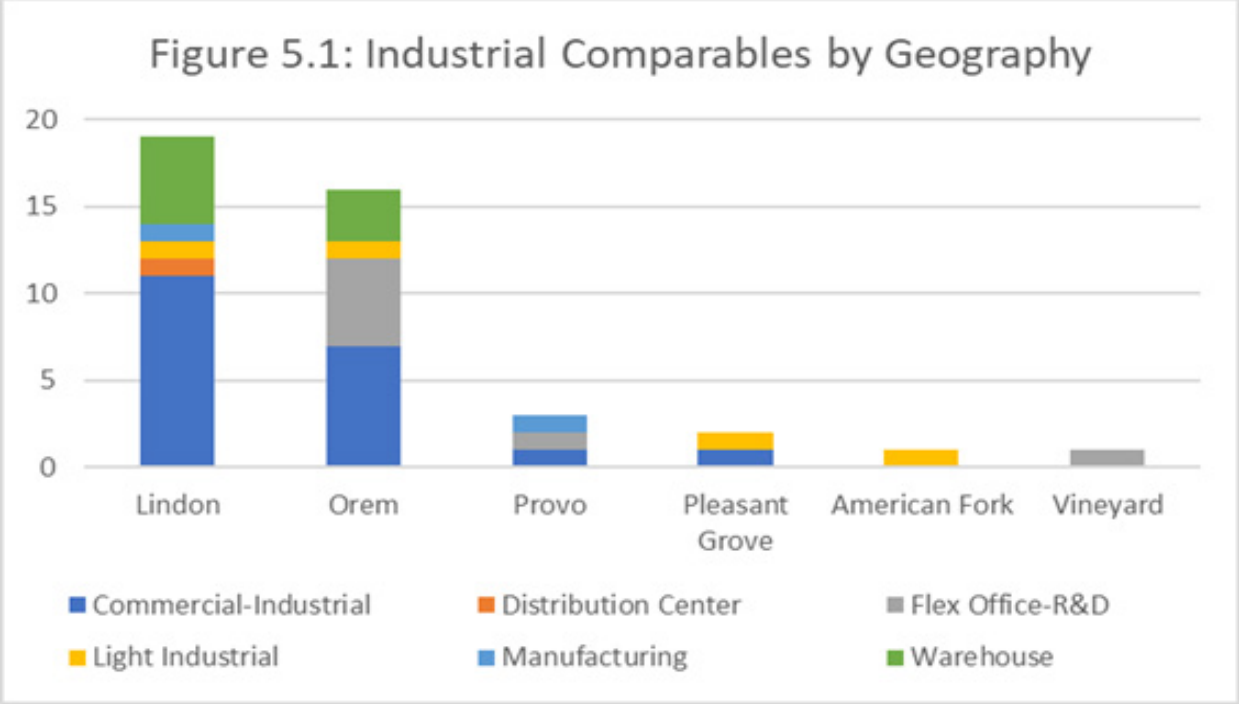
As presented in Figure 5.1 below, forty-five (45) sales transactions were recorded in the search area between 2011-2017. The most common transaction by property type were Commercial/Industrial buildings (20), followed by Warehouses (8), Flex Office/R&D (7), Light Industrial (4), Commercial Building (3), Manufacturing (2), and Distribution Center (1).

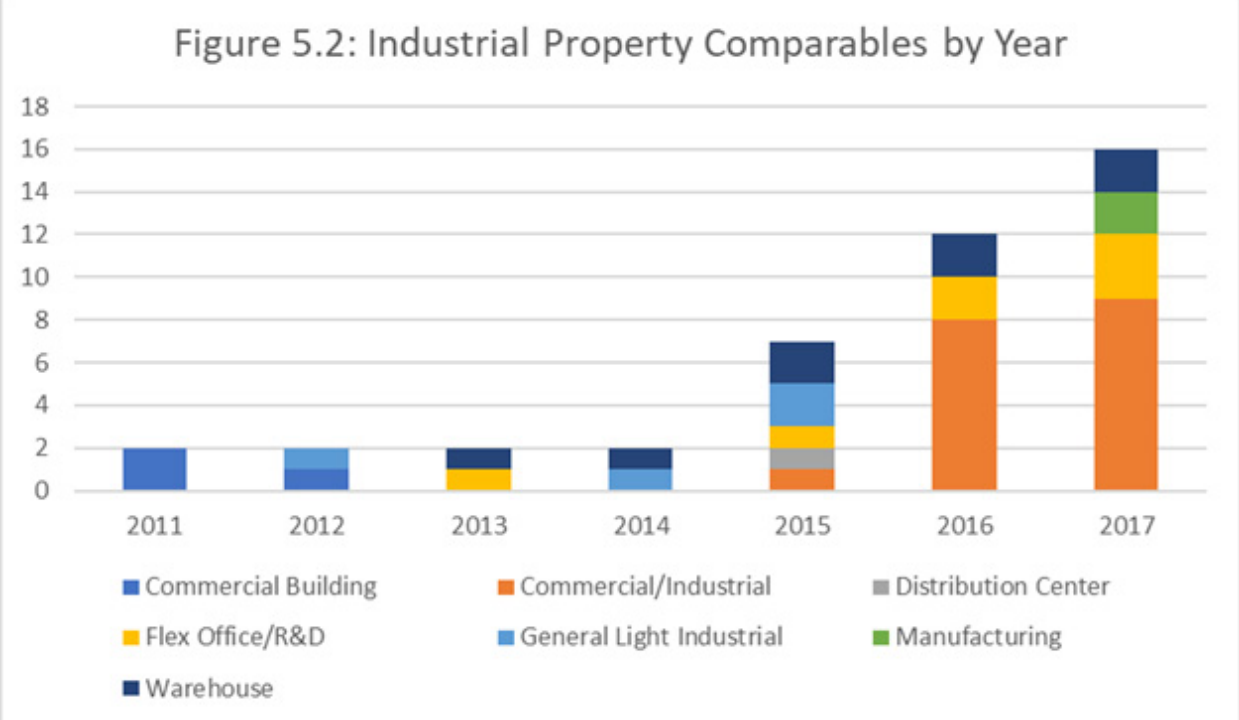
Lindon City, which adjoins Orem to the north, had the largest number of industrial comparables (19) followed closely by Orem (18). Orem had the largest number of Flex Office/R&D comparables of all the locations. The Flex Office/R&D comparables in Orem are all located in an area directly adjoining the catalyst sites on Industrial Park Road.

The figures on the following page presents the industrial comparable transactions by city and by year, demonstrating a dramatic growth in transactions year over year with the largest number of industrial comparable transactions (16) happening in 2017.

Table 5.1: Industrial Comparables by Geography (2011-2017)

Industrial Property Sales 2010-2018								
	Property Type							
City	Comm. Bldg.	Comm.-Industrial	Dist. Center	Flex Off.-R&D	Light Industrial	Mfg.	Whse.	**Total**
Lindon	-	11	1	-	1	1	5	**19**
Orem	2	7	-	5	1	-	3	**18**
Provo	1	1	-	1	-	1	-	**4**
Pleasant Grove	-	1	-	-	1	-	-	**2**
American Fork	-	-	-	-	1	-		**1**
Vineyard	-	-	-	1	-	-	-	**1**
Total	**3**	**20**	**1**	**7**	**4**	**2**	**8**	**45**
Source: Reis, Inc.								


Figure 5.1: Industrial Comparables by Geography
20
15
10
5
0
Lindon
Orem
Provo
Pleasant Grove
American Fork
Vineyard
Commercial-Industrial
Distribution Center
Flex Office-R&D
Light Industrial
Manufacturing
Warehouse


Figure 5.2: Industrial Property Comparables by Year
18
16
14
12
10
8
6
4
2
0
2011
2012
2013
2014
2015
2016
2017
Commercial Building
Commercial/Industrial
Distribution Center
Flex Office/R&D
General Light Industrial
Manufacturing
Warehouse

RETAIL COMPARABLES

Retail rent comparables include multi-tenant neighborhood and community shopping centers of 10,000 square feet or more. A total of nineteen (19) such neighborhood and community shopping centers were identified in the 5-mile radius search area around the catalyst sites, including fourteen (14) in Orem, 4 in Provo and 1 in Pleasant Grove. Rent at these retail centers varies between $10 and $27.55 per square foot for non-anchor tenants, with the most expensive space being located along University Pkwy. in Orem. These are shown in Figure 5.2 below.

OFFICE COMPARABLES

Office rent comparables include multi and single tenant buildings of 15,000 square feet or more. A total of thirty (30) such developments were identified in the 5-mile radius search area around the catalyst sites, including fourteen (14) in Provo, 6 in Orem, 5 in American Fork, 3 in Lindon, and 2 in Pleasant Grove. Rent at these retail centers varies between $11.44 and $22.83 per square foot. These are shown in Figure 5.3 below.

Existing office space in the Geneva Road Corridor (VIa Motors)



Table 5.2: Retail Comparables (2011-2017)

Comparable Group Summary Stats				
Description	**Low**	**Mean**	**Median**	**High**
Current Asking Rent/SF (Anchor)($)	7.59	11.76	12.39	16.95
Current Asking Rent/SF (Nonanchor)($)	10.00	17.76	17.00	27.55
Current Vacancy Rate (%)	0.0	4.5	6.2	26.3
Operating Expenses/SF ($)	1.24	3.01	3.36	4.68
Property Size (SF)	10,684	116,221	111,615	350,000
Year Built	1964	1985	1986	2009

Source: Reis, Inc.

Table 5.3: Office Comparables (2011-2017)

Comparable Group Summary Stats				
	Low	**Mean**	**Median**	**High**
Current Asking Rent/SF ($)	11.44	19.30	19.04	22.83
Current Vacancy Rate (%)	0.0	22.5	2.9	100.0
Operating Expenses/SF ($)	2.41	5.91	5.62	10.61
Property Size (SF)	11,350	40,517	32,260	128,881
Real Estate Taxes/SF	.84	1.68	1.48	2.68
Year Built	1995	1998	1998	2000

Source: Reis, Inc.

5.5 Key Informant Interviews

The second half of the market analysis began in January 2018 with BRS, Inc. working with local real estate developers, property owners and institutional leaders to gather information and identify economic development challenges and opportunities as they relate to the Geneva Area, as well as potential opportunities for changes in the area that could spur the highest and best forms of redevelopment. The purpose of the key informant interviews was to learn from the experiences and observations of economic development leaders beyond the City and the Steering Committee.

FINDINGS

BRS asked interviewees how they perceived the relative market strengths of the Geneva Road corridor relative to other parts of the City and region and where they saw opportunities for new market-based commercial and industrial development in the Geneva Road corridor, and how possible environmental contamination from historic industrial uses in the area threatened redevelopment of the area. The sections below reflect the responses of interviewees to these questions.

Current Assets

The Geneva Road area currently has many assets, including its huge student population and adjacent location to nearby Vineyard. In addition, the Geneva Road area also already contains much of the infrastructure needed for development, eliminating the often lengthy and expensive process of installing new infrastructure. The Geneva Road area is located near many central roads, including I-15, 800 North, Center Street, and University Parkway, which promotes ease of accessibility in the area and visibility of developments from major thoroughfares. In addition, many companies locate to Utah County because of high quality of life, personal connections to the area, or desire to hire local residents, and Geneva Road's recent influx in development provides a strong foundation for attracting additional development to the area.

Opportunities

The Geneva Road area presents many opportunities for development. As highlighted earlier in this report, the City has nowhere left to grow except to redevelop existing properties. The Geneva Road area provides great redevelopment potential. In addition, there is strong demand for industrial development in both flex/office space and warehouse distribution space as shown by the fact that industrial rents are at an all-time high and industrial vacancies are at an all-time low. If the City can tackle this remediation ahead of the curve, then the City will likely be ahead of the demand curve from a development perspective. Some ways that these opportunities could be turned into strengths is by accessing public funding for brownfield assessment and cleanup and working towards attracting companies from the Point of the Mountain or other areas as they are priced out.

Challenges

There are several challenges that this region faces. First, many of the available properties are potentially contaminated and not visually aspirational. Many people think of Geneva Road as a "second choice area." While there is good connectivity to major roads, the area itself does not provide good accessibility to businesses and other developments. These weaknesses have led some to believe that property prices are inflated along the corridor and do not reflect the true market value. Another challenge is related to the tendency for people to develop where it's easiest first before developing in more difficult or expensive sites, such as brownfield sites. If a tenant has a choice between a green site or a brownfield site, it's likely that the tenant will develop the greenfield site. Ensuring that there are proper incentives in place for development within the Geneva Road area will be key to diminishing this threat. While these challenges may impact the development of this corridor, the recent successful development of neighboring Vineyard provides a great example of how to turn a challenge into an opportunity.

Summary

Geneva Road presents many strengths and opportunities but is also hindered by a few substantial weaknesses and threats. Collaborating with city officials, developers, and other stakeholders to incentivize development within this area will be key to encouraging sustainable development that promotes this area's potential for becoming a hub for flex/office space and warehouse distribution space. The Geneva Road corridor already contains the backbones necessary for development; with a few additional improvements in street connectivity and brownfield remediation where applicable, the Geneva Road area has the potential to become a significant driver of economic activity in Orem and the region.

Figure 5.3: Opportunity - New industrial development in the Geneva



Figure 5.4: Threat - The Nitrogen Plant in Vineyard as viewed from West 1200 North in Orem (in process of being decommissioned).




CINEMA THEATRES



REDEVELOPMENT

6.1 Development Concepts

The planning team evaluated a number of different redevelopment alternatives for key sections of the planning area, identified as districts, in order to address a need for high quality industrial, commercial and commercial mixed-use development that

- Supports remediation of current and former industrial sites;
- Provides jobs for Orem residents;
- Contributes to the City's tax base;
- Improves the overall appearance of the corridor; and
- Creates a well-defined sense of place.

The City and Consultant Team conducted robust public engagement over the summer of 2018 to formulate and revise the development scenarios shown on the following pages. Residents, business owners, property owners and other stakeholders had the opportunity to compare scenarios and vote for preferred scenarios as part of public outreach that occurred throughout summer 2018. The final redevelopment scenarios reflect this public input.

For digital engagement, the City launched a dedicated Imagine Orem plan website, www.imagineorem.org, where members of the public could obtain information on the plan, timeline, background documents and opportunities for providing feedback. Similar information was also provided through the City's website and Facebook page. Planning staff also conducted outreach at the Orem's SummerFest event in June 2018, and directed residents and property owners to the new digital platforms to engage with the planning process. The City later distributed a mail and online survey to all properties within the plan boundaries in July and August 2018, with over 400 respondents participating. Their responses are shown in Figure 6.3 on the following page.

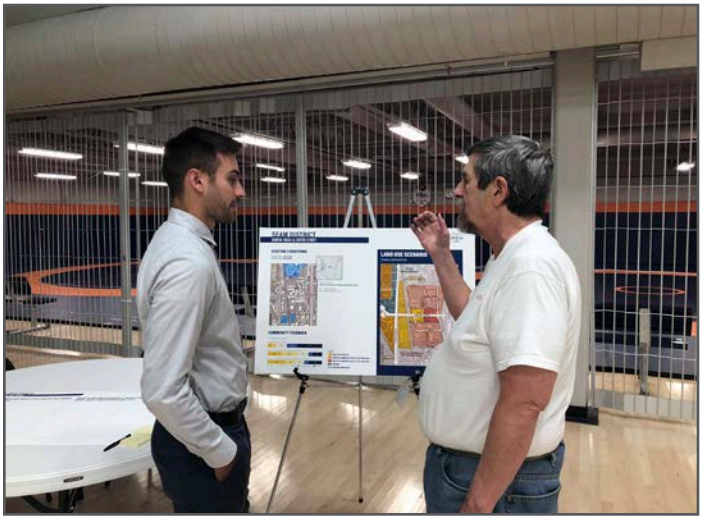
Finally, on September 13, 2018, the City and Consultant team presented the development concept to major community stakeholders at a Steering Committee Meeting for review, discussion and comment. Later that evening a second public open house was held at Telos U where members of the public could view and engage with the planning team on the various scenarios, and provide feedback for revision. A dedicated children's activity was also provided for young people to identify their own vision for the redevelopment of the Geneva Road corridor.

Ultimately, three (3) preferred alternatives, identified as "districts" were selected. The three districts proposed for the Geneva Road corridor are the following:

Proposed Geneva Road Districts

1. Gateway District - Geneva Road and 1600 N
2. Geneva Crossing District - Geneva Road and 800 N
3. Geneva Center District - Geneva Road and Center St

Figure 6.1: Community members discuss development concepts with planner at Open House





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Figure 6.2: Proposed Districts

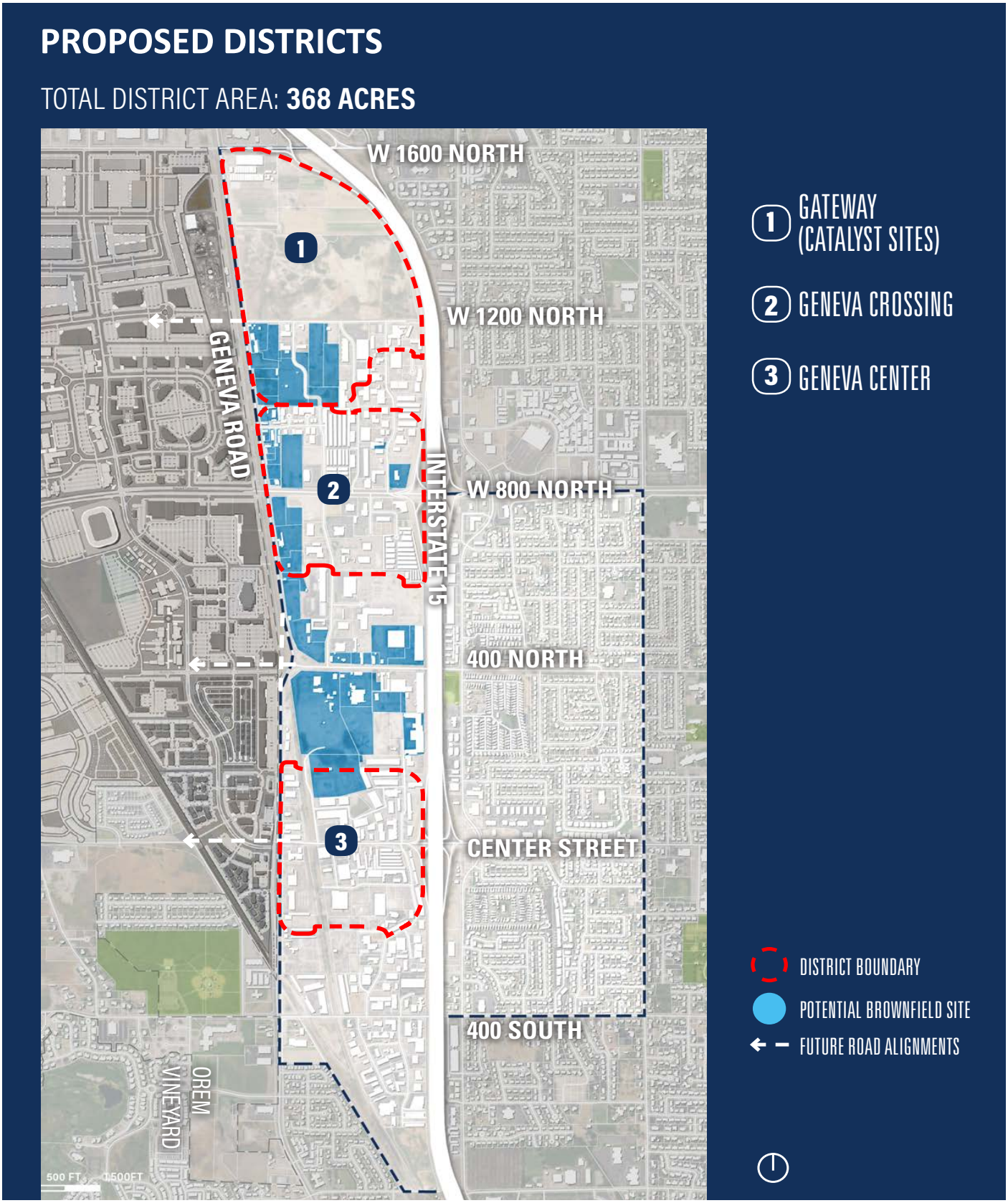
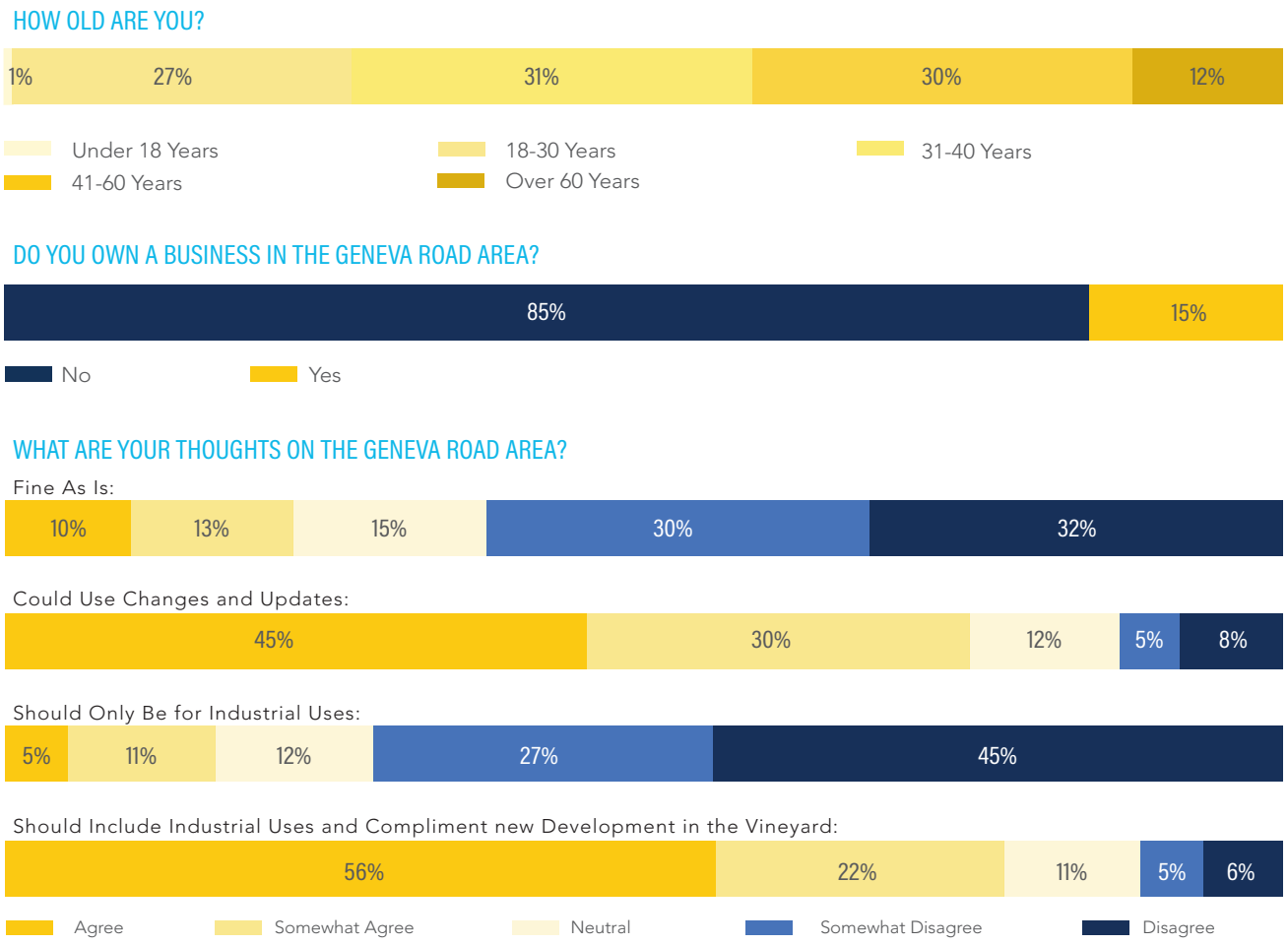


Figure 6.3: Responses from the public



WHAT PEOPLE SAID

"*Parks, walking and biking trails, recreational areas near the lake, controlled growth, walkable neighborhoods, safe neighborhoods.*"

"*It needs to be cleaned up, look inviting for the new development, yet still maintain the thoroughfare that people have enjoyed for years as an alternate commuter highway.*"

"*Shopping Centers, Markets, Restaurants, take some of the congestion away from University Place and State St.*"

"*The roads are not the best, and there is little for those working down there. They should have more food options, etc.*"

"*I would like a more bike/pedestrian friendly road.*"

"*More dense walkable communities with mixed-use development, including light industrial.*"

"*More complementary uses to development in Vineyard.*"



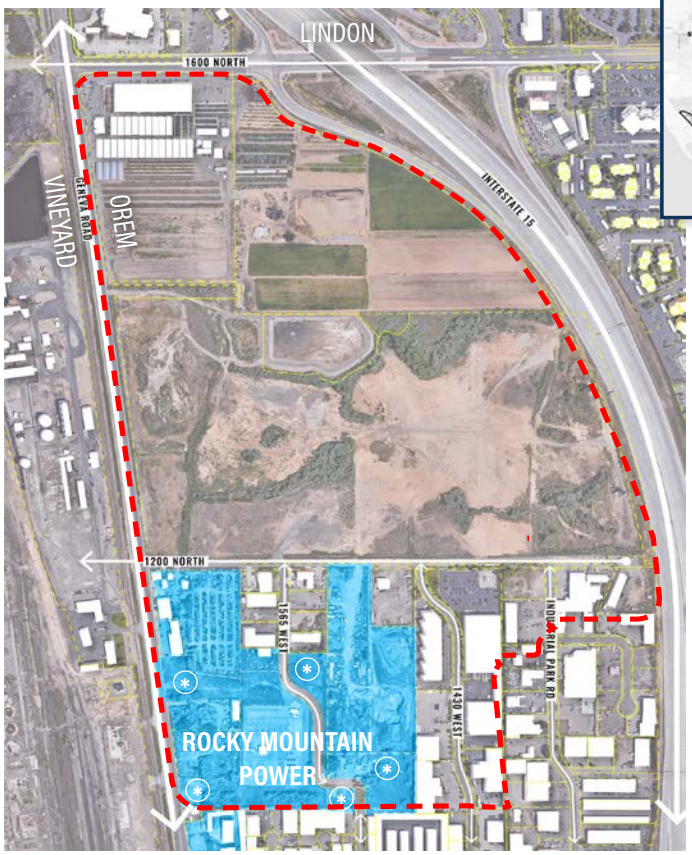
Figure 6.4: Young people work on vision for Geneva Road at Open House

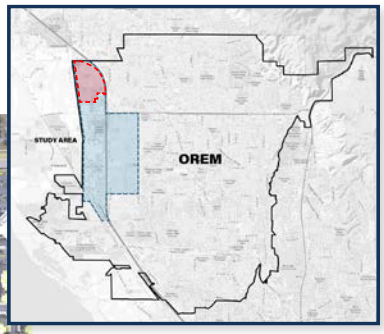
95

6.2 Gateway District

EXISTING CONDITIONS

CATALYST SITE AREA: **6.7 ACRES**
DISTRICT AREA: **160 ACRES**



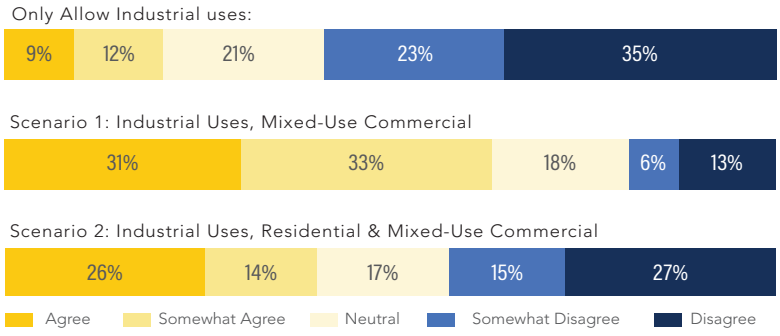


CURRENT LAND USES:
UTILITY, AUTOMOTIVE & MECHANICAL, AGRICULTURE

- DISTRICT BOUNDARY
- POTENTIAL BROWNFIELD SITE
- CATALYST SITE

COMMUNITY FEEDBACK

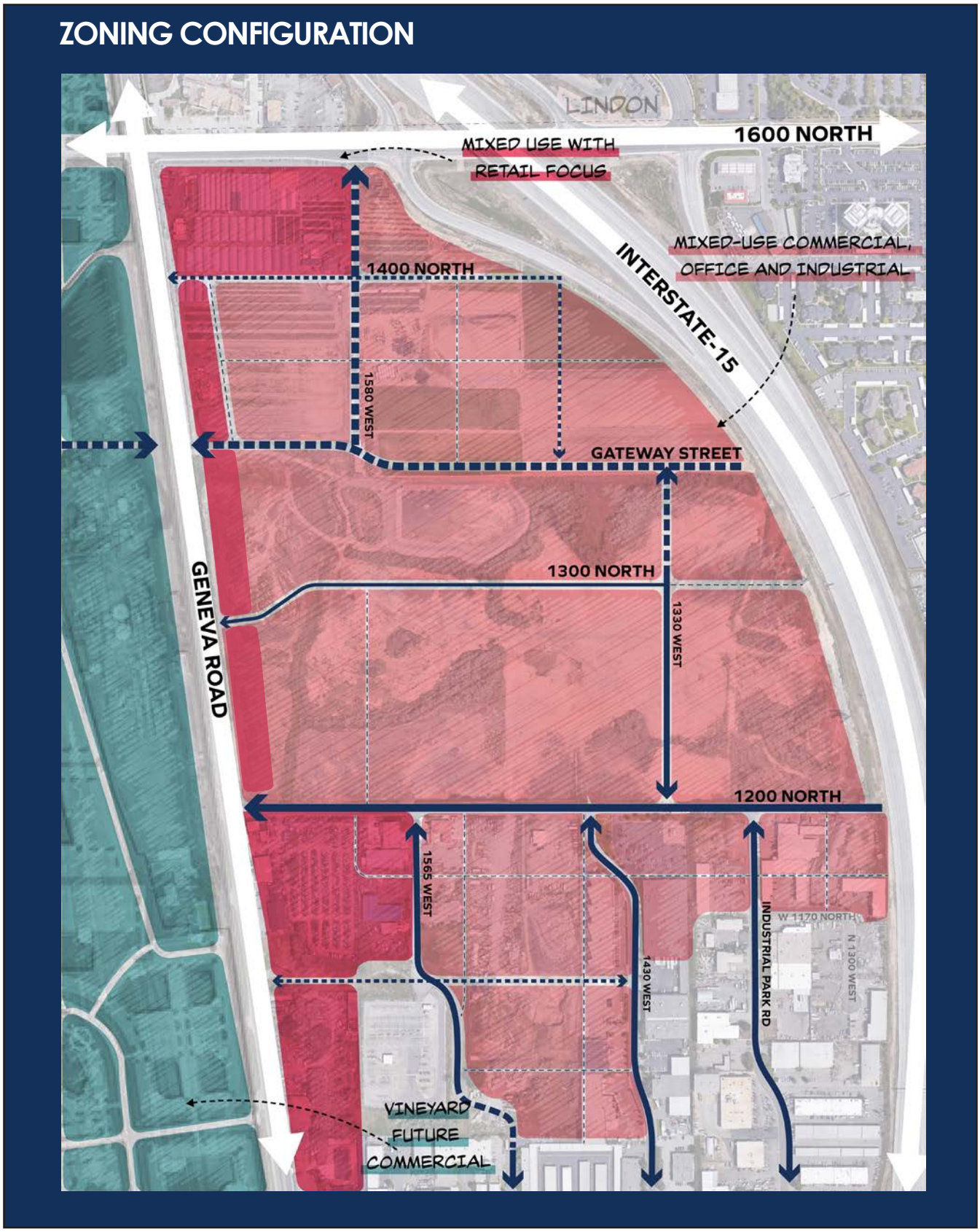
THE GATEWAY DISTRICT FEEDBACK



LEGEND

- **MIXED USE RESIDENTIAL**
- **MIXED USE COMMERCIAL (OFFICE & LIGHT INDUSTRIAL)**
- **MIXED USE COMMERCIAL (RETAIL & LIGHT INDUSTRIAL)**
- **VINEYARD**
- **PROPOSED CIRCULATION**
- **EXISTING CIRCULATION**
- **INTERNAL CIRCULATION**

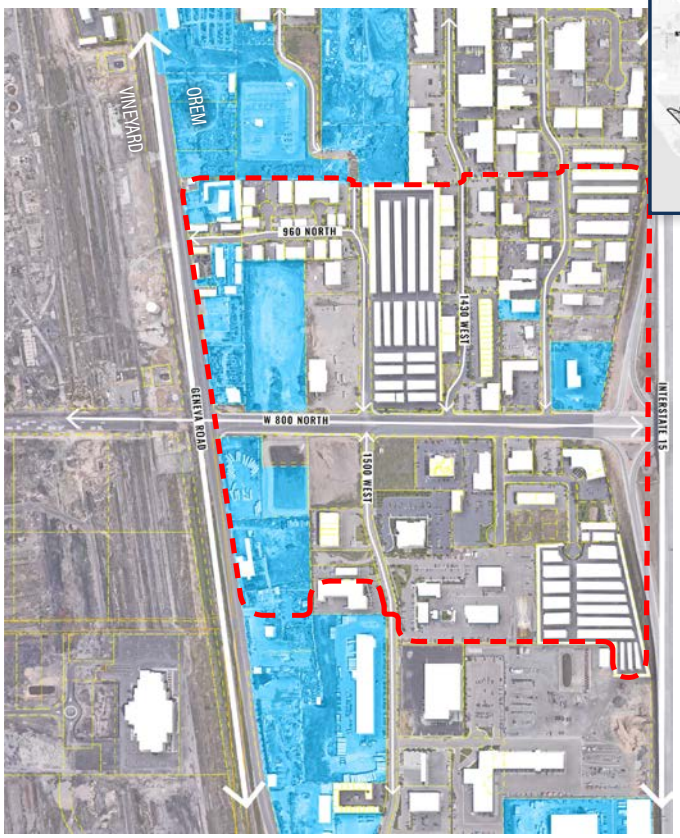
Figure 6.5: Proposed zoning configuration for the Gateway District

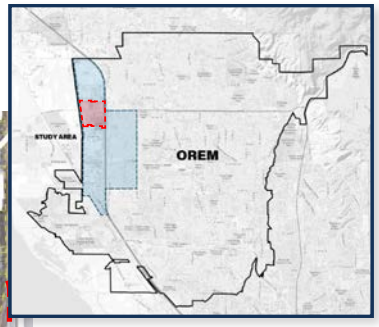


6.3 Geneva Crossing District

EXISTING CONDITIONS

DISTRICT AREA: **105 ACRES**
DISTRICT AREA: **160 ACRES**



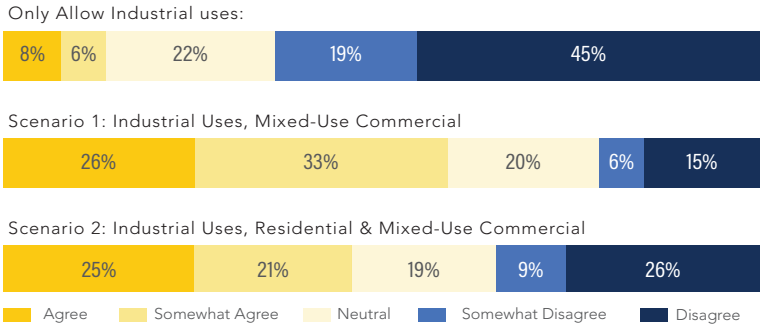


CURRENT LAND USES:
RECYCLING, STORAGE, OFFICE, AUTOMOBILE SALES AND REPAIR

DISTRICT BOUNDARY
POTENTIAL BROWNFIELD SITE

COMMUNITY FEEDBACK

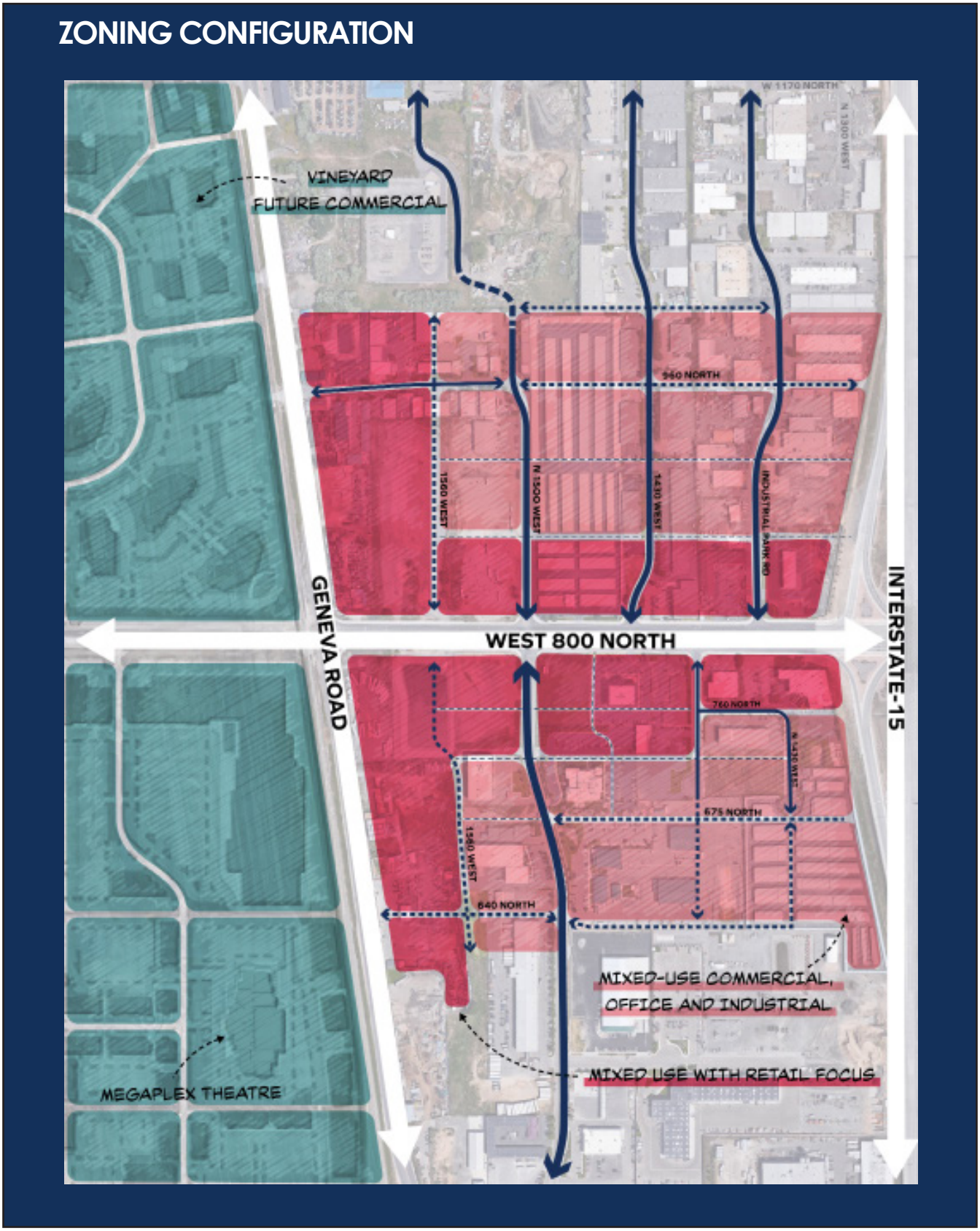
THE GENEVA CROSSING DISTRICT FEEDBACK



LEGEND

- **MIXED USE RESIDENTIAL**
- **MIXED USE COMMERCIAL (OFFICE & LIGHT INDUSTRIAL)**
- **MIXED USE COMMERCIAL (RETAIL & LIGHT INDUSTRIAL)**
- **VINEYARD**
- **PROPOSED CIRCULATION**
- **EXISTING CIRCULATION**
- **INTERNAL CIRCULATION**

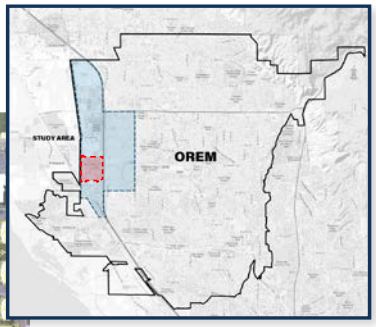
Figure 6.6: Proposed zoning configuration for the Geneva Crossing District

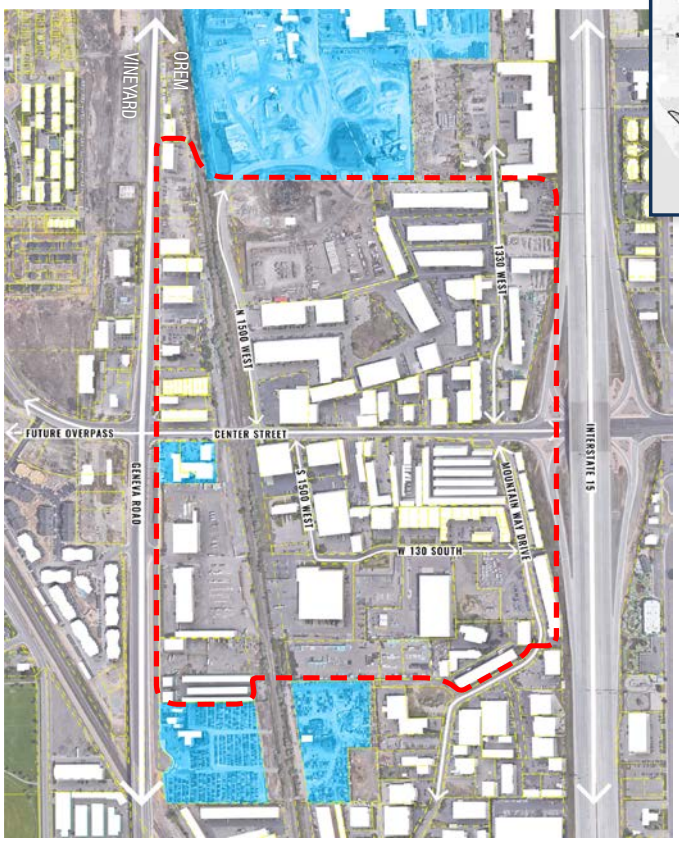


6.4 Geneva Center District

EXISTING CONDITIONS

DISTRICT AREA: **103 ACRES**
DISTRICT AREA: **160 ACRES**



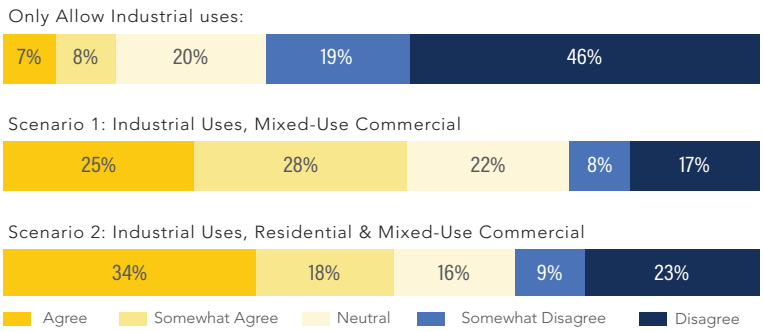


CURRENT LAND USES:
INDUSTRIAL WHOLESALE, STORAGE, WAREHOUSING, RETAIL

DISTRICT BOUNDARY
POTENTIAL BROWNFIELD SITE

COMMUNITY FEEDBACK

THE SEAM DISTRICT FEEDBACK

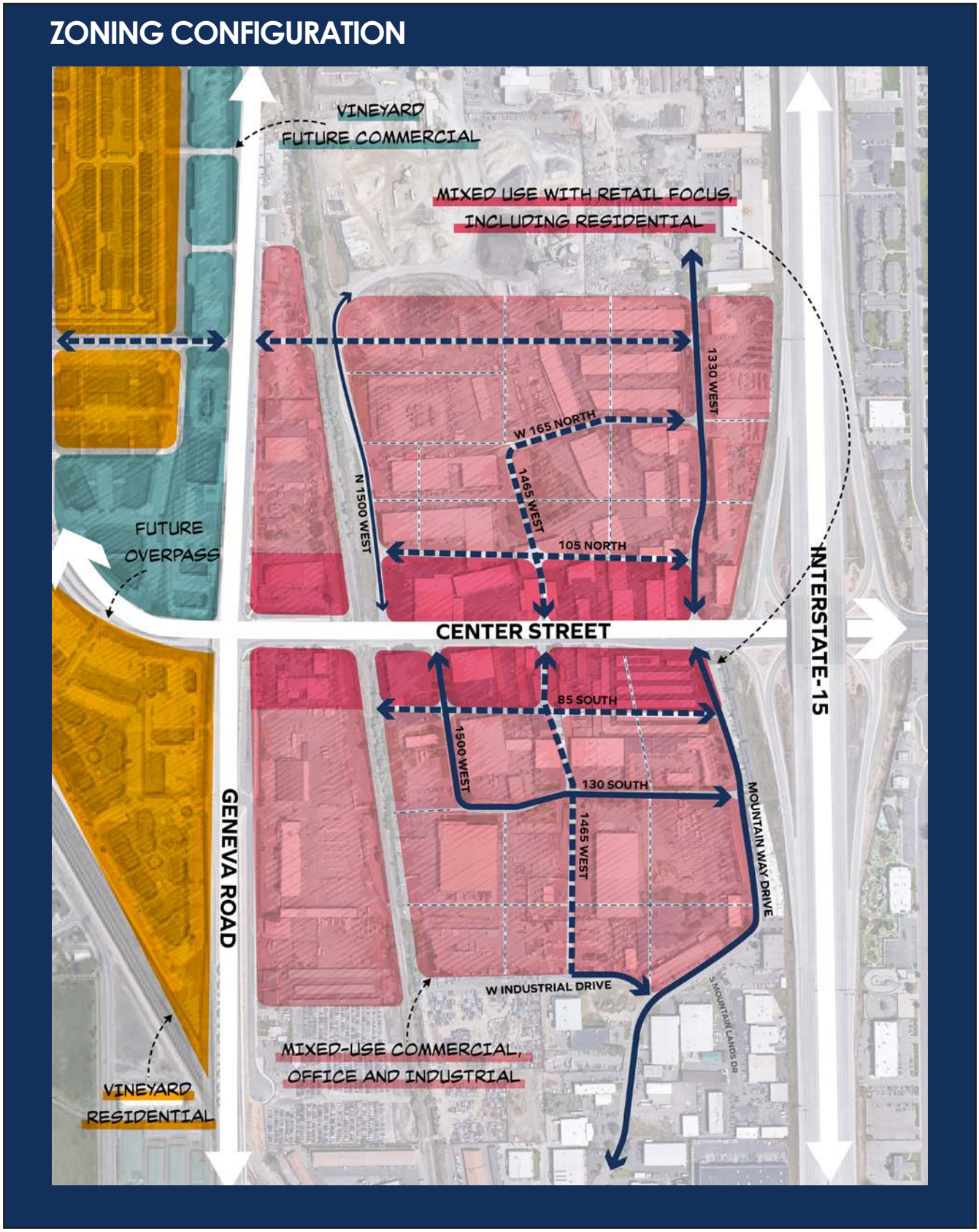


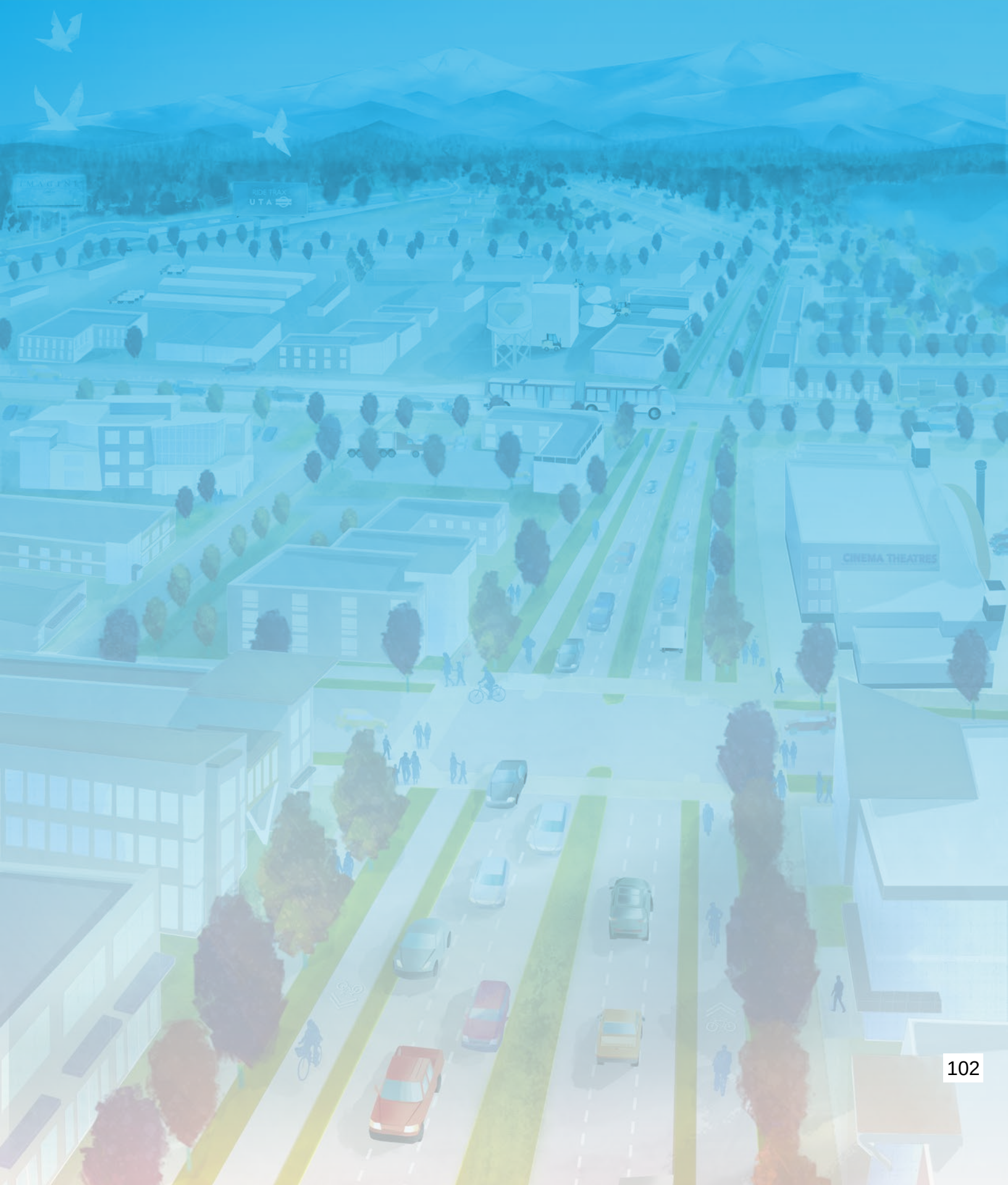
LEGEND

- **MIXED USE RESIDENTIAL**
- **MIXED USE COMMERCIAL (OFFICE & LIGHT INDUSTRIAL)**
- **MIXED USE COMMERCIAL (RETAIL, LIGHT INDUSTRIAL, RESIDENTIAL)**
- **VINEYARD**
- **PROPOSED CIRCULATION**
- **EXISTING CIRCULATION**
- **INTERNAL CIRCULATION**

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Figure 6.7: Proposed zoning configuration for the Geneva Center District




CINEMA THEATRES



RECOMMENDATIONS

7.1 Recommendations

The City of Orem is well-positioned to implement the redevelopment recommendations of the **Imagine Orem: Geneva Road** plan.

The **Imagine Orem: Geneva Road** plan calls for infill development aligned with the redevelopment concepts described in the preceding chapter. Many of the steps necessary to realize redevelopment of identified brownfield sites depend on actions taken in the private market; however, there are steps the City and its partners can take to prepare the sites for the end use envisioned.

The section that follows identifies specific action items needed to implement the plan in accordance with this plan's goals.

Goals

- Stimulate economic development
- Facilitate reuse of existing infrastructure
- Protect valuable commercial and industrial properties while preserving green space, recreational property, or other community uses
- Increase sustainable and equitable development opportunities

GOAL 1: Stimulate Economic Development

1.1 Create a well-defined sense of place that is compatible with the new development in Vineyard.

The Orem side of Geneva Road currently lacks any distinct identity. However, there is an important opportunity through this planning process to develop a strong sense of place for Geneva Road that capitalizes on the area's industrial heritage as an asset and position the corridor as an attractive destination for new businesses to locate. In order to create a well-defined sense of place that is compatible with the new development in Vineyard, the City of Orem should continue to develop and implement a cohesive and recognizable brand for Geneva Road, and leverage this brand to demonstrate the interconnectivity of Geneva Road with other neighborhoods in the City of Orem.

1.2 Market brownfield sites to developers in order to catalyze redevelopment.

The Geneva Heights, Orem Park and Sunset Neighborhood plan encourages business development in the Geneva Road area to provide a source for local jobs and to add to sales tax and property tax revenue for the entire City. In order to encourage business development, the City's Redevelopment Services and EDC Utah could work together to aggressively market underutilized sites in order to catalyze high quality business development that is consistent with the redevelopment scenarios proposed. The City, EDC Utah and other entities may be able to provide incentives to new companies looking to re-locate to Geneva Road; existing companies looking to grow at their Geneva Road location; and startups trying to get off the ground considering space in Geneva Road. In addition, the City may look into using its Redevelopment Agency to evaluate and implement tax increment financing areas.

1.3 Establish a business incubator or start-up space on Geneva Road.

The Geneva Road corridor should capitalize on its proximity to UVU, a high-quality educational institution, and their connection to start-ups and talent. Representatives of the University have participated in the planning process through the market study and the plan Steering Committee. It is recommended that the City continue to work with the UVU Business Resource Center to investigate the possibility of establishing a second incubator space in the Geneva Road Area. In addition, the City and UVU can work together to encourage start-ups to locate in Geneva Road.

1.4 Improve neighborhood character and appearance.

An overwhelming number of survey respondents called for the beautification of the Geneva Road corridor. Respondents primarily identified opportunities in the area of improved landscaping, building aesthetics, and site cleanliness. In order to improve neighborhood character, the City of Orem should encourage private property owners to improve the appearance of existing developments by enforcing required site maintenance and landscaping regulations of the existing Zoning Code. In addition, the City's Planning Division could work with the City's Beautification Commission to help business owners to improve or maintain their business and property in a manner that enhances the community.

GOAL 2: Facilitate Re-use of Existing Infrastructure

2.1 Strategically manage access to parcels in the Geneva Road area.

Future transportation modeling suggests that Geneva Road needs to become an expressway in order to handle the volume of traffic utilizing the roadway. Because of this, the City's focus is on moving traffic through the area, while controlling access to individual parcels fronting Geneva Road in accordance with the Access Management Plan executed by UDOT. This is consistent with responses to the City's survey which revealed that stakeholders want safe and well-managed access to the area, specifically for large trucks. Therefore, it is recommended that new developments have a single shared access that is right in/right out in accordance with the Access Management Plan. For a mid-block property, Orem would work with UDOT to get access at that location and require that there is a reciprocal access north or south that would be tied into adjacent properties.

2.2 Re-align and widen sections of Geneva Road.

A significant number of survey respondents called for the widening of Geneva Road and re-alignment of the roadway near the intersection with 400 North. Similarly, in the Geneva Road Environmental Impact Statement and Section 4(f) Evaluation prepared in March 2009, UDOT identified the Geneva Road Alternative as the alternative which best meets the purpose and need for the project and includes measures to minimize impacts to critical environmental resources. These include:

- Roadway improvements to add travel lanes as required to meet LOS D in the year 2030.
- Intersection improvements such as adding turn lanes, to meet LOS D for peak hour traffic conditions in the year 2030.
- Cross-section improvements to meet minimum standards and/or more desirable standards in most locations.
- Improvements to the horizontal alignment at 400 North in Orem to remove or alter the S-curve so as to meet design standards for the posted speed limit.

Therefore, this plan recommends implementation of the re-alignment and widening actions proposed by UDOT in conjunction with the City of Orem.

2.3 Improve connectivity and functionality of street network.

Survey respondents indicated the need for better access across the project area from east to west and improvement of the functionality of the City's street network. Similarly, the Aspen Timpview neighborhood plan calls for better access management for new developments and utilization of major thoroughfares for traffic from new development. The City and UDOT should improve when practical upon the existing Geneva Road street network as the primary infrastructure backbone to support redevelopment by implementing the street connectivity map shown in Figure 4.6 for the Geneva Road area that is consistent with the development concepts described in Figures 6.4-6.6. This map utilizes the classifications from the Transportation Master Plan and identifies signalized intersections and areas with mid-block access per UDOT's access management plan. It also recommends an overpass over I-15 on 1200 North. The proposed streets are primarily the ones included in the redevelopment concepts shown above.

Figure 7.1: City of Orem sign on Center Street in the Suncrest neighborhood



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2.4 Enhance pedestrian and bicycle access to the Geneva Road corridor.

A significant number of survey respondents called for a bike path or multi-use trail to improve access to the project area for bicyclists and pedestrians. This is supported by the Aspen Timpview Neighborhood Plan, which calls for increasing the network and improving the quality of bike and walking paths in the area, and the 2010 Orem City Bicycle and Pedestrian Plan. Therefore, it is recommended that Geneva Road should contain an on-road bike lane with no parking, and a sidewalk on the east side of the road to further enhance the City's bicycle and pedestrian network. In addition, a new leg of the bicycle network is recommended that would consist of a multi-use off-road trail running adjacent to Geneva Road and then traveling south along the section of the future decommissioned Union Pacific Railroad spur. Orem and UDOT should install adequate lighting as part of this and other future bicycle and pedestrian improvements.

GOAL 3: Protect Valuable Commercial and Industrial Properties While Preserving Green Space

3.1 Introduce a new Mixed-Use Industrial District.

Introduce a new zoning designation – where appropriate – in the Geneva Road corridor for properties contained within the redevelopment scenarios above where a mix of commercial, industrial and second-floor residential uses are envisioned. This "mixed-use industrial" district would allow for commercial and residential development in areas that were traditionally industrial but are attractive to developers who want to mix light-industrial space with office and residential uses. Developers would be required to include a commercial use on the first floor or as a percentage of the entire building area so as not to displace valuable commercial and industrial space with 100% residential buildings, which are not desired in this area. In addition, this District will support industrial users that have a mix of office, light manufacturing, technology and research and development and other supporting uses that are not traditionally industrial in nature, but are necessary to include within the same buildings.

3.2 Establish design guidelines.

The creation of a new mixed-use industrial district should include a comprehensive analysis of density, parking standards, and the establishment of new design guidelines. The forms of the structures that are desired for modern industrial users may be distinct from the older stock of buildings that exist in the Geneva Road corridor. Therefore, it is recommended that the mixed-use industrial district include design guidelines that will ensure brownfields sites are redeveloped in a manner that is responsive to the City's vision for mixed-use redevelopment of the Geneva Road area. This may entail articulating zoning requirement beyond bulk standards to address building types, diversity, architectural details, landscaping and street furniture.

It is also recommended that the City develop separate design standards unique to the three proposed Districts within the Geneva Road area. These standards should be built into the zoning ordinance and include guidelines for new commercial, industrial, and mixed-use development or re-development within the District areas. The standards would be intended to maintain the City's vision for mixed-use development in these districts while also providing opportunity for the development of office, retail, industrial, and residential uses.

3.3 Protect current and future industrial users

One of the fundamental purposes of the existing and recommended zoning changes in the Geneva Road corridor is to protect the industrial uses from intrusion by other uses. This is critical as the Geneva Road corridor has the only industrially-zoned land in the City of Orem, and provides valuable jobs and business enterprise to Orem residents. Therefore, any commercial and mixed-use developments seeking to locate in the new mixed-use industrial district should be compatible with existing industrial users and serve the needs of the corridor's business and residential users.

3.4 Strengthen industrial performance standards in Districts

Orem's current Zoning Code details miscellaneous regulations and special provisions for uses within the M1 and M2 zones that are primarily related to ensuring that industrial uses that occur on a particular lot do not present a nuisance or constitute a blighting influence on the surrounding area. In the areas of the plan area that are to remain industrially-zoned M1 and M2, it is recommended that the City strengthen Ordinance standards so that industrial uses are compatible with the commercial activity that supports these industries. Together with the existing landscaping requirements and proposed new design guidelines, enhanced performance standards that establish caps on nuisance generation will provide security that industrial users will not create otherwise typical negative externalities on surrounding properties.

GOAL 4: Increase Sustainable and Equitable Development Opportunities

4.1 Build momentum on site redevelopment by assisting property owners to address potential contamination.

In developing the brownfield inventory for the Geneva Road corridor, over 56 individual parcels were identified as having presence or potential presence of a hazardous substance, pollutant or contaminant. In conducting the market study, many developers said that they did not pursue these sites because of the time and costs involved with conducting the necessary assessment and cleanup. Further, any bank would require an assessment to be completed in order to provide financing. To address this issue, the City should work to assist owners of brownfields properties with obtaining funding for assessment of brownfield sites. One potential resource is the EPA's Brownfield Assessment grants, applications for which have been accepted annually. Another is the EPA's Targeted Brownfields Assessment Program which provides direct technical assistance for the assessment of brownfield sites.

4.2 Streamline Municipal Resources for Brownfield Property Owners

The City should consider providing a "one-stop shop" in the City's Development Services Department to serve as a resource for property owners and developers seeking information on the redevelopment of brownfield sites. This resource can:

- Provide information on potential sources of technical assistance, funding and other support;
- Facilitate permitting and development review; and
- Facilitate communication between private developers and state/federal environmental regulatory agencies.

Strategies for cleaning up – or remediating – a brownfield site will vary from site to site; however, providing professional support to interested property owners to understand applicable regulations and identify resources will be essential to ensuring the success of Orem's future brownfield redevelopment projects.

4.3 Install street trees and other green infrastructure along Geneva Road, where appropriate.

Because Geneva Road functions as the gateway to the City of Orem from the north and south, it is recommended that the city actively pursue the planting of street trees within the Geneva Road corridor when practical. Street trees improve the visual appearance of a community, calm traffic, reduce storm water runoff, improve air quality, and create a more inviting environment for pedestrians. Further, a large number of survey respondents requested the installation of trees, flowers and other plantings "to create a sense of warmth and welcome" in this area of Orem. The City's Planning Division can collaborate with partners such as the Urban Forestry Program and Beautification Commission to coordinate the efforts to plant more trees.

4.4 Identify locations for future open space conservation in the Geneva Road area.

A number of survey respondents called for the provision of open space or parkland somewhere in the Geneva Road area and for requiring the inclusion of green space in new developments. According to the EPA, brownfield redevelopment provides an opportunity to re-purpose underutilized properties as valuable open or greenspaces. Meanwhile, open land can provide aesthetic, recreational and quality-of-life advantages that complement economic benefits to brownfield redevelopment. One of the goals of the City of Orem's 2017 Parks, Recreation, Trails, and Open Space Master Plan is the securement and expansion of open space near the Utah Lake shoreline. Therefore, the City should identify locations in the Geneva Road area, such as the storm drain basin by the Williams Farm, where open spaces can be incorporated into new development in accordance with the Parks, Recreation, Trails and Open Space Master Plan.

7.2 Partnerships

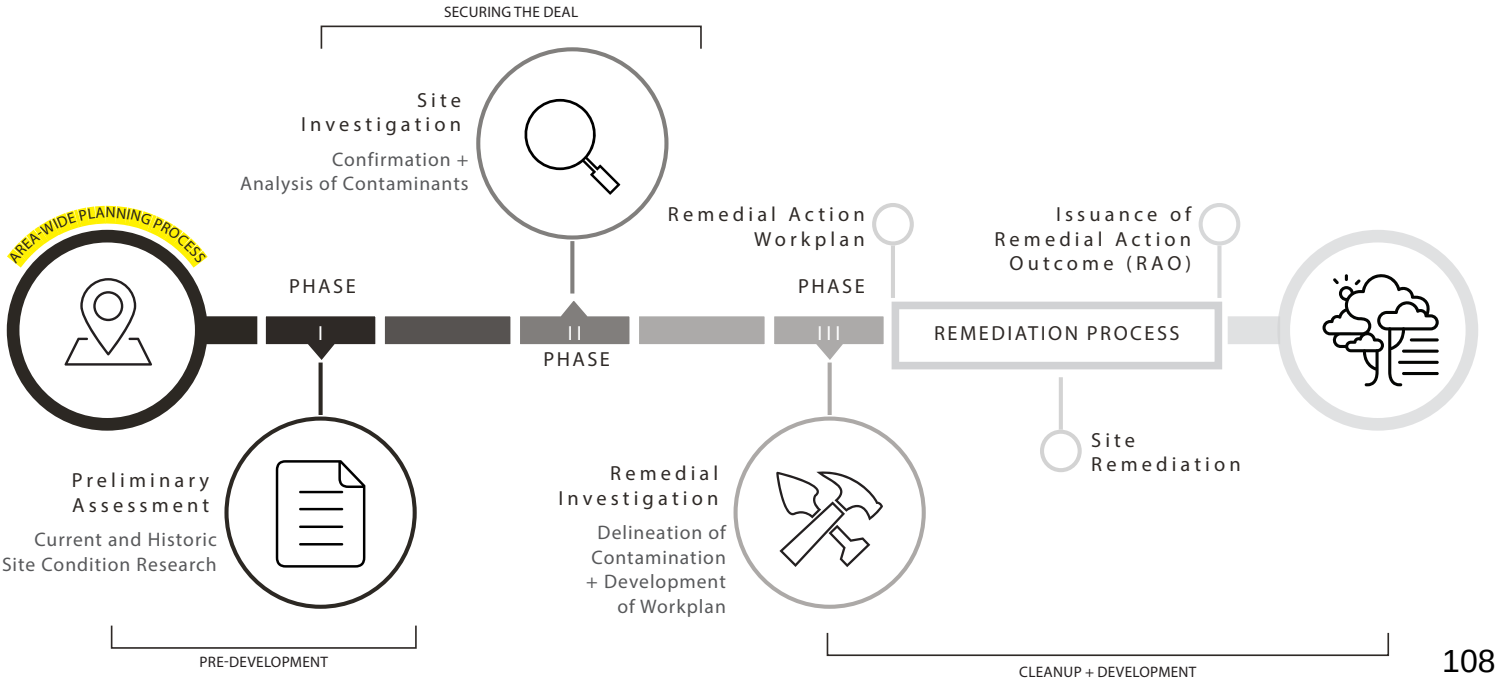
The Imagine Orem: Geneva Road Brownfield Area-Wide Plan has been beneficial in two primary ways: first, as a tool to help the community build capacity through inventories and prioritization of these sites; and secondly, to help convene the community in an inclusive process to develop the partnerships needed to leverage resources for the benefit of specific redevelopment projects.

It is critical to continue these efforts in order to facilitate site assessment, cleanup and eventual redevelopment of the three (3) proposed districts on Geneva Road. The actions and resources needed to realize the redevelopment scenarios described in this plan varies for each of the districts depending on site ownership and proposed redevelopment.

The City of Orem will lead implementation of the Imagine Orem: Geneva Road in coordination with the property owners and stakeholder groups represented on the plan Steering Committee. Plan implementation will also be closely coordinated with the State Street Master Plan and the ongoing investments being made in the corridor's transportation infrastructure.

- City of Orem: The City of Orem, under the leadership of Mayor Richard Brunst, plays an integral role in strengthening communities and revitalizing neighborhoods in the Geneva Road corridor. The City has been a key partner in all phases of the Imagine Orem: Geneva Road plan.
- Utah Department of Environmental Quality (UDEQ): UDEQ has participated in the plan process as a member of the plan Steering Committee and by providing information on site environmental conditions and considerations. UDEQ can also offer Information on its Voluntary Cleanup Program (VCP) and Enforceable Written Assurance (EWA) to property owners to facilitate redevelopment of the brownfield sites.
- U.S. Environmental Protection Agency (EPA): Orem will continue to work with the USEPA to facilitate redevelopment of the brownfield sites identified in this plan. EPA can also provide technical and financial assistance for site assessment and remediation activities
- Private Property Owners: Orem will continue to work with private property owners to ensure that new development is consistent with property owners' expectations.
- Business Owners and Tenants. Orem will continue to work

Figure 7.2 Timeline of Brownfield Redevelopment Process



with business owners and tenants to ensure that negative externalities are minimized and that all commercial uses perform well with and benefit from other uses.

The remediation of a brownfield site is a multi-step process. The process of assessing, investigating, and cleaning up the Geneva Road's brownfield sites occurs over a series of phases shown in Figure 8.2. To address the environmental concerns of a contaminated lot, a series of assessments, plans, and actions are necessary. Following the planning effort, the first step is to determine whether a site is in need of remediation by conducting a Phase I and - if necessary - a Phase II environmental site assessment.

7.3 FUNDING

One of the most important actions involved in redeveloping brownfield sites in the Geneva Road corridor is securing funding for planning, assessment, cleanup, redevelopment and long- term monitoring costs. Fortunately, many resources are available from federal, state, local, and public and private sources, including:

- Private Capital
- Tax Incentives
- Local Financing Tools
- Loans/Loan Guarantees
- Technical Assistance
- State and Federal Grants

A preliminary list of potential funding sources has been identified below.

PRIVATE INVESTMENT

The City desires that redevelopment of the Geneva Road corridor be market-driven. The market study performed as part of this planning process demonstrated that there is great demand for industrial real estate, so the City does not need to incentivize the product. However, large amounts of private investment will be required to facilitate redevelopment, given private ownership of brownfield sites in the plan area and the hesitancy of traditional banks to lend to owners of brownfield sites that have not yet been re-mediated. Several options for obtaining private investment exist in the market place, including equity financing and institutional funds that specialize in funding brownfield redevelopment sites.

PUBLIC FINANCING

Public financing may be utilized for many components of the redevelopment, including building demolition, infrastructure development, and cleanup activities. Communities working with EPA's brownfield area-wide planning (AWP) program, like the City of Orem, have also seen tremendous success in leveraging economic and community development funding from federal agencies, resources typically identified as part of a planning process they have undertaken, aimed at implementing a community revitalization vision. Public investment leverages private investment, and property owners typically see an increase in value as a result.

Federal Support

Programs available at the federal level, such as the EPA, typically involve awarding grants and providing technical assistance to communities and stakeholders. Other federal programs, such as the U.S. Department of Housing and Urban Development, the U.S. Department of Agriculture, the U.S. Department of Transportation and the U.S. Department of Commerce, also provide funding and technical assistance for brownfields projects. Importantly, federal grant and technical assistance programs have the potential to support Orem's economic development efforts to attract and leverage new private investment and create jobs.

State Support

State of Utah programs are a valuable option as well, as states are increasingly offering flexible tools, financial assistance, tax incentives and other redevelopment support to promote cleanup and reuse of brownfields sites. The Utah Department of Environmental Quality (UDEQ) Division of Environmental Response and Remediation (DERR) administers a Voluntary Cleanup Program (VCP). The purpose of this program is to encourage the voluntary cleanup of sites where there has been a contaminant release threatening public health and the environment. According to UDEQ, the voluntary cleanup of sites will hopefully clear the pathway for returning properties to beneficial use.

Agenda 3.3 is a request by Development Services to request the Planning Commission forward a positive recommendation to City Council to adopt the Geneva Road Area-Wide Plan as Appendix "J" of the Orem General Plan.

Staff Presentation: In 2017, the U.S. Environmental Protection Agency (EPA) selected the City of Orem as a Brownfield Area-Wide Plan (AWP) grant recipient. The AWP program assists communities in responding to local brownfield challenges, particularly where multiple brownfield sites are in close proximity, connected by infrastructure, and limit the economic, environmental and social prosperity of their surroundings – areas such as the Geneva Road corridor. Because of the Geneva Road's rich industrial heritage, many sites in the corridor are considered brownfields.

Orem received $200,000 to work with community stakeholders to develop an area-wide plan and implementation strategies for brownfields assessment, cleanup, and reuse in the Geneva Road Corridor that are:

- Protective of public health and the environment,
- Economically viable, and
- Reflective of the community's vision for the area.

The revitalization of brownfield sites has the potential to create multiple benefits throughout the community, including cultivation of community involvement in redevelopment of underutilized sites, creation of jobs, an increase in property values once a brownfield site is assessed or cleaned up, and correspondingly, a greater contribution of property taxes by revitalized properties.
Implementation of the Imagine Orem: Geneva Road planning process was led by the City of Orem with assistance from the planning firms of BRS and WRT, who served as the consultant team for this project. Together, the planning team hosted two public open houses, conducted site visits, sent out a survey that received over 400 responses, and engaged in robust digital engagement to involve residents, businesses, and property owners in the planning process, share information on plan progress, and receive feedback on redevelopment scenarios. Input from community stakeholders helped to shape the final redevelopment concepts and recommendations contained in the area-wide plan.

In addition, a plan Steering Committee was convened with representatives of various local and state agencies working in the Geneva Road Area. Key partners represented on the Steering Committee include the Cities of Orem and Vineyard, Utah County, Utah Transit Authority, Utah Department of Transportation, Utah Department of Environmental Quality, US EPA, EDC Utah, and the Mountainland Association of Governments.

As part of the Imagine Orem: Geneva Road plan, a set of redevelopment scenarios for brownfield sites and key intersections in the plan area were developed to imagine a possible future for this area. These areas include the Gateway District at 1600 North, the Geneva Center District at 800 North, and Geneva Crossing District at Center Street.

Recommendation: The Development Services Department requests the Planning Commission forward a positive recommendation to City Council to adopt the Geneva Road Area-Wide Plan as Appendix "J" of the Orem General Plan.

Chair Spencer asked if the Planning Commission had any questions for Ms. Guffin. Mr. Spencer said there is an area that is not in a district. Ms. Guffin said the 400 North intersection was not ideal for creating a district. Mr. Bench said the main idea was to take the main intersections at 1600 North, 800 North and Center Street that have I-15 connections. 400 North is an integral part of Geneva Road but not part of a district. Mr. Spencer asked if the plan is for these areas to be light industrial, commercial and retail. Ms. Guffin said that is correct.

Chair Spencer opened the public hearing and invited those from the audience who had come to speak to this item to come forward to the microphone.

David Halliday said he has two things that are important to him and those are housing availability and affordability. He asked if there is a possibility that there can be mixed use in that area. such as retail/housing or business/housing. Since housing is an issue here in our City, he wants to know if more housing could be included within reason.

Ms. Guffin said the two northern districts, the Gateway District and Geneva Crossing District, do not contain residential. The Geneva Center District includes residential along the core of Center Street. That is where there would be residential. Mr. Bench said as the plan goes through this process and there are neighborhood meetings, it can be flushed out later and that is part of the process. There may or may not be residential.

Skip Dunn, Skip Dunn & Sons Excavating. He has been a land owner down there since 1994. He has been to all these meetings about Imagine Orem and is not impressed. He does not understand the brown field stuff. Everyone in this area went through an environmental study when they got a loan on their ground. He currently backs up against Geneva Rock and he wants to be safe down there. He needs to know what is going on down there and he needs his employees to be safe down there going in and out of the site. When he brings in semi-trucks, they have to park in the middle of Geneva Road to open the gates and get in and out of his yard. He wants to know what the City is going to do to keep them safe. The master plan shows a major road that goes right through the center of his property. It was not on the 1995 or 2005 master plans. He understands growth, but he is not ready to pack up and move, he just wants to be safe. When he pulls in right now with an eighty-foot semi, it is almost impossible to get in and out of his yard.

Mr. Goodrich said the future plan is to have a raised median down the middle of Geneva Road. It is an access management plan. Geneva Road is classified as a principle arterial. When the City gets the budget to work with UDOT, it will be six lanes with a median in the center, wide park strips, sidewalk and multi-purpose trail. There are no immediate plans to force anyone out of their property. Mr. Dunn asked what will go on with the railroad property with Vineyard and Orem. Mr. Goodrich said Orem has money now through MAG (Mountainland Association of Governments) to widen Center Street between Geneva Road and I-15. He will try to go back to MAG soon with an updated cost estimate including whatever needs to be done at the railroad crossing. Mr. Dunn said he had a four-year battle with the Union Pacific Railroad. He won that battle but he believes the railroad tracks would make a nice road to get equipment in and out onto 400 North or Geneva Road.

Mr. Spencer asked if a median going down the middle of Geneva Road is consistent with light industrial. Mr. Goodrich said I-15 will not continue to carry everything north and south. Geneva Road will need to be more of an expressway rather than an arterial with very good access management principles. As the City updates the master plan with UDOT in the next year, he cannot guarantee that Geneva Road will not morph into something else. May need to create an access like the rail corridor to move equipment.

Mr. Dunn asked how many people have needed help to clean up. Mr. Bench said no one yet, it is still in the process. Mr. Spencer asked if property owners will be required to test their soil. Mr. Bench said no. It is not a mandate, simply a help.

Carlos Magdaleno, MCR Recycling. He is 3rd generation in this area. His property lies between 800 North and 500 North on the Geneva Road corridor. He noticed on a map that this area is planned to be retail. He is fine with retail as neighbors. MCR has no intention to go anywhere for the next hundred years or so. Access to the property is a big deal. He wants to be an asset. MCR is a huge part of the recycling plan in Utah county. He is concerned with access going forward and already majorly concerned with the speed on Geneva road. There are constantly major accidents down there. He thinks the speed limit needs to be reduced to keep people safe. Speed limits and actual speeds are two different things. There is zero shoulder and when that is mixed with fully loaded semis and a huge amount of traffic it is not safe. Now there will be pedestrian traffic and there is not a suitable sidewalk. It is the making of a disaster. He wants to keep people safe.

Mr. Bench said this will be like the State Street Districts and be a property owner driven plan. Changes will occur when property owners chose to redevelop then there will be opportunities and standards in place. This is simply the general plan and it will develop over time with property owners and business owners. This is not a City mandated plan, it is property owner driven plan not a mandated driven plan.

Mr. Magdaleno said he could understand that strategy, but he sees faults if companies have no intention of moving. If the City is going to wait for them to pull permits, it is not a solid plan. Sidewalks need to be put in place now, not five years down the road. Mr. Clark said Skip Dunn and MCR do run clean sites. If there is a time when there is a gap and the sidewalks are not installed, then that may be an opportunity for the City to do a project and partner with MCR. The City may need to buy some property and pay for that sidewalk to be put in. That is always on the table if there

are gaps to be filled in. The City's goal is not to drive out Orem businesses but when they are ready to redevelop then that opportunity will be there.

Kevin Norris has been there since 1978. He understands growth and how things change in the City. He is not up on this subject. He would like to get paper work on Phase 1 or Phase 2. He asked if the City owns or has any ideas about property where businesses could relocate that will give them the same opportunity and it does not impact the business. He asked if the City owned property that they could talk about relocation at some time.

Mr. Clark said no, the City does not own property to relocate businesses. Mr. Norris' property is an asset to the City and they would like to see him stay and not relocate. They always work with businesses through contacts and connections, but the City does not have property to relocate to. Mr. Bench said postcards were sent to every business and property owner and the hope is people will come to the meetings. This will be out in the open.

Bill Gamble with Clyde Companies/Geneva Rock. He said there were a few things to consider. (1) The brown field how that was implemented. With the environmental contractions and stipulations put on them by the Division of Environmental Quality, all their fuel and oil tanks are double contained, all storm water has a management plan, the facility has a spill prevention plan. The only source of hazardous waste at their facility is solvents and if they are ever removed from the property a third party has to do that and take it to a certified land fill that handles hazardous waste. (2) Impediments that come inherently with redeveloping an area is, as businesses move on land other developments come in creating different neighbors in the area. He asked if they were going to be required to put in noise barriers, new traffic patterns and new plants all these impediments that drive the cost of living up for citizens of Orem. As new businesses move into the area is there some way to record against their deeds that they understand that there is a Skip Dunn in the area, an MCR recycling, a Geneva Rock, so they can remove themselves from liability.

Mr. Earl said regarding a specific requirement to put up a fence or sound barrier. No, they would not be required to do that. If protection is deemed to be necessary, the burden is on the one making the improvements to put those barriers in. The City is not legally entitled to record something against someone's property as it would be considered an encumbrance. There would need to be a valid reason to do that. This is the "coming to the nuisance" issue. That is the fear of some of the big businesses that are more heavy industrial. It is presumed that if someone comes in next to an existing business, they understand and accept the area they are coming in to. That does not mean that they will not still complain. Legally, it is very difficult to force a business out. Very few businesses are at risk for something like that, as the standard is very high and rarely met.

Mr. Gamble asked if the zones change to light industrial and mixed use, which they are not opposed to, if zoning starts changing around them and they inherit some of these regulations like hours of operation and are required to change, it would have a significant effect on the work that they do. Stuff like that inherently comes with zone changes. A lot of their operations start very early in the morning which is not good for residential.

Mr. Earl said the City has a sewer treatment plant on the west side of the City, and there has been some residential developments that have come in fairly close to that. He suspects that occasionally there may be some impacts that are not pleasant, but the sewer treatment plant was there first before the new development. When a new development comes in next to an existing facility or business they have to accept what is already there. It is an extreme situation where a business would be forced out.

Ray Gamble, Clyde Companies. He has been employed there for 41 years. In that 41 years there have been three different hot plants and three different Redi-Mix plants on their facility. They need to upgrade equipment to keep up with the times and demands that the community puts on them. They supply a service to the community and they take pride in their product and facility and try to run a clean operation. The hours may be 24/7 in that neighborhood. Mr. Bench said changing out equipment is not redevelopment. The City is not planning on changing the areas between the districts, so the new standards will not affect them. Mr. Staker said the only residential proposed in this concept is on Center Street. The rest is industrial, so it is not like someone will be living next to these facilities. Mr. Bench said the plan is going through a process and will need to be fleshed out with what the neighbors need. During the discussions they may discover that residential is not good for that area.

Mr. Cochran said these are thriving businesses within the community. The City would not want to do anything to see you go. That is how the Planning Commission looks at it. Mr. Gamble said he appreciates that comment, but he is involved in many cities across the State and many want them out.

Mr. Staker asked as far as safety along Geneva Road, would that have to be addressed by UDOT as far as shoulders, so vehicles can pull out of traffic to turn into a site. Mr. Goodrich said he coordinates with UDOT on a regular basis. once a problem is identified and it is shown there is a need, that is when they can start the process to get funding to do safety improvements. He is going to work on seeing if he can get UDOT and others involved in actually making the railroad corridor go away and maybe become a second access for those businesses along the corridor. He wants to put a lot of eyes on the problems that need to be solved in the Geneva Road area and try to get funding for improvements and the railroad to move.

Mr. Magdeleno said regarding the safety issues, all these things that have been discussed take time and he would like to see some immediate action by reducing the speed limit. It does not cost a lot of money. Mr. Goodrich said it is next to impossible to get State or Federal funding if there is no plan adopted. This is not rezoning. This is the brown field study that the City is trying to adopt. In coming phases, they will adopt processes to make the road safer, straighten it out, add traffic lights, remove the railroad, add a corridor along the back. They do not get those kinds of funds unless there is a plan. As this plan goes through the different phases these comments can be taken into consideration.

Chair Spencer closed the public hearing and asked if the Planning Commission had any more questions for the applicant or staff. When none did, he called for a motion on this item.

Planning Commission Action: Mr. Staker moved to forward a positive recommendation to City Council to adopt the Geneva Road Area-Wide Plan as Appendix "J" of the Orem General Plan. Mr. Moulton seconded the motion. Those voting aye: Mickey Cochran, Carl Cook, David Moulton, Barry Roberts, Ross Spencer and Mike Staker. The motion passed unanimously.

ORDINANCE NO.

AN ORDINANCE BY THE OREM CITY COUNCIL ADOPTING THE GENEVA ROAD AREA-WIDE PLAN AS APPENDIX "J" OF THE OREM GENERAL PLAN

WHEREAS on April 10, 2019, the Department of Development Services filed an application requesting the City Council adopt the Geneva Road Area-Wide Plan as Appendix "J" of the Orem General Plan; and

WHEREAS a public hearing considering the subject application was held by the Planning Commission on June 5, 2019; and

WHEREAS a public hearing considering the subject application was held by the City Council on July 16, 2019; and

WHEREAS the agenda of the Planning Commission meeting and the City Council meeting at which the subject application was heard was posted at the Orem Public Library, on the Orem City webpage and at the City offices at 56 North State Street; and

WHEREAS the matter having been submitted and the City Council having fully considered the request as it relates to the health, safety, and general welfare of the City; the orderly development of land in the City; the effect upon surrounding neighborhoods; and the special conditions applicable to the request.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF OREM, UTAH, as follows:

1. The City Council finds this request is in the best interest of the City because it provides a plan for the future redevelopment of the Geneva Road corridor.
2. The City Council hereby approves and adopts the Geneva Road Area-Wide Plan as Appendix "J" of the Orem General Plan as shown in Exhibit A which is attached hereto and incorporated herein by reference.
3. If any part of this ordinance shall be declared invalid, such decision shall not affect the validity of the remainder of this ordinance.
4. This ordinance shall take effect immediately upon passage and publication in a newspaper of general circulation in the City.

PASSED and APPROVED this 16th day of July 2019

_____

ATTEST:

_____

COUNCIL MEMBERS VOTING ‘AYE’ COUNCIL MEMBERS VOTING ‘NAY’

Exhibit “A”

Agenda Item No: 10.2

City Council Agenda Item Report

Meeting Date: July 16, 2019
Submitted by: Emily Guffin
Submitting Department: Development Services
Item Type: Public Hearing
Agenda Section:

Subject:
PUBLIC HEARING
ORDINANCE - Adopt the Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan in Appendix "Z" of the Orem General Plan

Suggested Action:
The Planning Commission recommends the City Council approve and adopt the Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan in Appendix "Z" of the Orem General Plan.

Presenter:
Emily Guffin

Background:
The Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan were created by participating neighborhood residents and Orem City planning staff. It was developed to record residents' visions for the neighborhood and potential ways to achieve those visions, as well residents' concerns about how the neighborhood is currently developing. While neighborhood plans are not designed to solve all problems immediately, they allow the local community to influence planning in their neighborhood and guide future development in a way that is cohesive with the neighborhood character.

The creation of these two plans was guided by two advisory committees – one for the Stonewood and Lakeridge neighborhood and one for the Orem, Sharon, and Hillcrest neighborhood. These advisory committees met eight times over the past several months to hear from city staff members in each department, formulate a vision statement to reflect their aspirations for the future of the neighborhood, and list goals to achieve those aspirations. Many of the themes for the neighborhoods' vision statements included maintaining the single-family, residential character of the neighborhood and ensuring that the neighborhoods stay safe, clean, and family-friendly. Other themes included working to increase pedestrian and bicycle safety and implementing new bike routes as well as looking into new and innovative public transit options that can help reduce the increased traffic congestion the neighborhoods have been experiencing. Lastly, residents expressed desire in ensuring that new development is constructed in a way that respects residents' desires and limited to areas on the State Street and University Parkway corridors.

The plan document itself contains seven different sections: current demographics, land use, transportation, economic development, public works, neighborhood preservation, and implementation strategies. Each of these sections addresses the neighborhood's current conditions, future projects, and goals for achieving the neighborhood's vision statement.

Public participation was a key component of this process. In addition to the eight advisory committee meetings that were held, two neighborhood open houses were also held. Notices for these open houses were sent to every resident in the neighborhood and the meetings had over one hundred residents in attendance. Those who participated in the planning process represented a wide range of community stakeholders who may be impacted by decisions regarding development within these neighborhoods, including property owners, business owners and tenants, and residents.

Potentially Affected Area:
Neighborhood

Attachments:
Agenda-StonewoodNeighborhoodPlan.docx

OSH_Plan.pdf

SL_Plan.pdf

PublicProcess.docx

PC Minutes_Neighborhood Plans SL-OSH.docx

Resolution-StonewoodNeighborhoodPlan.docx

Resolution-SharonNeighborhoodPlan.docx

CITY OF OREM CITY COUNCIL MEETING JULY 16, 2019	
REQUEST:	**ORDINANCE**-Adopting the Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan as part of Appendix "Z" of the Orem General Plan.
APPLICANT:	Department of Development Services
FISCAL IMPACT:	None

NOTICES:

- Posted in 2 public places
- Posted on City webpage and City hotline
- Faxed to newspapers
- E-mailed to newspapers
- Posted at utah.gov/pmn

-Mailed 6,067 notices on 05/15/2019 to all residents and businesses within the neighborhoods

SITE INFORMATION:

General Plan Designation:
N/A

Current Zone(s):
N/A

Acreage:
N/A

Neighborhoods:
Stonewood, Lakeridge, Orem, Sharon, and Hillcrest

PLANNING COMMISSION RECOMMENDATION
Vote: 7-0 for approval

PREPARED BY:
Emily Guffin Orem City Planner

REQUEST: The Department of Development Services requests the City Council approve and adopt the Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan as part of Appendix "Z" of the Orem General Plan.

BACKGROUND: The Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan were created by participating neighborhood residents and Orem City planning staff. It was developed to record residents' vision for the neighborhood and potential ways to achieve that vision as well residents' concerns about how the neighborhood is currently developing. While neighborhood plans are not designed to solve all problems immediately, they allow the local community to influence planning in their neighborhood and guide future development in a way that is cohesive with the neighborhood character.

The creation of these two plans was guided by two advisory committees – one for the Stonewood and Lakeridge neighborhoods and one for the Orem, Sharon, and Hillcrest neighborhoods. These advisory committees met eight times over the past several months to hear from City staff members in each department, formulate a vision statement to reflect their aspirations for the future of the neighborhood, and list goals to achieve those aspirations. Many of the themes for the neighborhoods' vision statements included maintaining the single-family, residential character of the neighborhood and ensuring that the neighborhoods stay safe, clean, and family-friendly. Other themes included working to increase pedestrian and bicycle safety and implementing new bike routes as well as looking into new and innovative public transit options that can help reduce the increased traffic congestion the neighborhoods have been experiencing. Lastly, residents expressed desire in ensuring that new development is constructed in a way that respects residents' desires and is limited to areas on the State Street and University Parkway corridors.

The plan document itself contains seven different sections: current demographics, land use, transportation, economic development, public works, neighborhood preservation, and implementation strategies. Each of these sections addresses the neighborhoods' current conditions, future projects, and goals for achieving the neighborhoods' vision statement.

Public participation was a key component of this process. In addition to the eight advisory committee meetings that were held, two neighborhood open

houses were also held. Notices for these open houses were sent to every resident in the neighborhood and the meetings had over one hundred residents in attendance. Those who participated in the planning process represented a wide range of community stakeholders who may be impacted by decisions regarding development within these neighborhoods, including property owners, business owners and tenants, and residents.

RECOMMENDATION: The Planning Commission recommends the City Council adopt the Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan as part of Appendix "Z" of the Orem General Plan. Staff supports the Planning Commission recommendation.

Orem, Sharon, Hillcrest



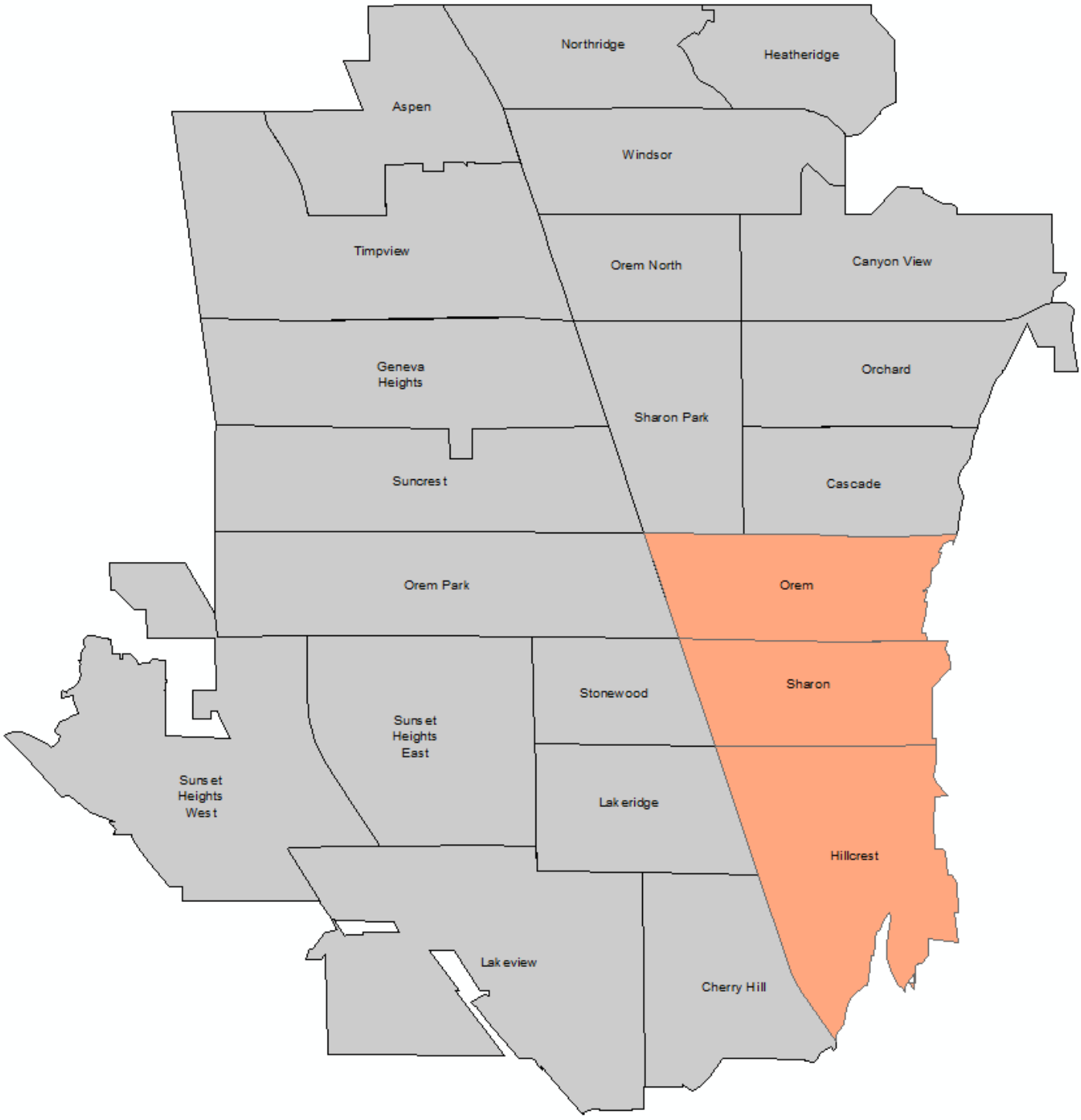
OREM

Orem, Sharon, Hillcrest

Neighborhood Plan

Spring 2019

OREM NEIGHBORHOODS



NEIGHBORHOOD ADVISORY COUNCIL

Brian Baker, Sharon resident
John Ball, Orem resident
Virginia Ball, Orem resident
Russ Bird, Hillcrest resident
Wendy Bird, Hillcrest resident
Diana Brewer, Hillcrest resident
John Hendricks, Sharon resident
Lana Herre, Hillcrest resident
Dan Hoopes, Sharon resident
Chris Killpack, Orem resident
Sunday Meservy, Hillcrest resident
Tom Meservy, Hillcrest resident
Leston Moody, Sharon resident
Michelle Newitt, Sharon resident
Kendra Nield, Sharon resident
Julie Olsen, Sharon resident
Nick Palmer, Hillcrest resident
Shelly Parcell. Sharon resident
Kirsten Pederson, Orem resident
Sherry Peterson, Hillcrest resident
Terry Peterson, Hillcrest resident
Scott Prestwich, Sharon, resident
Cissy Rasmussen, Sharon resident
Alan Rex, Sharon resident
Jonathan Sherrill, Hillcrest resident
Tracy Sorensen, Sharon resident
Brandon Stocksdale, Orem resident
Sarah Stocksdale, Orem resident
Jason Tolman, Orem resident
Cynthia Vaughn, Orem resident
Rebekah Westover, Hillcrest resident

OREM CITY STAFF

Emily Guffin, Long Range Planner
J. Kirby Snideman, AICP, Long Range Planner
Jason Bench, AICP, Planning Division Manager
Bill Bell, Development Services Director
Ryan Clark, Economic Development Director
Paul Goodrich, Transportation Engineer
Sgt. John Savage Orem PD Neighborhood Preservation Unit
Chris Tschirki, Public Works Director
Neal Winterton, Water Resource Division Manager



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INTRODUCTION

1

Vision Statement

"We value the nature and quality of our neighborhood. We desire to maintain neighborhood continuity and preservation while allowing for conscientious development. We strive to improve pedestrian and bicyclist safety on busy streets and promote public transit accessibility. We are dedicated to improving the connectivity and appeal of parks, trails, and other open spaces."

Orem, Sharon, and Hillcrest Neighborhood Residents

1.1 PURPOSE

The Orem, Sharon, and Hillcrest Neighborhood Plan (the plan) was created by participating neighborhood residents and Orem City planning staff. It was developed to create neighborhood specific plans and is in harmony with all other plans adopted by the City.

The plan communicates the values and interests of neighborhood residents and serves as a guideline for future growth, development, and preservation. Furthermore, it encourages the creation of aesthetically pleasing neighborhoods and public spaces that enhance the community. It also addresses the needs, concerns, and potential impacts of land use, transportation, economic development, and preservation of the neighborhoods.

1.2 HISTORY

Prior to its incorporation, Orem was known as the "Provo bench," and its fetrile orchards and farmlands were prime areas for growing fruit. Because of this, Provo (and its bench) became known as the Garden City of Utah.

Unlike many Utah towns and cities, Orem was not originally laid out in a grid pattern. Most of Orem's development came about via homesteading along the main highway and major roads. As farmland along roads was taken, farmers settled in other parts of the area, creating a network of rural roads. This type of development is unlike that usually seen in Utah; often Utah leaders encouraged settlers to live in the city center and cultivate farmland outside the City's limits.

View of the Eleventh (Timpanogos) Ward Meetinghouse circa 1915



Poulson Cement products located on South State Street, circa 1920

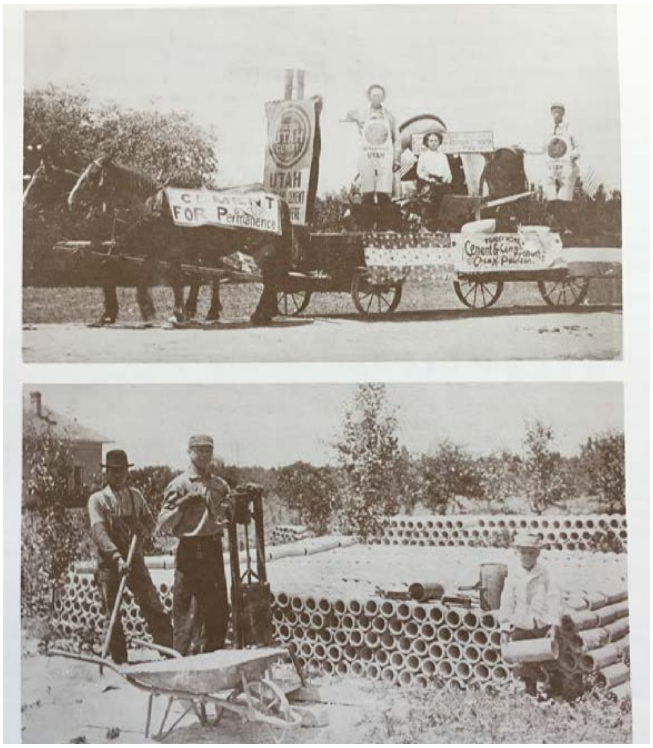
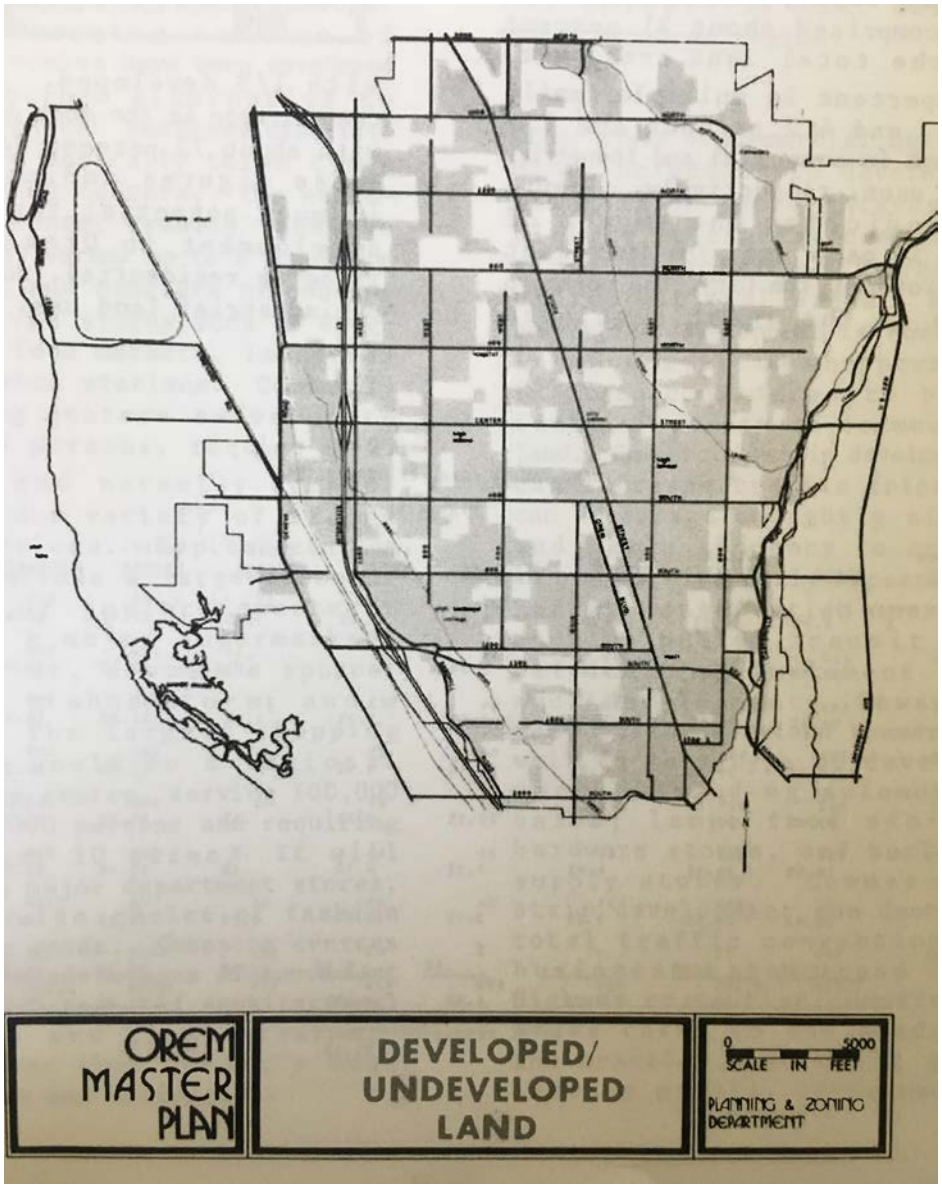


Figure 1.1 Developed and Undeveloped Land in Orem in 1981



Today, the Orem, Sharon, and Hillcrest neighborhoods still contain some of Orem's oldest residential and commercial properties, as well as a few remaining orchards and farmlands from earlier times. Many of the older houses that are located in these neighborhoods were built as farmhouses on large plots of agricultural land. The Orem, Sharon, and Hillcrest neighborhoods have continued to flourish with the construction of the SCERA Center for the Arts in 1933 and the development of University Mall in 1973. During these times, the predominantly agricultural lands seen in the Orem, Sharon, and Hillcrest neighborhoods were transformed from orchards and fields to single family residential homes and commercial areas. **Figure 1.1** shows a clipping from the City of Orem's 1981 Master Plan, describing the availability of undeveloped land in the City. As can be seen, there was quite a lot of developable land available in 198 1. Today, developable

Figure 1.2 Historic photograph of the SCERA Center for the Arts



land is limited within the Orem, Sharon, and Hillcrest neighborhoods and the majority of the remaining vacant sites within the City are brownfield areas in the western part of the City near the Geneva Road corridor.

1.3 NEIGHBORHOOD VISION

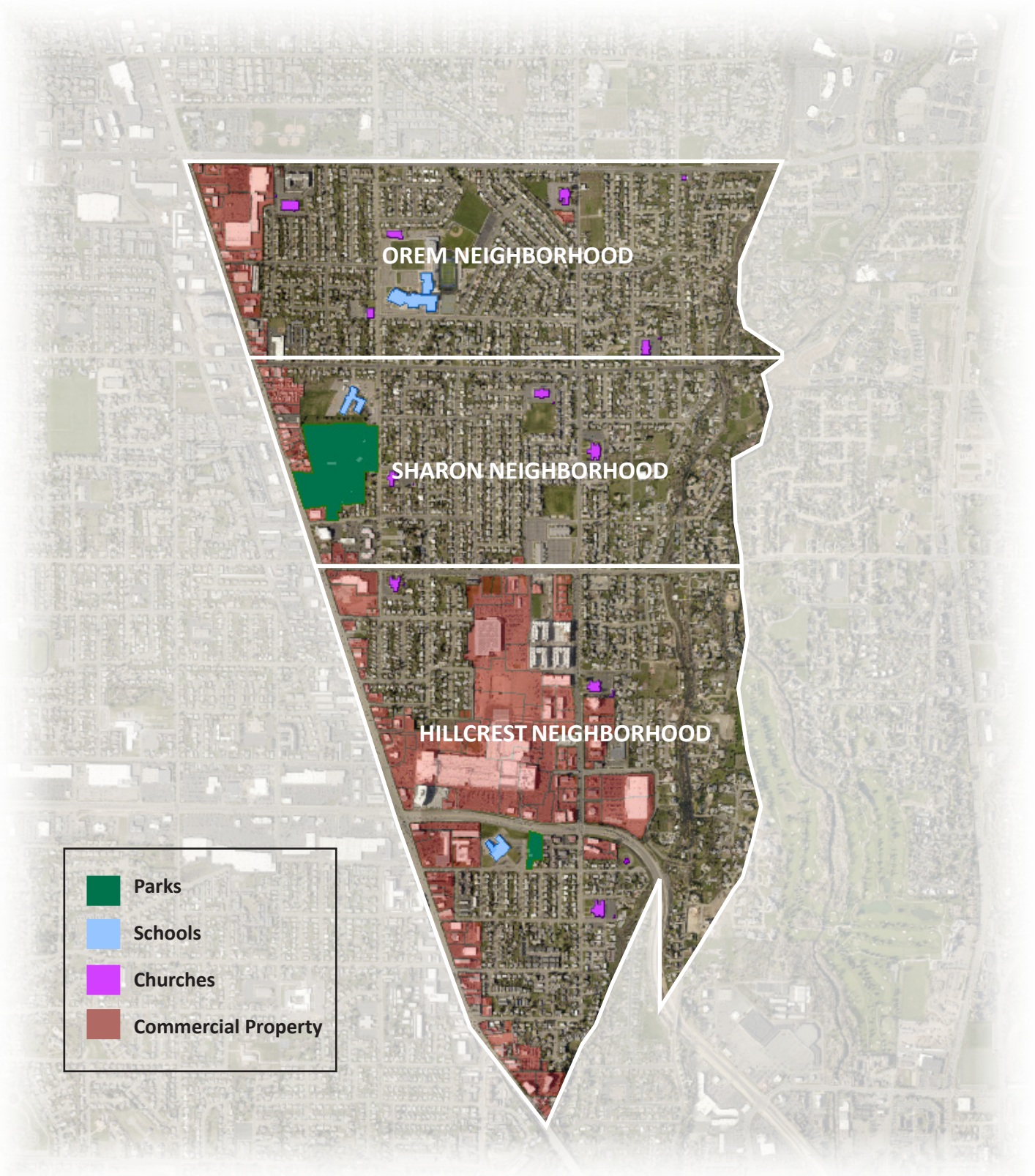
The City of Orem's motto is "Family City USA." Over the years, Orem has become just that. In 2018, Money Magazine ranked the City as one of the best places to live in Amerca.[1] Claudia Wallis, editor of TIME's book *Healthiest Places to Live*, called Orem one of the best places in America for spiritual well-being.[2] Residents feel that these mottos capture the unique identity of the City of Orem and hope that the City continues to be known for its safety, cordiality, and inviting nature.

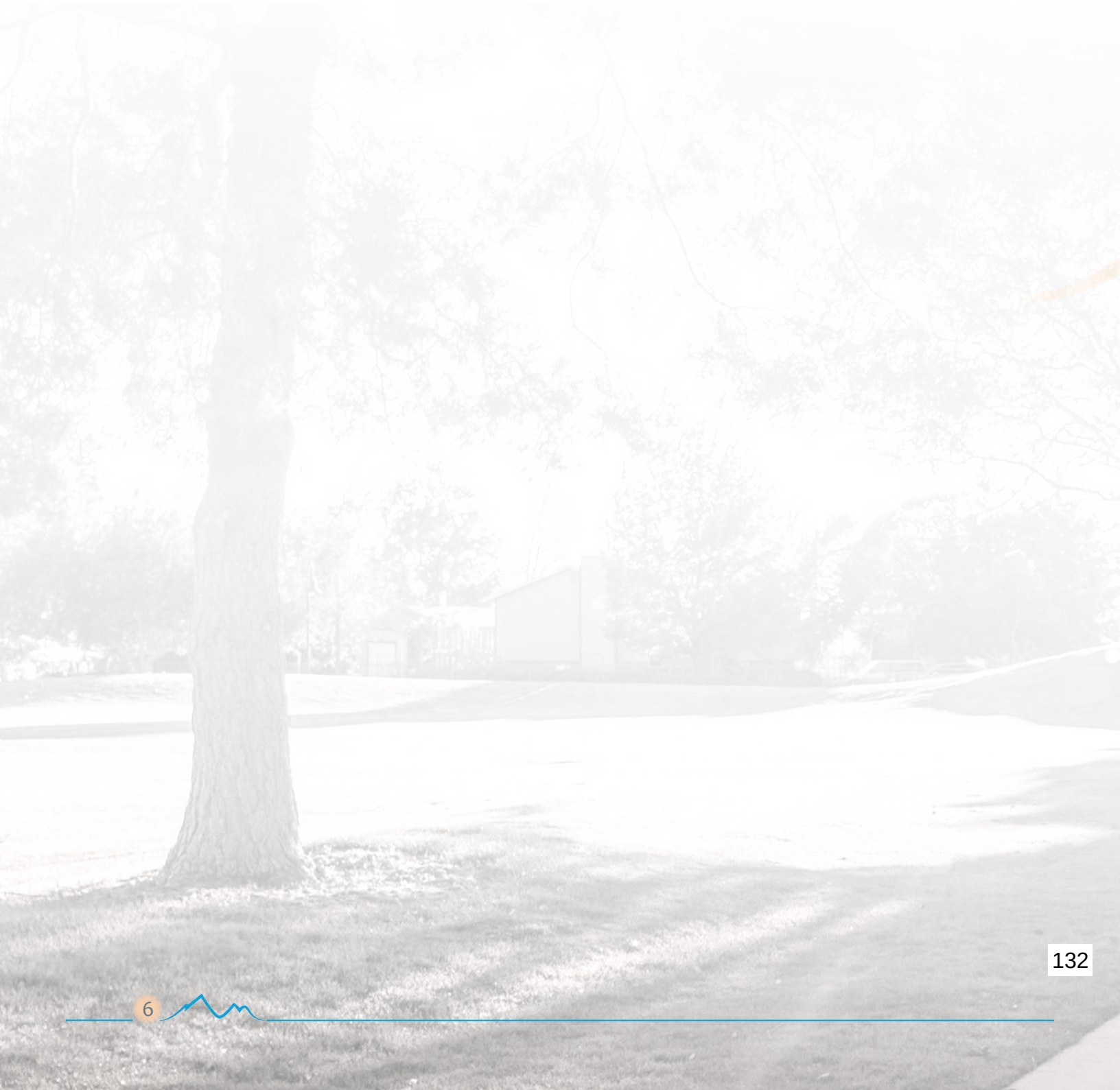
The Orem, Sharon, and Hillcrest neighborhoods have helped establish this reputation. As **Figure 1.3** shows, the neighborhoods have a mix of neighborhood resources and amenities that provide a great quality of life, not only for families but for all residents. This neighborhood plan identifies the following vision that preserves this quality of life for future generations:

"We value the nature and quality of our neighborhood. We desire to maintain neighborhood continuity and preservation while allowing for conscientious development. We strive to improve pedestrian and bicyclist safety on busy streets and promote public transit accessibility. We are dedicated to improving the connectivity and appeal of parks, trails, and other open spaces."

1. Adam Auriemma. The Best Places to Live in America. http://money.com/money/collection/2018-best-places-to-live/. 9/17/2018.
2. Sahaj Kohli. 10 of the Healthiest Places to Live in America. http://www.huffingtonpost.com/2014/08/06/healthiest-places-to-live-in-america_n_5648452.html. 7/14/2014.

Figure 1.3 Neighborhood Landmarks





2 DEMOGRAPHICS

Purpose

Understanding the demographic makeup of the neighborhoods is important to residents and City officials for its future planning. This data can be used to understand the general characteristics of residents when planning for future projects. In short, it shows the population and housing composition of these neighborhoods. This section contains data gathered from various sources including the U.S. Census and American Community Survey.

2.1 CENSUS DATA

This section provides a demographic overview for the Orem, Sharon, and Hillcrest neighborhoods. The data in this section originates from the American Community Survey (ACS). The ACS is an ongoing, annual survey completed by the U.S. Census Bureau and is used by many public-sector, private-sector, and not-for-profit stakeholders to allocate funding, track shifting demographics, plan for emergencies, and learn about local communities. This data provides demographic information that was previously available only every ten years when a decennial census was conducted.

In order to balance geographic resolution, temporal frequency, statistical significance, and respondent privacy, the ACS estimates are released in either one, three, or five year datasets. When examining smaller geographies, such as neighborhoods, five year datasets are utilized. Unless otherwise stated, the data in this

Figure 2.1 Neighborhood Block Groups

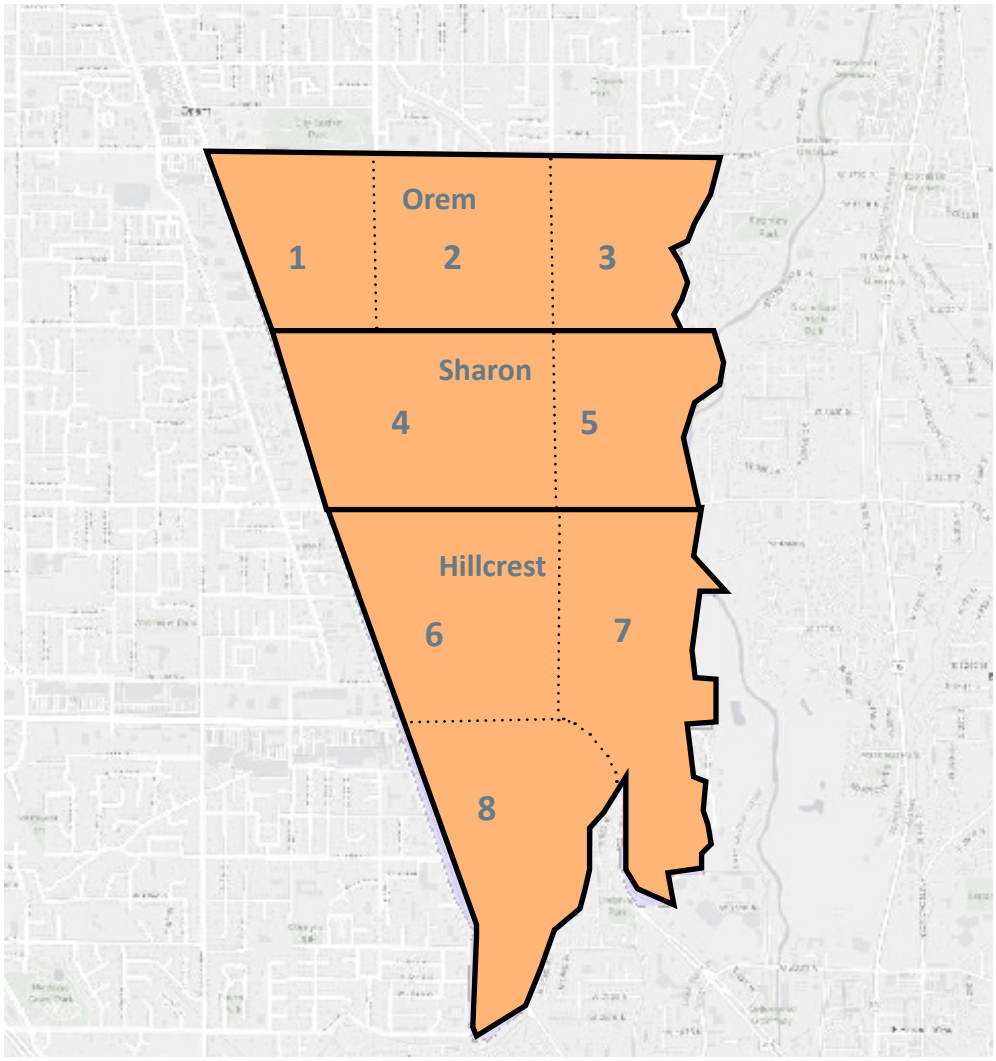
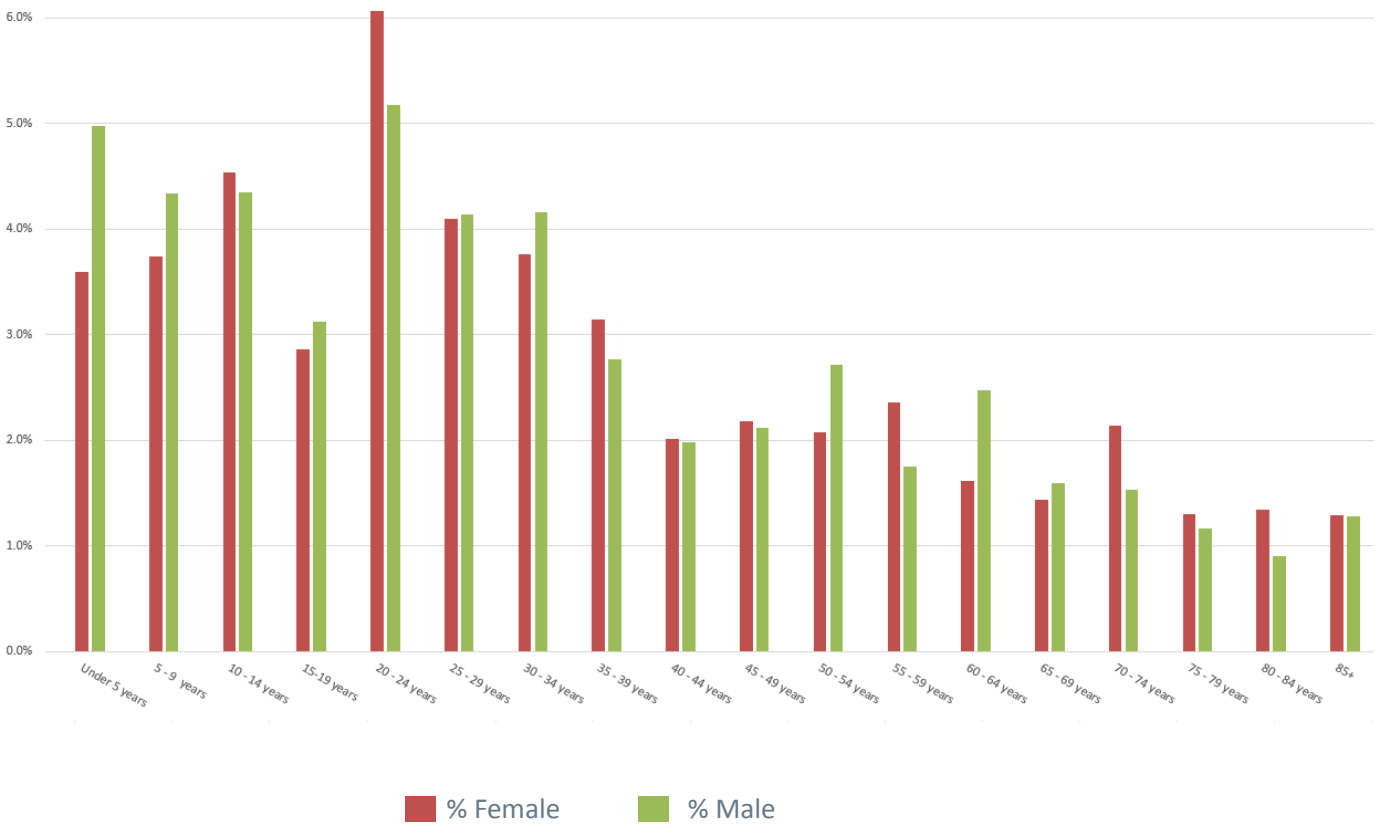


Figure 2.2 Population Characteristics



section is five year data presented at the block group level and released in 2017.

A block group is a geographical unit used by the Census Bureau and is between a tract and a block in size. **Figure 2.1** depicts the block groups associated with the neighborhoods. These block groups have been labeled by their respective names per Census tract, and their boundaries correspond nicely with the neighborhood boundaries.

2.2 POPULATION

Figure 2.2 displays population characteristics for Orem, Sharon, and Hillcrest on the basis of age and sex. The total population for the neighborhood is 10,065, with approximately 51% male and 49% female. As is evident from the chart, the neighborhoods show higher percentages of younger populations than older populations with little variation between percent male versus female in each age group.

Table 2.1 also displays tabular population characteristics for the neighborhoods. As is evident, the largest age group is 20-24 years old at 11.2% of the total population followed by children aged 10-14 years old at 8.9%. The percentage of population under the age 20 is 31.5%, which is consistent with the population trends seen in Utah County of large percentages of young populations.

Figure 2.3 displays population characteristics for Orem, Sharon, and Hillcrest on the basis of race and ethnicity. As is evident from the figure, the majority of the population in the neighborhood is white (94%), with Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian or other Pacific Islander, two or more races, or some other race making up the remaining 6%.

Figure 2.4 shows the range of median household incomes seen in Orem, Sharon, and Hillcrest. As is evident, median household incomes range from less than $10,000 per year to greater than $200,000 per year. The median household income bracket with the highest percentage of residents is $75,000 to $100,000 at 16% of the neighborhood population.

Table 2.1 Population Characteristics

	Male	Female	Total	Percent of Total
Under 5 years	501	362	863	8.6%
5 - 9 years	436	376	812	8.1%
10 - 14 years	437	456	893	8.9%
15 - 19 years	314	288	602	6.0%
20 - 24 years	521	610	1131	11.2%
25 - 29 years	416	412	828	8.2%
30 - 34 years	419	378	797	7.9%
35 - 39 years	278	316	594	5.9%
40 - 44 years	199	202	401	4.0%
45 - 49 years	213	219	432	4.3%
50 - 54 years	273	209	482	4.8%
55 - 59 years	176	237	413	4.1%
60 - 64 years	249	162	411	4.1%
65 - 69 years	160	144	304	3.0%
70 - 74 years	154	215	369	3.7%
75 - 79 year	117	131	248	2.5%
80 +	220	265	485	4.8%

Figure 2.3 Population Characteristics - Race and Ethnicity

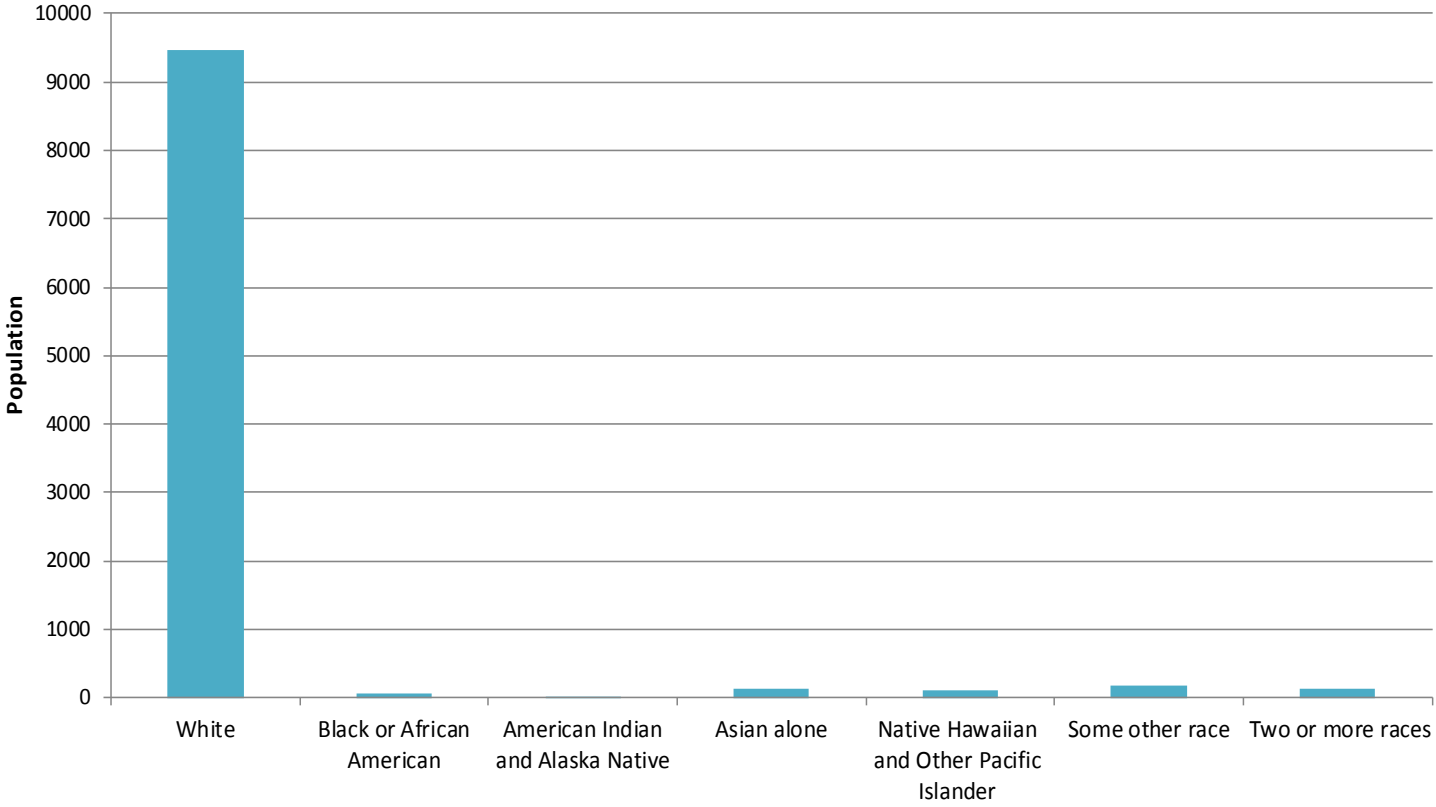


Figure 2.4 Population Characteristics - Median Household Income

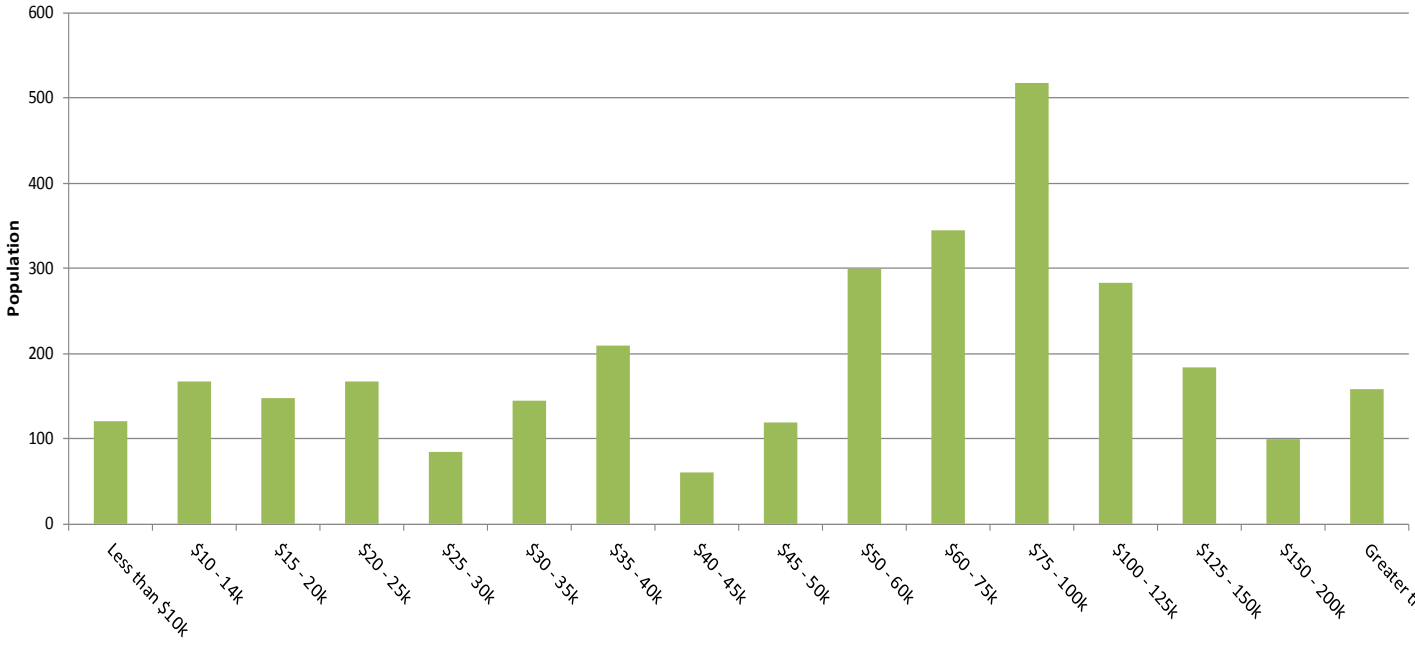
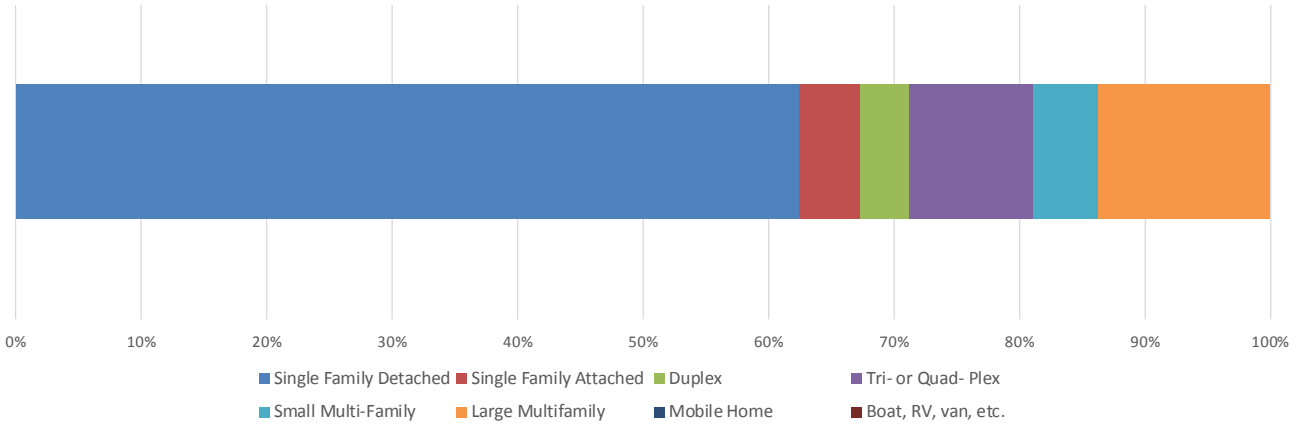


Figure 2.5 Housing Typology



2.2 HOUSING

There are an estimated 3,651 housing units in Orem, Sharon, and Hillcrest. **Figure 2.5** displays the housing characteristics in the neighborhood in terms of housing typology. The majority of houses in the neighborhood are single family detached (62%), followed long after by large multi-family (14%).

Figure 2.6 displays housing characteristics in the neighborhood in terms of occupancy rates. As would be expected with the Orem, Sharon, and Hillcrest neighborhoods being such popular areas to live, the occupancy rate is high with a 91% occupancy rate and 9% vacancy rate. The national average vacancy rate was approximately 10% in 2017. Low vacancy rates typically cause rents to be relatively high due to the increased demand and lack of supply. This phenomenon is seen throughout most of Orem and Utah Valley in general where the demand is high for both rentals and for-sale homes. **Figure 2.7** displays housing characteristics in the neighborhood by tenure. Properties in Orem, Sharon, and Hillcrest are predominantly owner occupied (66%) vs. renter occupied (34%), which is consistent with the Utah Valley trends.

Figure 2.6 Housing Occupancy

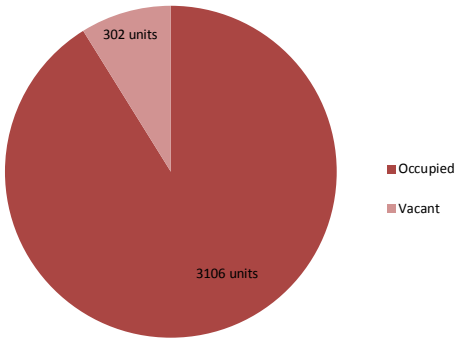


Figure 2.7 Housing Tenure

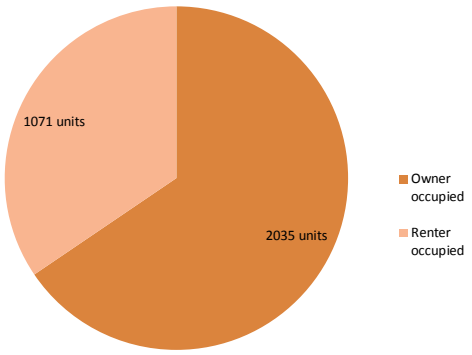


Figure 2.8 Housing Year Built

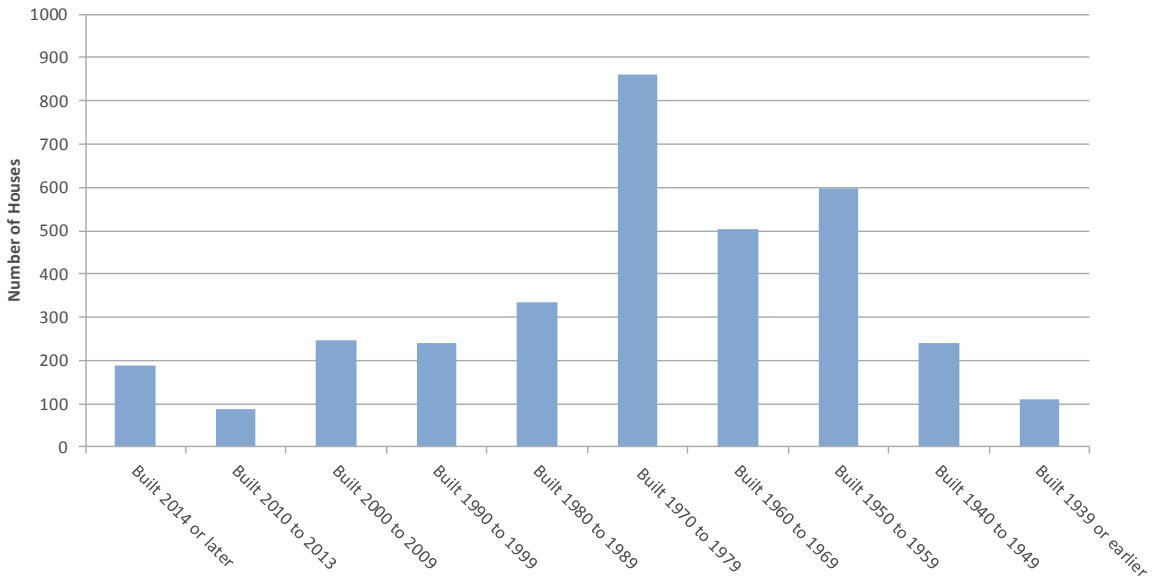
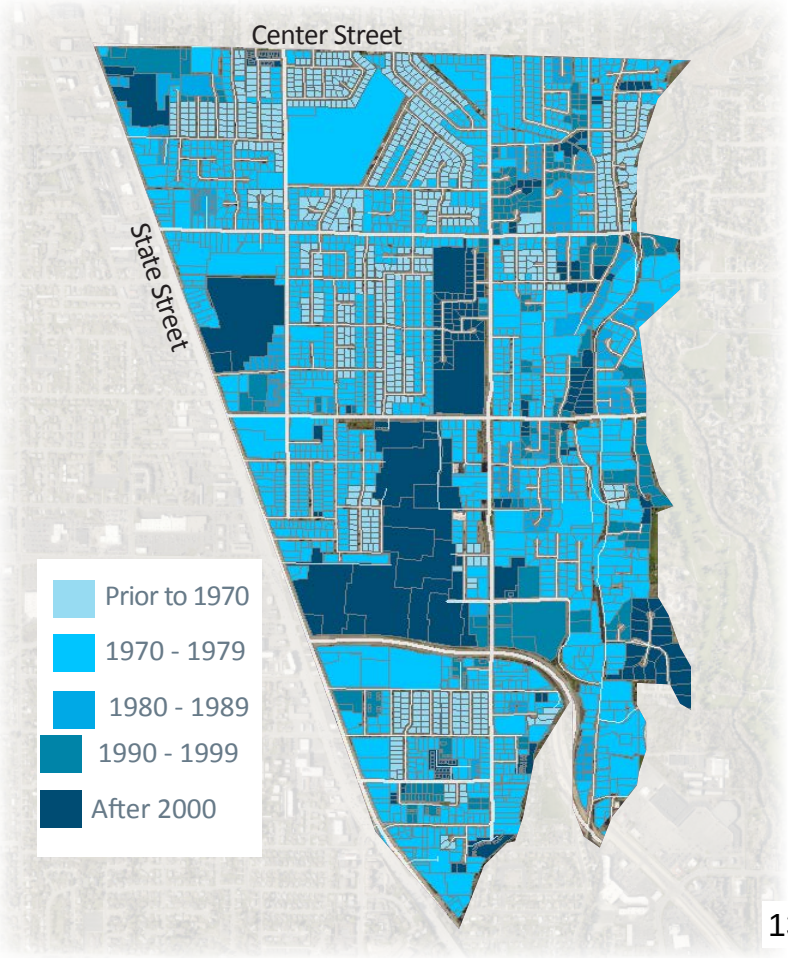


Figure 2.8 displays housing characteristics in the neighborhood in terms of house year built. The majority of houses in the neighborhood were built between 1970 and 1980, but the neighborhood does contain a considerable number of houses that were built between 1940 and 2014. This attests to the neighborhood's history as well as to the considerable development the area has seen recently. **Figure 2.9** shows a map of the development history within the neighborhoods.

Figure 2.9 Development History





LAND USE

3

Goals

1. Strategically locate higher density development on major roads, such as State Street and University Parkway, and ensure that current transportation and roadway networks can provide adequate traffic solutions.
2. Create better guidelines in the land use ordinance for buffering between commercial and residential land uses on all corridors and especially on major corridors, including implementing additional requirements on design, building height step-downs, and landscaping.
3. Support the City's goal of prohibiting zone changes within the neighborhood to maintain the single family residential character.
4. Support the City's efforts to implement affordable housing measures, such as accessory apartments, to attract and support a diverse population.
5. Support the City's efforts to acquire Hillcrest Elementary from the Alpine School District, if possible, and maintain as a park.
6. Maintain a safe, clean, and family-friendly neighborhood through neighborhood policing and code enforcement, neighborhood clean-up days, and a focus on lowering vacancy rates.

3.1 CURRENT LAND USE

The Orem, Sharon, and Hillcrest neighborhoods contain a mix of uses (see **Figure 3.1**). Alongside the State Street and the University Parkway corridors, uses are predominantly commercial. Elsewhere in the neighborhoods, uses are predominantly low density residential.

There are a few areas within the Orem, Sharon, and Hillcrest neighborhood that are part of the State Street Master Plan Districts (see page 24). These districts are located at the junction of State Street and University Parkway ("The Hub" district), between 400 South and 800 South on State Street ("The Arts District"), and at the intersection of State Street and Center Street ("The City Center District"). The goal of these districts is to promote higher density development that contains a mix of well-designed residential and commercial. These districts are regulated by strict standards that mandate certain architectural styles and open space provisions to promote conscientious development that fits with the City's goals.

Much of the residential development in the neighborhoods was built prior to 1980 (see **Figures 2.8-2.9**). Several residential dwellings were added between 1971 and 1990. Since 1990, most of the new residential development has been infill development in existing neighborhoods, as well as new multifamily structures located along the State Street corridor.

Figure 3.1 Current Land Use

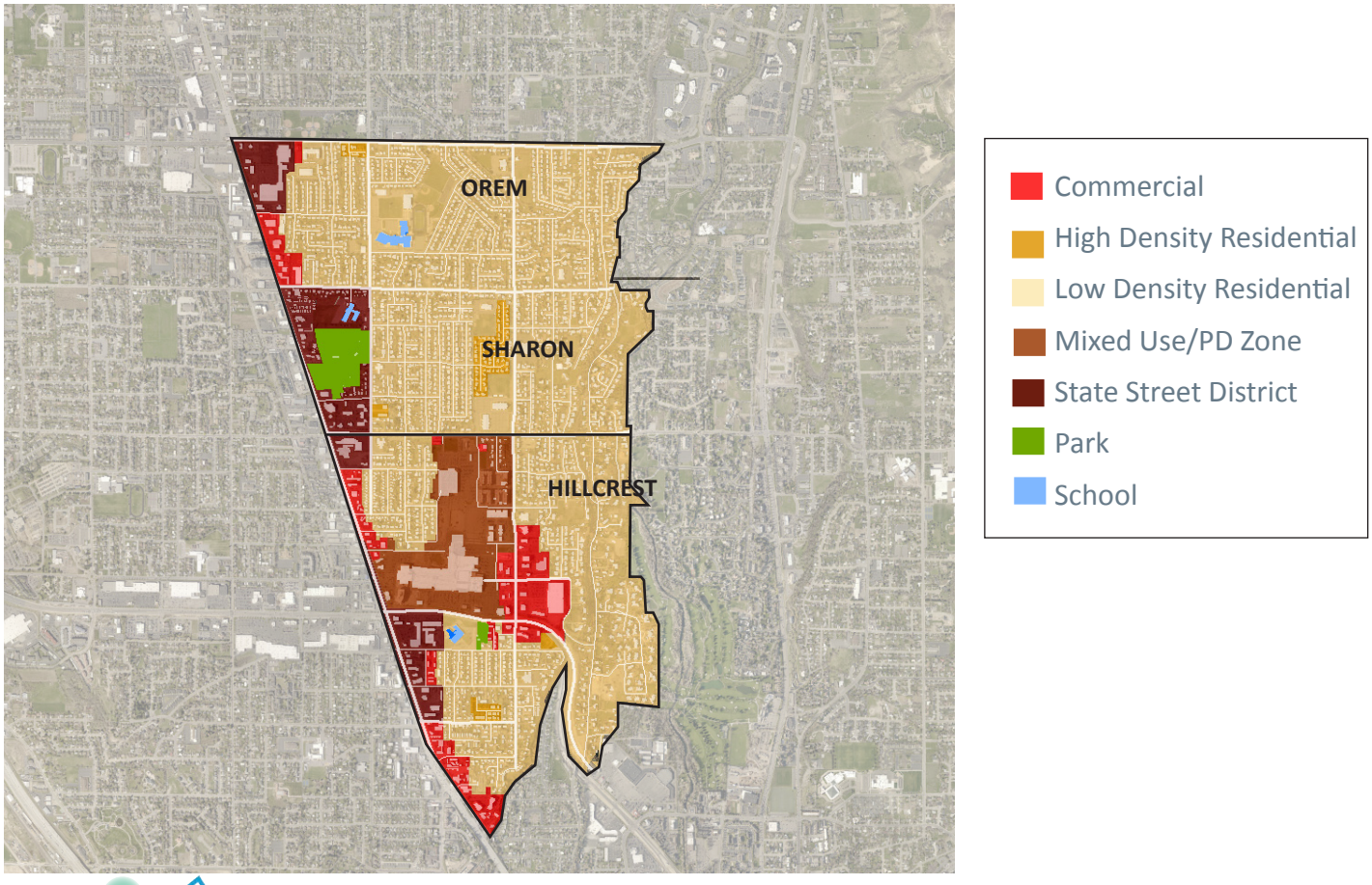
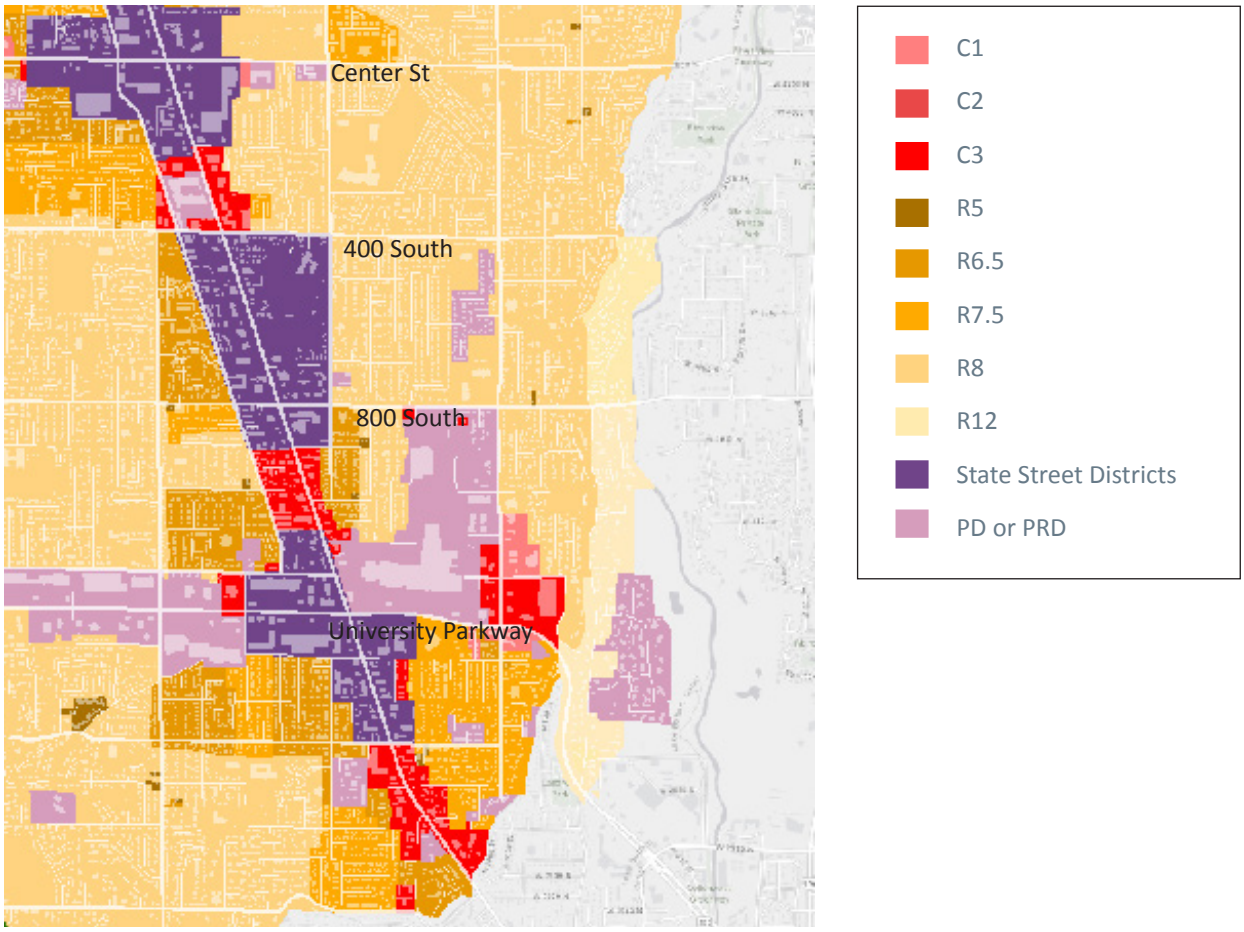


Figure 3.2 Current zoning



3.2 CURRENT ZONING

The Orem, Sharon, and Hillcrest neighborhoods have several different types of residential and non-residential zones. **Figure 3.2** provides a map of the current zoning. A brief description of the zones covering the neighborhoods is as follows. More information on each zone can be accessed online at http://online.encodeplus.com/regs/orem-ut/.

- Commercial - The Commercial zone contains three different zones: C1, C2, and C3. The C1 zone was established to promote non-retail commercial uses, such as offices and financial institutions, as the primary use and to encourage development in a manner that is compatible with adjacent residential uses. The C2 zone was established to promote commercial and service uses for general community shopping. The C3 zone was established to encourage and enhance the development of commercial complexes with multiple tenants in a way that contributes to the positive character of the City of Orem and the surrounding region.
- State Street Districts - The Districts are regulated by unique land use ordinances that promote new retail, office, and residential development. These

land use ordinances contain extensive design standards that mandate certain architectural styles and the inclusion of public space areas to create desirable nodes within the State Street corridor. More details on the State Street Districts can be found in the next section.

- PD and PRD - The purpose of the Planned Development (PD) and the Planned Residential Development (PRD) zones is to provide flexibility in the City's zoning scheme in order to allow for unique and well-planned developments that would not be possible under one of the City's existing zoning classifications. PD zones can incorporate both commercial and residential land uses.
- R5 - The R5 zone was formerly established to promote medium density residential uses with a minimum lot size of 5,000 square feet per lot. All provisions of the City Code applicable to the R5 zone shall continue to apply to all parcels that are currently zoned R5. However, since 2004, the R5 zoning designation is no longer applied to any additional property within the City.
- R6 - The R6 zone was established to promote medium density residential uses with minimum lot sizes from 6,000 square feet. Some additional other uses are allowed which are compatible with the character of the zone.
- R7.5 - The R7.5 zone was established to promote low-medium density residential uses with minimum lot sizes from 7,500 square feet. Some additional other uses are allowed which are compatible with the character of the zone.
- R8 - The R8 zone was estalished to promote low density residential uses with minimum lot sizes from 8,000 square feet. Some other uses are allowed which are compatible with the zone.
- R12 - The R12 zone was estalished to promote low density residential uses with minimum lot sizes from 12,000 square feet. Some other uses are allowed which are compatible with the zone.
- R20 - The R20 zone was estalished to promote low density residential uses with minimum lot sizes from 20,000 square feet. Some other uses are allowed which are compatible with the zone.



Thousands Attended the 2017 Orem Harvest Festival at the Orem Community Hospital

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Figure 3.4 Urban Sidewalk Design from the Orem General Plan 2011



3.3 FUTURE LAND USE PLANS

City of Orem General Plan 2011

The 2011 General Plan outlines major goals and visions for the City of Orem. It addresses issues related to land use, transportation, housing, urban design, economics, public facilities, and parks. The Plan includes objectives which will guide future development and decisions affecting the Orem, Sharon, and Hillcrest neighborhoods. These goals include:

- Utilizing low density residential zones and single-family homes as the backbone of housing stock in the City.
- Supporting Planned Residential Development (PRD) zones to create diverse and quality housing for citizens while still requiring development to be built to higher standards.
- Promoting active transportation methods such as bicycle and pedestrian paths where safe or appealing to increase connections between parks, open spaces, and schools (see **Figure 3.4**).

State Street Corridor Master Plan 2015

This plan was developed to establish a long term vision for the future redevelopment of the State Street corridor. Recognizing its importance as a transportation and business arterial in the City and Utah County, there is concern about how the corridor will continue to develop to meet the needs of local residents and regional demands.

The plan addresses topics such as transportation, housing, economic development, infrastructure improvements, urban design, transit, and open space. Some of the key elements of the plan relevant to these neighborhoods include:

- Creating the City Center District at State Street and Center Street; the Arts District between 400 South and 800 South on State Street; and the Hub District at the intersection of State Street and University Parkway (see **Figure 3.5**). The Districts are regulated by unique land use ordinances that promote new retail, office, and residential development. These land use ordinances contain extensive design standards that mandate certain architectural styles and the inclusion of public space areas to create desirable nodes within the State Street corridor.
- Concentrating new growth and redevelopment in the Districts while maintaining the existing zoning on other parts of the State Street corridor.
- Providing the flexibility to incorporate future transit on the regional corridor and develop a safe and complete bike-way along State Street.
- Encouraging local retail development with a focus of providing everyday services to the adjacent neighborhoods. This would include maintaining existing grocery uses, restaurants, and other services while developing opportunities for appropriate office users such as small-scale medical

Figure 3.5 State Street Master Plan Arts District and the Hub

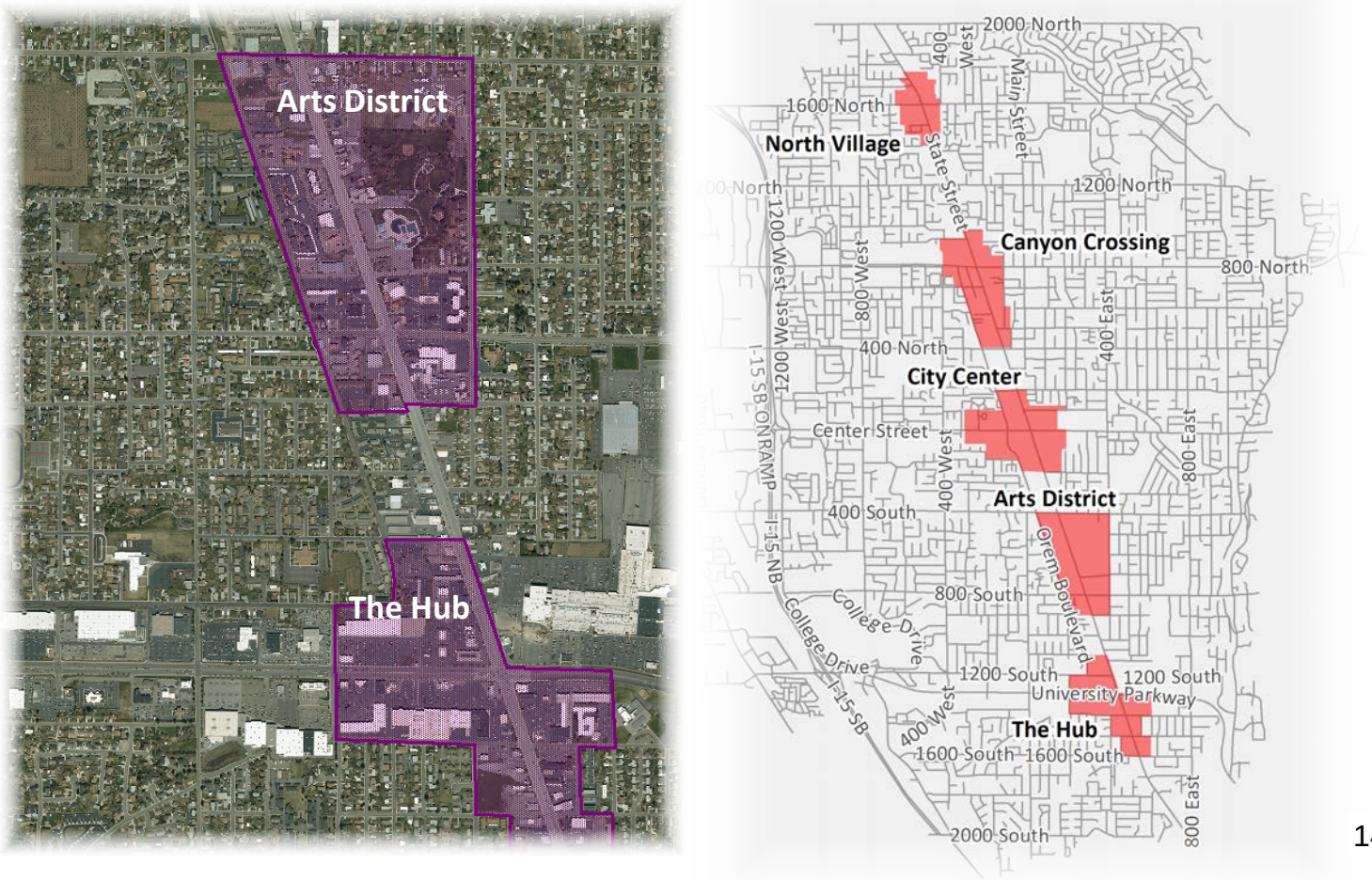


Figure 3.6 State Street Master Plan Arts District Hypothetical Growth



or professional office space.

- Appropriately buffering new developments from existing neighborhoods through a myriad of urban design tools, including building siting, setbacks, step downs, density restrictions, landscaping, signage, lighting, and other design elements. This will allow for future growth along the State Street corridor while preserving the single family character of neighborhoods wherever possible.

3.4 Goals

The major goals of the Orem, Sharon, and Hillcrest neighborhoods related to land use are:

1. Strategically locate higher density development on major roads, such as State Street and University Parkway, and ensure that current transportation and roadway networks can provide adequate traffic solutions.
2. Create better guidelines in the land use ordinance for buffering between commercial and residential land uses on all corridors and especially on major corridors, including implementing additional requirements for design, building height step-downs, and landscaping.
3. Support the City's goal of prohibiting zone changes within the neighborhood to maintain the single family residential character.
4. Support the City's efforts to implement affordable housing measures, such as accessory apartments, to attract and support a diverse population.
5. Support the City's efforts to acquire Hillcrest Park from the Alpine School District, if possible, and maintain as a park.
6. Maintain a safe, clean, and family friendly neighborhood through neighborhood policing and code enforcement, yard maintenance requirements, and a focus on lowering vacancy rates.



TRANSPORTATION 4

Goals

1. Prioritize improvements at the following intersections: 400 East and 800 South, 800 East and 400 South, 800 East and 800 South, and 800 East and 1600 South.
2. Implement traffic calming measures, such as raised crosswalks and pedestrian refuges, on 400 East, 800 East, 200 South, and 800 South.
3. Explore the possibility of intersection improvement at Palisade Drive and Center Street, including potential implementation of a traffic signal.
4. Improve access to trails and parks and implement new walkways where needed, such as on Carterville Road north of 800 South, near or on canals, and between cul-de-sacs.
5. Support efforts to improve public transit options and access on State Street by increasing the number of bus routes and decreasing headways between stops, including implementation of a BRT line.
6. Maintain transparency with the public about current and future roadway projects.

4.1 EXISTING NETWORK

As with other parts of the City, the Orem, Sharon, and Hillcrest neighborhoods have a tiered or classed roadway system. Within and surrounding these neighborhoods there are arterials, collectors, and local roads. In addition to these public roads there may be private roads, which are not owned or maintained by the City.

As demonstrated in **Figure 4.1**, State Street is a principal arterial, meaning this roadway has been designed to carry a high level of traffic and to serve the larger region, connecting cities across Utah County. State Street is one of a few public roadways in Orem where the right of way belongs to the State, not the City, and is managed by the Utah Department of Transportation (UDOT). This limits what the City can do with these roads. However, in cooperation with UDOT, there are plans to improve the functionality of State Street, including adding future bike lanes along certain sections and improving sidewalk amenities.

Along with State Street, University Parkway is classified as a principle arterial. 400 South and 400 East serve as minor arterials. Center Street, 800 South, and 800

Figure 4.1 Roadway Classifications

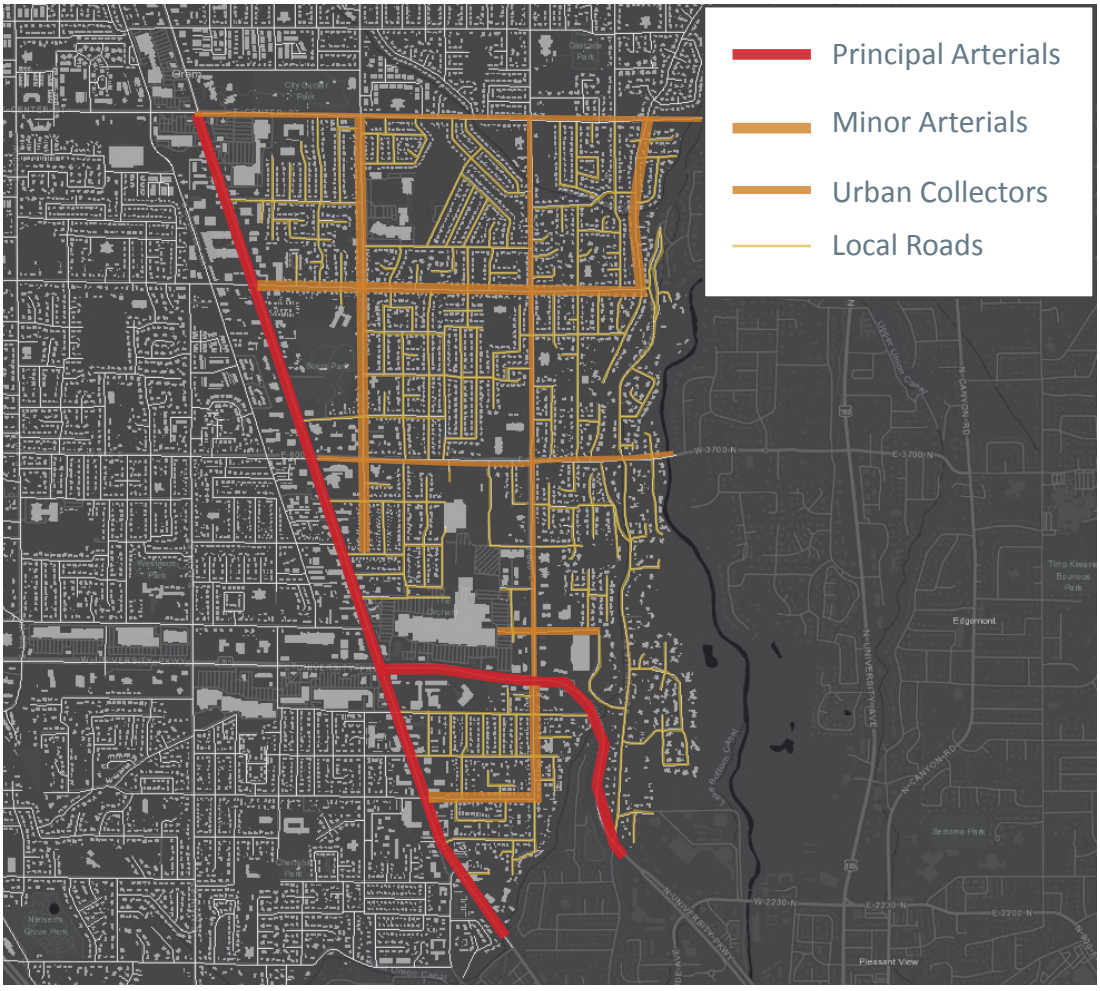
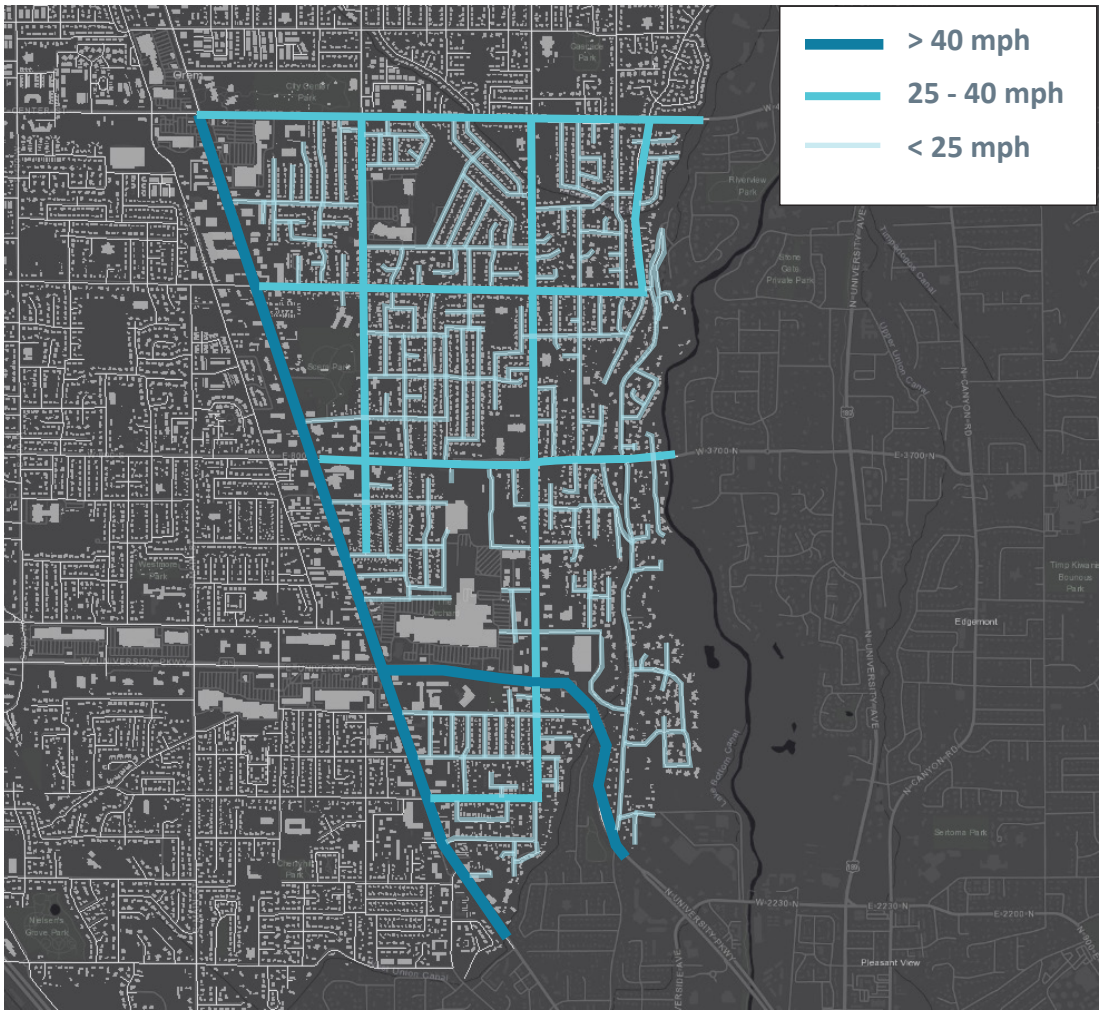


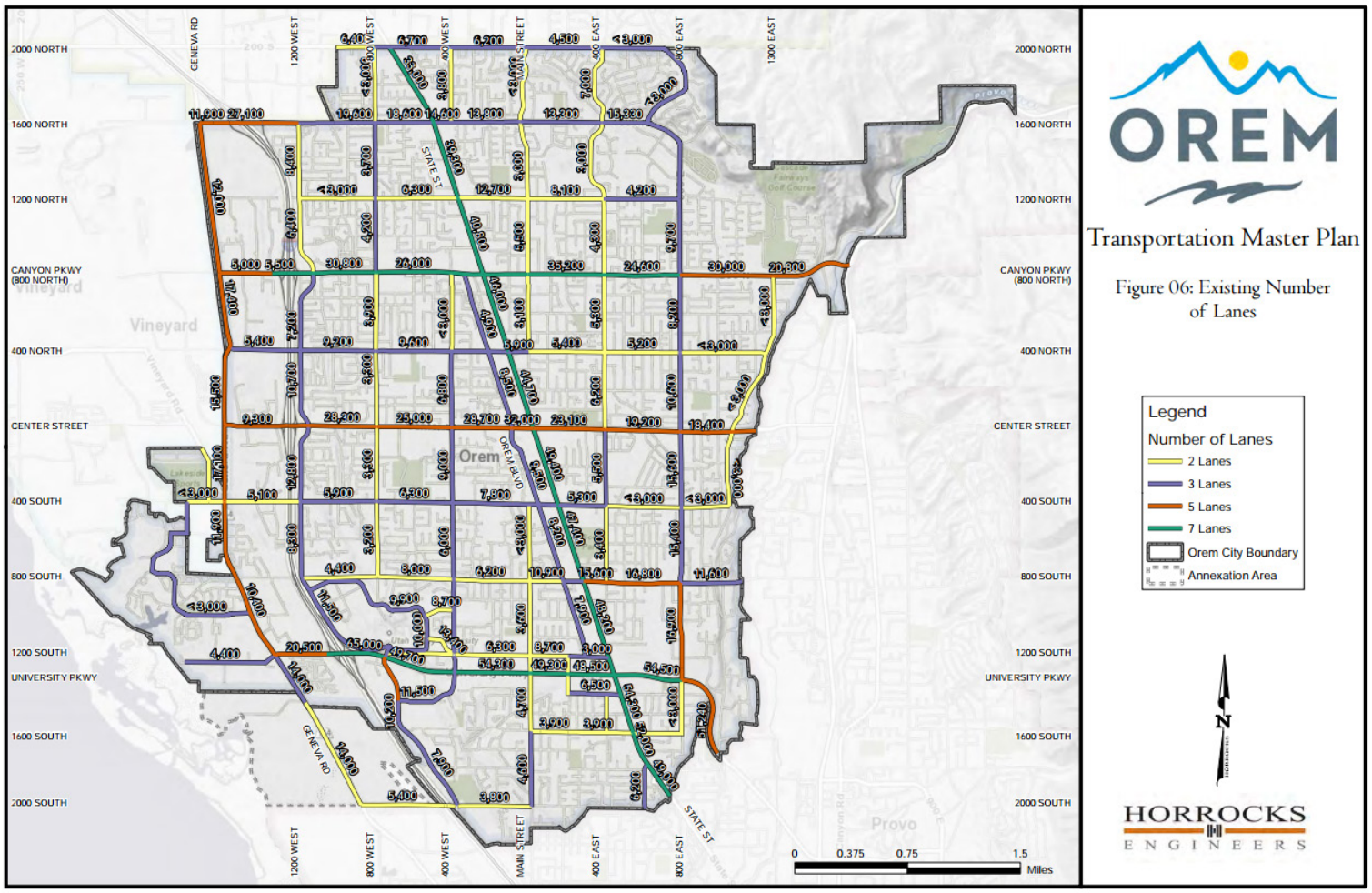
Figure 4.2 Roadway Speed Limits



East are all urban collectors. All other roadways are considered local roads. **Figure 4.2** illustrates the speed limits on all roadways in the neighborhoods. Typically, the functional classification system displayed in **Figure 4.1** will correspond with varying speed limits. Urban collectors often have a speed limit of 30 MPH or less, being designed wider than local roads with the ability to safely handle higher traffic volumes and speeds whereas principal arterials often have a higher speed limit due to increased traffic loads.

The amount of traffic volume on a roadway on a given day is known as the Annual Average Daily Traffic (AADT). The AADT for the major roadways in the neighborhoods can be seen in **Figure 4.3,** on the following page. Corresponding with the functional classifications, arterials and urban collectors are shown to have higher AADT than local roads. Part of the reason is that traffic will naturally flow along routes designed for higher traffic volumes. A priority for residents is maintaining good traffic flow in the neighborhoods, and they expressed the desire to investigate adjusting speed limits in an attempt to promote safety and walkability along busier streets.

Figure 4.3 Annual Average Daily Traffic Counts, 2015

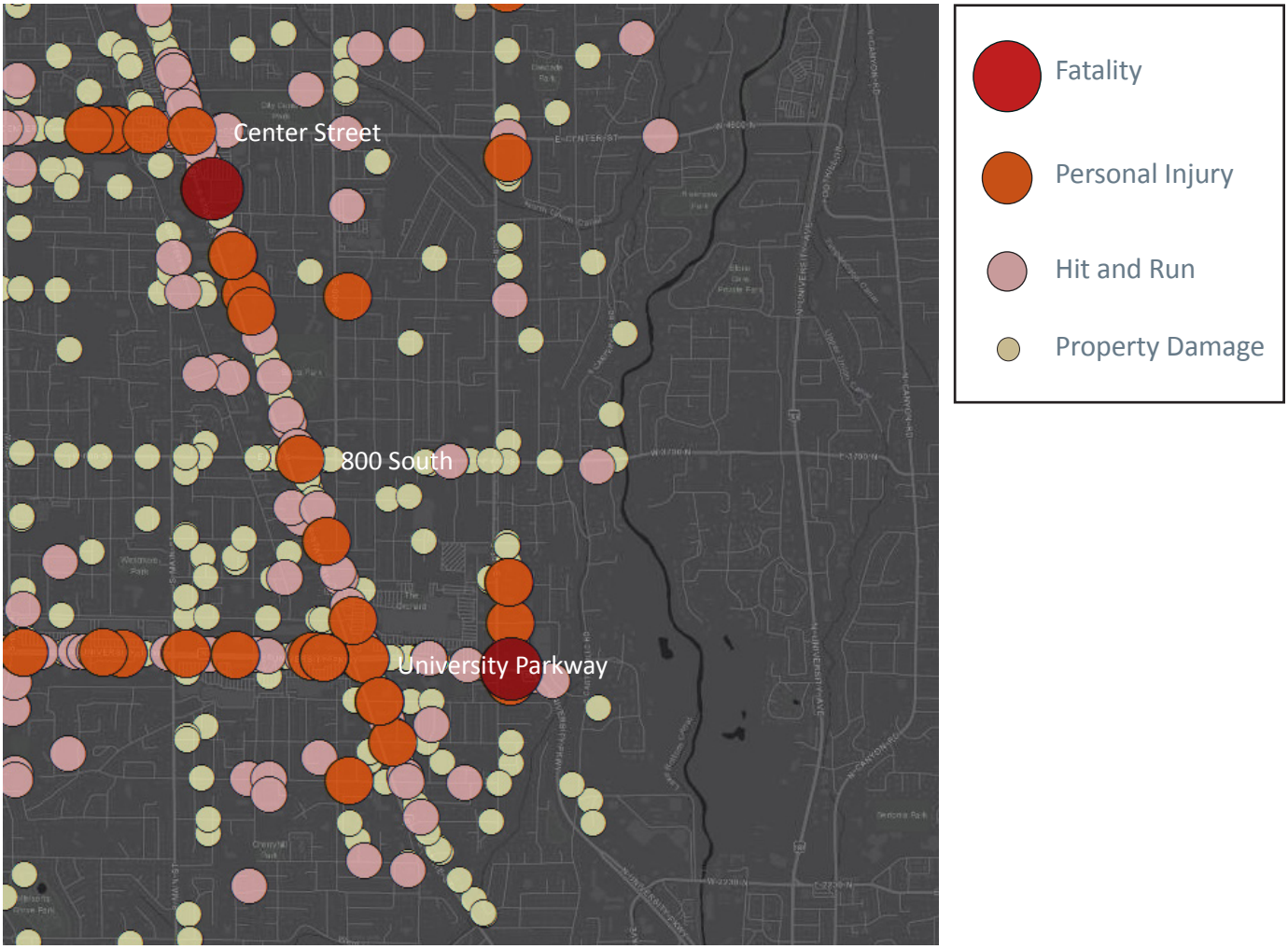


Another major concern mentioned by residents was roadway safety. **Figure 4.4** depicts the accidents that have occurred in the neighborhoods over the course of a year (2015).

Due to the challenge of overlapping points, the number of accidents graphically displayed understates the actual numbers. On the streets associated with the neighborhoods, there were a total of 718 accidents in 2015; 605 classified as property damage accidents, 89 classified as hit and run, 21 classified as personal injury accidents, and two fatalities. Of this total, roughly 32% occurred on State Street, 22% occurred on University Parkway, 12% occured on 800 East, 9% occurred on 800 South, and 25% occured on all other streets.

Many of the accidents which took place on the major corridors were reportedly right angle crashes resulting from left-turns across on coming traffic. This is one of the reasons why UDOT and the City are exploring the possibility of adding medians in the future along portions of State Street.

Figure 4.4 Reported Accidents, 2015



4.2 FUTURE PLANS

Street Connection Master Plan 2014

This plan outlines the City's long term goals to complete street connections and missing road segments throughout the City. Key areas are outlined to be completed as the need arises and development occurs. One of the major goals of the plan is to promote the completion of these connections with new development fees to relieve the taxpayer of the cost of completing these streets. A number of connections were completed throughout the neighborhoods in recent years. These connections create a better street network and help with overall connectivity.

Further connections will be created as remaining properties develop. This plan identifies a few locations in the neighborhoods where future connections may occur (see **Figure 4.5** on the following page). This plan will be updated in the future to address the possibility of new street connections. Future plans for the State Street Districts will likely be among those new street connections.

Transportation Master Plan 2015

This plan outlines the City's long term transportation goals and plans. **Figure 4.6**, on the following page, displays a map from the plan showing the proposed status of the roadway network in 2040. Future roadway improvements that will impact the neighborhoods include the expansion of 800 South and Center Street, as well as multiple planned intersection improvements.

4.3 BICYCLES & PEDESTRIANS

Figure 4.7 (on page 30) shows the existing and future bicycle and pedestrian lanes, routes, and paths found in the neighborhoods. As the map shows, the existing bicycle and pedestrian network is limited, with bike lanes only along 800 East and University Parkway. There are plans for this network to be expanded, with bike lanes proposed for Center Street, 400 South, 800 South, 400 East, and 800 East, as well as for many of the other arterials in the neigborhood. As this expansion occurs, residents expressed the desire for improvements to be high quality and safe. More than just paint on the road, residents want to see traffic calming improvements that make bicyclists and pedestrians feel invited and safe, such as bike lane buffering and landscaping.

Figure 4.5 Street Connection Master Plan

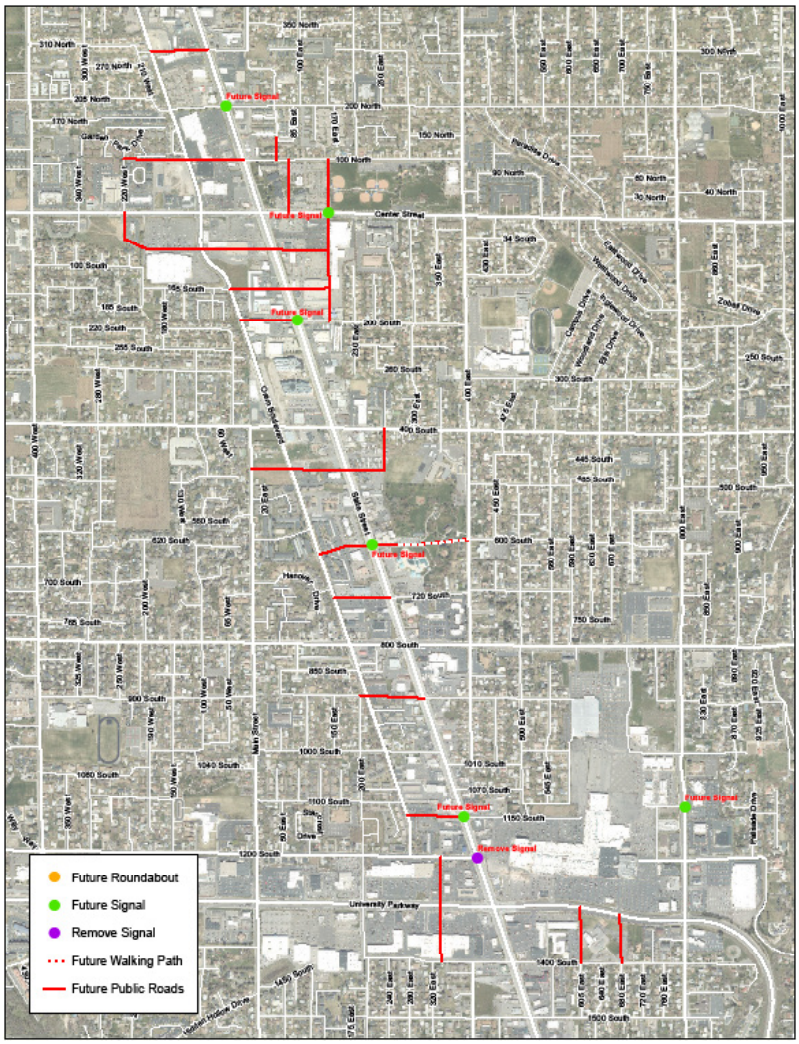
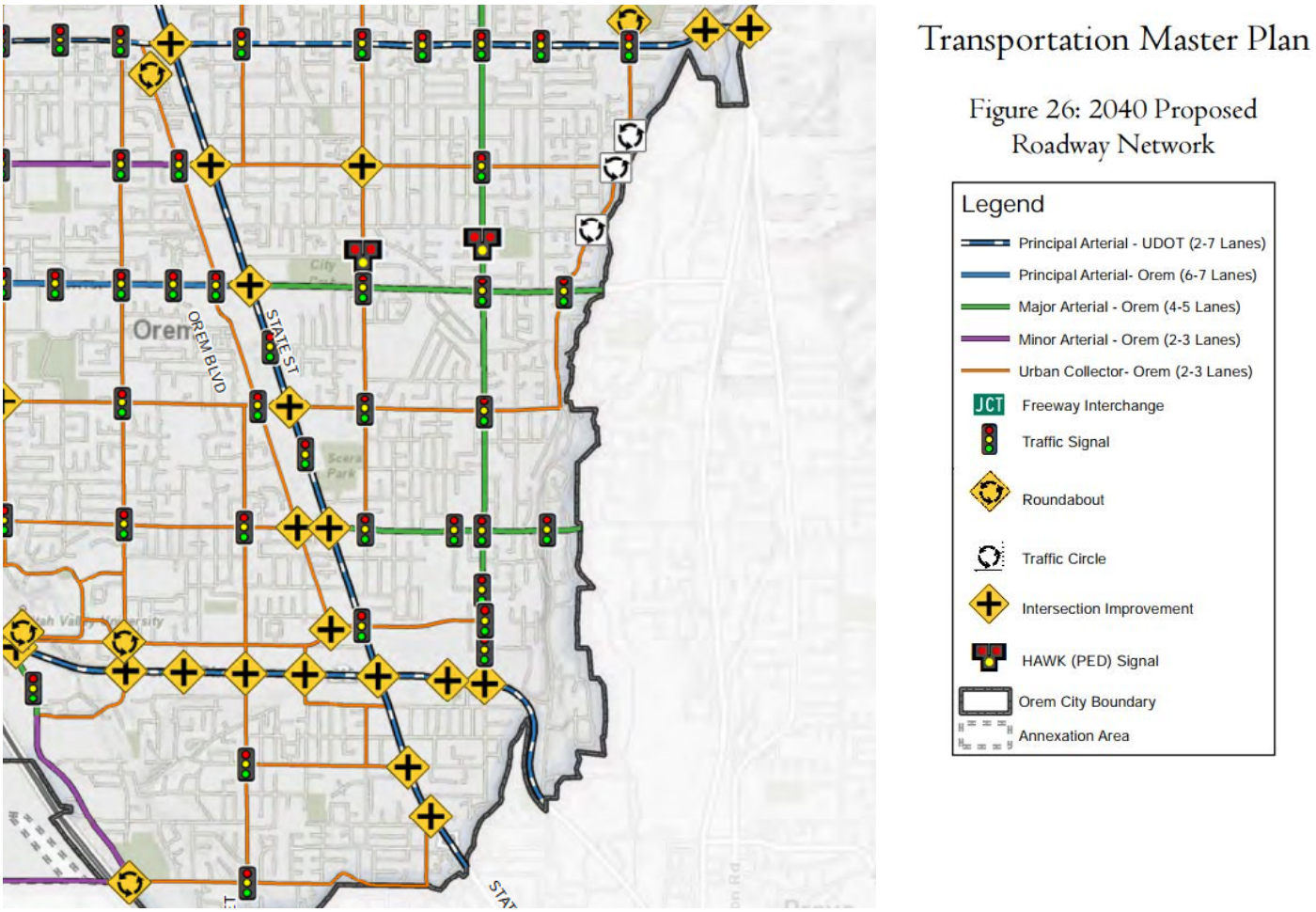


Figure 4.6 Transportation Master Plan 2040 Proposed Roadway Network



4.4 Goals

The major goals of the Orem, Sharon, and Hillcrest neighborhoods related to transportation are:

1. Prioritize improvements at the following intersections: 400 East and 800 South, 800 East and 400 South, 800 East and 800 South, and the 800 East and 1600 South.

2. Implement traffic calming measures, such as raised crosswalks and pedestrian refuges, on 400 East, 800 East, 200 South, and 800 South.

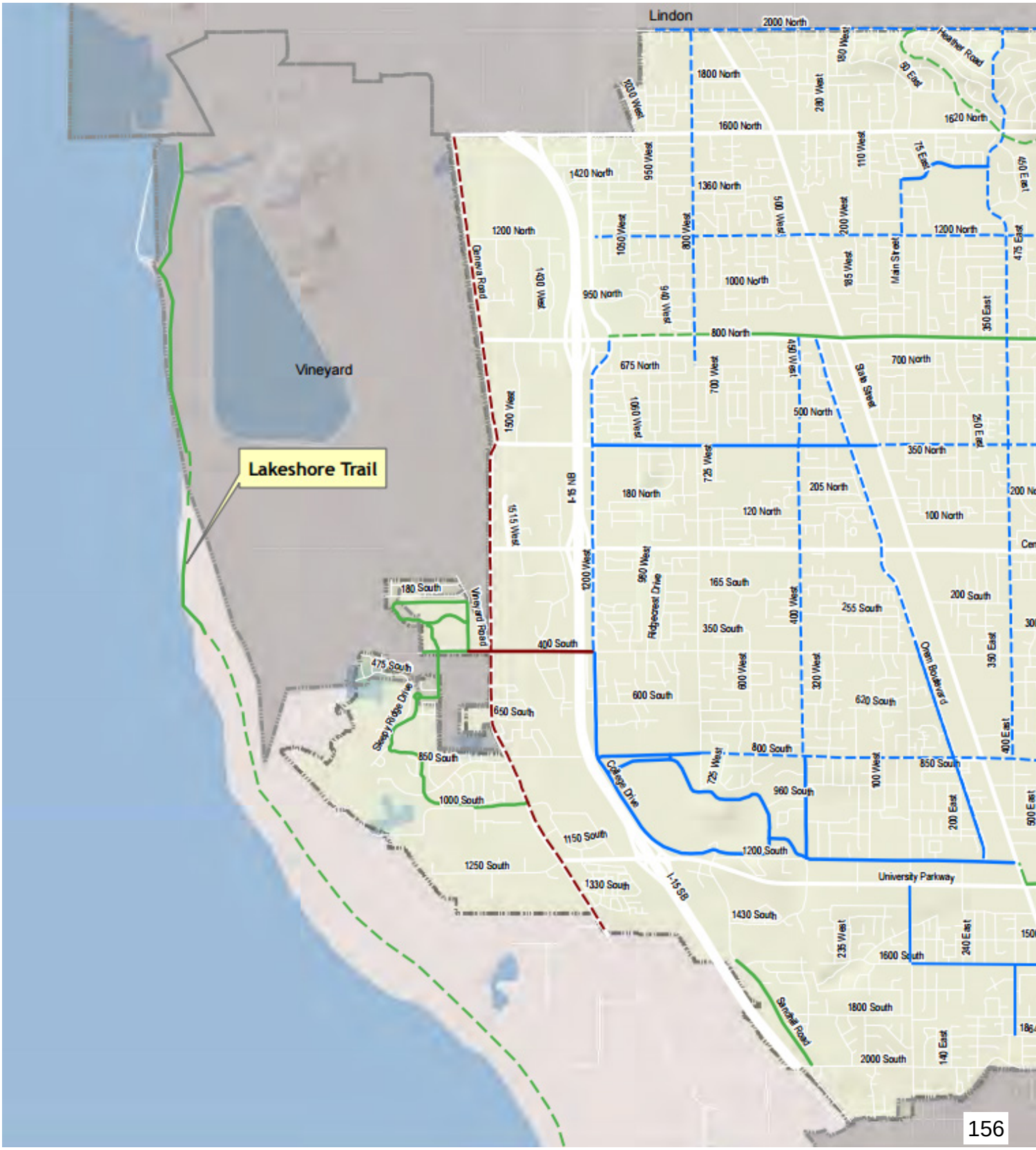
3. Explore the possibility of intersection improvement at Palisade Drive and Center Street, including potential implementation of a traffic signal.

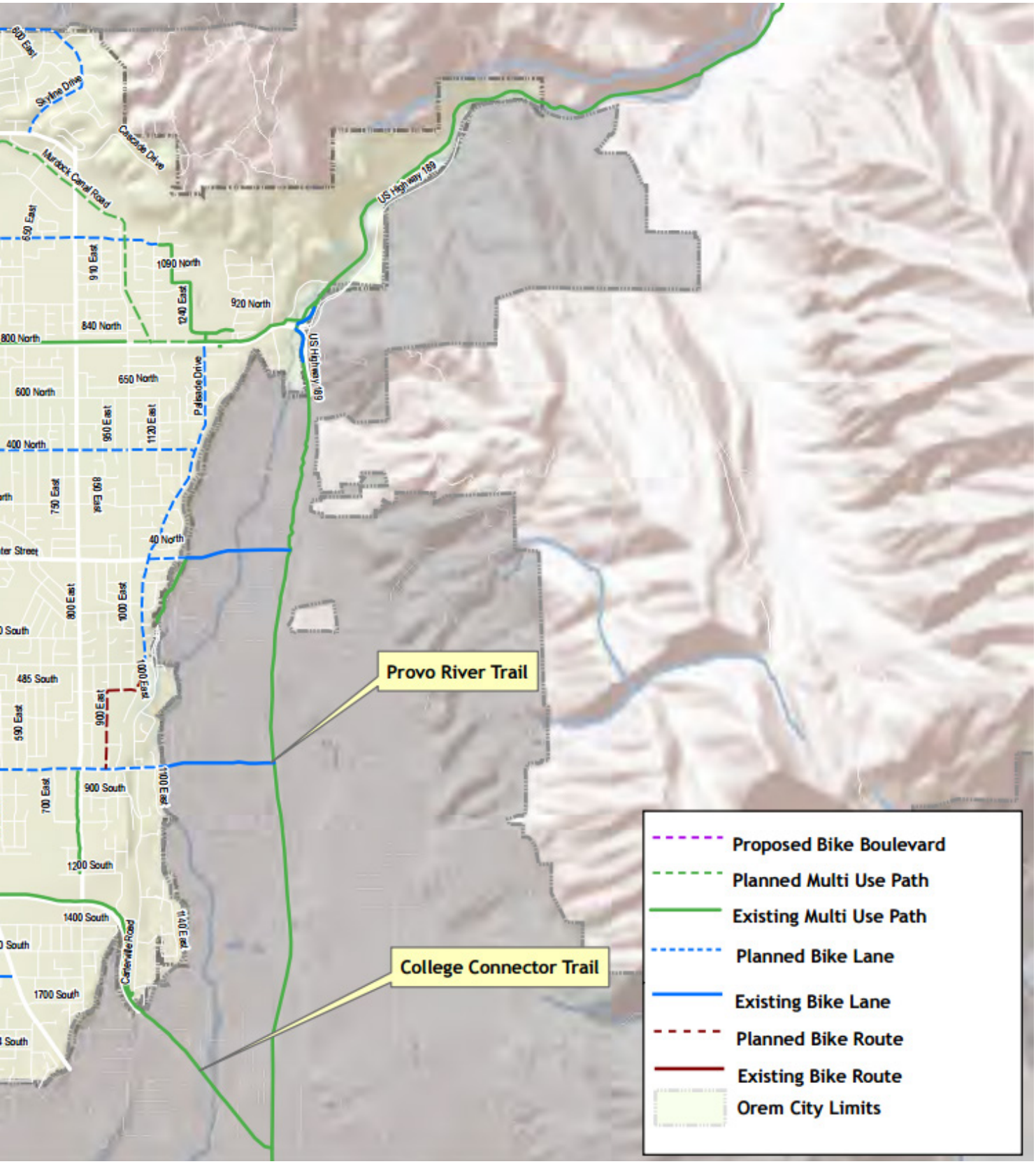
4. Improve access to trails and parks and implement new walkways where needed, such as on Carterville Road north of 800 South, near or on canals, and between cul-de-sacs.

5. Support efforts to improve public transit options and access on State Street by increasing the number of bus routes and decreasing headways between stops, including implementation of a BRT line.

6. Maintain transparency with the public about current and future roadway projects.

Figure 4.7 Bicycle and Pedestrian Plans




Provo River Trail
College Connector Trail
Proposed Bike Boulevard
Planned Multi Use Path
Existing Multi Use Path
Planned Bike Lane
Existing Bike Lane
Planned Bike Route
Existing Bike Route
Orem City Limits
US Highway 189
Murdock Canal Road
Cascade Drive
Skyline Drive
Palisade Drive
1090 North
920 North
840 North
800 North
650 North
600 North
400 North
40 North
485 South
900 South
1200 South
1400 South
1700 South
Carterville Road

ECONOMICS

5

Goals

1. Bring in new businesses that will add vitality and increase the economic base by incentivizing unique and local restaurants and businesses.
2. Promote active re-use of existing development and incentivize property owners to update or redevelop older buildings.
3. Examine the possibility of creating additional landlord requirements for rentals to limit the number of houses that can be used as rentals to promote neighborhood stewardship and investment.
4. Actively work to increase property values by continuing to invest in high quality public infrastructure, such as public transportation.
5. Encourage meaningful design of businesses and high density housing to create appealing urban centers on State Street and University Parkway.

5.1 PROPERTY VALUES

State law mandates that all property is subject to taxation unless otherwise exempted. Residents' property taxes support necessary services provided to the residents of Orem and Utah County. These include city services, law enforcement, fire protection, education, parks and recreation, and other vital services. Property taxes are based on the market value of your property, which includes the value of both the land and improvements (such as a house). The Utah County Assessor is responsible for appraising all property in the City of Orem. **Figure 5.1** displays the assessment of total taxable value for parcels in the neighborhoods in 2016. Note that the highest assessed values are the commercial properties along State Street and University Parkway. While this is partially a reflection of the size of these properties, it is also significantly related to the value of the buildings and real property on these parcels.

Value is determined in accordance with accepted appraisal standards and techniques. There are

Figure 5.1 Total Taxable Value by Parcel, 2016

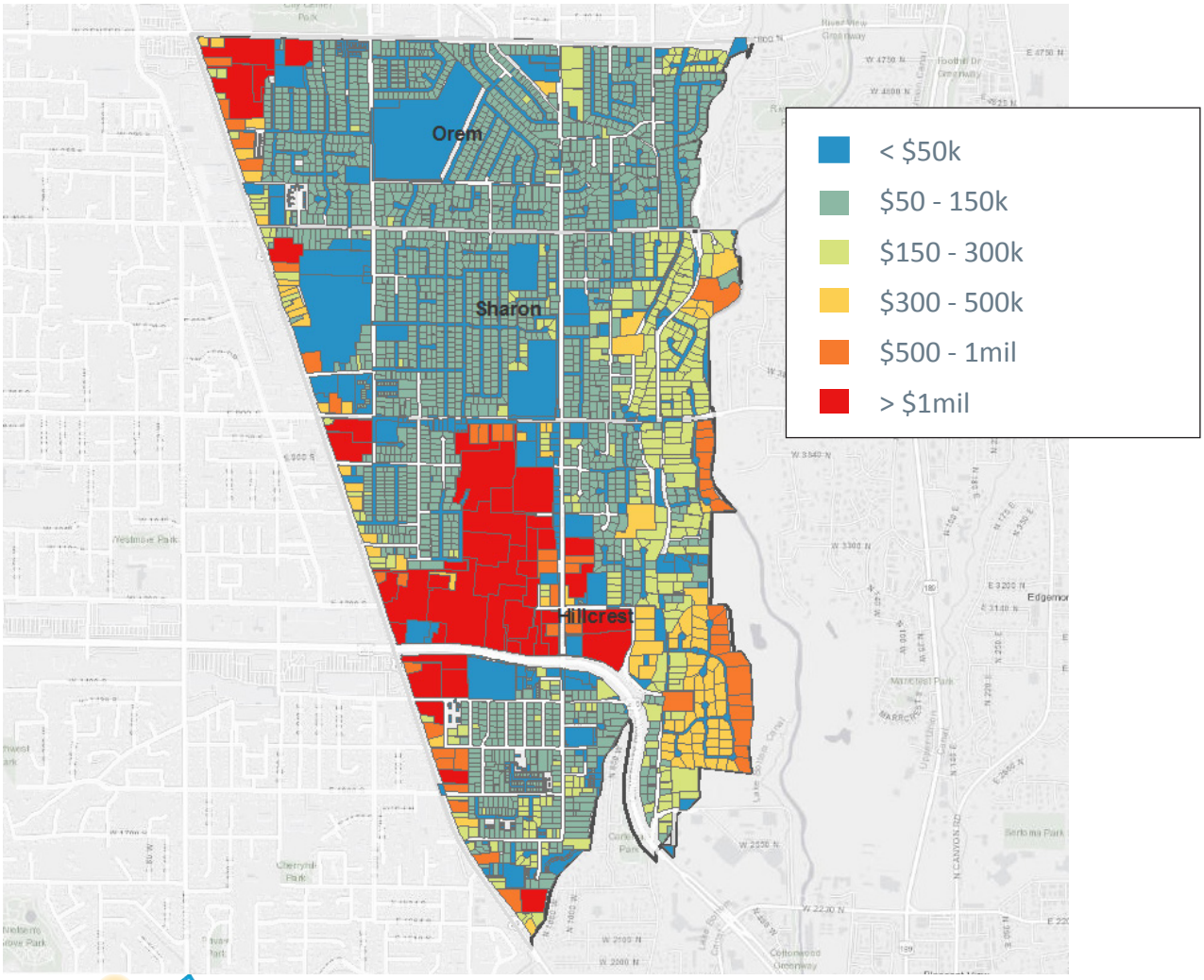


Figure 5.2 Property Tax Valuation



Property Value X Taxable Percentage = **Taxable Value**

Taxable Value X Local Rates = **Property Tax**

Assessment of Property Value
- At least every five years
- Determine full market value by examining land use, location, improvements, and value of nearby properties

Taxable Percentage
- Differs by county and year
- Primary residence of homeowner is 45% tax exempt - leaving 55% of the market value as the taxable value
- Commercial property and non primary residences are taxed at 100% of market value

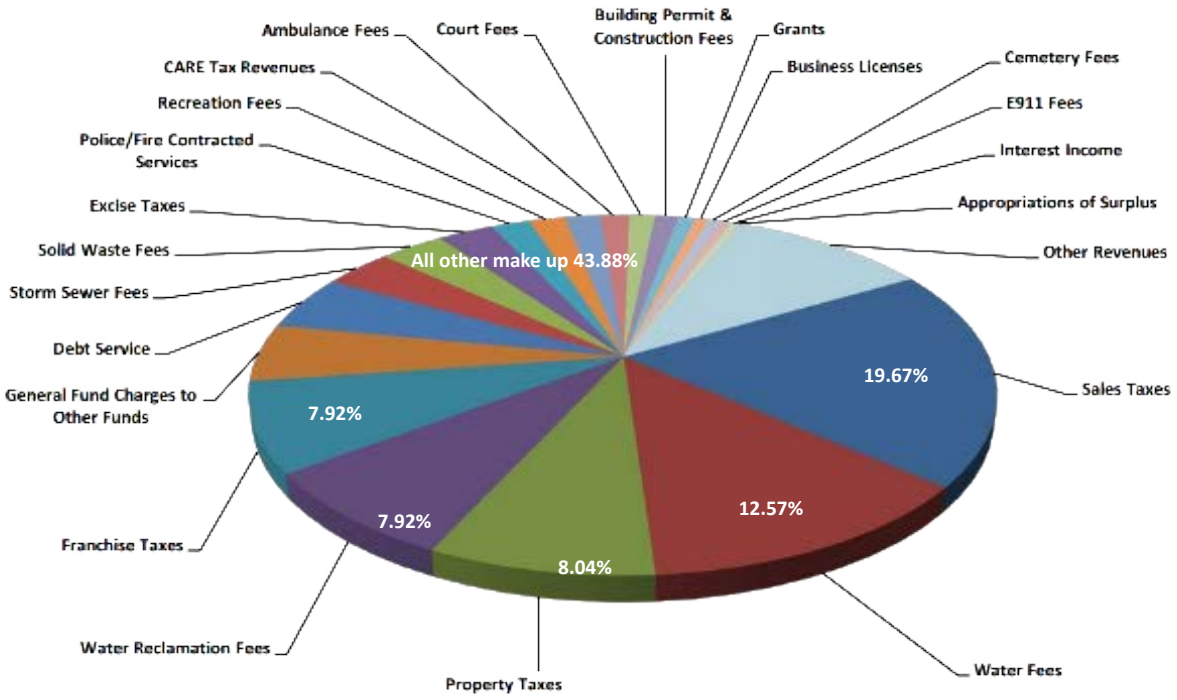
Property taxes help pay for:
- The Alpine School District
- Orem City
- Utah County
- Special Districts
- Central Water District

three approaches to value which are considered and used as appropriate. These approaches to value are based on:

- Sales in the market place
- Income generated or that could be generated by a property
- The cost to replace or construct a similar property

Figure 5.2 breaks down the valuation process in greater detail. For a home with a market value of $200,000, the taxable value would be 55%, or $110,000. Property taxes would then be determined off this taxable value. The annual property tax rate for a home in the neighborhoods was 0.01075% in 2016, of which the City tax made up 0.00155% (compared to 0.002091% for the average city in Utah and 0.002377% for Provo). For a home with a taxable value of $110,000, the estimated City portion of property taxes would be roughly $172 in 2016. While property taxes are what most residents would assume make up the majority of the City's revenue, in reality property taxes account for only 8% of the total revenue as presented in Figure 5.3. In contrast, sales taxes make up nearly 20%, much of which is paid by nonresidents of the City who shop in Orem.

Figure 5.3 Orem City Property Revenues, Fiscal Year 2016-2017

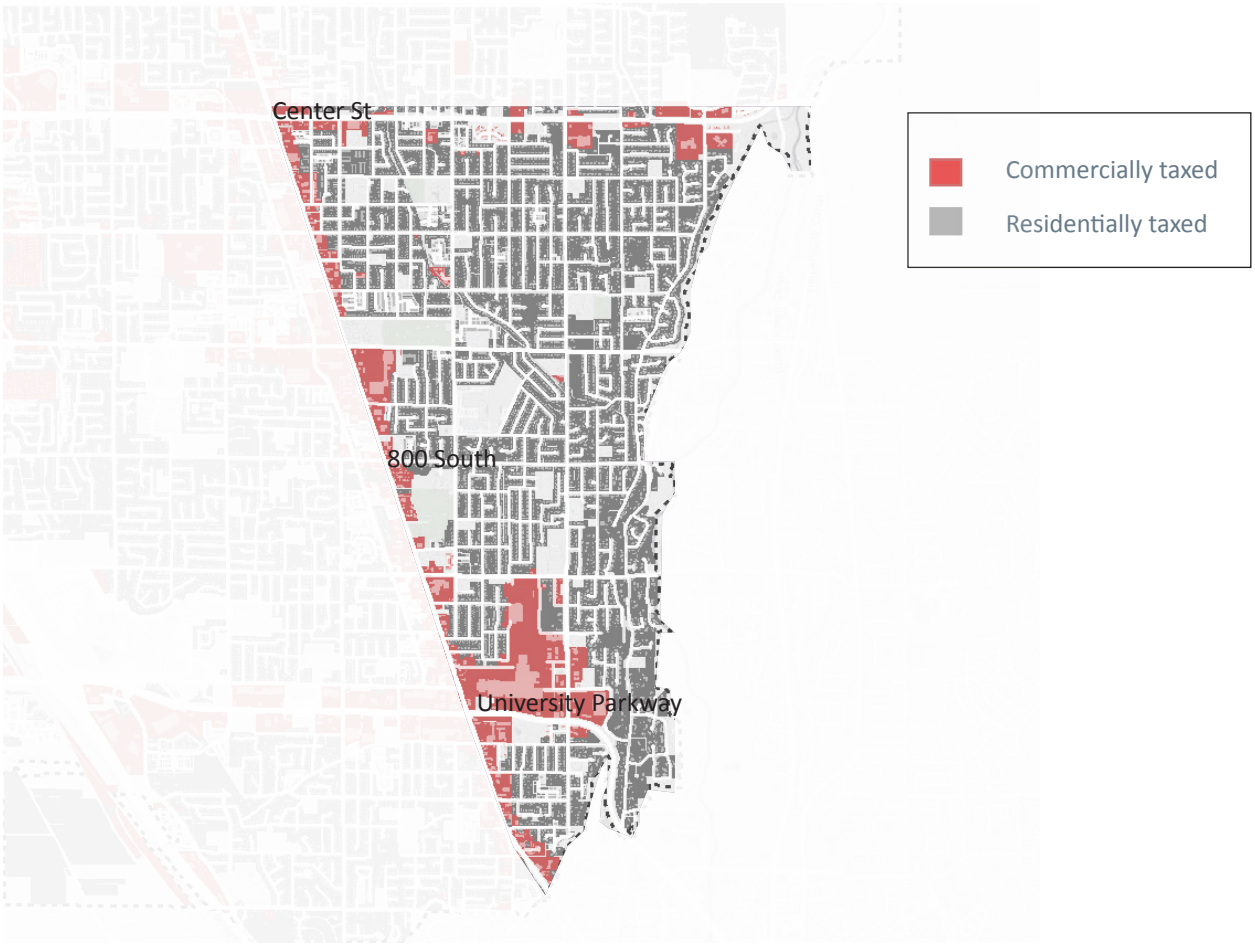


5.2 BUSINESSES AND JOBS

Neighborhood residents recognize that local businesses have an impact on the value and character of the neighborhoods. It is estimated that there are over 800 commercially assessed buildings accounting for over 5 million square feet of space in the City (see **Figure 5.4**). While there have been recent additions and renovations, many of these buildings are older.

The businesses which occupy these buildings provide thousands of local jobs. Many of these jobs are high skilled and well paid, being associated with medical due to the nearby hospital, and office uses near University Parkway along State Street. There are also hundreds of skilled jobs associated with technical businesses located along State Street.

Figure 5.4 Commercially Taxed Parcels and Buildings

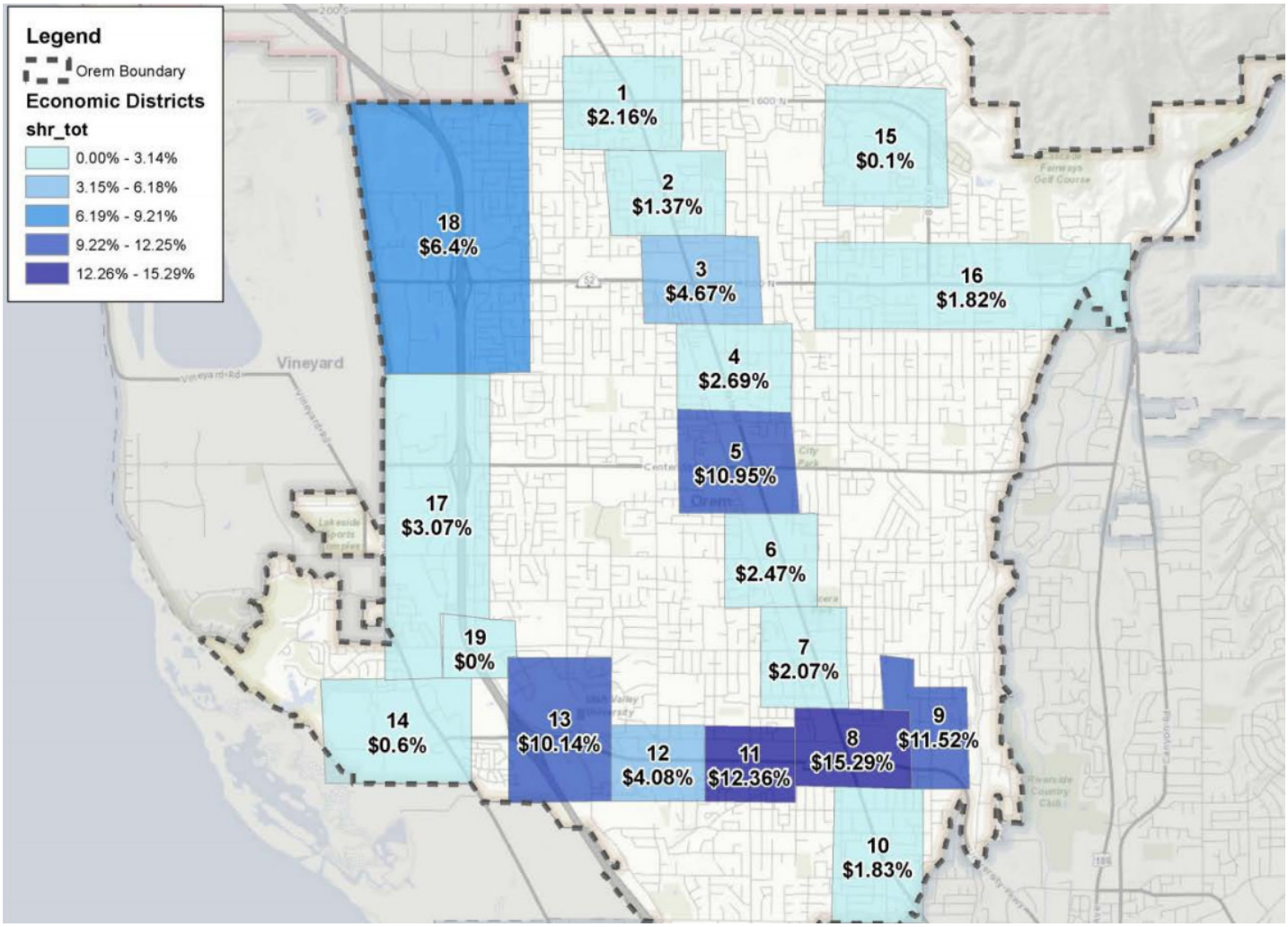


The neighborhoods recognize the importance of supporting these local businesses as they are a source of revenue and jobs for the City.

While residents recognize the benefit of having these businesses close to the neighborhoods, they also worry about possible negative consequences. Some residents feel strongly that commercial activity needs to be sufficiently buffered when adjacent to residential land uses. In addition, as commercial buildings continue to age, residents are concerned with the condition of the buildings and the type of tenants who may occupy them. Residents do not want to see vacant and underutilized commercial buildings in their neighborhoods. They worry that desperate commercial landlords may rent to tenants whose activities are incompatible with the residential neighborhoods.

Increasing the attractiveness and functionality of streets, particularly along State Street, would help encourage new, desirable businesses to locate in the area and old businesses to re-invest in their properties. In addition, residents want to increase access from the neighborhoods to these commercial areas for pedestrians and bicycles, so that those who live and

Figure 5.5 Share of Retail Sales by Economic District, 2014



work in the area do not have to rely on a car year round to get to work. This would be expected to alleviate some of the growing vehicle congestion in the neighborhoods.

5.3 FUTURE PLANS

The City of Orem is continually working on future plans to ensure the economic vitality of the City. An Economic Development Strategic Plan was developed collaboratively in 2014 by the City's economic development staff and Zions Bank Public Finance as well as an Affordable Housing Plan.

Orem Affordable Housing Plan

Every City in Utah is required to have a plan to address affordable housing. The City has a robust affordable housing plan that is not only be a source of information but also addresses the challenges and opportunities that Orem faces. This is a controversial topic in Orem and many residents are generally concerned about the consequences of concentrating poverty. At the same time, neighborhood residents are proud of their economic diversity and see Orem as a place of opportunity for everyone.

Economic Development Plan 2014

This plan evaluates current performance and long term opportunities to strengthen economic development throughout Orem. These neighborhoods are impacted by two areas identified in the plan: the State Street corridor and University Parkway. Some of the key points in the report include:

- As depicted in **Figure 5.5**, the central portion of the State Street Corridor accounts for roughly 16% of Orem's total retail sales, while the University Parkway region accounts for over 50% of Orem's total retail sales.
- These businesses on State Street and University Parkway, particularly those at the intersections, provide important goods and services for the local population and are an important retail hub for the City.
- It is a strategy of the City to mitigate its dependence on sales tax revenue by encouraging new office development. This will add local jobs as well as boost property taxes by increasing land values. The areas in the neighborhoods along State Street and University Parkway make for prime locations for new office development and redevelopment, as regional access to and from these locations is a key attribute for successful office properties.

5.4 Goals

The major goals of the Orem, Sharon, and Hillcrest neighborhoods related to economic conditions are:

1. Bring in new businesses that will add vitality and increase the economic base by incentivizing unique and local restaurants and businesses.
2. Promote active re-use of existing development and incentivize property owners to update or redevelop older buildings.
3. Examine the possibility of creating additional landlord requirements for housing rentals to limit the number of houses that can be used as rentals to promote neighborhood stewardship and investment.
4. Actively work to increase property values by continuing to invest in high quality public infrastructure, such as public transportation.
5. Encourage meaningful design of businesses and high density housing to create appealing urban centers on State Street and University Parkway.



6 PUBLIC WORKS

Goals

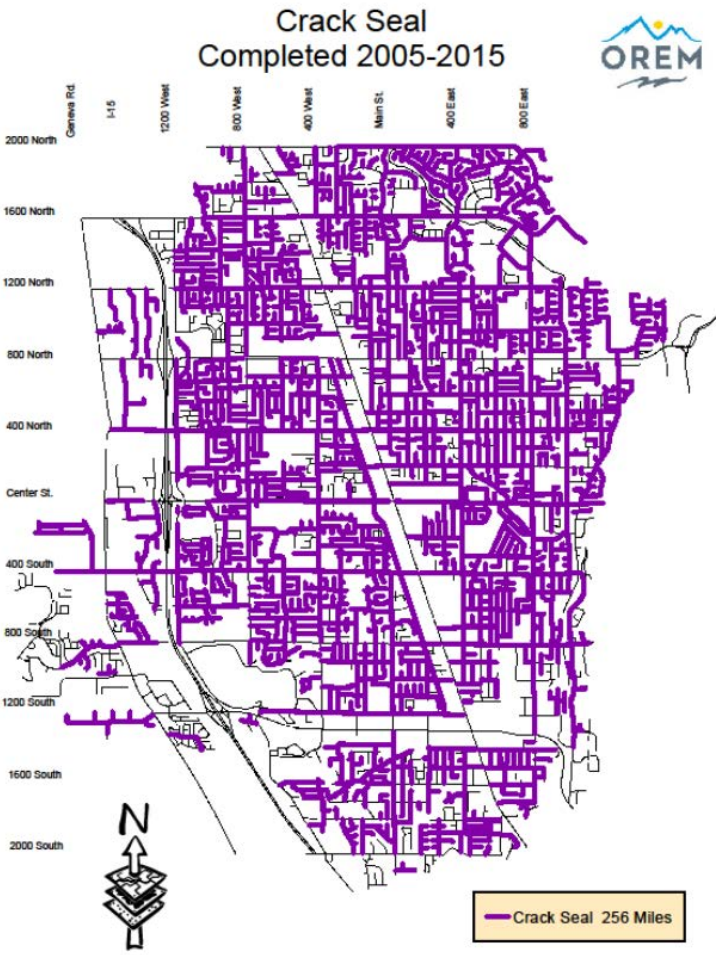
1. Encourage the preservation of a certain percentage of open space with new development.
2. Encourage park programming of events and activities, such as yoga classes, farmers' markets, and puppet shows, that do not cause high noise disturbance for nearby neighbors.
3. Improve maintenance of existing parks, trails, and other amenities, such as the Hillcrest Tennis Courts and Hillcrest Park.
4. Support the City's efforts to acquire new properties, such as the Hillcrest Elementary property, where possible, and develop into public parks and open spaces.
5. Incentivize the use of newer technology, such as water-wise irrigation controllers, soil-moisture based technologies, and central control systems, to conserve water.
6. Improve pedestrian crossings at the 800 East and 400 South intersection and look into the possibility of installing a high-intensity activated cross walk beacon.

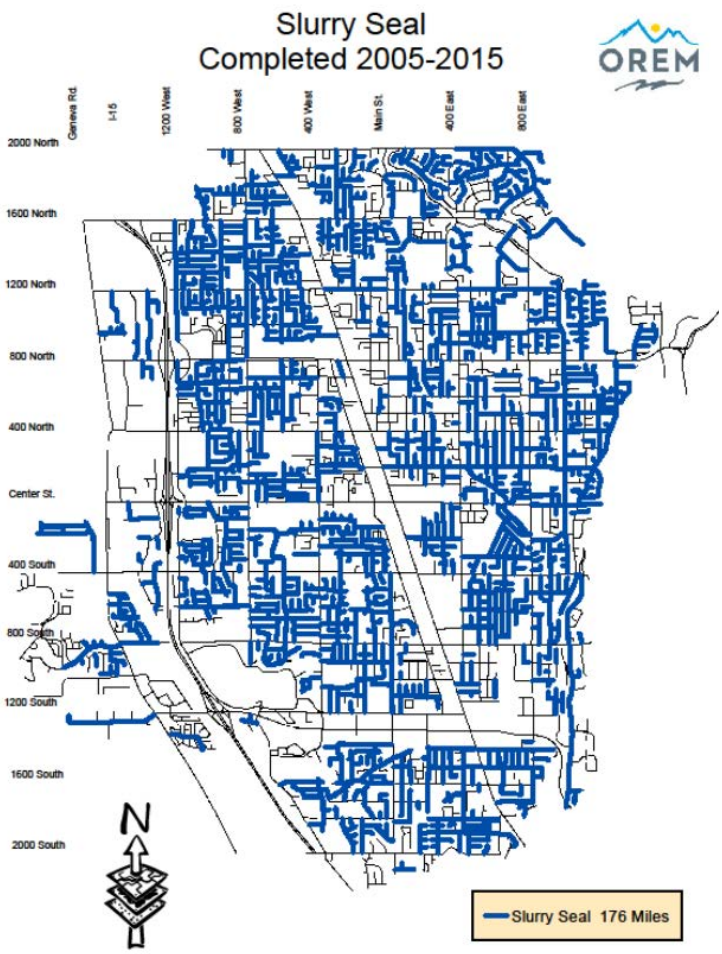
6.1 PUBLIC WORKS

The Public Works department for the City of Orem provides a large array of services including primary and secondary water access, storm water management, water reclamation, parks, the cemetery, urban forestry, streets, street lights, sidewalks, snow removal, and more. Their primary purpose is to improve and maintain the City's infrastructure and keep the neighborhoods functioning on a daily basis. **Figure 6.3** (at the end of this section) maps out the parks, ADA ramps, sidewalks, traffic signals, and detention basins in the neighborhoods. These are a few of the infrastructure improvements provided and managed by the Public Works department.

The Public Works department performs several routine maintenance projects throughout the year. This includes flushing out the water system, sealing and re-surfacing the roads (see **Figure 6.1**), adding water pipes as needed, cleaning and maintaining city water lines, and other road repairs. Flushing out the water systems takes place about once every four years in the Neighborhoods.

Figure 6.1 Past Public Works Road Maintenance Projects





6.2 PARKS AND RECREATION

Public Works employs full-time and seasonal summer staff to maintain the parks in the City. Daily care keeps these places safe, beautiful, and clean. The Orem, Sharon, and Hillcrest advisory committee and residents expressed their desire for continued efforts and coordination to maintain the beauty and safety of these parks. Residents also shared the desire for increased safety and connectivity of parks and open spaces.

6.3 TOOL LENDING

The public works department has a tool lending library, where residents of the neighborhoods can borrow a wide variety of yard maintenance tools free of cost. These tools can be checked in and out at the Public Works building located at 1450 W 550 N.

Residents mentioned the lack of yard maintenance in various locations throughout the neighborhoods. Increased awareness of the tool shed library would provide a resource for renters and landowners to improve the beauty of their yards at minimal cost and maintain the neighborhood's nature and quality.

Tools that are available include:

Yard Tools:
Push Brooms
Cultivator/Tiller
Lawn Rakes
Garden Rakes
Hedge Clippers
Round Shovels
Square Shovels

Paint Equipment:
Caulking Gun
Paint Roller Handles
Putty Knives
Wire Brushes

Power Tools:
Lawnmower
Weed Trimmers
Lawn Edger

Miscellaneous Tools:
Ear Plugs
Extension Cords
Hammers
Multi-Purpose Ladders
Safety Orange Vests
2 ft Step Ladder

6.4 VOLUNTEERING

Volunteer groups often work in tandem with the Public Works department in order to improve the quality of life within the neighborhoods. These groups include civic groups, church groups, eagle scouts, and others. Several beautification projects occur every year because of the efforts of volunteers. Examples of projects include Adopt a Spot or Trail (March-November), Memorial Day Preparation at Orem Cemetery (early-mid May), Orem Summerfest (second weekend in June), and others.

Figure 6.2 Scera Park in Sharon

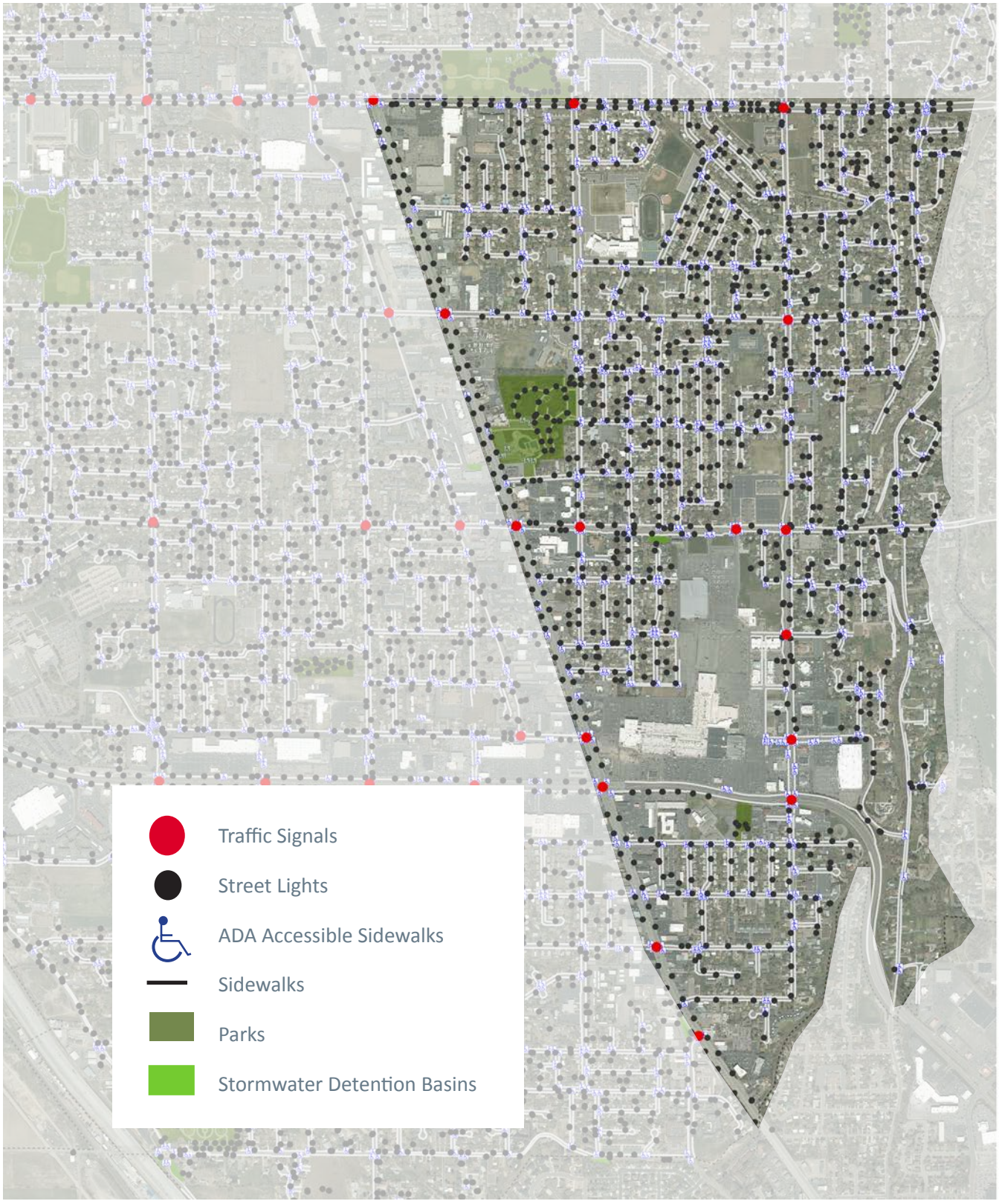


6.5 Goals

The major goals of the Orem, Sharon, and Hillcrest neighborhoods related to public works are:

1. Encourage the preservation of a certain percentage of open space with new development.
2. Encourage park programming of events and activities, such as yoga classes, farmers' markets, and puppet shows, that do not cause high noise disturbance for nearby neighbors.
3. Improve maintenance of existing parks, trails, and other amenities, such as the Hillcrest Tennis Courts and Hillcrest Park.
4. Support the City's efforts to acquire new properties, such as the Hillcrest Elementary property, where possible, and develop into public parks and open spaces.
5. Incentivize the use of newer technology, such as water-wise irrigation controllers, soil-moisture based technologies, and central control systems, to conserve water.
6. Improve pedestrian crossings at the 800 East and 400 South intersection and look into the possibility of installing a high-intensity activated cross walk beacon.

Figure 6.3 Selection of Public Works Improvements





7 NEIGHBORHOOD PRESERVATION

Goals

1. Consider a rental license program or landlord occupancy requirement to better limit absentee landlords in single family residential areas.
2. Educate residents on the Orem Help Center's resources on code enforcement to facilitate effective neighborhood policing and code enforcement.
3. Plan and schedule more frequent volunteer neighborhood cleanup days for neighborhood beautification.
4. Enforce requirements for off-street parking for accessory apartments, short-term rentals, and in-home businesses to reduce street congestion.

7.1 NEIGHBORHOOD PRESERVATION

The Orem, Sharon, and Hillcrest neighborhoods are highly valued by those who live and work in the area. All three neighborhoods are characterized by a mix of land uses including residential and commercial. There is also a considerable amount of public infrastructure including schools, parks, and streets. These private and public places fit together in a unique way to contribute to the community's sense of identity.

As the homes, buildings, and infrastructure in these neighborhoods age, there is some concern that over time the identity of the neighborhoods will change for the worse. Residents are particularly concerned with the increased high density development and the potential for increased crime and zoning violations.

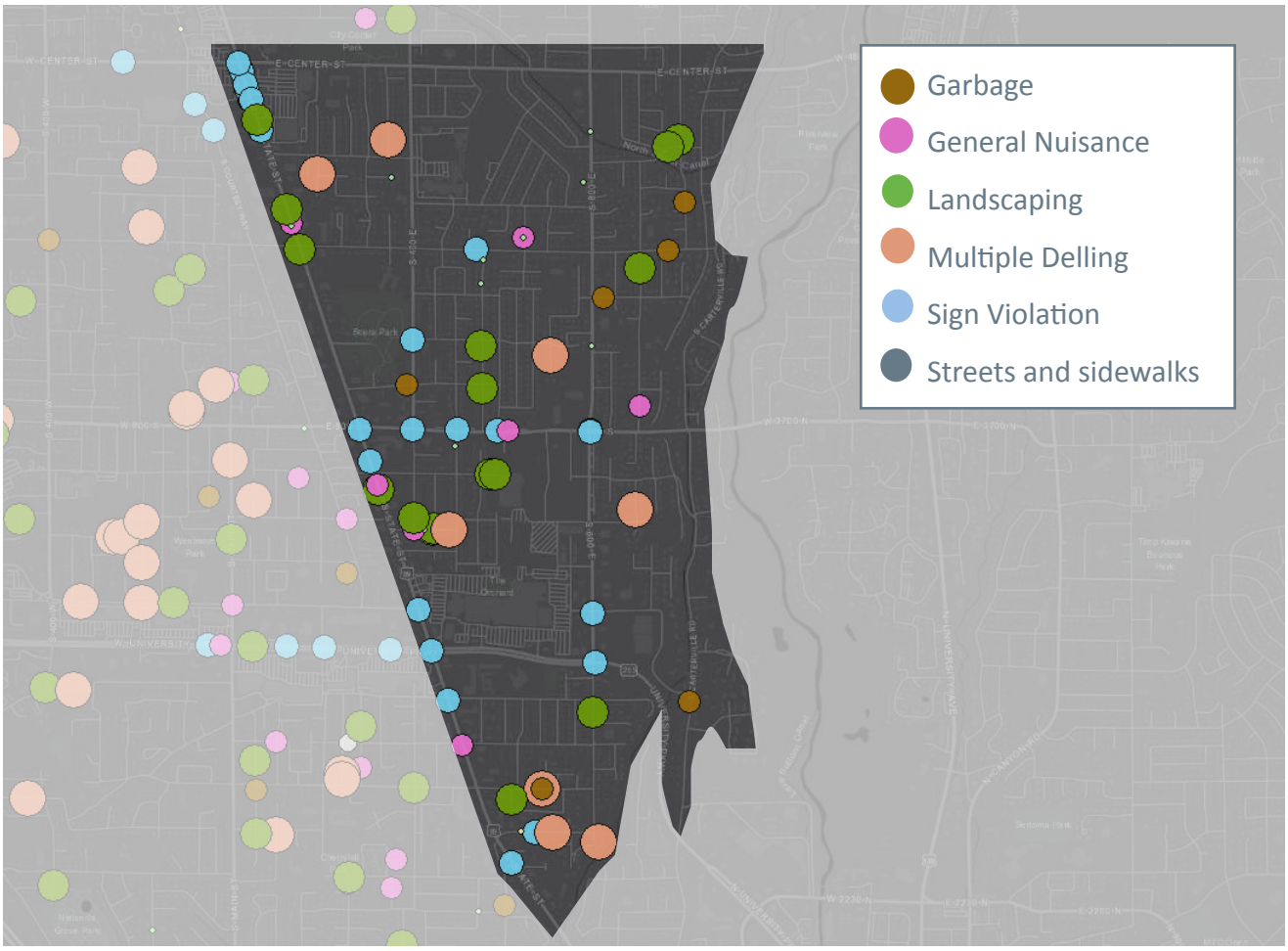
7.2 CODE ENFORCEMENT

Several comments at neighborhood meetings involved code and law enforcement concerns. Residents expressed concerns regarding homes and businesses that were not being maintained or used as intended. These concerns can be mitigated through working with the Orem Help Center (www.orem.org/help) and the Neighborhood Preservation Unit (NPU). The NPU consists of a group of officers within the Orem Police Department who assist in the enforcement of laws related to neighborhood preservation and city code. **Figure 7.1** displays the complaints responded to by the NPU in 2016. Responding to these complaints requires considerable time and skill from the police officers assigned. When following up on a complaint, the laws of the City must be balanced by the individual rights of property owners.



Police Officers Savage, Crook, and Jamison Served in the Neighborhood Preservation Unit in Orem in 2017

Figure 7.1 Complaints Responded to by the NPU, 2016



Despite the challenges most cases present, the officers of the NPU are dedicated to preserving the quality of life in the neighborhoods. To contact the NPU, visit http://www.orem.org/npu.

7.3 Goals

The major goals of the Orem, Sharon, and Hillcrest neighborhoods related to neighborhood preservation are:

1. Consider a rental license program or landlord occupancy requirement to better limit absentee landlords in single family residential areas.
2. Educate residents on the Orem Help Center's resources on code enforcement to facilitate effective neighborhood policing and code enforcement.
3. Plan and schedule more frequent volunteer neighborhood cleanup days for neighborhood beautification.
4. Enforce requirements for off-street parking for accessory apartments, short-term rentals, and in-home businesses to reduce street congestion.



IMPLEMENTATION

8

Vision Statement

"We value the nature and quality of our neighborhood. We desire to maintain neighborhood continuity and preservation while allowing for conscientious development. We strive to improve pedestrian and bicyclist safety on busy streets and promote public transit accessibility. We are dedicated to improving the connectivity and appeal of parks, trails, and other open spaces."

Orem, Sharon, and Hillcrest Neighborhood Residents

The Orem, Sharon, and Hillcrest Neighborhood Plan is a guiding document for the future of the neighborhoods. Upon adoption by the City Council, this Plan will be integrated into the City of Orem's General Plan as part of Appendix Z. As a part of the General Plan, the Neighborhood Plan provides better guidance to the City staff, the Planning Commission, and the City Council as future developments and improvements are considered in the Neighborhoods.

8.1 FUNDING SOURCES

Orem Capital Improvement Plan

In order to allocate funding for specific projects within the neighborhoods, proposed improvements identified by City staff may be included in the City's Capital Improvement Plan (CIP) during future budget meetings. Examples of such projects include bike lanes, park improvements, sidewalk repair, or road connection completions. The CIP allows City staff to prioritize improvements for the Neighborhoods and secure funding with necessary departments to complete projects.

Grants

There are a limited number of grants and other funding opportunities from the City of Orem or the State of Utah to assist in local infrastructure improvements and neighborhood development. One of the goals of the neighborhood program is to raise awareness and seek funding opportunities to assist Orem residents in improving and preserving their neighborhoods. Some of the current available funding sources include:

Orem Community Development Block Grant

Projects that qualify for this grant must adhere to the broad national priorities of "activities that benefit low- and moderate-income people, the prevention or elimination of slums or blight, or other community development activities to address an urgent threat to health or safety." More information about what this grant can be used for can be found at http://www.orem.org/community-block-grants/.

UDOT Safe Routes to School Program

The Utah Department of Transportation is committed to





Participants collaborating at a Neighborhood Plan Advisory Committee Meeting

Residents participating at a neighborhood open house meeting



promoting safe routes for school-aged children. Funds are available via application to facilitate children walking or biking to school. These funds may be used for infrastructure (primarily new sidewalks, but also signage, bicycle parking, and school pavement markings, etc.), education, and encouragement. More information about this program and application can be found at www.udot.utah.gov.

UDOT Transportation Alternatives Program

This program is available for projects that provide or enhance alternate transportation facilities. This could include historic preservation, recreational trails, facilities for non-drivers to safely access daily needs, environmental mitigation activities, and other improvement projects. More information can be found at www.udot.utah.gov.

Recreational Trails Program

These funds are for the construction and maintenance of trails, as well as trail-related facilities such as trailheads or restrooms. This program requires a 50/50 sponsor match which can come from sponsor cash, volunteer work, or services. These funds do not cover non-trail related items such as campgrounds or landscaping. Projects are sent to the Combined Trails Advisory Council to be approved. Once approved, the project begins and the local agency is reimbursed. More information can be found at www.stateparks.utah.gov.

Figure 8.1 serves as the benchmark for successful completion of ideas proposed in this Neighborhood Plan. “Priority” means that the specific action or objective has a higher priority.

Figure 8.1 Implementation Guide

Goal	Responsible	Ongoing	Short-term	Mid-term	Long-term	Priority
Land Use						
1. Strategically locate higher density development on major roads, such as State Street and University Parkway, where current transportation and roadway networks can provide adequate traffic solutions.	Development Services	X				X
2. Create better guidelines in the land use ordinance for buffering between commercial and residential land uses on all corridors and especially on major corridors, including implementing additional requirements on design, building height step-downs, and landscaping.	Development Services			X		X
3. Support City's goal of prohibiting zone changes within the neighborhood to maintain the single family residential character.	Development Services			X		
4. Support the City's efforts to implement affordable housing measures, such as accessory apartments, to attract and support a diverse population.	Development Services			X		
5. Support the City's efforts to acquire Hillcrest Park from the Alpine School District, if possible, and maintain as a park.	Development Services		X			
6. Maintain a safe, clean, and family-friendly neighborhood through neighborhood policing and code enforcement, yard maintenance requirements, and a focus on lowering vacancy rates.	Development Services	X				
Transportation						
1. Prioritize improvements at the following intersections: 400 East and 800 South, 800 East and 400 South, 800 East and 800 South, and 800 East and 1600 South.	Development Services				X	X
2. Implement traffic calming measures, such as raised crosswalks and pedestrian refuges, on 400 East, 800 East, 200 South, and 800 South.	Engineering				X	
3. Improve access to trails and parks and implement new walkways where needed, such as on Carterville Road north of 800 South, near or on canals, and between cul-de-sacs.	Engineering			X		
4. Support efforts to improve public transit options and access on State Street by increasing the number of bus routes and decreasing headways between stops, including implementing a BRT line.	Engineering	X				
5. Maintain transparency with the public about current and future roadway projects.	Development Services	X				
Economic Conditions						
1. Bring in new businesses that will add vitality and increase the economic base by incentivizing unique and local restaurants and businesses.	Development Services	X				

Goal	Responsible	Ongoing	Short-term	Mid-term	Long-term	Priority
2. Promote active re-use of existing development and incentivize new businesses to update or redevelop vacant buildings instead of building new structures.	Development Services	X				
3. Examine the possibility of creating additional landlord requirements for rentals to limit the number of houses that can be used as rentals to promote neighborhood stewardship and investment.	Development Services			X		
4. Actively work to increase property values by continuing to invest in high quality public infrastructure, such as public transportation.	Economic Development	X				X
5. Encourage meaningful design of businesses and high density housing to create appealing urban centers on State Street and University Parkway.	Development Services	X				X
Public Works						
1. Encourage the preservation of a certain percentage of open space with new development.	Public Works	X				
2. Encourage park programming of events and activities, such as yoga classes, farmers' markets, and puppet shows, that do not cause high noise disturbance for nearby neighbors.	Public Works			X		
3. Improve maintenance of existing parks, trails, and other amenities, such as the Hillcrest Tennis Courts and Hillcrest Park.	Public Works		X			X
4.Support the City's efforts to acquire new properties, such as the Hillcrest Elementary property, where possible, and develop into public parks and open spaces.	Development Services				X	
5. Incentivize the use of newer technology, such as water-wise irrigation controllers, soil-moisture based technologies, and central control systems, to conserve water.	Public Works	X			X	
6.Improve pedestrian crossings as the 800 East and 400 South intersection and look into the possibility of installing a high-intensity activated cross walk beacon.	Public Works			X		
Neighborhood Preservation						
1. Consider a rental license program or landlord occupancy requirement to better limit absentee landlords in single family residential areas.	Development Services			X		
2. Educate residents on the Orem Help Center's resources on code enforcement to facilitate effective neighborhood policing and code enforcement.	NPU	X				
3. Plan and schedule more frequent volunteer neighborhood cleanup days for neighborhood beautification.	NPU				X	X
4. Enforce requirements for off-street parking for accessory apartments, short-term rentals, and in-home businesses to reduce street congestion.	NPU	X				X

STONEWOOD-LAKERIDGE



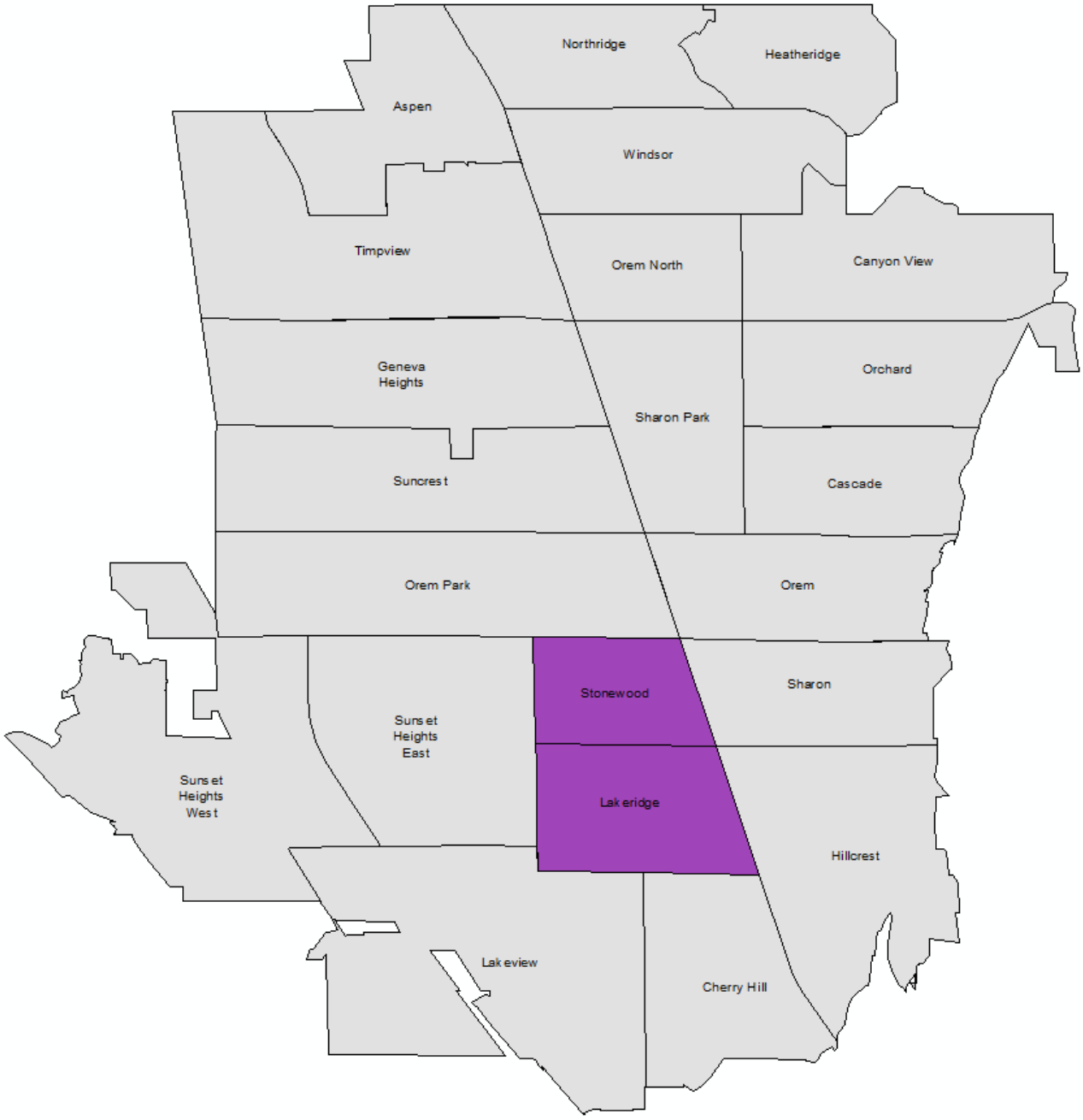
OREM

STONEWOOD-LAKERIDGE

NEIGHBORHOOD PLAN

SPRING 2019

OREM NEIGHBORHOODS



NEIGHBORHOOD ADVISORY COUNCIL

Greg Carlisle, Stonewood resident
Patricia DeMott, Stonewood resident
Fred Johnson, Stonewood resident
Vickie Johnson, Stonewood resident

OREM CITY STAFF

Emily Guffin, Long Range Planner
J. Kirby Snideman, AICP, Long Range Planner
Jason Bench, AICP, Planning Division Manager
Bill Bell, Development Services Director
Ryan Clark, Economic Development Director
Paul Goodrich, Transportation Engineer
Sgt. Michael Paraskeva, Orem PD Neighborhood Preservation Unit
Chris Tschirki, Public Works Director
Neal Winterton, Water Resource Division Manager



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INTRODUCTION

1

Vision Statement

"We support responsible development that maintains our neighborhood's inclusive, residential feel. We are dedicated to maintaining the neighborhood's safe, clean, and inviting nature and promoting the preservation of parks and open spaces. We strive to improve public transit and enhance the overall walkability of our neighborhood streets."

Stonewood and Lakeridge Neighborhood Residents

1.1 PURPOSE

The Stonewood and Lakeridge Neighborhood Plan ("the plan") was created by participating neighborhood residents and Orem City planning staff. It was developed to create neighborhood specific plans and is in harmony with all other plans adopted by the City.

The plan communicates the values and interests of neighborhood residents and serves as a guideline for future growth, development, and preservation. Furthermore, it encourages the creation of aesthetically pleasing neighborhoods and public spaces that enhance the community. It also addresses the needs, concerns, and potential impacts of land use, transportation, economic development, and preservation of the neighborhoods.

1.2 HISTORY

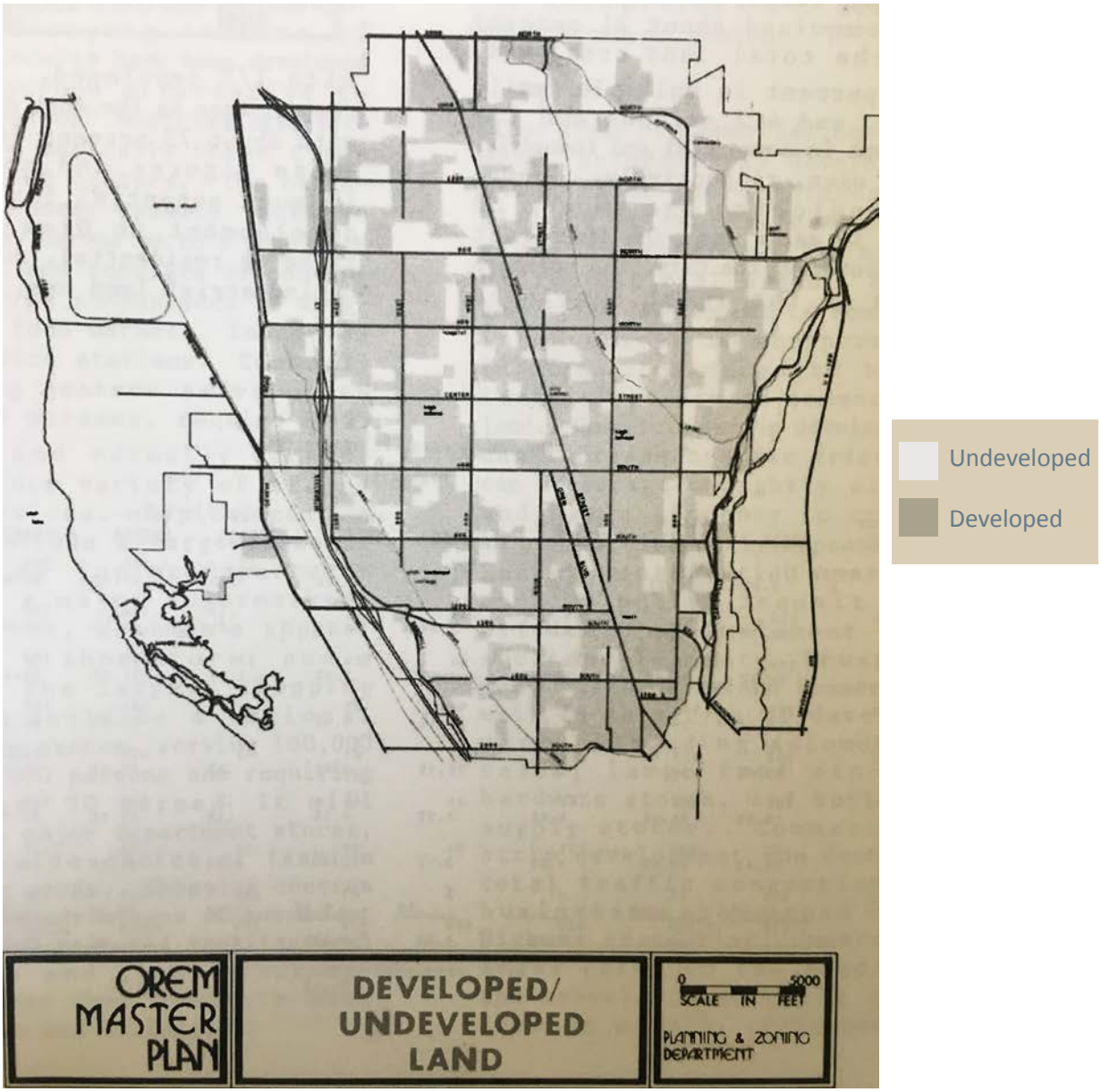
Prior to its incorporation, Orem was known as the "Provo bench," and its fetrile orchards and farmlands were prime areas for growing fruit. Because of this, Provo (and its bench) became known as the Garden City of Utah.

Unlike many Utah towns and cities, Orem was not originally laid out in a grid pattern. Most of Orem's development came about via homesteading along the main highway and other major roads. As farmland along roads was taken, farmers settled in other parts of the bench, creating a network of rural roads. This type of development is unlike that usually seen in Utah; often Utah leaders encouraged settlers to live in the city center and cultivate farmland outside the City's limits.

Image of the old Spencer School, taken in 1920



Figure 1.1 Developed and Undeveloped Land in Orem in 1981



Today, the Stonewood and Lakeridge neighborhoods still contain some of Orem's oldest residential and commercial properties, as well as a few remaining orchards and farmlands from earlier times. Many of the older houses that are located in these neighborhoods were built as farmhouses on large plots of agricultural land. The Stonewood and Lakeridge neighborhoods have continued to flourish with the construction of the SCERA Center for the Arts in 1933 and the development of University Mall in 1973. During these times, the predominantly agricultural lands seen in the Stonewood and Lakeridge neighborhoods were transformed from orchards and fields to single family residential homes and commercial areas. **Figure 1.1** shows a clipping from the City of Orem's 1981 Master Plan, describing the availability of undevelope

Figure 1.2 Rural farmland along the Orem Interurban



land in the City. As can be seen, there was quite a lot of developable land available in 1981. Today, developable land is limited within the Stonewood and Lakeridge neighborhoods and the majority of the remaining vacant sites within the City are brownfield areas in the western part of the City near the Geneva Road corridor.

1.3 NEIGHBORHOOD VISION

The City of Orem's motto is "Family City USA." Over the years, Orem has become just that. In 2018, Money Magazine ranked the City as one of the best places to live in Americ a.[1] Claudia Wallis, editor of TIME's book Healthiest places to Live, called Orem one of the best places in America for spiritual well-being.[2] Residents feel that these mottos capture the unique identity of the City spot on and hope that Orem continues to be known for its safety, cordiality, and inviting nature.

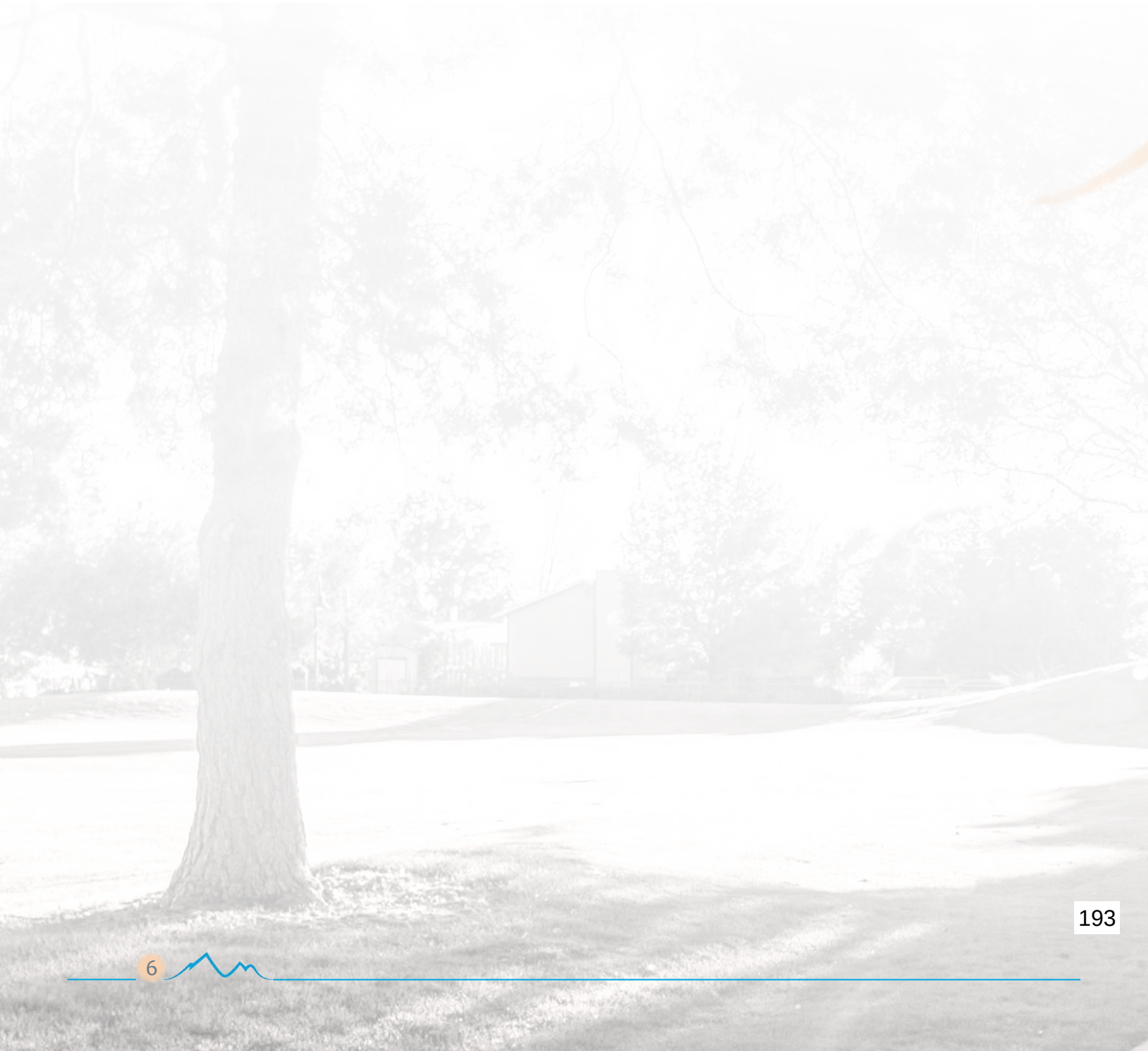
The Stonewood and Lakeridge neighborhoods have helped establish this reputation. As **Figure 1.3** shows, the neighborhoods have a mix of neighborhood resources and amenities that provide a great quality of life, not only for families but for all residents. This neighborhood plan identifies the following vision that preserves this quality of life for future generations:

"We support responsible development that maintains our neighborhood's inclusive, residential feel. We are dedicated to maintaining the neighborhood's safe, clean, and inviting nature and promoting the preservation of parks and open spaces. We strive to improve public transit and enhance the overall walkability of our neighborhood streets."

1. Adam Auriemma. The Best Places to Live in America. http://money.com/money/collection/2018-best-places-to-live/. 9/17/2018.
2. Sahaj Kohli. 10 of the Healthiest Places to Live in America. http://www.huffingtonpost.com/2014/08/06/healthiest-places-to-live-in-america_n_5648452.html. 7/14/2014.

Figure 1.3 Neighborhood Landmarks





2 DEMOGRAPHICS

Purpose

Understanding the demographic makeup of the neighborhoods is important to residents and City officials for its future planning. This data can be used to understand the general characteristics of residents when planning for future projects. In short, it shows the population and housing composition of these neighborhoods. This section contains data gathered from various sources including the U.S. Census and American Community Survey.

2.1 CENSUS DATA

This section provides a demographic overview for the Stonewood and Lakeridge neighborhoods. The data in this section originates from the American Community Survey (ACS). The ACS is an ongoing, annual survey completed by the U.S. Census Bureau and is used by many public-sector, private-sector, and not-for-profit stakeholders to allocate funding, track shifting demographics, plan for emergencies, and learn about local communities. This data provides demographic information that was previously available only every ten years when a decennial census was conducted.

In order to balance geographic resolution, temporal frequency, statistical significance, and respondent privacy, the ACS estimates are released in either one, three, or five year datasets. When examining smaller geographies, such as neighborhoods, five year datasets are utilized. Unless otherwise stated, the data in this

Figure 2.1 Neighborhood Block Groups

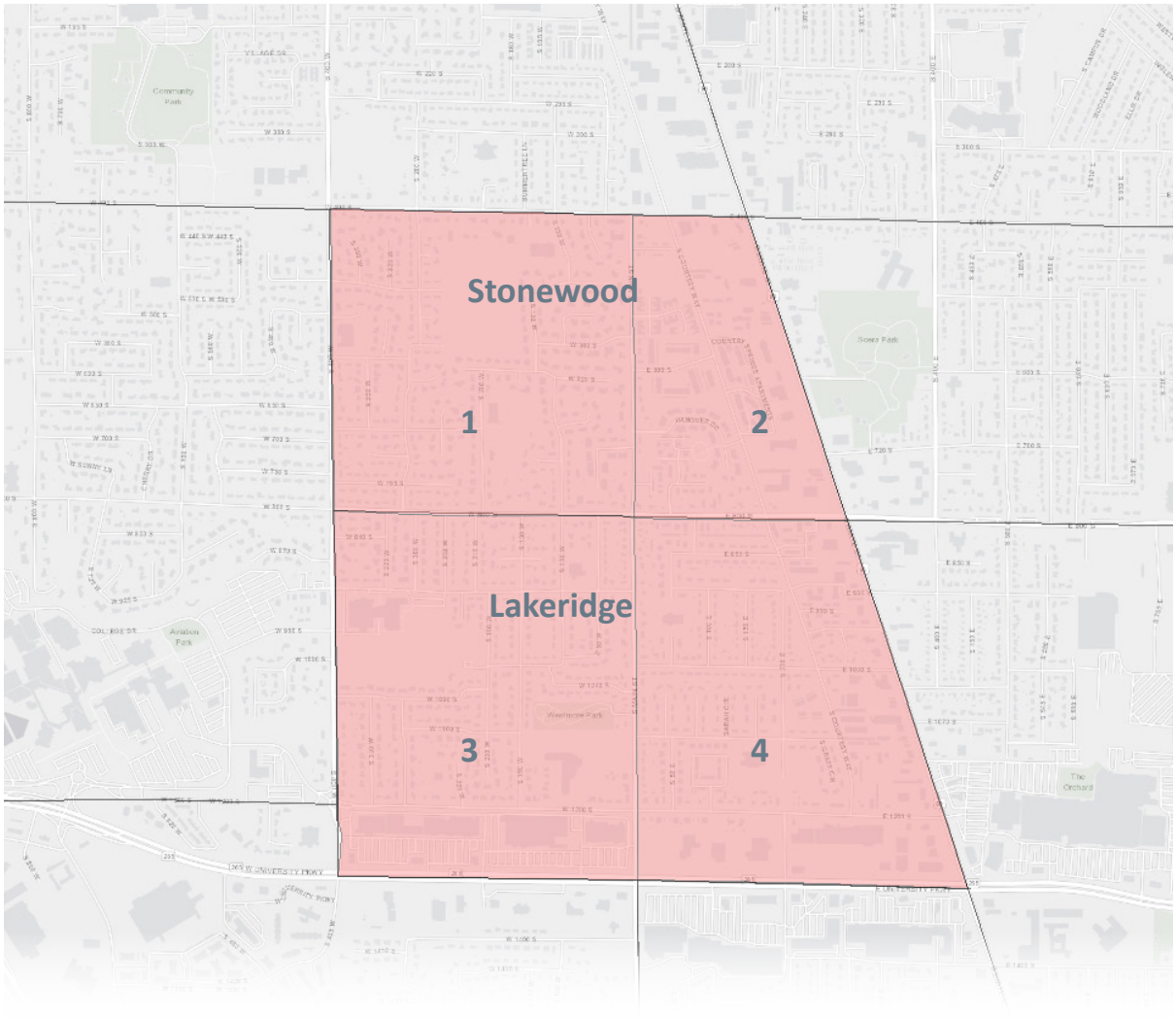
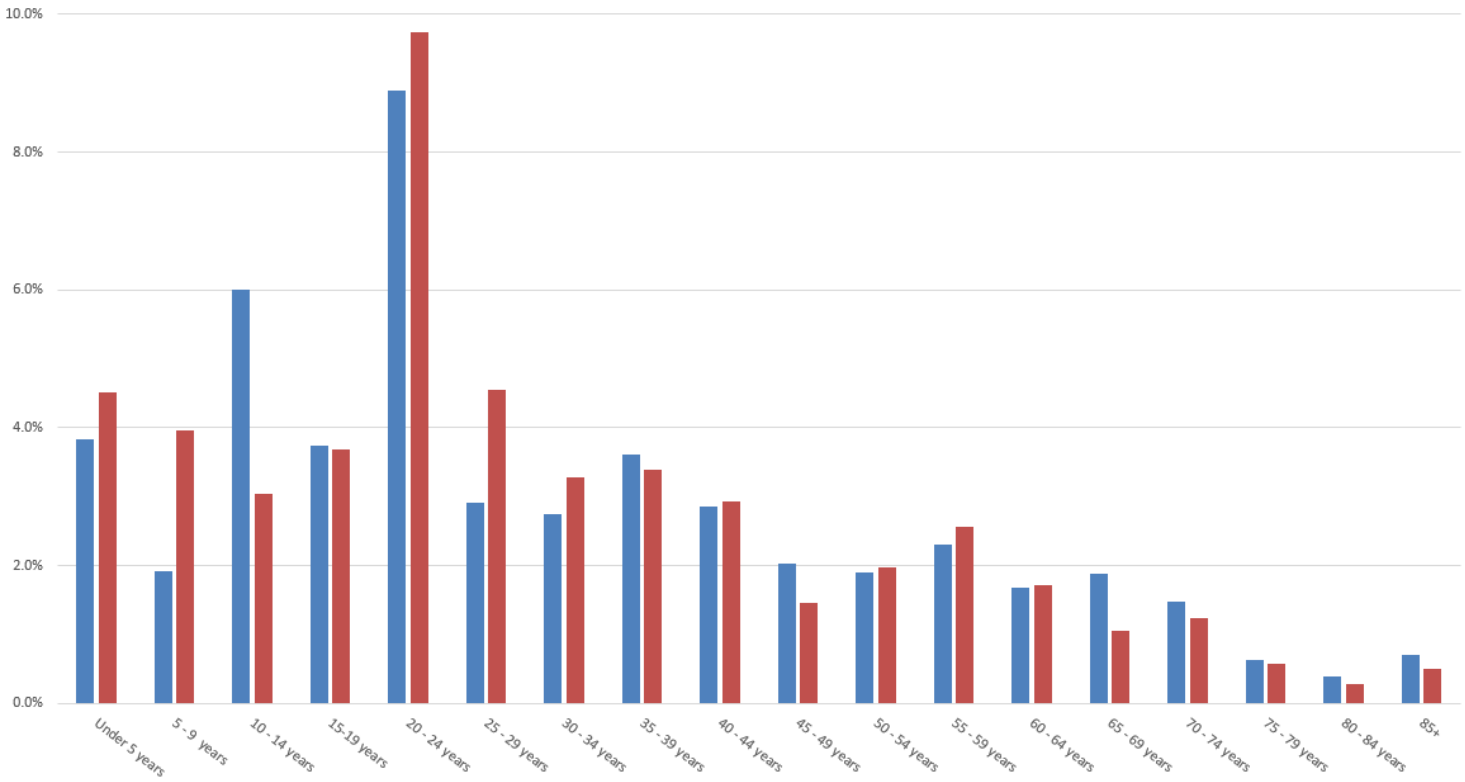


Figure 2.2 Population Characteristics



section is five year data presented at the block group level and released in 2017.

A block group is a geographical unit used by the Census Bureau and is between a tract and a block in size. **Figure 2.1** depicts the block groups associated with the neighborhoods. These block groups have been labeled 1-4 and their boundaries correspond nicely with the neighborhood boundaries.

2.2 POPULATION

Figure 2.2 displays population characteristics for Stonewood and Lakeridge on the basis of age and sex. The total population for the neighborhood is 9,982, with approximately 51% male and 49% female. As is evident from the chart, the neighborhoods show higher percentages of younger populations than older populations with little variation between percent male versus. female in each age group.

Table 2.1 also displays tabular population characteristics for the neighborhoods. As is evident,

the largest age group is 20-24 years old at 9.7% of the total population followed by those aged 25-29 years old at 4.6%. This shows that students and recent graduates make up a significant portion of the neighborhoods. The percentage of population under the age 20 is 15.2%, which is consistent with the population trends seen in Utah County of large percentages of young populations.

Figure 2.3 displays population characteristics for Stonewood and Lakeridge on the basis of race and ethnicity. The majority of the population is white (88%), with Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian or other Pacific Islander, two or more races, or some other race making up the remaining 12%.

Figure 2.4 displays the range of median household incomes seen in Stonewood and Lakeridge. As is evident, there is a range in median household incomes within the neighborhood with incomes ranging from less than $10,000 per year to greater than $200,000 per year. The median household income bracket with the highest percentage of residents is $75,000 to $100,000, encompassing over 15% of the Stonewood and Lakeridge population.

Table 2.1 Population Characteristics

	Male	Female	Total	Percent of Total
Under 5 years	451	382	833	4.5%
5 - 9 years	395	192	587	4.0%
10 - 14 years	304	599	903	3.0%
15 - 19 years	367	373	740	3.7%
20 - 24 years	972	887	1859	9.7%
25 - 29 years	455	290	745	4.6%
30 - 34 years	327	274	601	3.3%
35 - 39 years	339	361	700	3.4%
40 - 44 years	292	286	578	2.9%
45 - 49 years	145	203	348	1.5%
50 - 54 years	198	190	388	2.0%
55 - 59 years	256	230	486	2.6%
60 - 64 years	172	167	339	1.7%
65 - 69 years	106	187	293	1.1%
70 - 74 years	124	147	271	1.2%
75 - 79 year	57	63	121	0.6%
80 +	79	111	190	0.8%

Figure 2.3 Population Characteristics - Race and Ethnicity

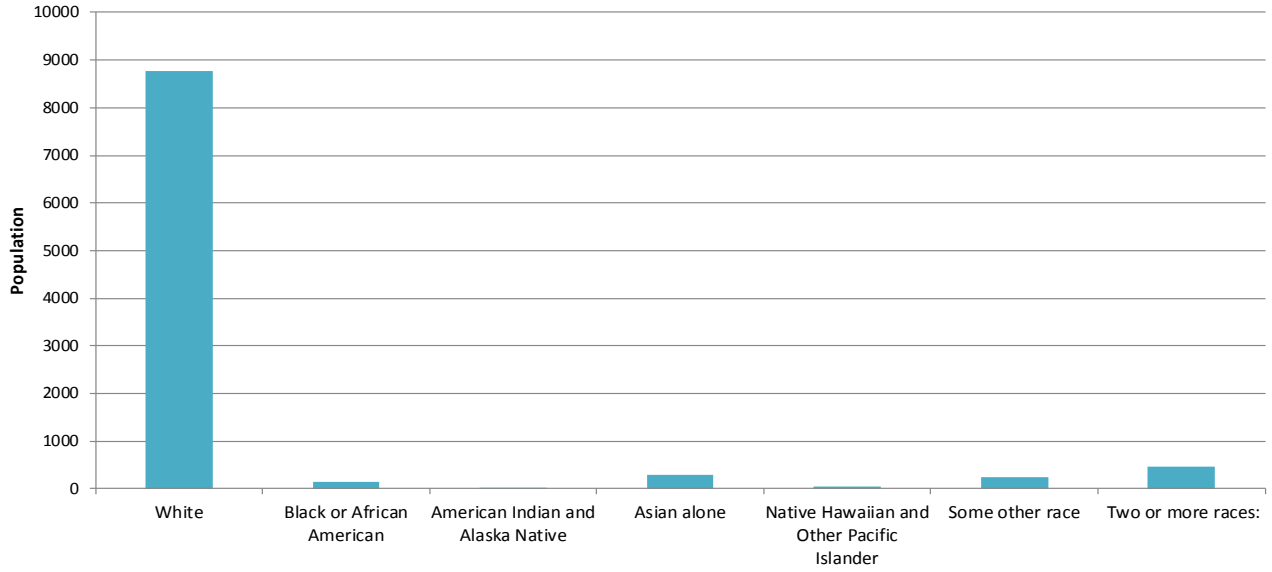
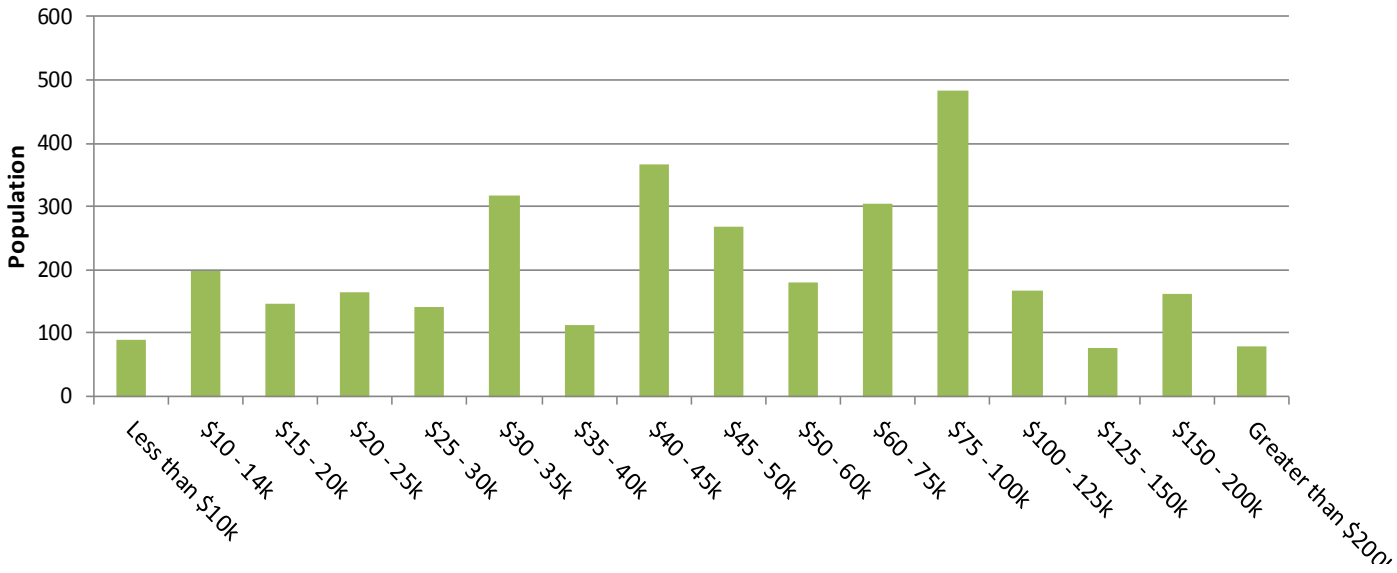


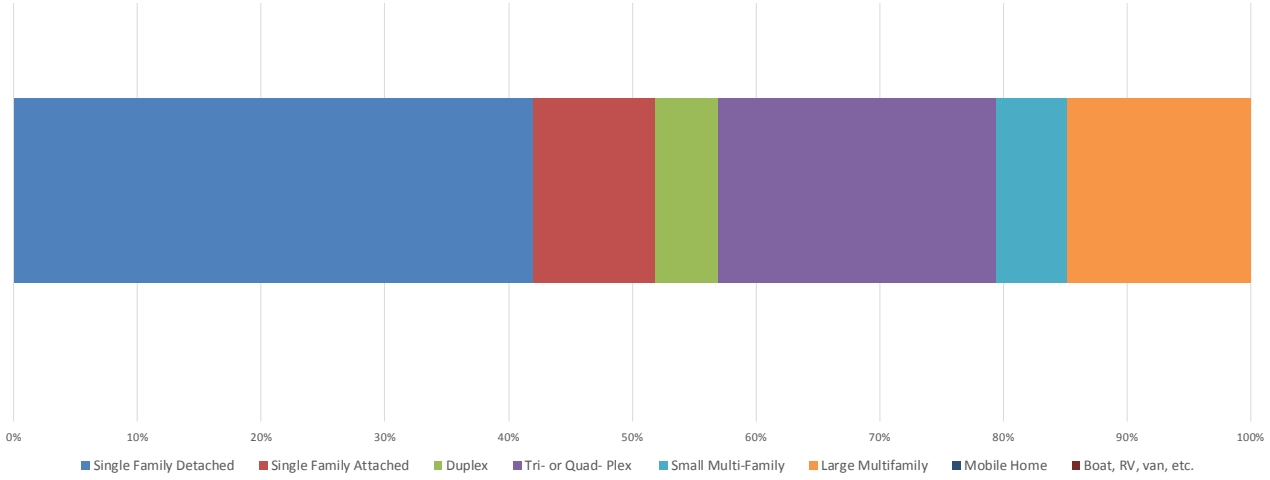
Figure 2.4 Population Characteristics - Median Household Income



2.2 HOUSING

There are an estimated 3,367 housing units in Stonewood and Lakeridge. **Figure 2.5,** on the following page, displays the housing characteristics in the neighborhood in terms of housing typology. The majority of houses in the neighborhood are single family detached (42%), followed by tri- or quad-plex (23%) and large multi-family (15%). This points to the recent focus on high-

Figure 2.5 Housing Typology



density development in the neighborhood on the major thoroughfares.

Figure 2.6 displays housing characteristics in the neighborhood in terms of occupancy rates. As would be expected with the Stonewood and Lakeridge neighborhoods being such popular areas to live, the vacancy rate is very low with 3% vacancy and 97% occupancy. The national average vacancy rate was approximately 10% in 2017. Low vacancy rates typically cause rents to be relatively high due to the increased demand and lack of supply. This phenomenon is seen throughout most of Orem and Utah Valley in general where the demand is high for both rentals and for-sale homes.

Figure 2.7 displays housing characteristics in the neighborhood in terms of tenure – i.e. owner vs. renter occupied. Properties in Stonewood and Lakeridge are predominantly renter occupied (59%) vs. owner occupied (41%). These ratios are slightly reversed from the Orem and Utah County norm with a much higher percentage of renters.

Figure 2.6 Housing Occupancy

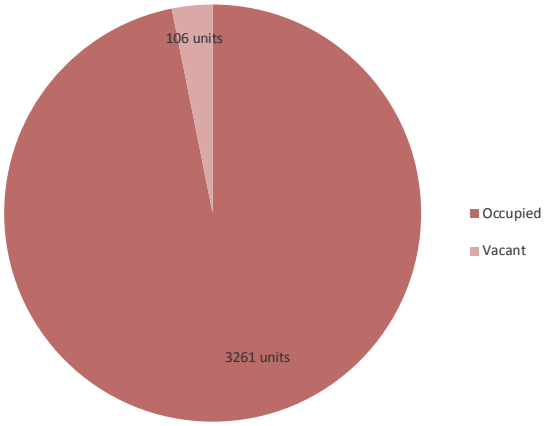


Figure 2.7 Housing Tenure

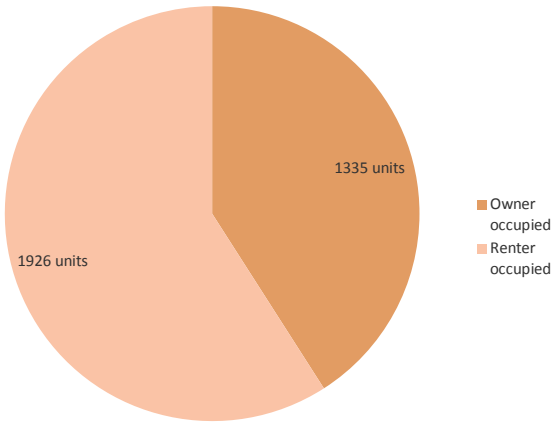


Figure 2.8 Housing Year Built

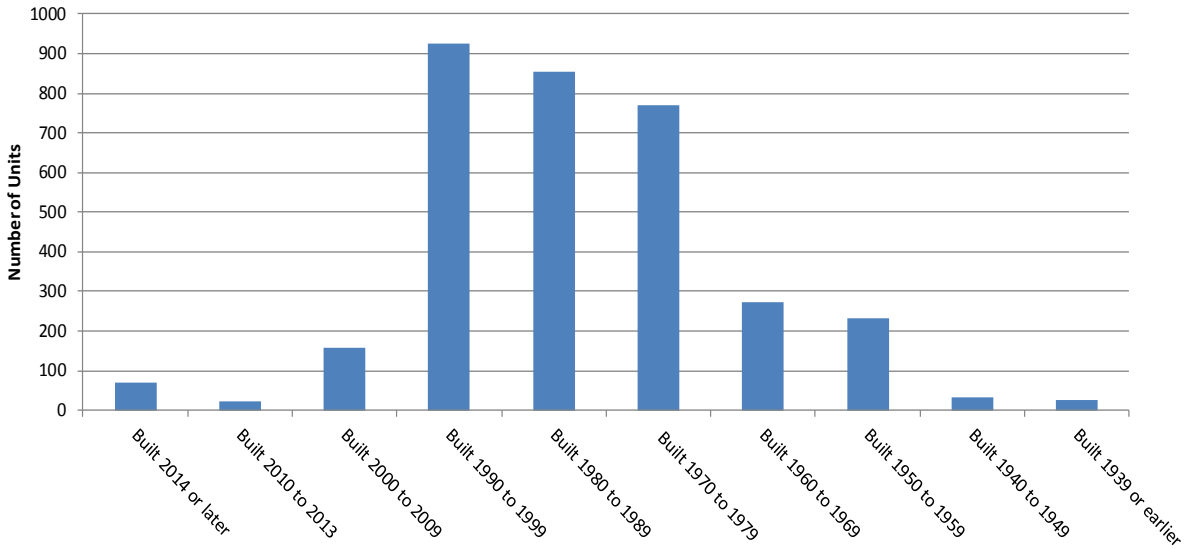
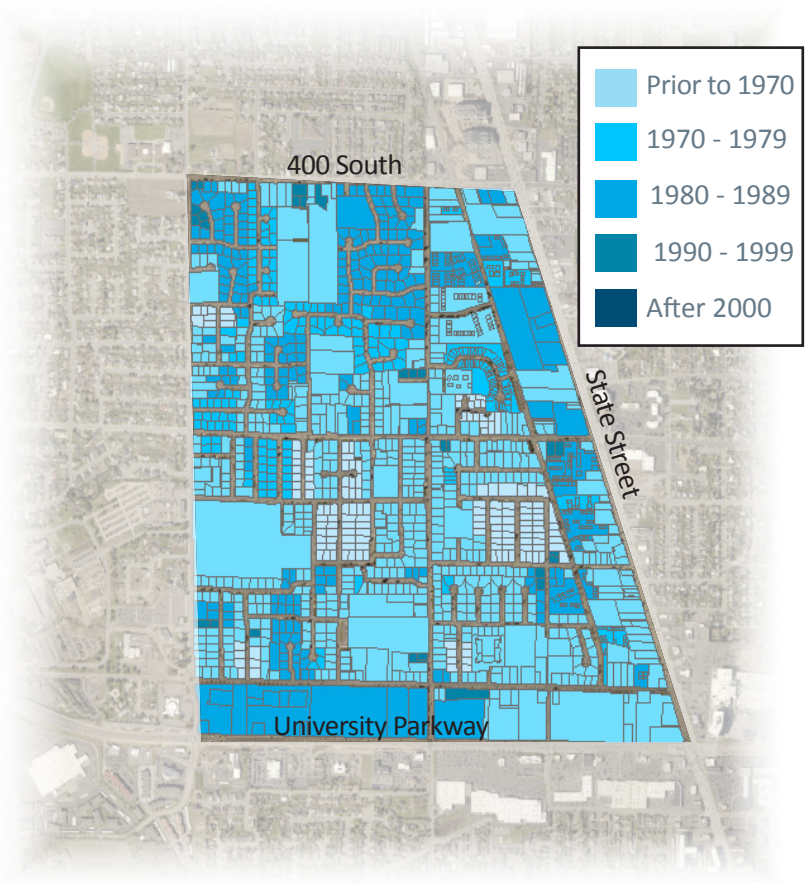


Figure 2.8 displays housing characteristics in the neighborhood in terms of the year houses were built. The majority of houses in Stonewood and Lakeridge were built between 1990 and 2000, but the neighborhood does contain a considerable number of houses that were built as early as 1940 and as late as 2014. This attests to the neighborhood's history as well as to the considerable development the area has seen recently. **Figure 2.9** shows a map of the development history within the neighborhoods.

Figure 2.9 Development History





LAND USE

3

Goals

1. Work with Utah Valley University to limit expansion into the neighborhoods by encouraging upwards growth instead of outwards growth.
2. Support the City's goal of prohibiting zone changes in single family residential areas and only build high density housing in the State Street Districts, west of I-15, and on the current Utah Valley University campus.
3. Create better guidelines in the land use ordinance for buffer zones between commercial and residential land uses on all corridors, but especially on State Street, University Parkway, and areas near Utah Valley University, including implementing additional requirements on design, building height step downs, and landscaping.
4. Maintain a safe, clean, and family-friendly neighborhood through neighborhood policing, code enforcement, and yard maintenance requirements.
5. Support the preservation of green space as remaining areas develop.

3.1 CURRENT LAND USE

The Stonewood and Lakeridge neighborhoods contain a mix of uses (see **Figure 3.1**). Alongside the State Street and the University Parkway corridors, uses are predominantly commercial. Elsewhere in the neighborhoods, uses are predominantly low density residential.

There are a few areas within the Stonewood and Lakeridge neighborhood that are part of the State Street Master Plan Districts (see page 24). These districts are located at the junction of State Street and University Parkway ("The Hub" district) and between 400 South and 800 South on State Street ("The Arts district"). The goal of these districts is to promote higher density development that contains a mix of well-designed residential and commercial. These districts are regulated by strict standards that mandate certain architectural styles and open space provisions to promote well-managed development that fits with the City's goals.

A fair amount of the residential development in the neighborhoods was built prior to 1980 (see **Figures 2.8-9**). Several residential dwellings were added between 1971 and 1990. Since 1990, most of the new residential development has been infill development in existing neighborhoods, as well as new multifamily structures located along State Street.

Figure 3.1 Current Land Use

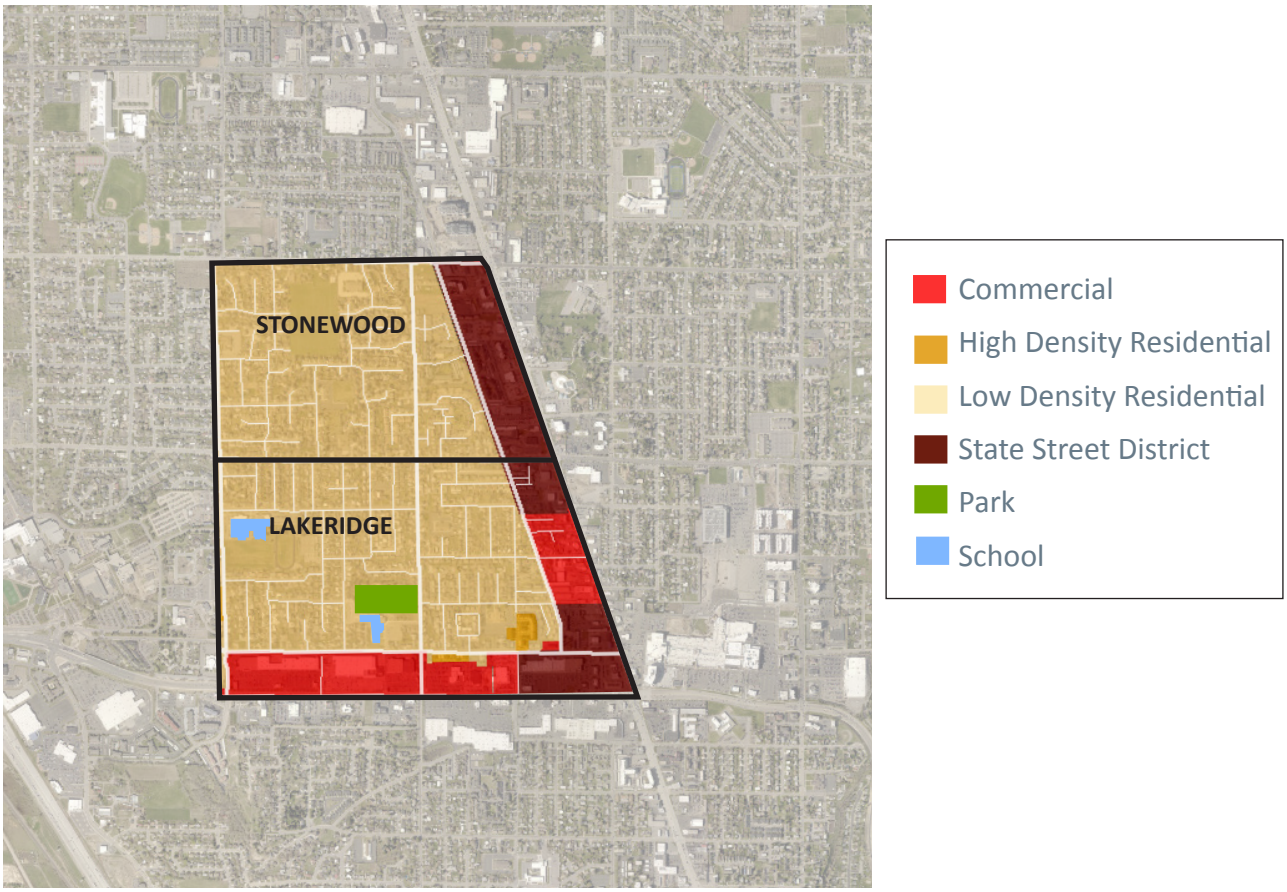
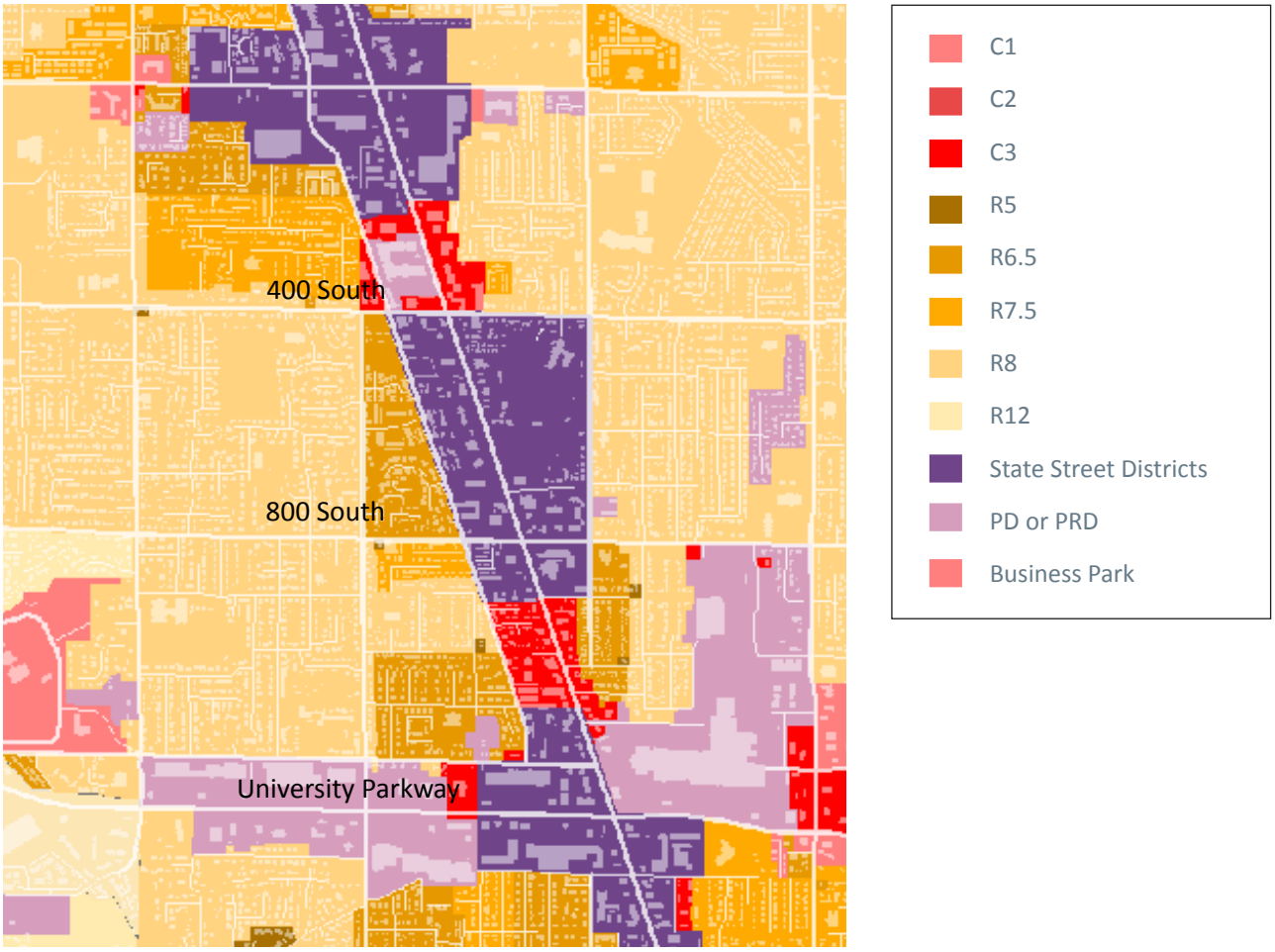


Figure 3.2 Current zoning



3.2 CURRENT ZONING

The Stonewood and Lakeridge neighborhoods have several different types of residential and non-residential zones. **Figure 3.2** provides a map of the current zoning. A brief description of the zones covering the neighborhoods is as follows. More information on each zone can be accessed online at http://online.encodeplus.com/regs/orem-ut/.

- Commercial - The Commercial zone contains three different zones: C1, C2, and C3. The C1 zone was established to promote non-retail commercial uses, such as offices and financial institutions, as the primary use and to encourage development in a manner that is compatible with adjacent residential uses. The C2 zone was established to promote commercial and service uses for general community shopping. The C3 zone was established to encourage and enhance the development of commercial complexes with multiple tenants in a way that contributes to the positive character of the City of Orem and the surrounding region.
- State Street Districts - The Districts are regulated by unique land use ordinances that promote new retail, office, and residential development. These land

use ordinances contain extensive design standards that mandate certain architectural styles and the inclusion of public space areas to create desirable nodes within the State Street corridor. More details on the Districts can be found in the next section.

- PD and PRD - The purpose of the Planned Development (PD) and the Planned Residential Development (PRD) zones is to provide flexibility in the City's zoning scheme in order to allow for unique and well-planned developments that would not be possible under one of the City's existing zoning classifications. PD zones can incorporate both commercial and residential land uses.
- R5 - The R5 zone was formerly established to promote medium density residential uses with a minimum lot size of 5,000 square feet per lot. All provisions of the City Code applicable to the R5 zone shall continue to apply to all parcels that are currently zoned R5. However, since 2004, the R5 zoning designation is no longer applied to any additional property within the City.
- R6.5 - The R6.5 zone was established to promote medium density residential uses with minimum lot sizes from 6,500 square feet. Some additional other uses are allowed which are compatible with the character of the zone.
- R7.5 - The R7.5 zone was established to promote low-medium density residential uses with minimum lot sizes from 7,500 square feet. Some additional other uses are allowed which are compatible with the character of the zone.
- R8 - The R8 zone was estalished to promote low density residential uses with minimum lot sizes from 8,000 square feet. Some other uses are allowed which are compatible with the zone.
- R12 - The R12 zone was estalished to promote low density residential uses with minimum lot sizes from 12,000 square feet. Some other uses are allowed which are compatible with the zone.



Thousands Attended the 2017 Orem Harvest Festival at the Orem Community Hospital

Figure 3.4 Urban Sidewalk Design from the Orem General Plan 2011



3.3 FUTURE LAND USE PLANS

City of Orem General Plan 2011

The 2011 General Plan outlines major goals and visions for the City of Orem. It addresses issues related to land use, transportation, housing, urban design, economics, public facilities, and parks. The Plan includes objectives which will guide future development and decisions affecting the Stonewood and Lakeridge neighborhoods. These goals include:

- Utilizing low density residential zones and single-family homes as the backbone of housing stock.
- Supporting Planned Residential Development (PRD) zones to create diverse and quality housing for citizens while still requiring development to be built to higher standards.
- Promoting active transportation methods such as bicycle and pedestrian paths where safe or appealing to increase connections between parks, open spaces, and schools (see **Figure 3.4**).

State Street Corridor Master Plan 2015

This plan was developed to establish a long term vision for the future redevelopment of the State Street corridor. Recognizing its importance as a transportation and business arterial in the City and Utah County, there is concern about how the corridor will continue to develop to meet the needs of local residents and regional demands.

The plan addresses topics such as transportation,

housing, economic development, infrastructure improvements, urban design, transit, and open space. Some of the key elements of the plan relevant to these neighborhoods include:

- Creating the Arts District between 400 South and 800 South on State Street and the Hub District at the intersection of State Street and University Parkway (see **Figure 3.5**). The Districts are regulated by unique land use ordinances that promote new retail, office, and residential development. These land use ordinances contain extensive design standards that mandate certain architectural styles and the inclusion of public space areas to create desirable nodes within the State Street corridor.
- Concentrating new growth and redevelopment in the Districts while maintaining existing zoning on other parts of the State Street corridor.
- Providing the flexibility to incorporate future transit on the regional corridor and develop a safe and complete bike-way along State Street.
- Encouraging local retail development with a focus of providing everyday services to the adjacent neighborhoods. This would include maintaining existing grocery uses, restaurants, and other services while developing opportunities for appropriate office uses such as small-scale medical

Figure 3.5 State Street Master Plan Canyon Crossing and City Center Districts

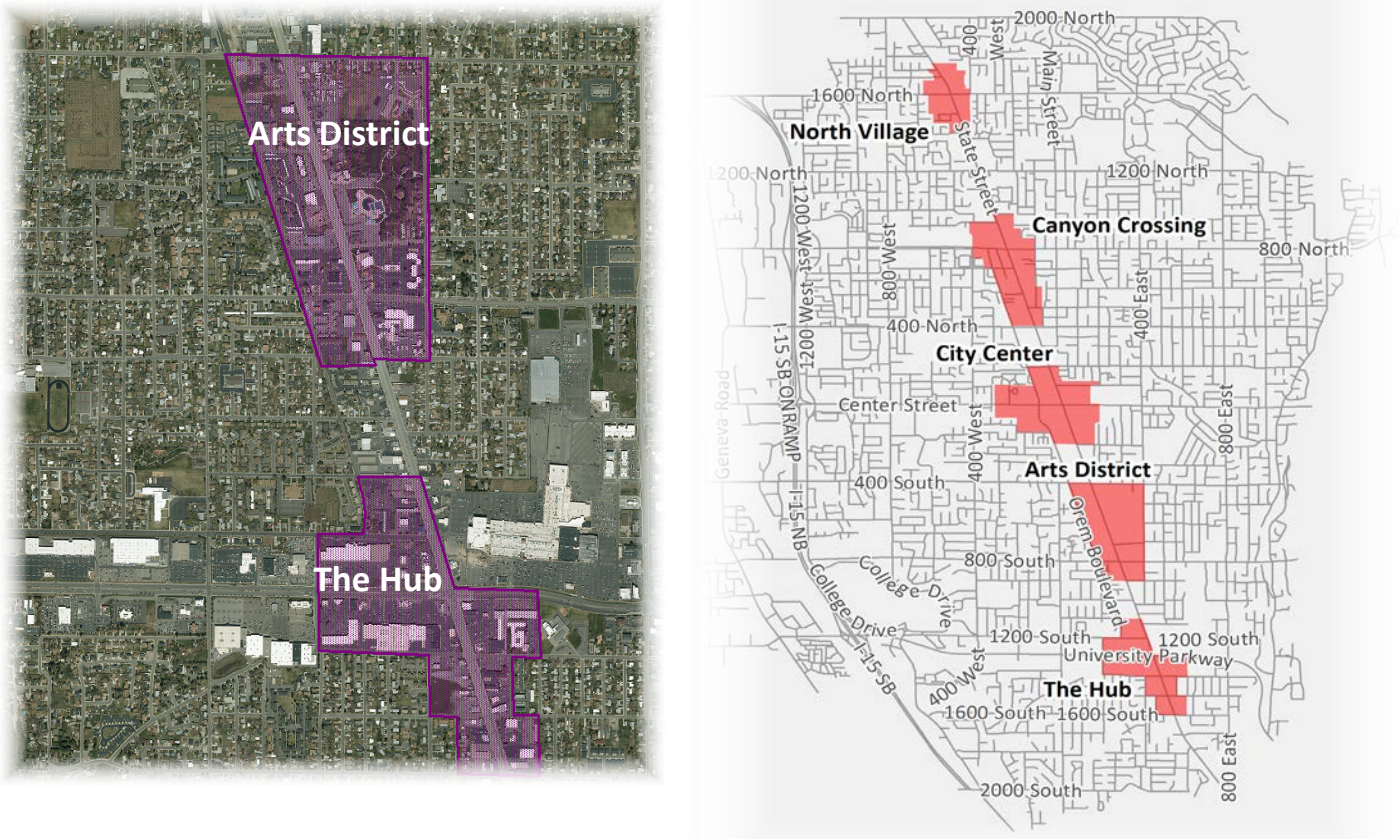


Figure 3.6 State Street Master Plan Arts District Hypothetical Growth



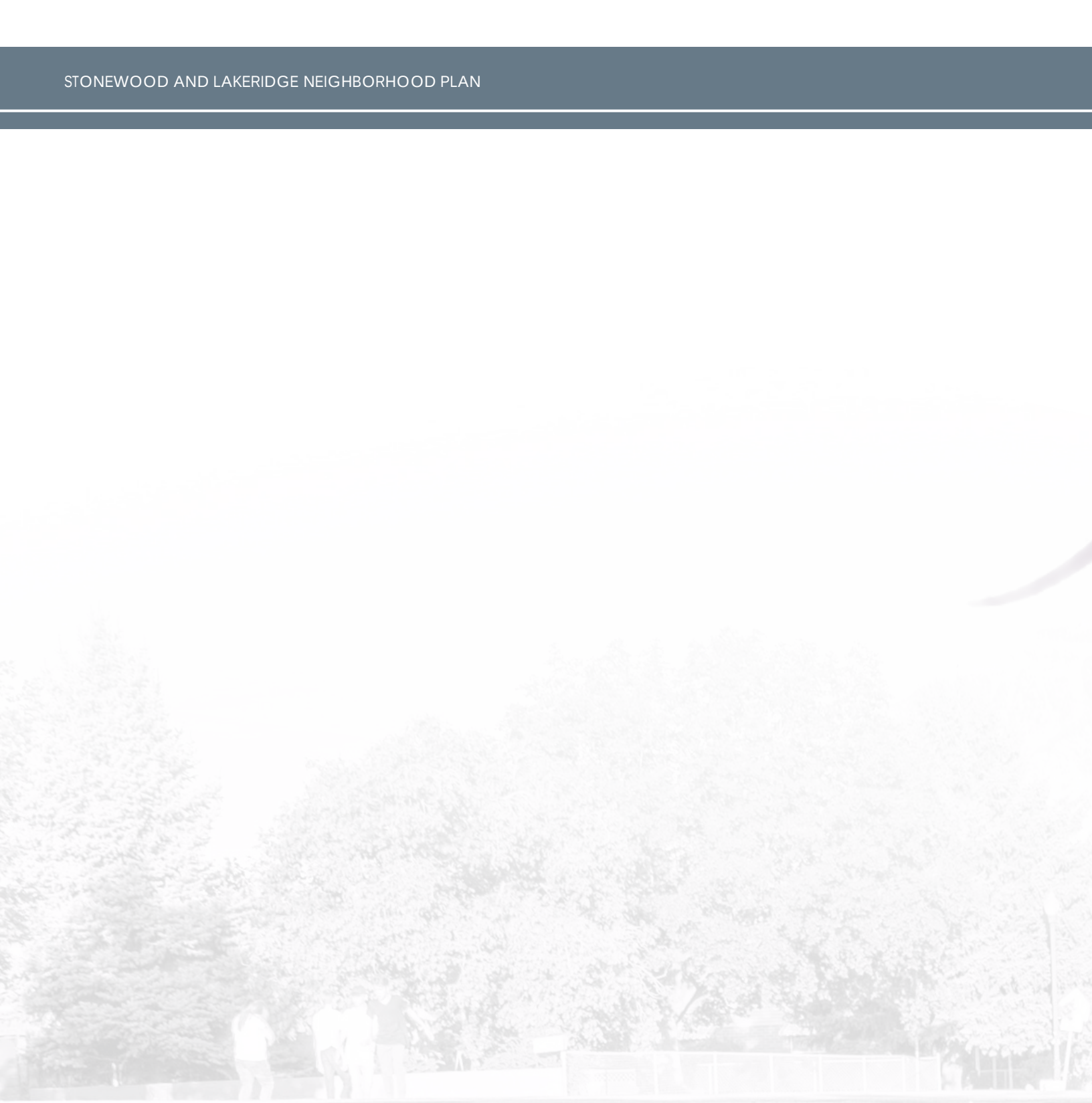
or professional office space.

- Appropriately buffer new developments from existing neighborhoods through a myriad of urban design tools, including building siting, setbacks, step downs, density restrictions, landscaping, signage, lighting, and other design elements. This will allow for future growth while preserving the character of single family neighborhoods wherever possible.

3.4 Goals

The major goals of the Stonewood and Lakeridge neighborhoods related to land use are:

1. Work with Utah Valley University to limit expansion into the neighborhoods by encouraging upwards growth instead of outwards growth.
2. Support the City's goal of prohibiting zone changes in single family residential areas and only build high density housing in the State Street Districts, west of I-15, and on the current Utah Valley University campus.
3. Create better guidelines in the land use ordinance for buffer zones between commercial and residential land uses on all corridors, but especially on State Street, University Parkway, and areas near Utah Valley University, including implementing additional requirements on design, building height step downs, and landscaping.
4. Maintain a safe, clean, and family friendly neighborhood through neighborhood policing, code enforcement, and yard maintenance requirements.
5. Support the preservation of green space as remaining areas develop.



TRANSPORTATION 4

Goals

1. Perform a study on 400 South and 400 West to determine if bike lanes are necessary or if the extra space could be better used as a center turn lane.
2. Implement safe pedestrian crosswalks at busy intersections and schools, such as at the Lakeridge Junior High School at 300 West and 800 South.
3. Explore and develop transportation alternatives on 400 West and 800 South to accommodate future increases in traffic, including implementation of new bus routes.
4. Implement traffic calming measures, such as raised crosswalks and pedestrian refuges, on 800 South, 400 South, and 400 West.
5. Explore the possibility of creating bike routes on quieter streets, such as cul-de-sacs, to increase bicyclist safety and connectivity of routes.

4.1 EXISTING NETWORK

As with other parts of Orem, the Stonewood and Lakeridge neighborhoods have a tiered or classed roadway system. Within and surrounding these neighborhoods there are arterials, collectors, and local roads. In addition to these public roads there may be private roads, which are not owned or maintained by the City.

As demonstrated in **Figure 4.1,** State Street is a principal arterial, meaning this roadway has been designed to carry a high level of traffic and to serve the larger region, connecting cities across Utah County. State Street is one of a few public roadways in Orem where the right of way belongs to the State, not the City, and is managed by the Utah Department of Transportation (UDOT). This limits what the City can do with these roads. However, in cooperation with UDOT, there are plans to improve the functionality of State Street, including adding future bike lanes along certain sections and improving sidewalk amenities.

Along with State Street, University Parkway is classified as a principle arterial. 400 South, 800 South, 1200 South, Orem Boulevard, and Main Sreet serve as minor arterials. All other roadways are considered local roads. **Figure 4.2** illustrates the speed limits on all roadways in the Neighborhoods. Typically, the functional classification system displayed in **Figure**

Figure 4.1 Roadway Classifications

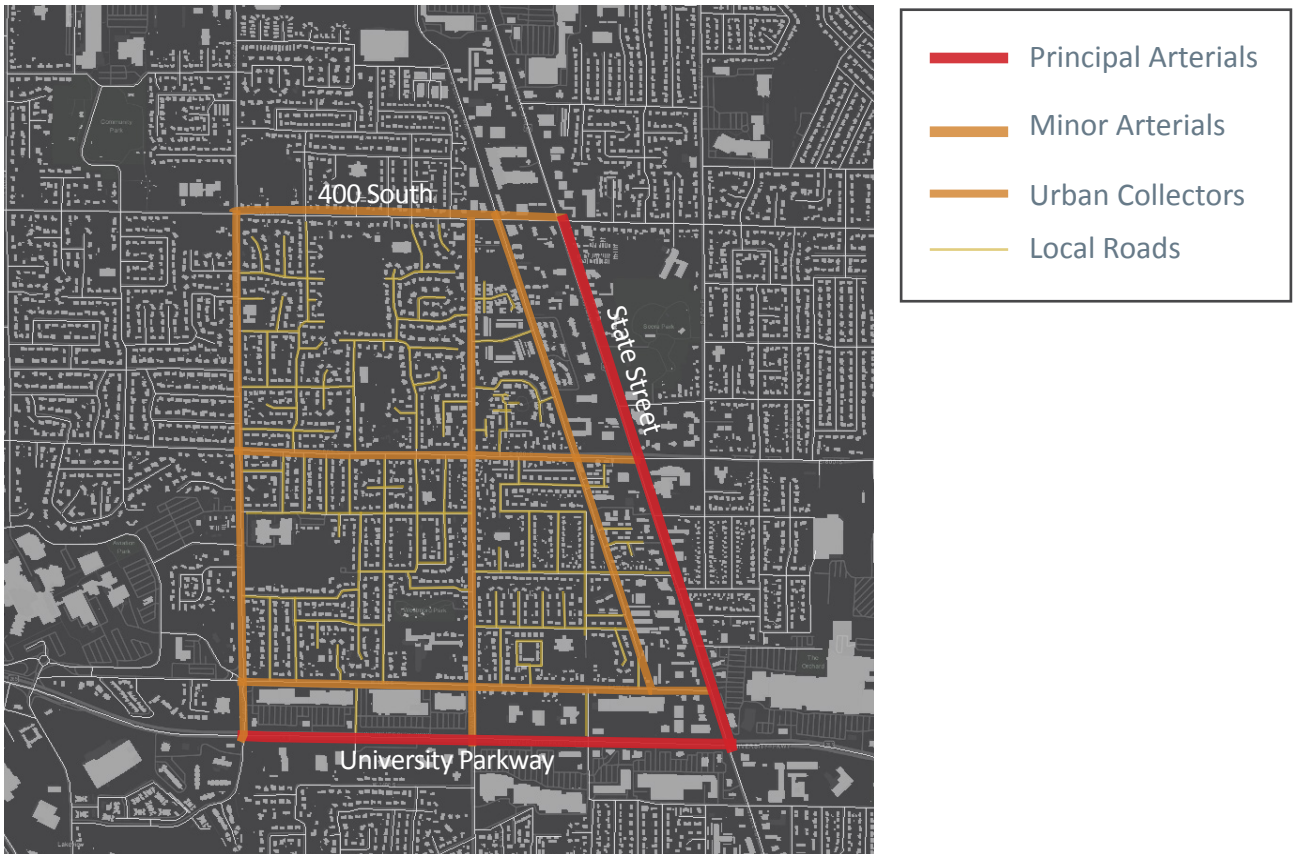


Figure 4.2 Roadway Speed Limits

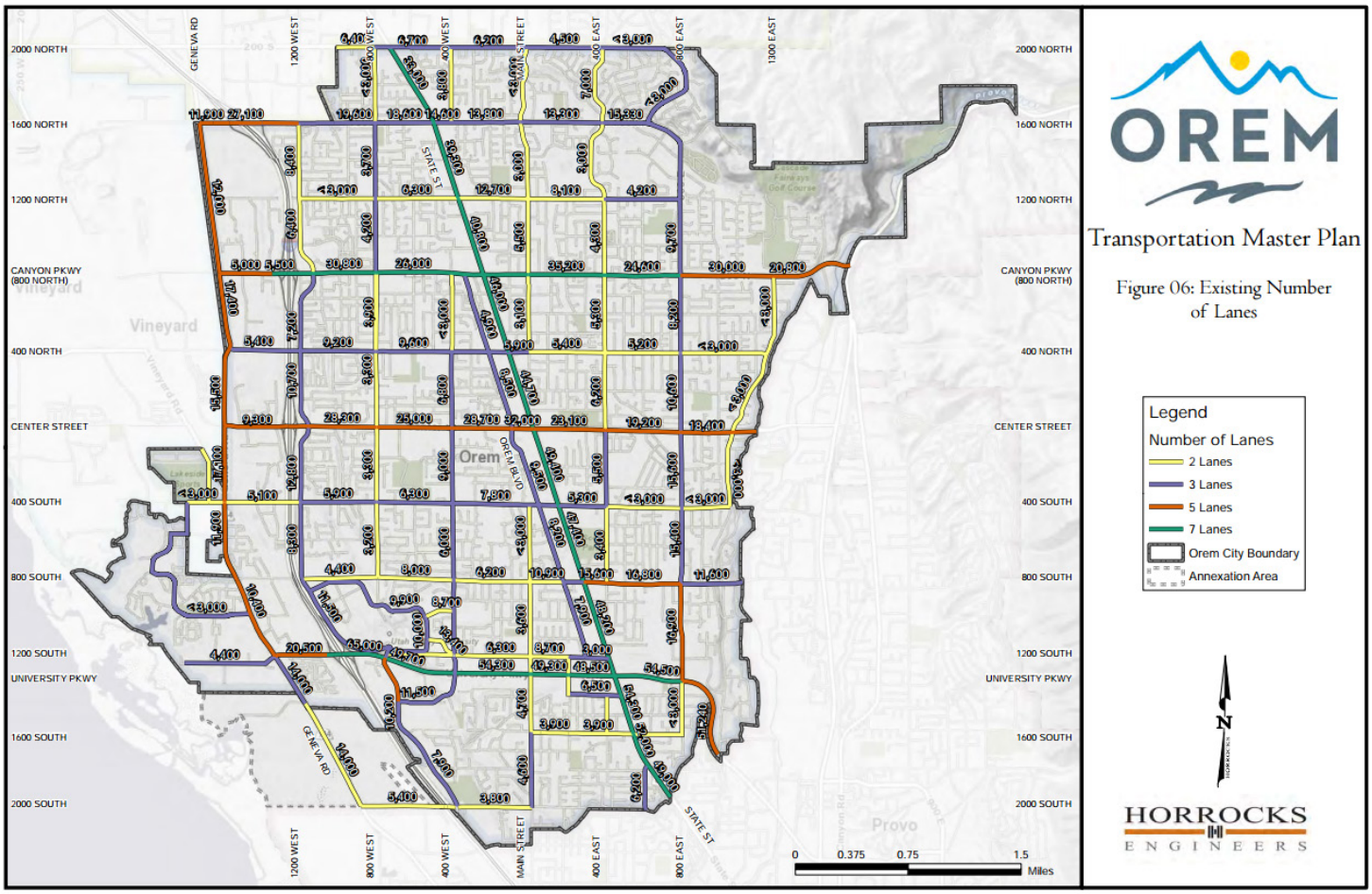


4.1 will correspond with varying speed limits. Urban collectors often have a speed limit of 30 MPH or less, being designed wider than local roads with the ability to safely handle higher traffic volumes and speeds whereas principal arterials often have a higher speed limit due to increased traffic loads.

The amount of traffic volume on a roadway on a given day is known as the Annual Average Daily Traffic (AADT). The AADT for the major roadways in the neighborhoods can be seen on **Figure 4.3.** Corresponding with the functional classifications, arterials and urban collectors are shown to have higher AADT than local roads. Part of the reason is that traffic will naturally flow along routes designed for higher traffic volumes. A priority for residents is maintaining good traffic flow in the neighborhoods, and they expressed the desire to investigate adjusting speed limits in an attempt to promote safety and walkability along busier streets.

Another major concern mentioned by residents was roadway safety. **Figure 4.4** depicts the accidents that have occurred in the neighborhoods over the course of a year (2015). Due to the challenge of overlapping points, the number of accidents graphically displayed understates the actual numbers. On the streets

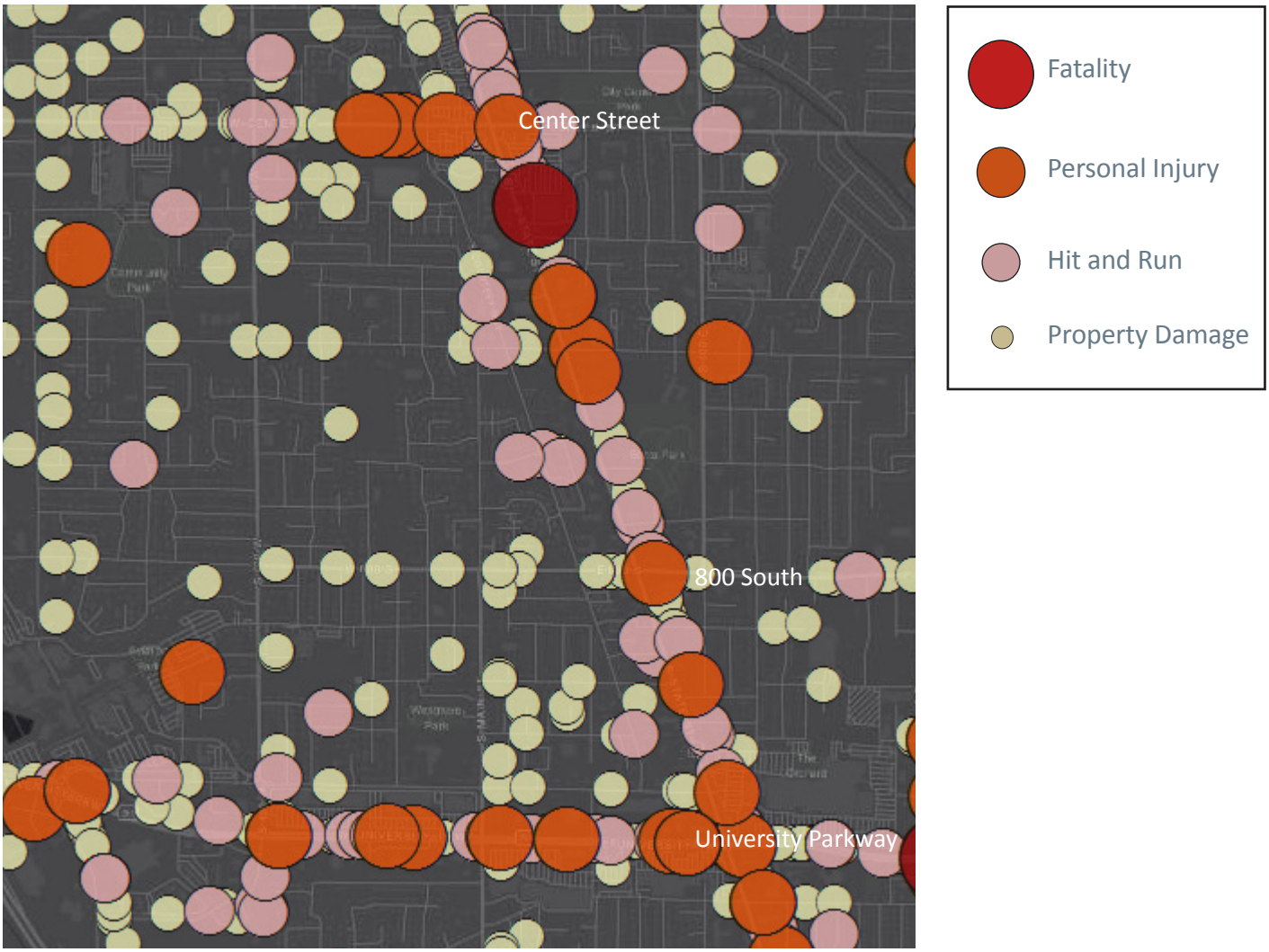
Figure 4.3 Annual Average Daily Traffic Counts, 2015



associated with the neighborhoods, there were a total of 655 accidents in 2015; 559 classified as property damage accidents, 76 classified as hit and run, and 20 classified as personal injury accidents, and one fatality. Of this total, roughly 55% occured on University Parkway, 36% occurred on State Street, 3% occurred on 800 South, 3% occurred on 400 West, and only 3% occured on all other streets.

Many of the accidents which took place on the major corridors were reportedly right angle crashes resulting from left-turns across on coming traffic. This is one of the reasons why UDOT and the City are exploring the possibility of adding medians in the future along portions of State Street.

Figure 4.4 Reported Accidents, 2015



4.2 FUTURE PLANS

Street Connection Master Plan 2014

This plan outlines the City's long term goals to complete street connections and missing road segments throughout the City. Key areas are outlined to be completed as the need arises and development occurs. One of the major goals of the plan is to promote the completion of these connections with new development fees to relieve the taxpayer of the cost of completing these streets. A number of connections were completed throughout the neighborhoods in recent years. These connections create a better street network and help with overall connectivity.

Further connections will be created as remaining properties develop. This plan identifies several locations in the neighborhoods where future connections may occur (see **Figure 4.5** on the following page**)**. This plan will be updated in the future to address the possibility of new street connections. Future plans for the State Street Districts will likely be among those new street connections.

Transportation Master Plan 2015

This plan outlines the City's long term transportation goals and plans. **Figure 4.6**, on the following page, displays a map from the plan showing the proposed status of the roadway network in 2040. Future roadway improvements that will impact the neighborhoods include the expansion of 800 South and Center Street, as well as multiple planned intersection improvements.

4.3 BICYCLES & PEDESTRIANS

Figure 4.7, on page 30, shows the existing and future bicycle and pedestrian lanes, routes, and paths found in the neighborhoods. As the map indicates, the existing bicycle and pedestrian network is somewhat limited, with bike lanes only on 800 East and University Parkway. There are plans for this network to be expanded, with bike lanes proposed for Center Street, 400 South, 800 South, 400 East, and 800 East, as well as for many of the other arterials in the neigborhood. As this expansion occurs, residents expressed the desire for improvements to be high quality and safe. More than just paint on the road, residents want to see traffic calming improvements that make bicyclists and pedestrians feel invited and safe, such as bike lane buffering and landscaping.

Figure 4.5 Street Connection Master Plan

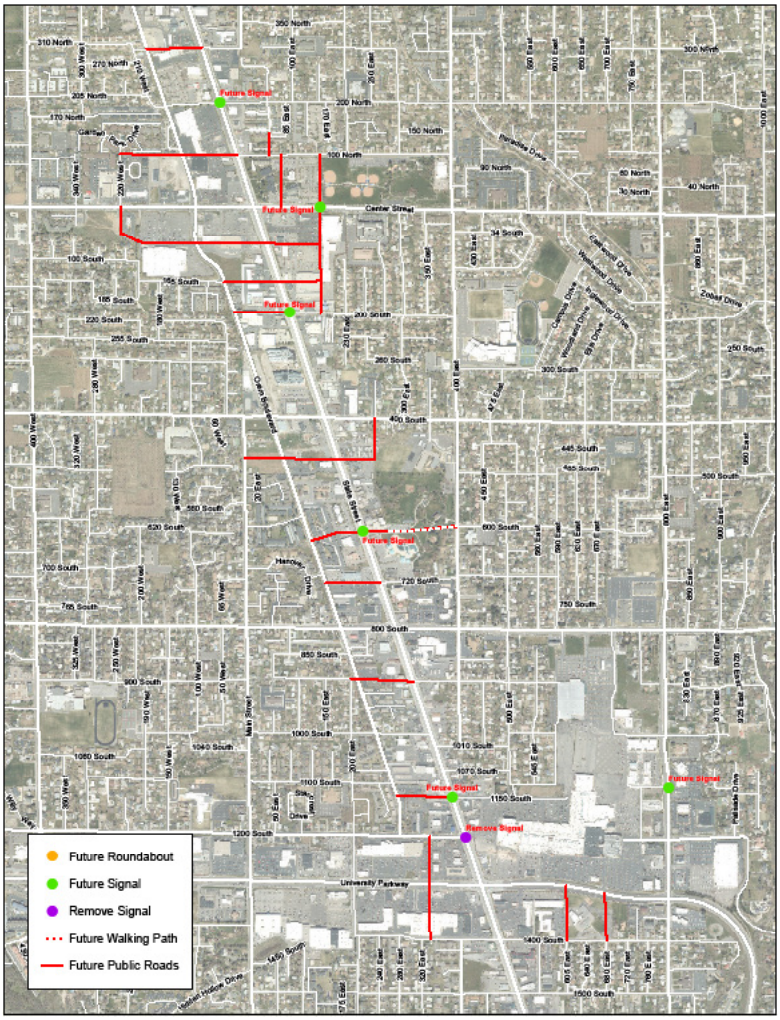
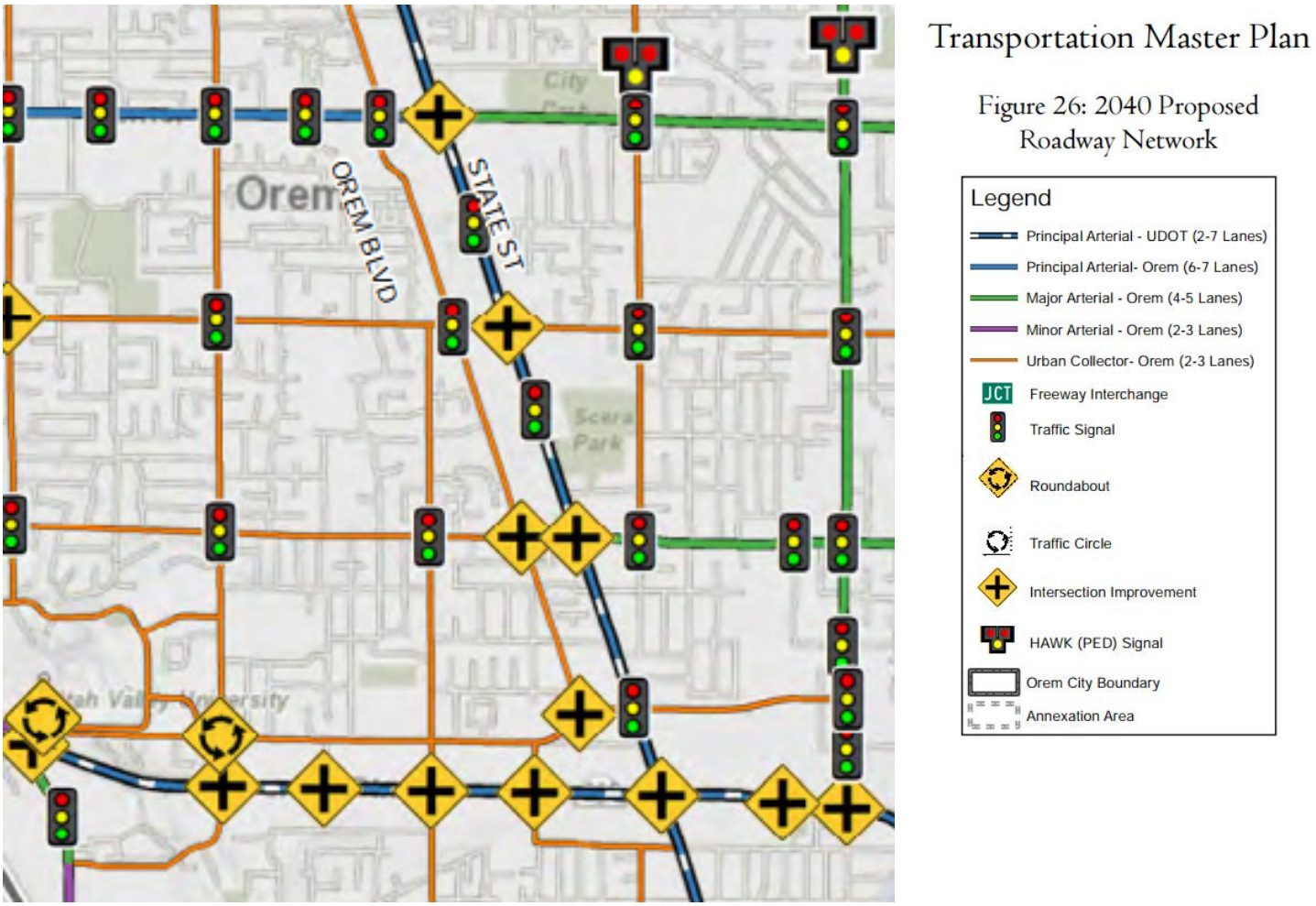


Figure 4.6 Transportation Master Plan 2040 Proposed Roadway Network



4.4 Goals

The major goals of the Stonewood and Lakeridge neighborhoods related to transportation are:

1. Perform a study on 400 South and 400 West to determine if bike lanes are necessary or if the extra space could be better used as a center turn lane.

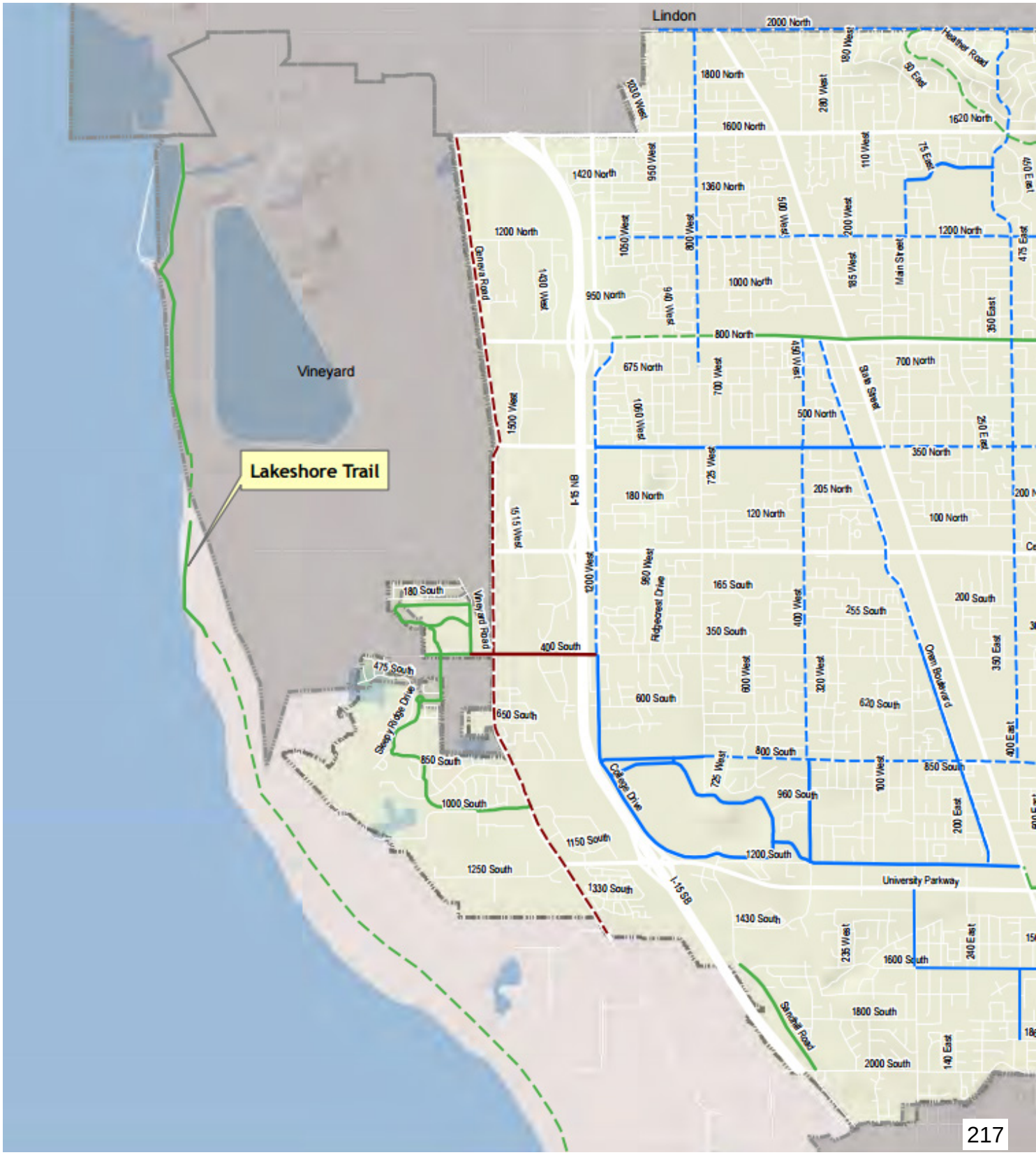
2. Implement safe pedestrian crosswalks at busy intersections and schools, such as at the Lakeridge Junior High School at 300 West and 800 South.

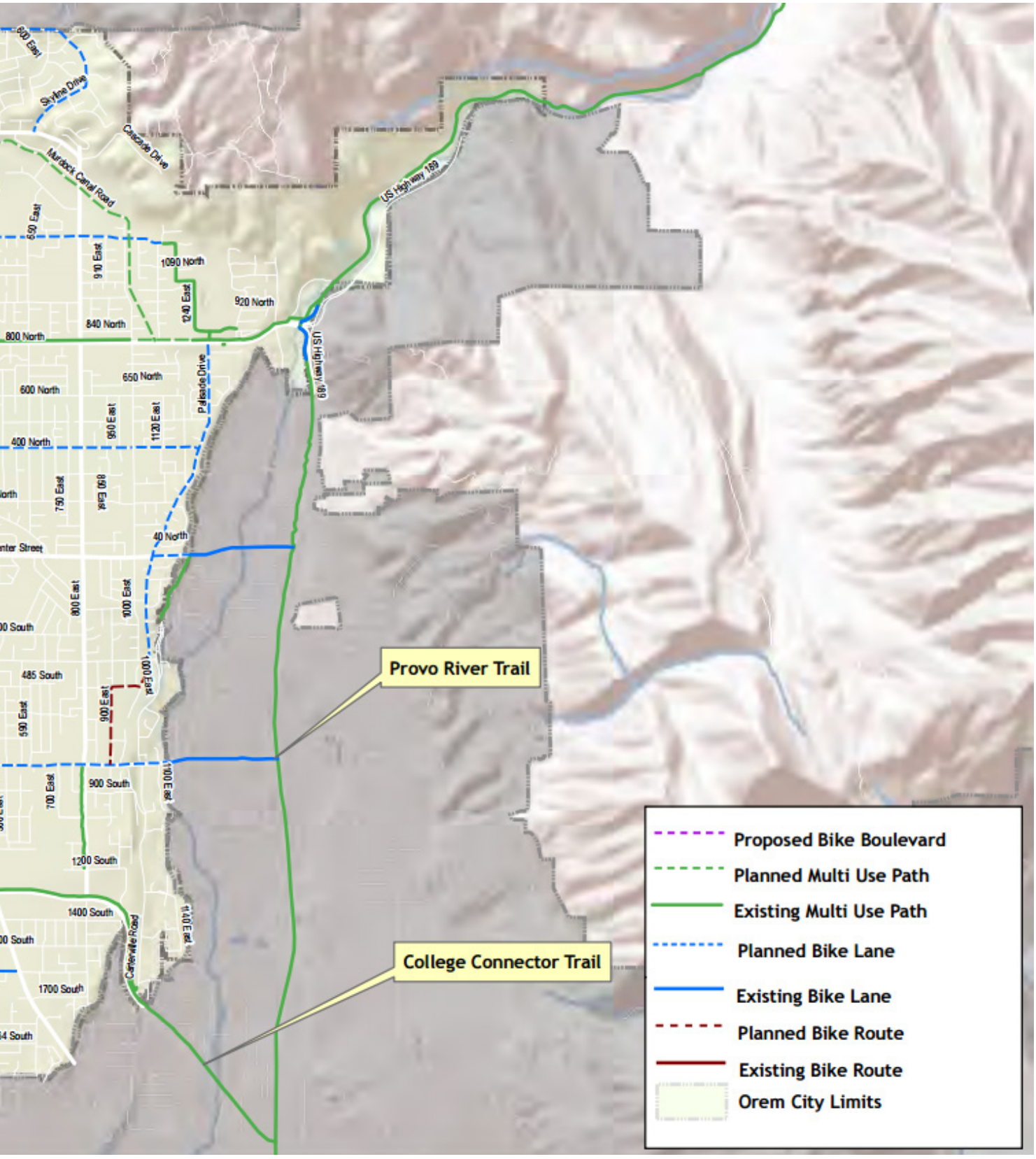
3. Explore and develop transportation alternatives on 400 West and 800 South to accommodate future increases in traffic, including implementation of new bus routes.

4. Implement traffic calming measures, such as raised crosswalks and pedestrian refuges, on 800 South, 400 South, and 400 West.

5. Explore the possibility of creating bike routes on quieter streets, such as cul-de-sacs, to increase bicyclist safety and connectivity of routes.

Figure 4.7 Bicycle and Pedestrian Plans




Provo River Trail
College Connector Trail
Proposed Bike Boulevard
Planned Multi Use Path
Existing Multi Use Path
Planned Bike Lane
Existing Bike Lane
Planned Bike Route
Existing Bike Route
Orem City Limits
US Highway 189
Skyline Drive
Cascade Drive
Murdock Canal Road
1090 North
920 North
840 North
800 North
650 North
600 North
400 North
40 North
Palisade Drive
1240 East
1120 East
950 East
910 East
890 East
750 East
650 East
590 East
800 East
700 East
485 South
900 South
1200 South
1400 South
1700 South
Canterville Road



ECONOMICS

5

Goals

1. Continue to support the State Street Corridor Master Plan and encourage cohesive development along State Street.
2. Bring in new businesses that support the City's beautification platform by incentivizing certain design standards and maintenance requirements.
3. Encourage meaningful design of businesses and high density housing to create appealing urban centers on State Street and University Parkway.
4. Continue the practice of cultivating start-up companies to attract local businesses and provide education on the resources available.
5. Revitalize outdated commercial areas, such as the old Rite Aid property, through improvement of curb appeal and streetscape amenities, addition of street trees and landscaping, and promotion of pedestrian friendly commercial areas.

5.1 PROPERTY VALUES

State law mandates that all property is subject to taxation unless otherwise exempted. Your property taxes support necessary services provided to the residents of Orem and Utah County. These include city services, law enforcement, fire protection, education, parks and recreation, and other vital services. Property taxes are based on the market value of your property, which includes the value of both the land and improvements (such as a house). The Utah County Assessor is responsible for appraising all property in the City of Orem. **Figure 5.1** displays the assessment of total taxable value for parcels in the neighborhoods in 2016. Note that the highest assessed values are the commercial properties along State Street and University Parkway. While this is partially a reflection of the size of these properties, it is also significantly related to the value of the buildings and real property on these parcels.

Value is determined in accordance with accepted appraisal standards and techniques. There are

Figure 5.1 Total Taxable Value by Parcel, 2016

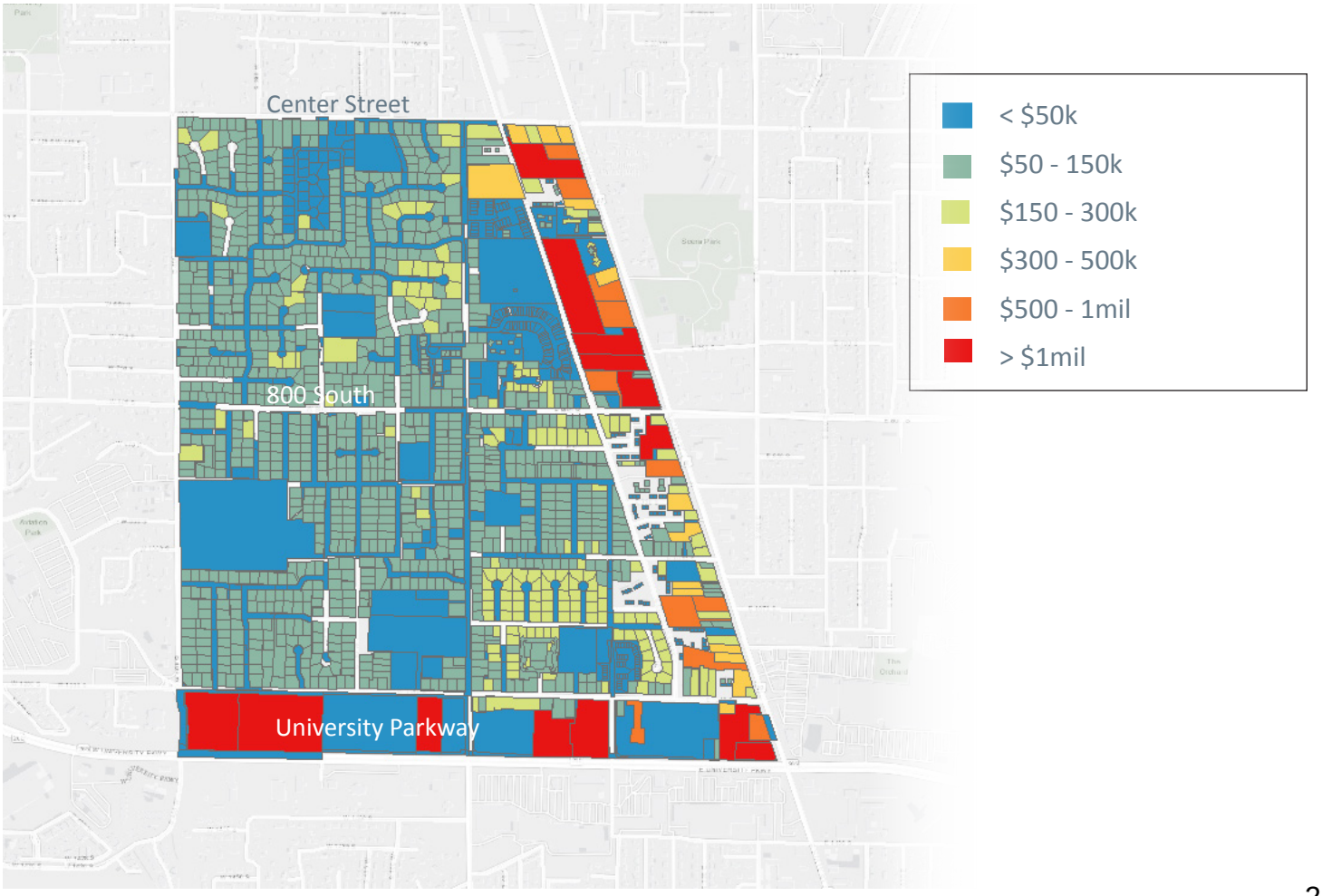


Figure 5.2 Property Tax Valuation



Property Value X Taxable Percentage = **Taxable Value**

Taxable Value X Local Rates = **Property Tax**

Assessment of Property Value

- At least every five years
- Determine full market value by examining land use, location, improvements, and value of nearby properties

Taxable Percentage

- Differs by county and year
- Primary residence of homeowner is 45% tax exempt - leaving 55% of the market value as the taxable value
- Commercial property and non primary residences are taxed at 100% of market value

Property taxes help pay for:

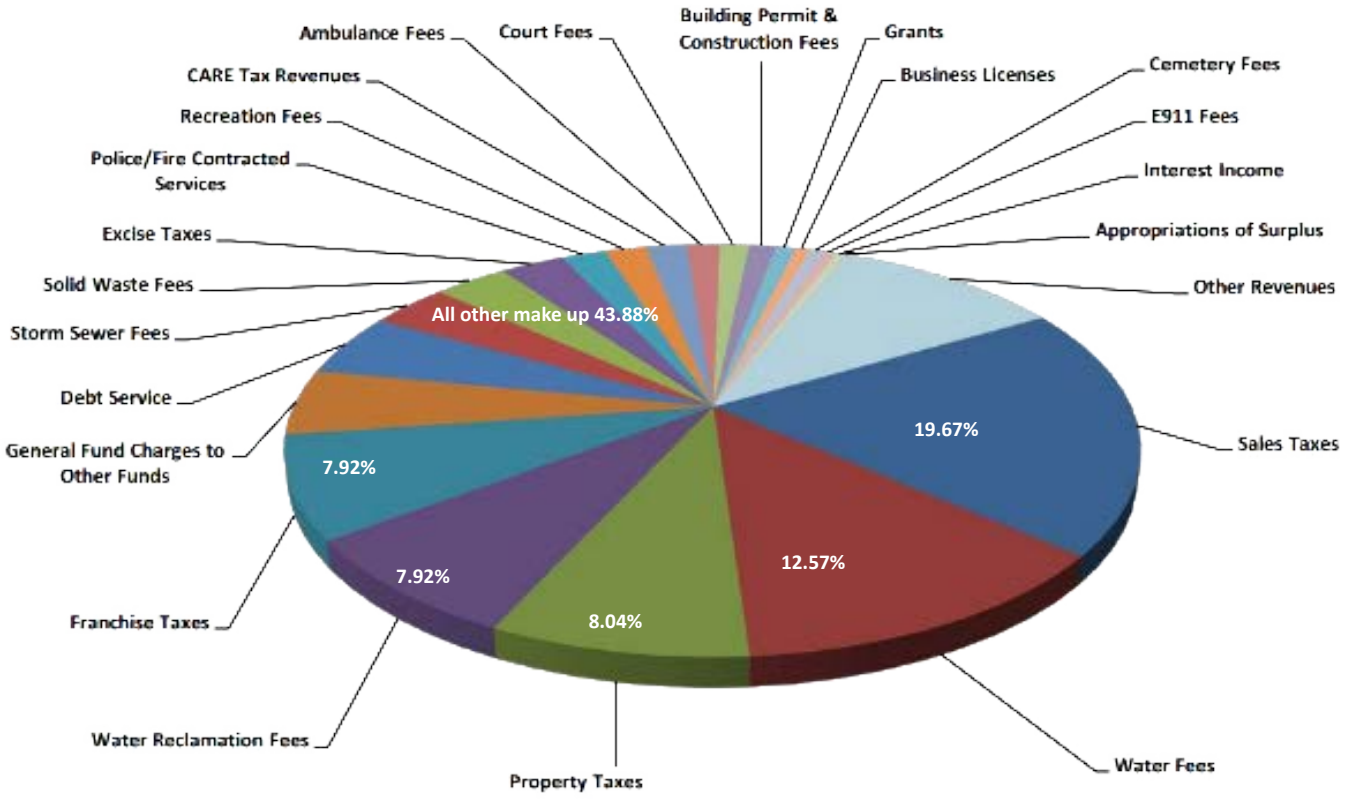
- The Alpine School District
- Orem City
- Utah County
- Special Districts
- Central Water District

three approaches to value which are considered and used as appropriate. These approaches to value are based on:

- Sales in the market place
- Income generated or that could be generated by a property
- The cost to replace or construct a similar property

Figure 5.2 breaks down the valuation process in greater detail. For a home with a market value of $200,000, the taxable value would be 55%, or $110,000. Property taxes would then be determined off this taxable value. The annual property tax rate for a home in the neighborhoods was 0.01075% in 2016, of which the City tax made up 0.00155% (compared to 0.002091% for the average city in Utah and 0.002377% for Provo). For a home with a taxable value of $110,000, the estimated City portion of property taxes would be roughly $172 in 2016. While property taxes are what most residents would assume make up the majority of the City's revenue, in reality property taxes account for only 8% of total revenue as presented in **Figure 5.3.** In contrast, sales taxes make up nearly 20%, much of which is paid by nonresidents of the City who shop in Orem.

Figure 5.3 Orem City Property Revenues, Fiscal Year 2016-2017



5.2 BUSINESSES AND JOBS

Neighborhood residents recognize that local businesses have an impact on the value and character of the neighborhoods. It is estimated that there are over 800 commercially assessed buildings accounting for over 5 million square feet of space in the City (see **Figure 5.4**). While there have been recent additions and renovations, many of these buildings are older. The businesses which occupy these buildings provide thousands of local jobs. Many of these jobs are high skilled and well paid, being associated with medical due to the nearby hospital, and office uses near University Parkway and along State Street. There are also hundreds of skilled jobs associated with technical businesses located along State Street.

Figure 5.4 Commercially Taxed Parcels and Buildings

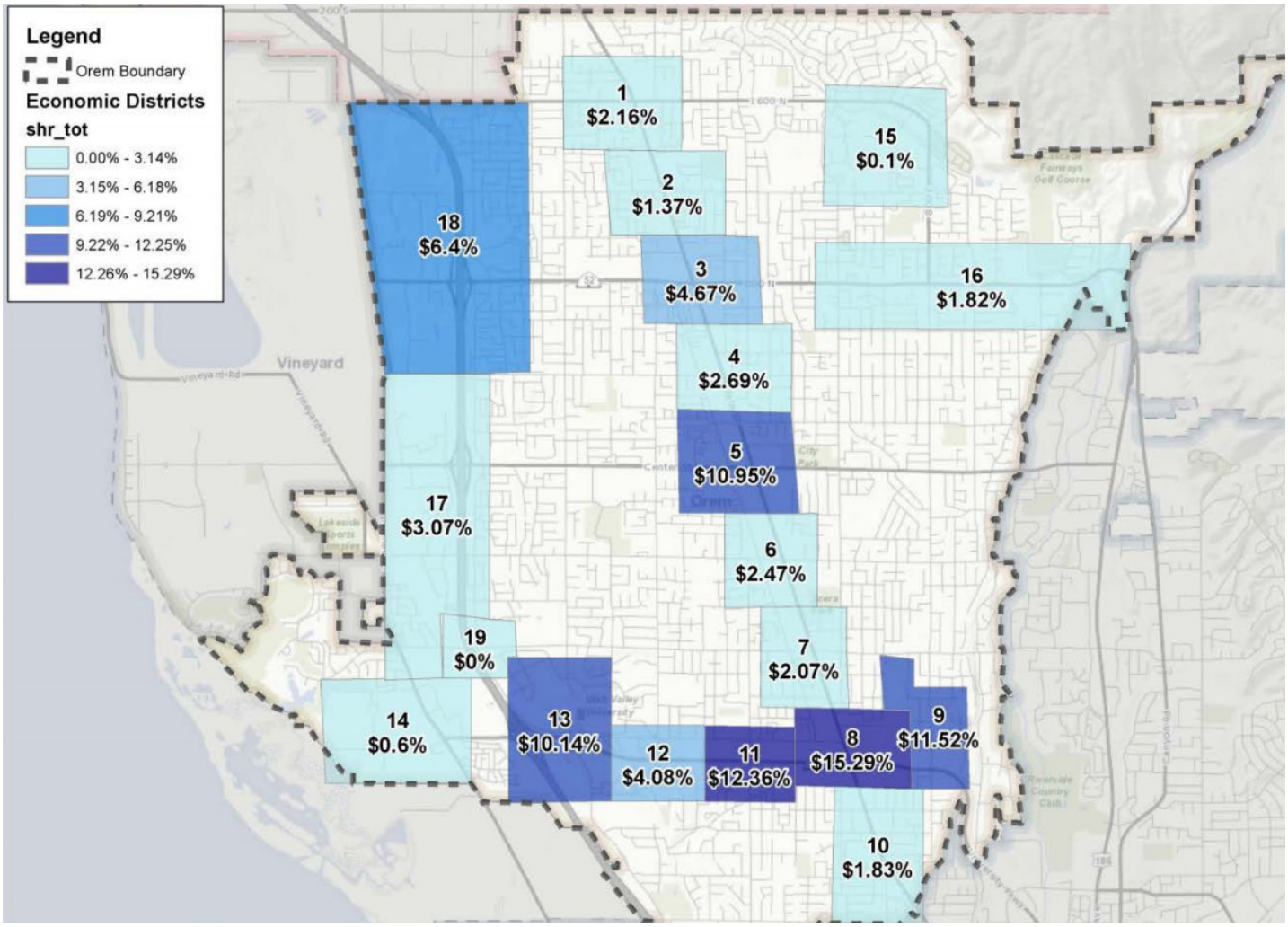


The neighborhoods recognize the importance of supporting these local business as they are a source of revenue and jobs for the City.

While residents recognize the benefit of having these businesses close to the neighborhoods, they also worry about possible negative consequences. The residents feel strongly that commercial activity needs to be sufficiently buffered when adjacent to residential land uses. In addition, as commercial buildings continue to age, residents are concerned with the condition of the buildings and the type of tenants who may occupy them. Residents do not want to see vacant and underutilized commercial buildings in their neighborhoods. They worry that desperate commercial landlords may rent to tenants whose activities are incompatible with the nearby residential neighborhoods.

Increasing the attractiveness and functionality of streets, particularly along State Street, would help encourage new, desirable businesses to locate in the area and old businesses to re-invest in their properties. In addition, residents want to increase access from the neighborhoods to these commercial areas for pedestrians and bicycles, so that those who live and

Figure 5.5 Share of Retail Sales by Economic District, 2014



work in the area do not have to rely on a car year round to get to work. This would be expected to alleviate some of the growing vehicle congestion in the neighborhoods.

5.3 FUTURE PLANS

The City of Orem is continually working on future plans to ensure the economic vitality of the City. An Economic Development Strategic Plan was developed collaboratively in 2014 by the City's economic development staff and Zions Bank Public Finance as well as an Affordable Housing Plan.

Orem Affordable Housing Plan

Every City in Utah is required to have a plan to address affordable housing. The City has a robust affordable housing plan that is not only be a source of information but also addresses the challenges and opportunities that Orem faces. This is a controversial topic in Orem and many residents are generally concerned about the consequences of concentrating poverty. At the same time, neighborhood residents are proud of their economic diversity and see Orem as a place of opportunity for everyone.

Economic Development Plan 2014

This plan evaluates current performance and long term opportunities to strengthen economic development throughout Orem. These neighborhoods are impacted by two areas identified in the plan: the State Street corridor and University Parkway. Some of the key points in the report include:

- As depicted in **Figure 5.5**, the central portion of the State Street Corridor accounts for roughly 16% of Orem's total retail sales, while the University Parkway region accounts for over 50% of Orem's total retail sales.
- Businesses on State Street and University Parkway, particularly those at the intersections, provide important goods and services for the local population and are an important retail hub for the City.
- It is a strategy of the City to mitigate its dependence on sales tax revenue by encouraging new office development. This will add local jobs as well as boost property taxes by increasing land values. The areas in the neighborhoods along State Street and University Parkway make for prime locations for new office development and redevelopment, as regional access to and from these locations is a key attribute for successful office properties.

5.4 Goals

The major goals of the Stonewood and Lakeridge neighborhoods related to economic conditions are:

1. Continue to support the State Street Corridor Master Plan and encourage cohesive development along State Street.

2. Bring in new businesses that support the City's beautification platform by incentivizing certain design standards and maintenance requirements.

3. Encourage meaningful design of businesses and high density housing to create appealing urban centers on State Street and University Parkway.

4. Continue the practice of cultivating start-up companies to attract local businesses and provide education on the resources available.

5. Revitalize outdated commercial areas, such as the old Rite Aid property, through improvement of curb appeal and streetscape amenities, addition of street trees and landscaping, and promotion of pedestrian friendly commercial areas.



PUBLIC WORKS

6

Goals

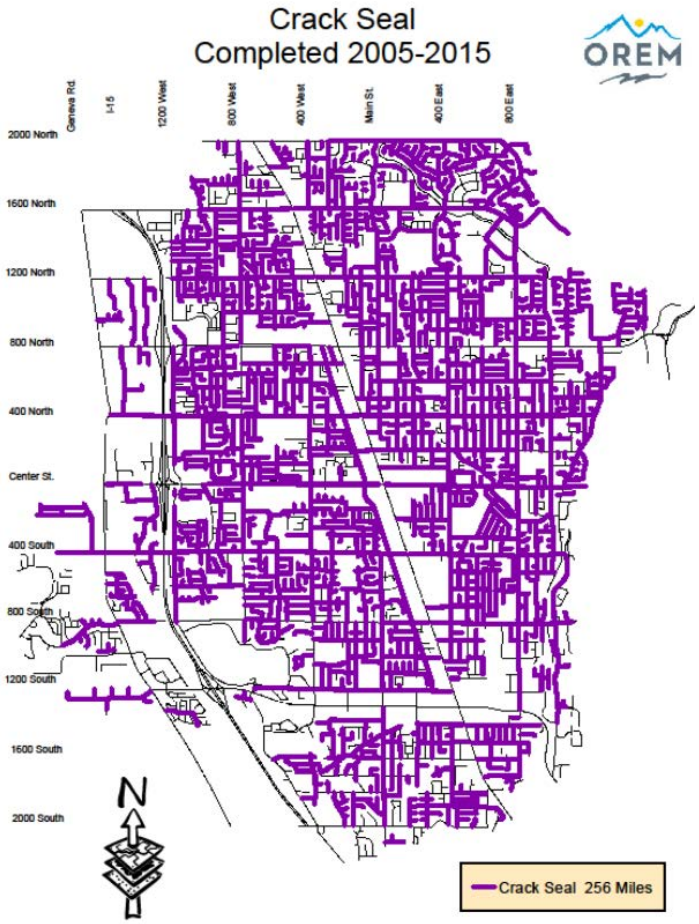
1. Maintain current landmarks, such as parks and historical markers, and preserve other areas where applicable to encourage city beautification.
2. Ensure that all city properties are adequately landscaped and maintained.
3. Improve sidewalks and pedestrian crossings at 300 West and 800 South.
4. Continue to implement newer technology, such as water-wise irrigation controllers, soil-moisture based technologies, and central control systems, to conserve irrigation water on city property.
5. Continue to promote public safety and walkability with prompt snow removal, sidewalks repairs, and bike lane improvements.
6. Maintain transparency with the public about current and future projects as well as with changes to the public utilities fee rate system.

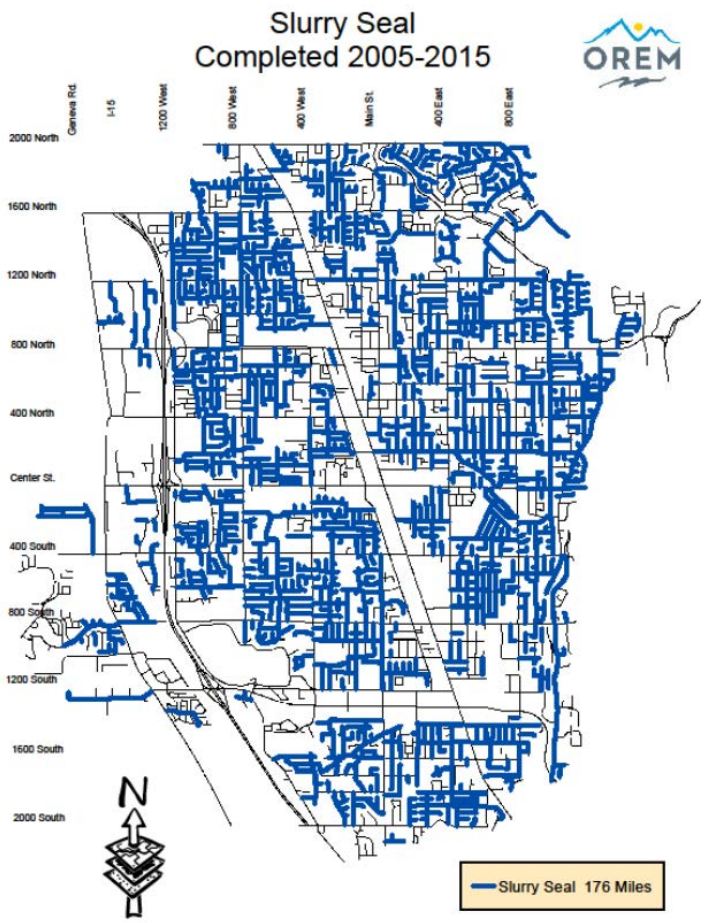
6.1 PUBLIC WORKS

The Public Works department for the City of Orem provides a large array of services including primary and secondary water access, storm water management, water reclamation, parks, the cemetery, urban forestry, streets, street lights, sidewalks, snow removal, and more. Their primary purpose is to improve and maintain the City's infrastructure and keep the neighborhoods functioning on a daily basis. **Figure 6.3** (at the end of this section) maps out the parks, ADA ramps, sidewalks, traffic signals, and detention basins in the neighborhoods. These are a few of the infrastructure improvements provided and managed by the Public Works department.

The Public Works department performs several routine maintenance projects throughout the year. This includes flushing out the water system, sealing and re-surfacing the roads (see **Figure 6.1**), adding water pipes as needed, cleaning and maintaining city water lines, and other road repairs. Flushing out the water systems takes place about once every four years in the Neighborhoods.

Figure 6.1 Past Public Works Road Maintenance Projects





6.2 PARKS AND RECREATION

Public Works employs full-time and seasonal summer staff to maintain the parks in the Orem. Daily care keeps these places safe, beautiful, and clean. The Stonewood and Lakeridge advisory committee and residents expressed their desire for continued efforts and coordination to maintain the beauty and safety of these parks. Residents also shared the desire for increased safety and connectivity of parks and open spaces.

6.3 TOOL LENDING

The public works department has a tool lending library, where residents of the neighborhoods can borrow a wide variety of yard maintenance tools free of cost. These tools can be checked in and out at the Public Works building located at 1450 West 550 North.

Residents mentioned the lack of yard maintenance in various locations throughout the neighborhoods. Increased awareness of the tool shed library provides a resource for renters and landowners to improve the beauty of their yards at minimal cost and maintain the neighborhood's nature and quality.

Tools that are available include:

Yard Tools:
Push Brooms
Cultivator/Tiller
Lawn Rakes
Garden Rakes
Hedge Clippers
Round Shovels
Square Shovels

Paint Equipment:
Caulking Gun
Paint Roller Handles
Putty Knives
Wire Brushes

Power Tools:
Lawnmower
Weed Trimmers
Lawn Edger

Miscellaneous Tools:
Ear Plugs
Extension Cords
Hammers
Multi-Purpose Ladders
Safety Orange Vests
2-ft Step Ladder

6.4 VOLUNTEERING

Volunteer groups often work in tandem with the Public Works department in order to improve the quality of life within the neighborhoods. These groups include civic groups, church groups, eagle scouts, and others. Several beautification projects occur every year because of the efforts of volunteers. Examples of projects include Adopt a Spot or Trail (March-November), Memorial Day Preparation at Orem Cemetery (early-mid May), Orem Summerfest (second weekend in June), and others.

Figure 6.2 Westmore Park in Lakeridge



6.5 Goals

The major goals of the Stonewood and Lakeridge neighborhoods related to public works are:

1. Maintain current landmarks, such as parks and historical markers, and preserve other areas where applicable to encourage city beautification.

2. Ensure that all city properties are adequately landscaped and maintained.

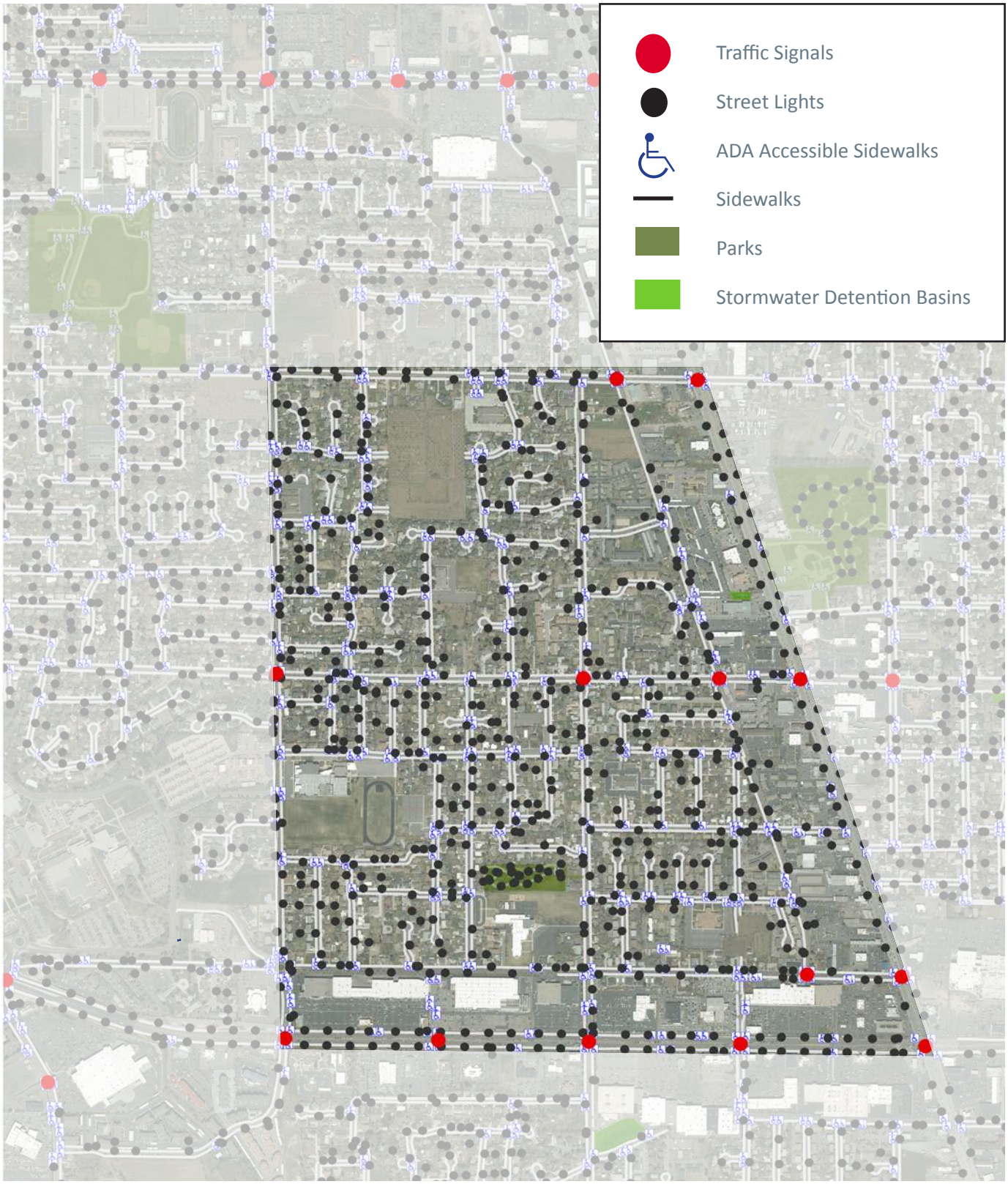
3. Improve sidewalks and pedestrian crossings at 300 West and 800 South.

4. Continue to implement newer technology, such as water-wise irrigation controllers, soil-moisture based technologies, and central control systems, to conserve irrigation water on city property.

5. Continue to promote public safety and walkability with prompt snow removal, sidewalks repairs, and bike lane improvements.

6. Maintain transparency with the public about current and future projects as well as with changes to the public utilities fee rate system.

Figure 6.3 Selection of Public Works Improvements





7 NEIGHBORHOOD PRESERVATION

Goals

1. Educate residents on the Orem Help Center's resources on code enforcement to facilitate effective neighborhood policing and code enforcement.
2. Plan and schedule more frequent volunteer neighborhood cleanup days for neighborhood beautification.
3. Enforce the use of school property for education purposes only, especially in regard to alcohol and tobacco use on school property, the use of property during nighttime hours, and advertising signage.
4. Support the City's efforts in working to increase the number of police officers and NPU staff when practical to ensure a safe, clean, and family friendly neighborhood.

7.1 NEIGHBORHOOD PRESERVATION

The Stonewood and Lakeridge neighborhoods are highly valued by those who live and work in the area. Both neighborhoods are characterized by a mix of land uses including residential and commercial (as demonstrated in previous sections). There is also a considerable amount of public infrastructure including schools, parks, and streets. These private and public places fit together in a unique way to contribute to the community's sense of identity.

As the homes, buildings, and infrastructure in these neighborhoods age, there is some concern that over time the identity of the neighborhoods will change for the worse. Residents are particularly concerned with the increased high density development and the potential for increased crime and zoning violations.

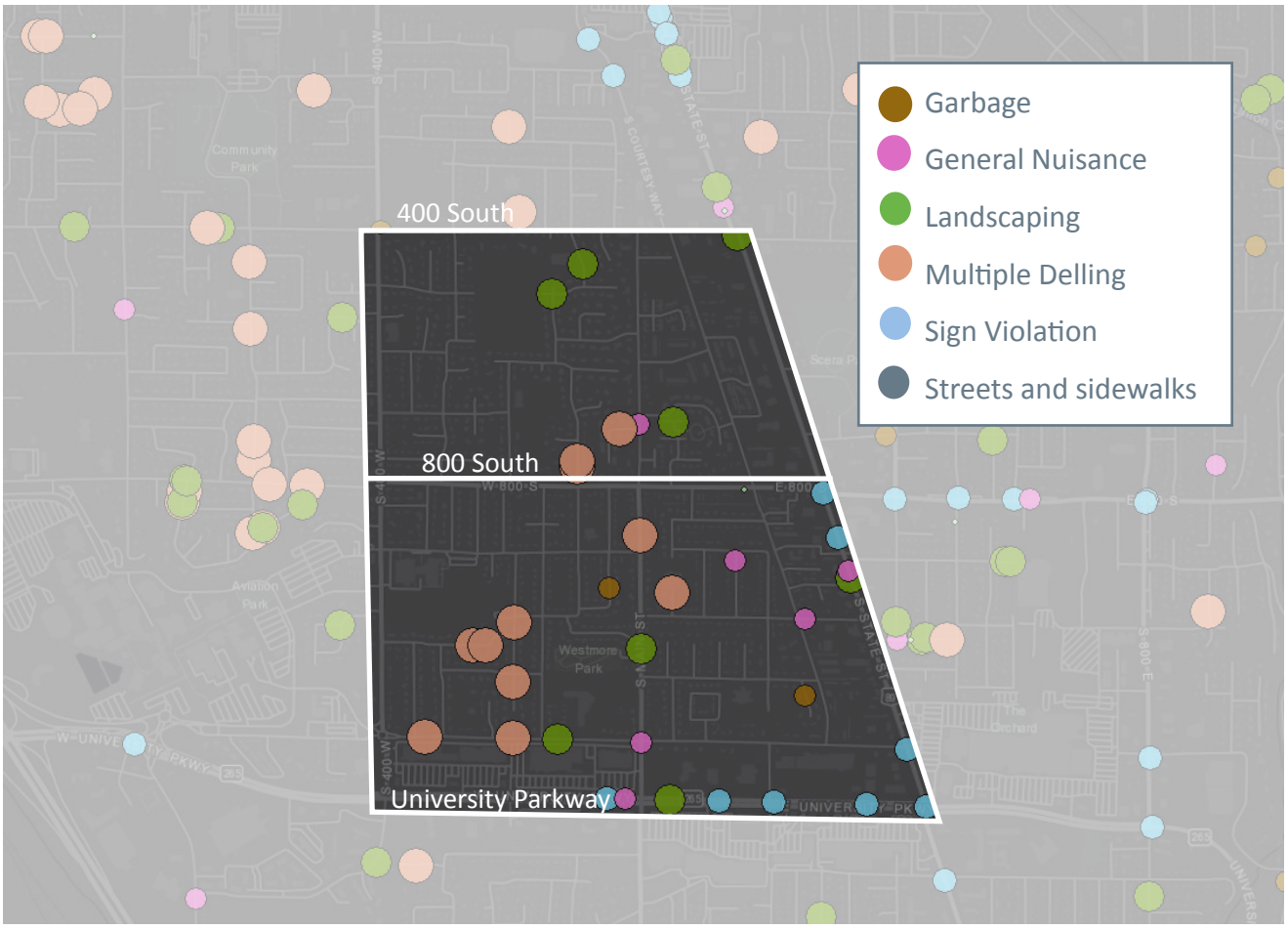
7.2 CODE ENFORCEMENT

Several comments at neighborhood meetings involved code and law enforcement concerns. Residents expressed concerns regarding homes and businesses that were not being maintained or used as intended. These concerns can be mitigated through working with the Orem Help Center (www.orem.org/help) and the Neighborhood Preservation Unit (NPU). The NPU consists of a group of officers within the Orem Police Department who assist in the enforcement of laws related to neighborhood preservation and city code. **Figure 7.1** displays the complaints responded to by the NPU in 2016. Responding to these complaints requires considerable time and skill from the police officers assigned. When following up on a complaint, the laws of the City must be balanced by the individual rights of property owners.



Police Officers Savage, Crook, and Jamison Served in the Neighborhood Preservation Unit in Orem in 2017

Figure 7.1 Complaints Responded to by the NPU, 2016



Despite the challenges most cases present, the officers of the NPU are dedicated to preserving the quality of life in the neighborhoods. To contact the NPU, visit http://www.orem.org/npu.

7.3 Goals

The major goals of the Stonewood and Lakeridge neighborhoods related to neighborhood preservation are:

1. Educate residents on the Orem Help Center's resources on code enforcement to facilitate effective neighborhood policing and code enforcement.

2. Plan and schedule more frequent volunteer neighborhood cleanup days for neighborhood beautification.

3. Enforce the use of school property for education purposes only, especially in regard to alcohol and tobacco use on school property, the use of property during nighttime hours, and advertising signage.

4. Support the City's efforts in working to increase the number of police officers and NPU staff when practical to ensure a safe, clean, and family friendly neighborhood.



IMPLEMENTATION 8

Vision Statement

"We support responsible development that maintains our neighborhood's inclusive, residential feel. We are dedicated to maintaining the neighborhood's safe, clean, and inviting nature and promoting the preservation of parks and open spaces. We strive to improve public transit and enhance the overall walkability of our neighborhood streets."

Stonewood and Lakeridge residents

The Stonewood and Lakeridge Neighborhood Plan is a guiding document for the future of the neighborhoods. Upon adoption by the City Council, this Plan will be integrated into the City of Orem's General Plan as part of Appendix Z. As a part of the General Plan, the Neighborhood Plan provides better guidance to the City staff, the Planning Commission, and the City Council as future developments and improvements are considered in the Neighborhoods.

8.1 FUNDING SOURCES

Orem Capital Improvement Plan

In order to allocate funding for specific projects within the neighborhoods, proposed improvements identified by City staff may be included in the City's Capital Improvement Plan (CIP) during future budget meetings. Examples of such projects include bike lanes, park improvements, sidewalk repair, or road connection completions. The CIP allows City staff to prioritize improvements for the Neighborhoods and secure funding with necessary departments to complete projects.

Grants

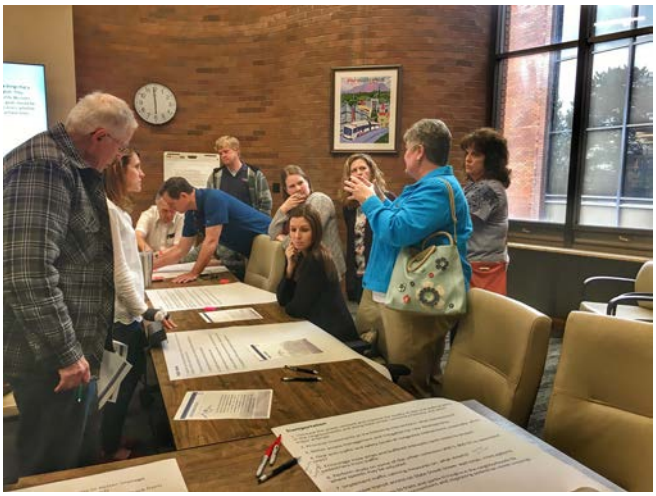
There are a limited number of grants and other funding opportunities from the City of Orem or the State of Utah to assist in local infrastructure improvements and neighborhood development. One of the goals of the neighborhood program is to raise awareness and seek funding opportunities to assist Orem residents in improving and preserving their neighborhoods. Some of the current available funding sources include:

Orem Community Development Block Grant

Projects that qualify for this grant must adhere to the broad national priorities of "activities that benefit low- and moderate-income people, the prevention or elimination of slums or blight, or other community development activities to address an urgent threat to health or safety." More information about what this grant can be used for can be found at http://www.orem.org/community-block-grants/.

UDOT Safe Routes to School Program

The Utah Department of Transportation is committed





Participants collaborating at a Neighborhood Plan Advisory Committee Meeting

Residents participating at a neighborhood open house meeting



to promoting safe routes for school-aged children. Funds are available via application to facilitate children walking or biking to school. These funds may be used for infrastructure (primarily new sidewalks, but also signage, bicycle parking, and school pavement markings, etc.), education, and encouragement. More information about this program and application can be found at www.udot.utah.gov.

UDOT Transportation Alternatives Program

This program is available for projects that provide or enhance alternate transportation facilities. This could include historic preservation, recreational trails, facilities for non-drivers to safely access daily needs, environmental mitigation activities, and other improvement projects. More information can be found at www.udot.utah.gov.

Recreational Trails Program

These funds are for the construction and maintenance of trails, as well as trail-related facilities such as trailheads or restrooms. This program requires a 50/50 sponsor match which can come from sponsor cash, volunteer work, or services. These funds do not cover non-trail related items such as campgrounds or landscaping. Projects are sent to the Combined Trails Advisory Council to be approved. Once approved, the project begins and the local agency is reimbursed. More information can be found at www.stateparks.utah.gov.

Figure 8.1 serves as the benchmark for successful completion of ideas proposed in this Neighborhood Plan. “Priority” means that the specific action or objective has a higher priority.

Figure 8.1 Implementation Guide

Goal	Responsible	Ongoing	Short-term	Mid-term	Long-term	Priority
Land Use						
1. Work with Utah Valley University to limit expansion into the neighborhoods by encouraging upwards growth instead of outwards growth.	Development Services	X				X
2. Support City's goal of prohibiting zone changes in single family residential areas and only build high density housing in the State Street Districts, west of I-15, and on the current Utah Valley University campus.	Development Services	X				
3. Create better guidelines in the land use ordinance for buffer zones between commercial and residential land uses on all corridors, but especially on State Street, University Parkway, and areas near Utah Valley University, including implementing additional requirements on design, building height step downs, and landscaping.	Development Services	X				
4. Maintain a safe, clean, and family-friendly neighborhood through neighborhood policing, code enforcement, and yard maintenance requirements.	Development Services	X				
5. Support the preservation of green space as remaining areas develop.	Development Services	X				
Transportation						
1. Perform a study on 400 South and 400 West to determine if bike lanes are necessary or if the extra space could be better used as a center turn lane.	Engineering			X		
2. Implement safe pedestrian crosswalks at busy intersections and schools, such as at the Lakeridge Junior High School at 300 West and 800 South.	Engineering			X		
3. Explore and develop transportation alternatives on 400 West and 800 South to accommodate future increases in traffic, including implementation of new bus routes.	Engineering			X		
4. Implement traffic calming measures, such as raised crosswalks and pedestrian refuges, on 800 South and 400 West.	Engineering			X		
5. Explore the possibility of creating bike routes on quieter streets, such as cul-de-sacs, to increase bicyclist safety and connectivity of routes.	Engineering	X				
Economic Development						
1. Continue to support the State Street Corridor Master Plan and encourage cohesive development along State Street.	Development Services	X				
2. Bring in new businesses that support the City's beautification platform by incentivizing certain design standards and maintenance requirements.	Development Services	X				

Goal	Responsible	Ongoing	Short-term	Mid-term	Long-term	Priority
3. Encourage meaningful design of businesses and high density housing to create appealing urban centers on State Street and University Parkway.	Development Services	X				X
4. Continue the practice of cultivating start-up companies to attract local business and provide education on the resources available.	Development Services	X				
5. Revitalize outdated commercial areas, such as the old Rite Aid property, through improvement of curb appeal and streetscape amenities, addition of street trees and landscaping, and promotion of pedestrian friendly commercial areas.	Development Services	X				
Public Works						
1. Maintain current landmarks, such as parks and historical markers, and preserve other areas where applicable to encourage city beautification.	Public Works				X	
2. Ensure that all city properties are adequately landscaped and maintained.						
3. Improve sidewalks and pedestrian crossings at 300 West and 800 South.	Public Works			X		
4. Continue to implement newer technology, such as water-wise irrigation controllers, soil-moisture based technologies, and central control systems, conserve irrigation water on city property.	Public Works	X				X
5. Continue to promote public safety and walkability with promt snow removal, sidewalks repairs, and bike lane improvements.						
6. Maintain transparency with the public about current and future projects as well as with changes to the public utilities fee rate system.	Development Services	X				
Neighborhood Preservation						
1. Educate residents on the Orem Help Center's resources on code enforcement to facilitate effective neighborhood policing and code enforcement.	Development Services	X				
2. Plan and schedule more frequent volunteer neighborhood cleanup days for neighborhood beautification.	NPU		X			
3. Enforce the use of school property for education purposes only, especially in regard to alcohol and tobacco use on school property, the use of property during nighttime hours, and advertising signage.	Police Department; NPU		X			
4. Support the City's efforts in working to increase the number of police officers and NPU staff when practical to ensure a safe, clean, and family friendly neighborhood.	NPU	X				X

Community Engagement Process for The Stonewood-Lakeridge and Orem-Sharon-Hillcrest Neighborhood Plans

The City engaged a diverse group of stakeholders in the neighborhoods early in the plan process and continued to engage them over the course of the plan. This included numerous advisory committee meetings and two (2) neighborhood open houses. Notices for these open houses were sent to every resident in the neighborhood and the meetings had over one hundred residents in attendance. Those who participated in the planning process represented a wide range of community stakeholders who may be impacted by decisions regarding development within these neighborhoods, including property owners, business owners and tenants, and residents.

The creation of these two plans was guided by two advisory committees – one for the Stonewood and Lakeridge neighborhood and one for the Orem, Sharon, and Hillcrest neighborhood – as well as by robust resident participation. The advisory committees met eight times over the past several months to hear from city staff members in each department, formulate a vision statement to reflect their aspirations for the future of the neighborhood, and list goals to achieve those aspirations.

Figures 1-3 show photos from neighborhood plan public process. Figures 1 and 2 were taken during the advisory committee meetings. Figure 3 was taken during the second neighborhood meeting.

Figure 1: Residents at the Orem-Sharon-Hillcrest advisory committee meeting.

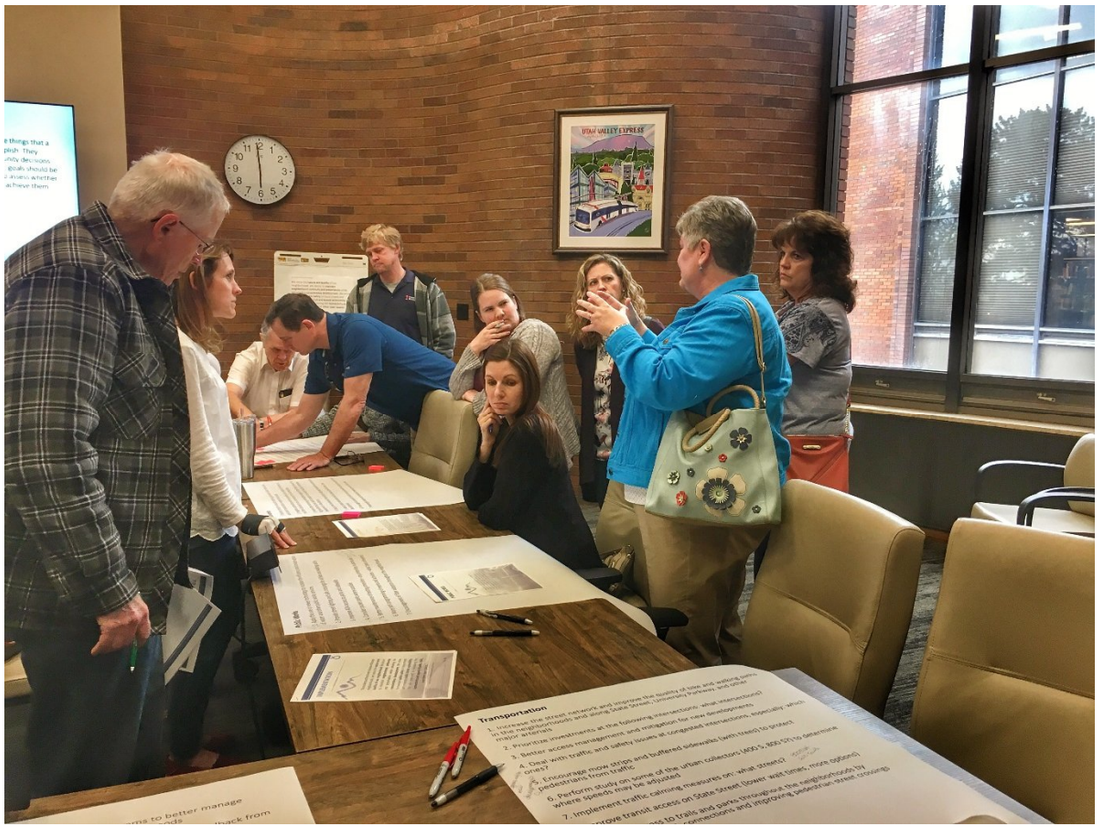


Figure 2: Residents at the Stonewood-Lakeridge advisory committee meeting.



Figure 3: Residents at the second neighborhood open house meeting.



Agenda Item 3.3 is a request by Development Services for the Planning Commission to forward a positive recommendation to City Council to adopt the Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan in Appendix "Z" of the Orem General Plan.

Staff Presentation: The Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan were created by participating neighborhood residents and Orem City planning staff. It was developed to record residents' visions for the neighborhood and potential ways to achieve those visions, as well as residents' concerns about how the neighborhood is currently developing. While neighborhood plans are not designed to solve all problems immediately, they allow the local community to influence planning in their neighborhood and guide future development in a way that is cohesive with the neighborhood character.

The creation of these two plans was guided by two advisory committees – one for the Stonewood and Lakeridge neighborhood and one for the Orem, Sharon, and Hillcrest neighborhood. These advisory committees met eight times over the past several months to hear from city staff members in each department, formulate a vision statement to reflect their aspirations for the future of the neighborhood, and list goals to achieve those aspirations. Many of the themes for the neighborhoods' vision statements included maintaining the single-family, residential character of the neighborhood and ensuring that the neighborhoods stay safe, clean, and family-friendly. Other themes included working to increase pedestrian and bicycle safety and implementing new bike routes as well as looking into new and innovative public transit options that can help reduce the increased traffic congestion the neighborhoods have been experiencing. Lastly, residents expressed desire in ensuring that new development is constructed in a way that respects residents' desires and limited to areas on the State Street and University Parkway corridors.

The plan document itself contains seven different sections: current demographics, land use, transportation, economic development, public works, neighborhood preservation, and implementation strategies. Each of these sections addresses the neighborhood's current conditions, future projects, and goals for achieving the neighborhood's vision statement.

Public participation was a key component of this process. In addition to the eight advisory committee meetings that were held, two neighborhood open houses were also held. Notices for these open houses were sent to every resident in the neighborhood and the meetings had over one hundred residents in attendance. Those who participated in the planning process represented a wide range of community stakeholders who may be impacted by decisions regarding development within these neighborhoods, including property owners, business owners and tenants, and residents.

Recommendation: The Development Services Department requests the Planning Commission forward a positive recommendation to City Council to adopt the Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan in Appendix "Z" of the Orem General Plan.

Vice-Chair Staker asked if the Planning Commission had any questions for Ms. Guffin. Mr. Cochran said he was involved in the first plan. This has come so far and the participation from the residents in the neighborhoods is commendable.

Vice-Chair Staker opened the public hearing and invited those from the audience who had come to speak to this item to come forward to the microphone.

Greg Carlisle. He said Ms. Guffin has incorporated a lot of the ideas from the neighborhood meetings into the plan. He said it took a half hour to an hour to read this plan. He is wondering if City Council will read this and what can the residents expect them to do with it. This is fantastic but now what. It is hard to get people to come out and participate. Mr. Carlisle's profession is public relations. There is all this information and there are so many ideas, he asked how do these things get done, how does it work with the City, how does it work with the citizens. There has been a lot of time invested in the plan and something needs to be done and a few things accomplished.

Ms. Lauret, City Council liaison, said the City Council takes these plans very seriously. She has been an integral part of two of them. They always ask staff if this is congruent with the neighborhood plan when projects come before the City Council. These people live here and know their neighborhood. It is not just public relations, but a working document and it will help with updating the City Plan. Mr. Staker said it helps to know what the neighbors and

residents in each area want so Planning Commission members can keep that in mind when making decisions. Mr. Bench said this is one of nine plans. Staff will actively pursue these goals over time and will reference it to the City Council. It will be an active and integral plan, and not just be put on the shelf.

Jeanne Walker. She was not able to attend the last meeting. She does not know what is in the plan and has not read through it, so she does not know what was decided at the meeting. She is concerned about traffic on 800 East and what it will do to her property values. She asked if any changes were in the works. Traffic flow is not as good as it could be, and she asked if the road will be widened. Mr. Bench gave her a copy of the plan for her to reference.

When no one else came forward, Vice-Chair Staker closed the public hearing and asked if the Planning Commission had any more questions for the applicant or staff. When none did, he called for a motion on this item.

Planning Commission Action: Mr. Cochran moved to forward a positive recommendation to the City Council to adopt the Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan in Appendix "Z" of the Orem General Plan. Mr. Cook seconded the motion. Those voting aye: Mickey Cochran, Carl Cook, Camille Jensen, David Moulton, Barry Roberts and Mike Staker. The motion passed unanimously.

ORDINANCE NO.

AN ORDINANCE OF THE OREM CITY COUNCIL ADOPTING THE STONEWOOD AND LAKERIDGE NEIGHBORHOOD PLAN AS PART OF APPENDIX "Z" OF THE OREM GENERAL PLAN.

WHEREAS on April 15, 2019, the Department of Development Services filed an application requesting the City Council approve and adopt the Stonewood and Lakeridge Neighborhood Plan as part of Appendix "Z" of the Orem General Plan.

WHEREAS a public hearing considering the subject application was held by the Planning Commission on June 26, 2019; and

WHEREAS a public hearing considering the subject application was held by the City Council on July 16, 2019; and

WHEREAS the agendas of the Planning Commission meeting and the City Council meeting at which the subject application was heard were posted at the Orem Public Library, on the Orem City webpage and at the City offices at 56 North State Street; and

WHEREAS the matter having been submitted and the City Council having fully considered the request as it relates to the health, safety, and general welfare of the City; the orderly development of land in the City; and the special conditions applicable to the request.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF OREM, UTAH, as follows:

1. The City Council finds this request is in the best interest of the City because it will provide a guide for future planning and development in the subject neighborhoods.
2. The City Council hereby adopts the Stonewood and Lakeridge Neighborhood Plan as part of Appendix "Z" of the Orem General Plan as shown in Exhibit A which is attached hereto and incorporated herein by reference.
3. If any part of this ordinance shall be declared invalid, such decision shall not affect the validity of the remainder of this ordinance.
4. This ordinance shall take effect immediately upon passage and publication in a newspaper of general circulation in the City.

PASSED and APPROVED this 16th day of July 2019

_____
Richard F. Brunst, Mayor

ATTEST:

_____
JoD'Ann Bates, City Recorder

COUNCIL MEMBERS VOTING 'AYE' COUNCIL MEMBERS VOTING 'NAY'

Exhibit “A”

ORDINANCE NO.

AN ORDINANCE OF THE OREM CITY COUNCIL ADOPTING THE OREM, SHARON, AND HILLCREST NEIGHBORHOOD PLAN AS PART OF APPENDIX "Z" OF THE OREM GENERAL PLAN.

WHEREAS on April 15, 2019, the Department of Development Services filed an application requesting the City Council adopt the Orem, Sharon, and Hillcrest Neighborhood Plan as part of Appendix "Z" of the Orem General Plan; and .

WHEREAS a public hearing considering the subject application was held by the Planning Commission on June 26, 2019; and

WHEREAS a public hearing considering the subject application was held by the City Council on July 16, 2019; and

WHEREAS the agendas of the Planning Commission meeting and the City Council meeting at which the subject application was heard were posted at the Orem Public Library, on the Orem City webpage and at the City offices at 56 North State Street; and

WHEREAS the matter having been submitted and the City Council having fully considered the request as it relates to the health, safety, and general welfare of the City; the orderly development of land in the City;, and the special conditions applicable to the request.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF OREM, UTAH, as follows:

1. The City Council finds this request is in the best interest of the City because it will provide a guide for future planning and development in the subject neighborhoods.
2. The City Council hereby adopts the Orem, Sharon, and Hillcrest Neighborhood Plan as part of Appendix "Z" of the Orem General Plan as shown in Exhibit A which is attached hereto and incorporated herein by reference.
3. If any part of this ordinance shall be declared invalid, such decision shall not affect the validity of the remainder of this ordinance.
4. This ordinance shall take effect immediately upon passage and publication in a newspaper of general circulation in the City.

PASSED and APPROVED this 16th day of July 2019

_____
Richard F. Brunst, Mayor

ATTEST:

_____
JoD'Ann Bates, City Recorder

COUNCIL MEMBERS VOTING 'AYE' COUNCIL MEMBERS VOTING 'NAY'

Exhibit “A”

Agenda Item No: 10.3

City Council Agenda Item Report

Meeting Date: July 16, 2019
Submitted by: Grant Allen
Submitting Department: Development Services
Item Type: Resolution
Agenda Section:

Subject:
RESOLUTION – Site Plan approval for Lumber Liquidators Addition located generally at 168 East University Parkway in the PD-5 zone

Suggested Action:
The Planning Commission recommends the City Council, by resolution, approve the site plan for Lumber Liquidators Addition located generally at 168 East University Parkway in the PD-5 zone. Staff supports the Planning Commission recommendation.

Presenter:
Jason Bench

Background:
The applicant is seeking to build a single story addition, measuring at 6,056 square feet. The addition will follow the outline of the current enclosed area attached to the building. The addition complies with the requirements for the PD-5 zone. Building materials include split face CMU block, and E.I.F.S (stucco system). The elevations are consistent with the existing shopping center. The PD-5 zone requires City Council approval for all site plan.

Potentially Affected Area:
Cherry Hill

Attachments:
Site_image.pdf

AS_G_Lumber_Liquidators_Site_Plan_2019.07.16.docx

Site Plan_Lumber Liquidators.pdf

Elevations_Lumber Liquidators.pdf

Overall Site Plan.pdf

20190701_1_MailerFront.pdf

20190701_1_MailerBack.pdf

20190701_1_Labels.docx

DS Application_Lumber Liquidator Addition & Improvement.pdf

Lumber_Liquidators_-_Neighbor_Meeting_Sign-in_Sheet__7-2-19_.pdf

Lumber_Liquidators_-_Neighbor_Meeting_Minutes__7-2-19_.pdf

Lumber Liquidators PC minutes 7.10.19.docx

Resolution-SitePlan-LumberLiquidators.docx


Proposed Location
122 E
160 E
220 E
260 E
212 E
6 E
64 E
40 E
86 E
130 E
106 E
175 E
179 E
191 E
170 E
1430 S
1410 S
1416 S
1461 S
1463 S
1481 S
1405
1417 S
1416 S
1429 S
1428 S
1441 S
1440 S
1449 S
1450 S
1417
1441 S

CITY OF OREM CITY COUNCIL MEETING JULY 16, 2019	
REQUEST:	**RESOLUTION** – Site Plan approval for Lumber Liquidators Addition located generally at 168 East University Parkway in the PD-5 zone.
APPLICANT:	Pascal Meyer
FISCAL IMPACT:	None

NOTICES:

- Posted in 2 public places
- Posted on City webpage and City hotline
- Faxed to newspapers
- E-mailed to newspapers
- Posted at utah.gov/pmn
- Noticed 195 property owners within 500ft of the properties

SITE INFORMATION:

General Plan Designation:
Regional Commercial

Current Zone(s):
PD5

Acreage:
7.57

Neighborhoods:
Cherry Hill

PLANNING COMMISSION RECOMMENDATION
Vote: 5-0 for approval

PREPARED BY:
Grant Allen Orem City Planner

REQUEST: The applicant requests the City Council approve the site plan for Lumber Liquidators Addition located generally at 168 East University Parkway in the PD5 zone.

BACKGROUND: The applicant is seeking to build a single story addition, measuring at 6,056 square feet. The addition will follow the outline of the current enclosed area attached to the building. The addition complies with the requirements for the PD-5 zone. Building materials include split face CMU block, and E.I.F.S (stucco system). The elevations are consistent with the existing shopping center. The PD-5 zone requires City Council approval for all site plan.

RECOMMENDATION: The Planning Commission recommends the City Council, by resolution, approve the site plan for Lumber Liquidators Addition located generally at 168 East University Parkway in the PD-5 zone. Staff supports the Planning Commission recommendation.

CODE REVIEW (JOANNS)

JURISDICTION	OREM, UTAH
APPLICABLE CODES	2015 IBC, IMC, IPC, IFG, IECC, 2017 NEC, CICC/ANSI A-117.1-2009
TYPE OF OCCUPANCY	GROUP M (MERCANTILE)
TYPE OF CONSTRUCTION	EXISTING / TYPE II
FIRE SPRINKLER	YES
ACTUAL FLOOR AREA	27,873 SQ. FT.
MERCANTILE AREA	23,062 SQ. FT.
STOCK / STORAGE AREA	4,811 SQ. FT.
OCCUPANT LOAD	
TOTAL OCCUPANT LOAD	400
MERANTILE (60 GROSS)	23,062 SQ. FT./60 GROSS = 384
STOCK / STORAGE AREA (300 GROSS)	4,811 SQ. FT./300 GROSS = 16
TOTAL EXITS REQUIRED (TABLE 1006.2.1)	2 EXIT
TOTAL EXITS PROVIDED	2 EXITS
REQUIRED EGRESS WIDTH	(400 X 0.2) 80 IN.
EGRESS WIDTH PROVIDED	150 IN.

GENERAL NOTES:

A. ALL NEW CONSTRUCTION TO BE DONE IN ACCORDANCE WITH OREM CITY'S REQUIREMENTS, SPECIFICATIONS AND GUIDELINES.

B. INFORMATION CONTAINED ON THESE DRAWINGS WITH REGARD TO EXISTING CONDITIONS OF CONSTRUCTION IS PROVIDED FOR THE CONVENIENCE OF THE GENERAL CONTRACTOR IN EXECUTING THE WORK. EVERY ATTEMPT HAS BEEN MADE TO PROVIDE COMPLETE AND ACCURATE REPRESENTATIONS OF SUCH EXISTING CONDITIONS. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO FIELD VERIFY AND DOCUMENT ALL EXISTING DIMENSIONS, ELEVATIONS AND BENCHMARKS, MATERIALS AND METHODS OF CONSTRUCTION THAT MAY AFFECT OR BE AFFECTED BY NEW WORK AND TO COORDINATE SUCH FIELD VERIFICATION WITH THE CONTRACT DOCUMENTS AND THE EXECUTION OF THE WORK. DISCREPANCIES AND/OR CONFLICTS INVOLVING ANTICIPATED EXISTING CONDITIONS SHALL BE BROUGHT TO THE ARCHITECT'S ATTENTION IMMEDIATELY.

C. THE ARCHITECT HAS ENDEAVORED TO IDENTIFY AS COMPLETELY AS POSSIBLE IN THE DRAWINGS EXISTING ITEMS OF EQUIPMENT AND CONSTRUCTION THAT ARE REQUIRED TO BE REMOVED OR OTHERWISE DEMOLISHED SO AS TO ALLOW THE EXECUTION OF NEW WORK. THIS INFORMATION IS IN NO WAY INTENDED TO MEAN THAT DEMOLITION IS LIMITED ONLY TO THOSE ITEMS SPECIFICALLY IDENTIFIED. IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO EXECUTE DEMOLITION WORK AS REQUIRED TO ALLOW THE EXECUTION OF NEW WORK.

D. SEE CIVIL DRAWINGS FOR ALL SITE DIMENSIONS, DETAILS, SITE STAIR, RAMP, PARKING, AND ACCESSIBILITY DETAILS NOT SHOWN ON ARCHITECTURAL SITE PLAN

E. CONTRACTOR TO STRIPE / RESTRIPE ALL PARKING & DRIVE AREAS AS SHOWN. STANDARD PARKING STALLS ARE TO BE 9'-0" x 18'-0" UNLESS OTHERWISE SHOWN AS COMPACT PARKING STALLS WHICH ARE TO BE 8'-0" x 18'-0" AND LABELED (PAINTED) AS "COMPACT". ALL PAVEMENT MARKING TO BE 3" WIDE WHITE PAVEMENT PAINT

SHEET NOTES:

(S1) EXISTING CONCRETE CURB AND GUTTER - SEE CIVIL DRAWINGS

(S2) EXISTING SIDEWALK TO REMAIN - DEMOLISH AND PROVIDE NEW CONCRETE AS NEEDED TO ACCOMMODATE NEW CONSTRUCTION - SEE DEMOLITION PLANS & CIVIL DRAWINGS

(S3) EXISTING SIDEWALK / STOOP TO BE DEMOLISHED - SEE CIVIL DRAWINGS

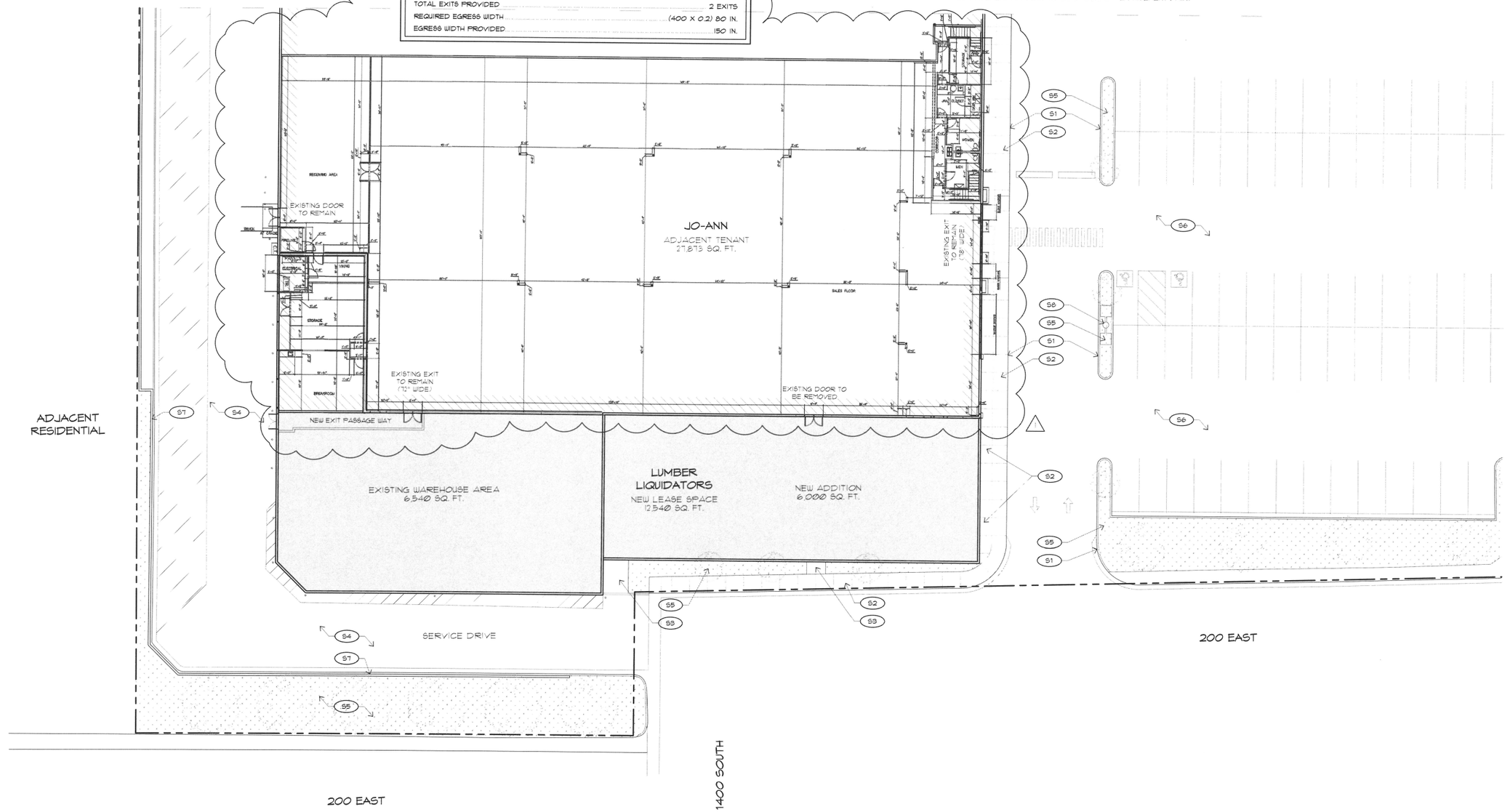
(S4) EXISTING ASPHALT PAVING TO REMAIN

(S5) LANDSCAPE AREA TO REMAIN & BE REPAIRED DUE TO CONSTRUCTION - SEE CIVIL DRAWINGS △1

(S6) EXISTING ASPHALT PARKING AREA TO REMAIN

(S7) EXISTING CMU WALL TO REMAIN

(S8) EXISTING POLE LIGHT



A ENLARGED SITE PLAN

SCALE: 1/16" = 1'-0"

NORTH

CARPENTER STRINGHAM ARCHITECTS LLC
ARCHITECTURE PLANNING INTERIORS
9133 S MONROE PLAZA WAY SUITE D
SANDY UT 84070
TEL: 801.890.1092
www.carpenterstringham.com

PROJECT
A NEW TENANT IMPROVEMENT FOR:
LUMBER LIQUIDATORS
168 EAST UNIVERSITY PARKWAY
OREM, UTAH

STATE OF UTAH
PASCAL P. MEYER
5766265-0301
3/20/19
LICENSED ARCHITECT

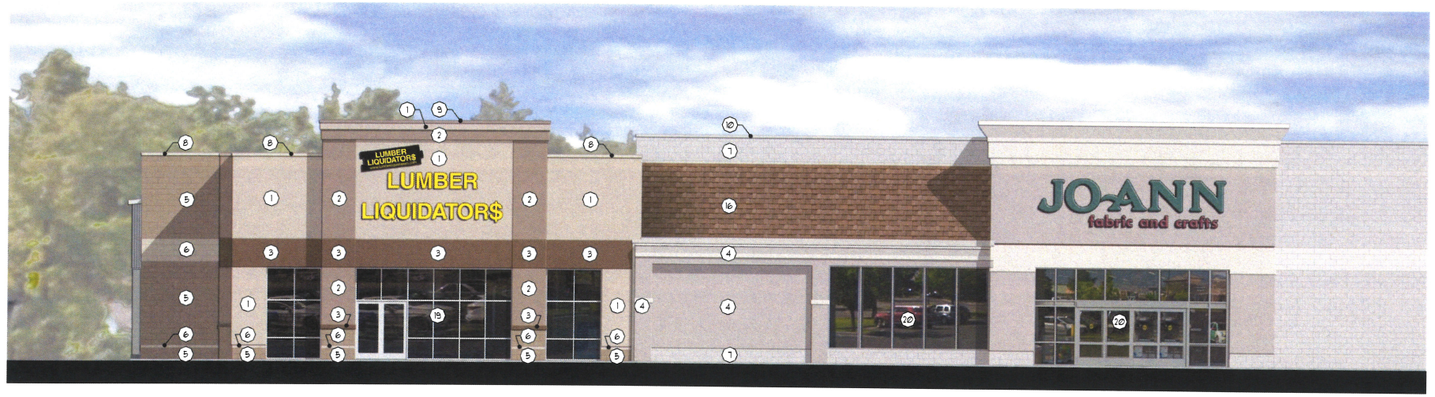
SHEET TITLE
Enlarged Site Plan

REVISIONS
△1 REVISION #1 03-20-19

PROJECT: 18-005.01
DATE: February 20, 2019
SCALE: As Shown
DRAWN BY: sj
CHECKED: ppm

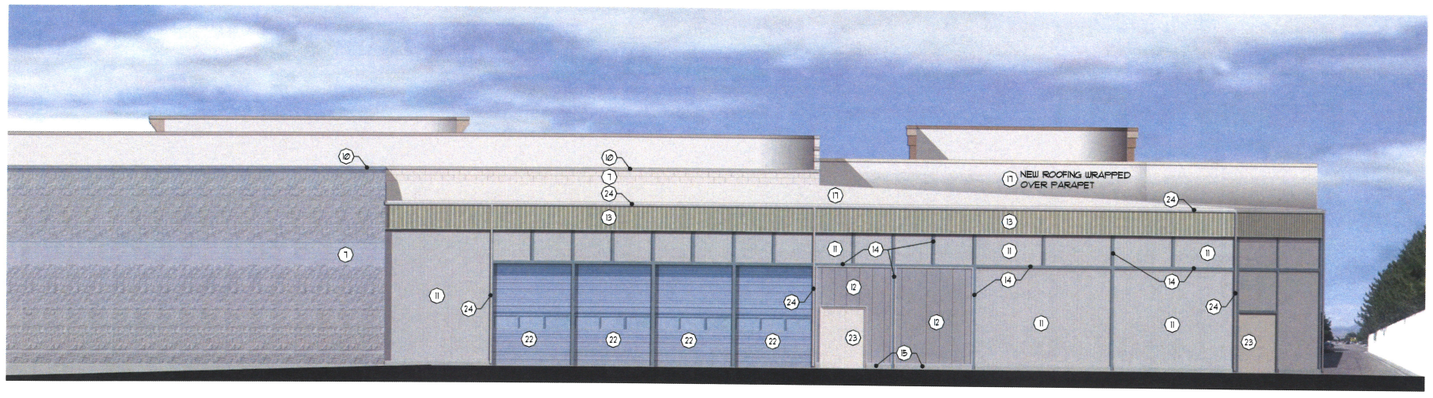
SHEET
A002

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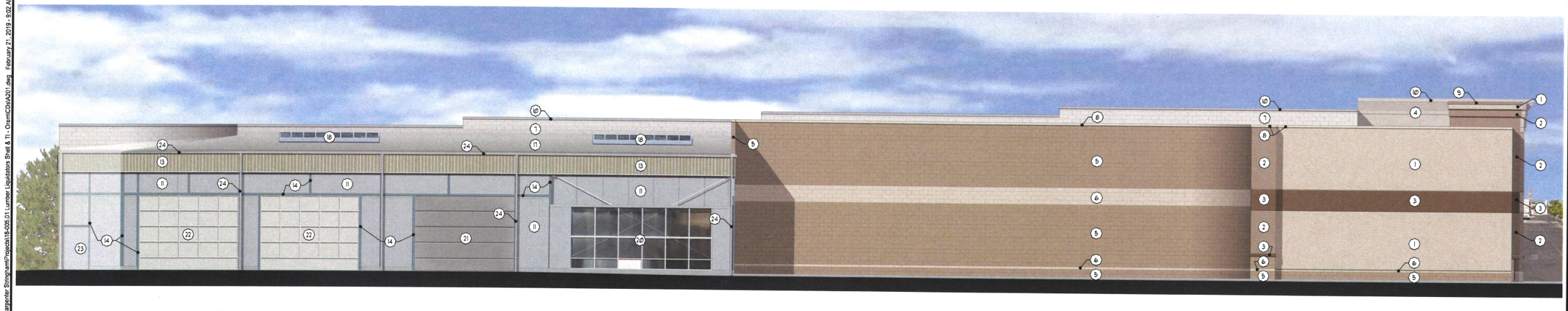
A NORTH ELEVATION

SCALE: 1/8" = 1'-0"



B SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



C EAST ELEVATION

SCALE: 1/8" = 1'-0"

EXTERIOR FINISH KEY

1	**E.I.F.S. FIELD COLOR - LIGHT TONE** **SEE NOTE 1 E.I.F.S. FINISH SYSTEM SMOOTH TEXTURE; COLOR TO MATCH SHERWIN WILLIAMS: WOOL SKEIN (SW 6148)	14	**STEEL FRAME (EXISTING)** EXISTING STEEL COLUMN BUILDING FRAME
2	**E.I.F.S. FIELD COLOR - MEDIUM TONE** **SEE NOTE 1 E.I.F.S. FINISH SYSTEM SMOOTH TEXTURE; COLOR TO MATCH SHERWIN WILLIAMS: URBAN JUNGLE (SW 9171)	15	**CONCRETE FOUNDATION WALL** NEW CONCRETE STEM WALL (NATURAL COLOR TO MATCH EXISTING) PROVIDE ARCHITECTURAL FINISH
3	**E.I.F.S. FIELD COLOR - DARK TONE** **SEE NOTE 1 E.I.F.S. FINISH SYSTEM SMOOTH TEXTURE; COLOR TO MATCH SHERWIN WILLIAMS: CARAIBE (SW 9090)	16	**ASPHALT SHINGLES (EXISTING)** EXISTING ASPHALT SHINGLE ROOFING - PATCH AS REQUIRED
4	**E.I.F.S. (EXISTING)** EXISTING E.I.F.S TO REMAIN - PATCH AS REQUIRED	17	**MEMBRANE ROOFING (EXISTING)** EXISTING ROOFING TO REMAIN - PATCH AS REQUIRED
5	**SPLIT-FACE CMU WALL (NEW)** INTEGRAL COLOR SPLIT-FACE CMU: SUNROC: TUMBLEWEED	18	**SKYLIGHT (EXISTING)** EXISTING SKYLIGHT TO REMAIN - VERIFY WATER TIGHT CONSTRUCTION AND REPAIR AS REQUIRED
6	**STANDARD CMU WALL (NEW)** INTEGRAL COLOR CMU WALL: SUNROC: IVORY	19	**STOREFRONT WINDOW SYSTEM (NEW)** ALUMINUM STOREFRONT SYSTEM. CLEAR ANODIZED FINISH W/ 1" INSULATED LOW-E GLAZING (CLEAR)
7	**EXISTING CMU (EXISTING)** EXISTING CMU (SPLIT-FACE OR STANDARD FACE) TO REMAIN	20	**STOREFRONT WINDOW SYSTEM (EXISTING)** ALUMINUM STOREFRONT SYSTEM TO REMAIN
8	**PRE-FINISHED PARAPET CAP - LIGHT TONE** PRE-FORMED ALUMINUM TRIM MBCI SIGNATURE 300 (OR EQUAL), COLOR: ALMOND	21	**METAL OVERHEAD DOOR** STEEL INSULATED OVER-HEAD DOOR: WHITE
9	**PRE-FINISHED PARAPET CAP - DARK TONE** PRE-FORMED ALUMINUM TRIM MBCI SIGNATURE 300 (OR EQUAL), COLOR: SIERRA TAN	22	**METAL OVERHEAD DOOR (EXISTING)** STEEL AND GLASS OVER HEAD DOOR TO REMAIN - PROVIDE PLYWOOD GLASS PROTECTION (SEE FLOOR PLANS)
10	**PRE-FINISHED PARAPET CAP (EXISTING)** EXISTING PARAPET CAP TO REMAIN	23	**HOLLOW METAL DOOR & FRAME** NEW OR EXISTING HOLLOW METAL DOOR & FRAME; PAINTED: SHERWIN WILLIAMS: MATCH ADJACENT COLOR
11	**INSULATED METAL PANEL (EXISTING)** EXISTING METAL PANEL SYSTEM	24	**GUTTER DOWNSPOUT SYSTEM (EXISTING)** EXISTING GUTTER AND DOWNSPOUT SYSTEM - REPAIR AS REQUIRED
12	**METAL WALL PANEL** MBCI METAL WALL PANEL: PBR WALL PANEL, COLOR: ALMOND		
13	**COORUGATED WALL PANEL (EXISTING)** EXISTING COORUGATED WALL PANEL TO REMAIN		

NOTE 1: USE ELASTOMERIC PAINT ON ALL EXTERIOR STUCCO/CMU PAINT LOCATIONS: SHERWIN WILLIAMS CONFLEX XL ELASTOMERIC HIGH BUILDING COATING

- CONFLEX XL ELASTOMERIC FLAT — A5-400 SERIES
- *PRIME CMU WITH LOXON BLOCK SURFACER — A24W200 SERIES
- *PRIME CONCRETE / STUCCO W/ LOXON MASONRY PRIMER SEALER — A24W8300 SERIES

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PROJECT
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168 EAST UNIVERSITY PARKWAY
OREM, UTAH

STATE OF UTAH — PASCAL P. MEYER — 5786265-0301 — LICENSED ARCHITECT — 2/20/19

SHEET TITLE
Exterior Color Elevations

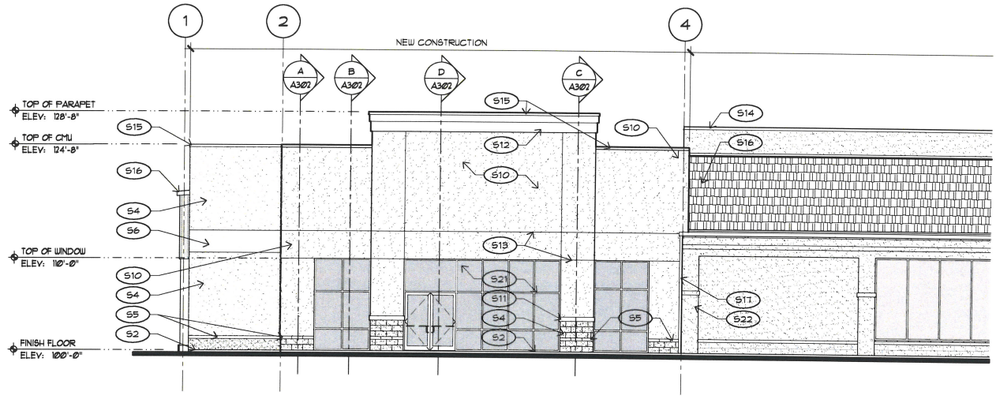
REVISIONS

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SHEET
A210

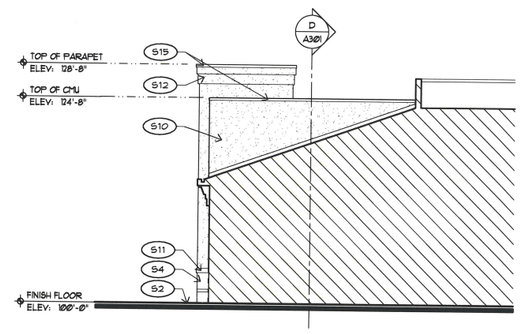
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\\CSASERVER2\Carpenter Stringham\Projects\18-005.01 Lumber Liquidators Shell & TI - Orem\CSA\A201.dwg February 21, 2019 - 9:02 AM



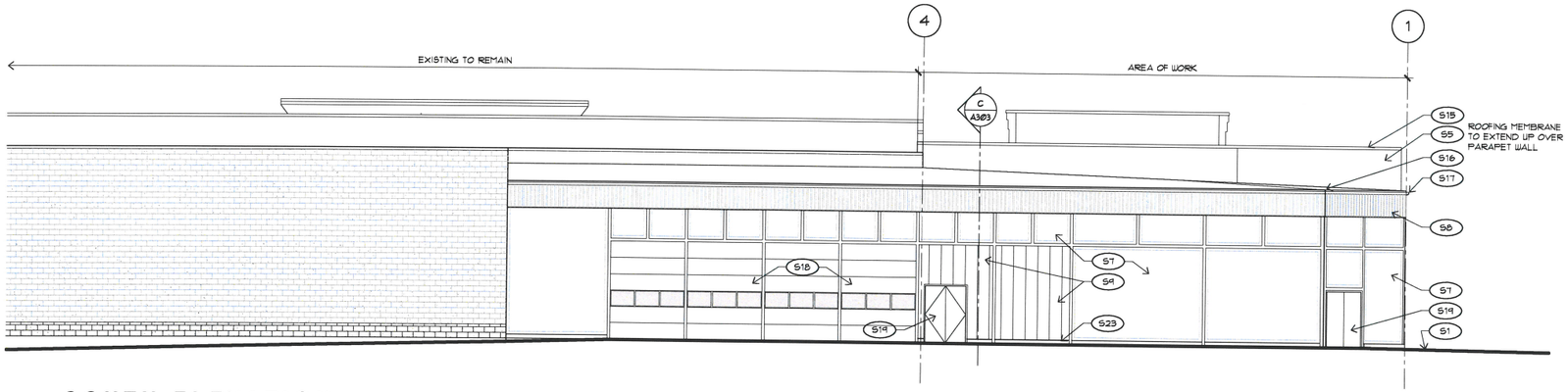
A NORTH ELEVATION

SCALE: 1/8" = 1'-Ø"



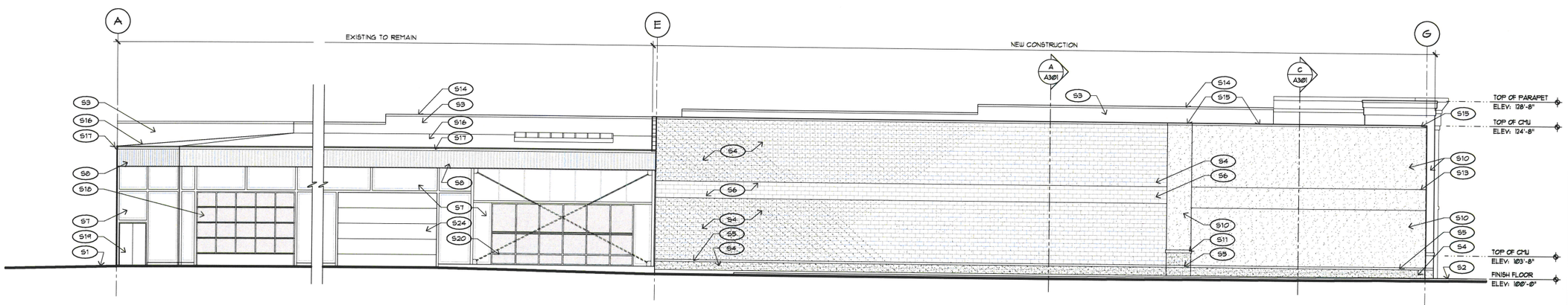
B WEST ELEVATION

SCALE: 1/8" = 1'-Ø"



C SOUTH ELEVATION

SCALE: 1/8" = 1'-Ø"



D EAST ELEVATION

SCALE: 1/8" = 1'-Ø"

GENERAL NOTES:

A GRID LINES ARE TO FACE OF FOUNDATION WALL OR CENTER OF COLUMN- TYPICAL

B PROVIDE ARCHITECTURAL GRADE FINISH ON ALL EXPOSED BUILDING AND SITE CONCRETE WALLS

C SEE EXTERIOR FINISH KEY ON SHEET A2Ø FOR ALL EXTERIOR FINISH INFORMATION

D REFER TO THE ROOF PLAN FOR DRAINAGE GUTTERS, DOWNSPOUTS, AND OVERFLOW DRAINAGE LOCATIONS AND ADDITIONAL INFORMATION.

E REFER TO THE BUILDING SECTIONS SHEETS A3Ø1-A3Ø3 & EXTERIOR DETAILS SHEETS A7Ø1 FOR ALL EXTERIOR SYSTEMS, ROOF SYSTEMS, AND ROOFING MATERIALS

F CONTRACTOR TO PAINT ALL EXTERIOR EXPOSED STEEL U.N.O.

G ALL EXTERIOR METALS I.E. : ROOF PANELS & ACCESSORIES, SOFFITS, FASCIA, PARAPET, AND ALL FLASHINGS ARE TO BE KYNAR PRE-FINISHED GALVANIZED METAL A MINIMUM OF 24 GAUGE (UNLESS NOTED OTHERWISE)

H CONTRACTOR TO PROVIDE CAULKING SEALANT @ ALL JOINTS & WHERE DISSIMILAR MATERIALS MEET - PROVIDE BACKER RODS WHERE NEEDED

J GC SHALL PATCH ALL SURFACES DISTURBED BY REMOVALS OF EXISTING CONSTRUCTION OR INSTALLATION OF NEW WORK

SHEET NOTES:

S1 ASPHALT DRIVE / PARKING AREA TO REMAIN - SEE SITE PLAN

S2 EXISTING SIDEWALK TO REMAIN

S3 CMU WALL TO REMAIN

S4 NEW CMU WALL (SPLIT FACE) - SEE EXTERIOR FINISH LEGEND ON SHEET A2Ø, BUILDING SECTIONS, AND STRUCTURAL DRAWINGS

S5 NEW CMU WALL (4" STANDARD FACE ACCENT BAND) - SEE EXTERIOR FINISH LEGEND ON SHEET A2Ø, BUILDING SECTIONS, AND STRUCTURAL DRAWINGS

S6 NEW CMU WALL (STANDARD FACE ACCENT BAND) - SEE EXTERIOR FINISH LEGEND ON SHEET A2Ø, BUILDING SECTIONS, AND STRUCTURAL DRAWINGS

S7 EXISTING INSULATED METAL PANEL WALL TO REMAIN - (CONTRACTOR TO VERIFY PANELS ARE WEATHER TIGHT AND REPLACE AS REQUIRED) ALL INTERIOR PANEL SURFACES ARE TO BE CLEANED, PREPPED AND PAINTED

S8 EXISTING CORRUGATED PANEL VENEER TO REMAIN

S9 NEW FRAMED WALL INSET BETWEEN EXISTING COLUMNS w/ METAL PANEL VENEER - SEE WALL SECTIONS

S10 NEW 1-1/2" EIFS VENEER - SEE EXTERIOR FINISH SCHEDULE

S11 NEW 3" EIFS TRIM - SEE EXTERIOR FINISH SCHEDULE AND DETAIL 14/A7Ø1

S12 NEW SHAPED EIFS PARAPET TRIM - SEE EXTERIOR FINISH SCHEDULE AND DETAIL 1 & 2/A7Ø1

S13 NEW EIFS REVEAL - SEE DETAIL 15/A7Ø1

S14 PARAPET CAP TO REMAIN

S15 NEW PARAPET CAP - SEE EXTERIOR FINISH SCHEDULE AND DETAIL 1-4/A7Ø1

S16 EXISTING ROOF TO REMAIN (PROVIDE TEMPORARY SUPPORT WHERE REQUIRED) - SEE ALSO ROOF PLAN & STRUCTURAL DRAWINGS

S17 RAIN GUTTER TO REMAIN

S18 OVERHEAD DOOR SYSTEM TO REMAIN - SEE FLOOR PLANS

S19 NEW HOLLOW METAL DOOR AND FRAME (PAINTED) - SEE DOOR SCHEDULE

S20 ALUMINUM WINDOW SYSTEM TO REMAIN

S21 NEW ALUMINUM STOREFRONT WINDOW / DOOR SYSTEM - SEE WINDOW ELEVATIONS ON SHEET A11Ø

S22 E.I.F.S. VENEER COLUMN TO REMAIN - PATCH ANY DAMAGE CAUSED BY DEMOLITION OR NEW CONSTRUCTION

S23 NEW CONCRETE STEM WALL TO MATCH EXISTING FOUNDATION WALL

S24 NEW OVERHEAD DOOR TO REPLACE EXISTING - SEE DOOR SCHEDULE

ARCHITECTURE PLANNING INTERIORS
CARPENTER STRINGHAM ARCHITECTS LLC
9133 S MONROE PLAZA WAY SUITE D
SANDY UT 84070
TEL 801.890.1092
www.carpenterstringham.com

PROJECT
A NEW TENANT IMPROVEMENT FOR:
LUMBER LIQUIDATORS
168 EAST UNIVERSITY PARKWAY
OREM, UTAH

STATE OF UTAH
PASCAL P MEYER
5766265-0301
2/20/19
LICENSED ARCHITECT

SHEET TITLE
Exterior Elevations

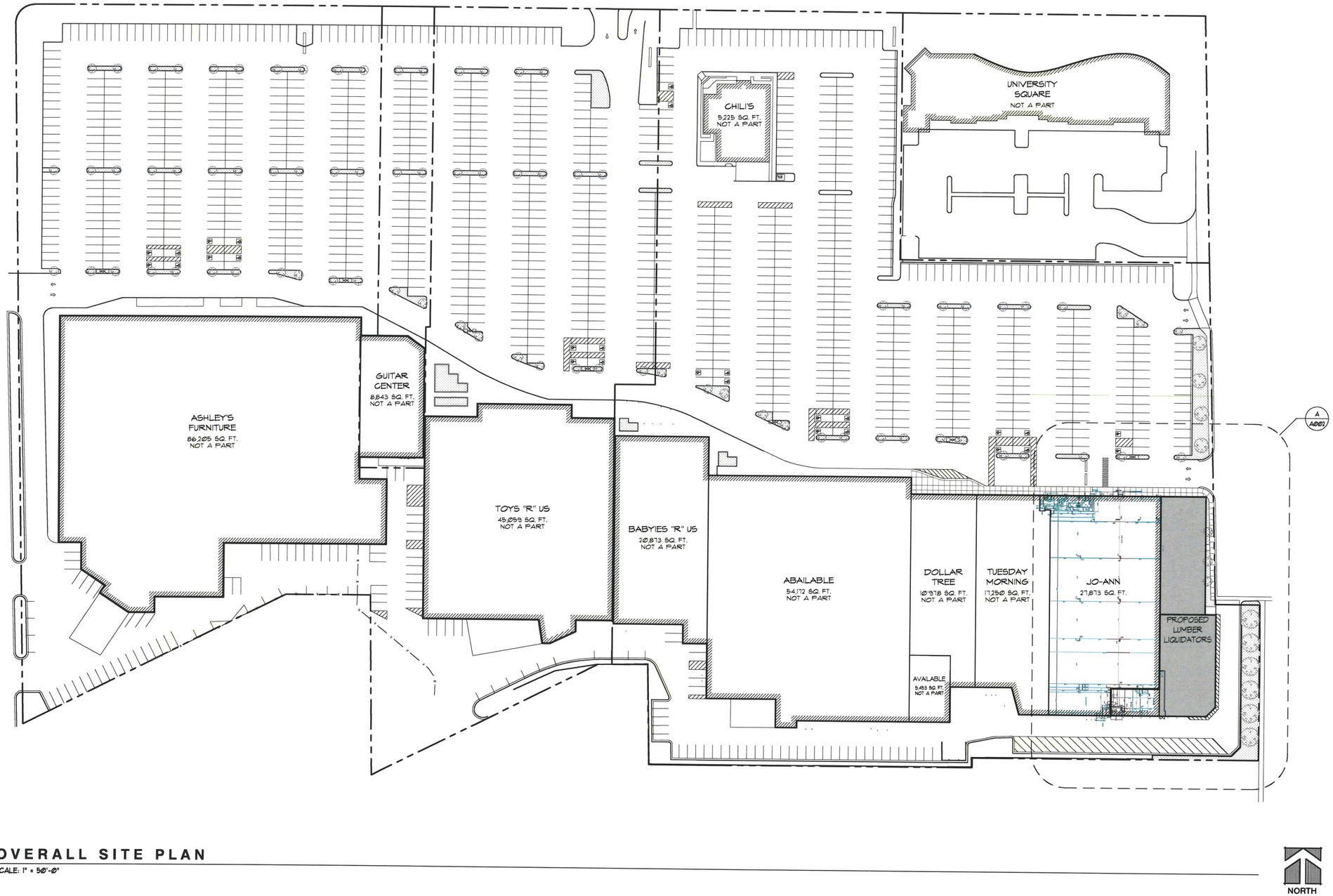
REVISIONS

PROJECT: 18-005.01
DATE: February 20, 2019
SCALE: As Shown
DRAWN BY: sj
CHECKED: ppm

SHEET
A201

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\\CSASERVER2\Carpenter Stringham\Projects\18-005.01 Lumber Liquidators Shell & TI - Orem\CAD\A201.dwg February 21, 2019 - 9:02 AM



A OVERALL SITE PLAN

SCALE: 1" = 50'-0"

CARPENTER STRINGHAM
ARCHITECTS LLC
ARCHITECTURE
PLANNING
INTERIORS
9133 S MONROE PLAZA WAY SUITE D
SANDY UT 84070
TEL:801.890.1092
www.carpenterstringham.com

PROJECT

A NEW TENANT IMPROVEMENT FOR:

LUMBER LIQUIDATORS

168 EAST UNIVERSITY PARKWAY
OREM, UTAH

STATE OF UTAH
PASCAL P. MEYER
5768265-0301
3/20/19
LICENSED ARCHITECT

SHEET TITLE

Overall
Site Plan

REVISIONS

1	Revision #1 03-20-2019

PROJECT: 18-005.01
DATE: February 20, 2019
SCALE: As Shown
DRAWN BY: sj
CHECKED: ppm

SHEET
A001

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\\CSASERVER2\Carpenter Stringham\Projects\18-005.01 Lumber Liquidators Shell & TI - Orem\CDs\A001.dwg March 21, 2019 - 9:27 AM

CODE REVIEW (JOANNS)

JURISDICTION	OREM, UTAH
APPLICABLE CODES	2015 IBC, IMC, IPC, IFG, IECC, 2017 NEC, CICC/ANSI A-117.1-2009
TYPE OF OCCUPANCY	GROUP M (MERCANTILE)
TYPE OF CONSTRUCTION	EXISTING / TYPE II
FIRE SPRINKLER	YES
ACTUAL FLOOR AREA	27,873 SQ. FT.
MERCANTILE AREA	23,062 SQ. FT.
STOCK / STORAGE AREA	4,811 SQ. FT.
OCCUPANT LOAD	
TOTAL OCCUPANT LOAD	400
MERANTILE (60 GROSS)	23,062 SQ. FT./60 GROSS = 384
STOCK / STORAGE AREA (300 GROSS)	4,811 SQ. FT./300 GROSS = 16
TOTAL EXITS REQUIRED (TABLE 1006.2.1)	2 EXIT
TOTAL EXITS PROVIDED	2 EXITS
REQUIRED EGRESS WIDTH	(400 X 0.2) 80 IN.
EGRESS WIDTH PROVIDED	150 IN.

GENERAL NOTES:

A. ALL NEW CONSTRUCTION TO BE DONE IN ACCORDANCE WITH OREM CITY'S REQUIREMENTS, SPECIFICATIONS AND GUIDELINES.

B. INFORMATION CONTAINED ON THESE DRAWINGS WITH REGARD TO EXISTING CONDITIONS OF CONSTRUCTION IS PROVIDED FOR THE CONVENIENCE OF THE GENERAL CONTRACTOR IN EXECUTING THE WORK. EVERY ATTEMPT HAS BEEN MADE TO PROVIDE COMPLETE AND ACCURATE REPRESENTATIONS OF SUCH EXISTING CONDITIONS. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO FIELD VERIFY AND DOCUMENT ALL EXISTING DIMENSIONS, ELEVATIONS AND BENCHMARKS, MATERIALS AND METHODS OF CONSTRUCTION THAT MAY AFFECT OR BE AFFECTED BY NEW WORK, AND TO COORDINATE SUCH FIELD VERIFICATION WITH THE CONTRACT DOCUMENTS AND THE EXECUTION OF THE WORK. DISCREPANCIES AND/OR CONFLICTS INVOLVING ANTICIPATED EXISTING CONDITIONS SHALL BE BROUGHT TO THE ARCHITECT'S ATTENTION IMMEDIATELY.

C. THE ARCHITECT HAS ENDEAVORED TO IDENTIFY AS COMPLETELY AS POSSIBLE IN THE DRAWINGS EXISTING ITEMS OF EQUIPMENT AND CONSTRUCTION THAT ARE REQUIRED TO BE REMOVED OR OTHERWISE DEMOLISHED SO AS TO ALLOW THE EXECUTION OF NEW WORK. THIS INFORMATION IS IN NO WAY INTENDED TO MEAN THAT DEMOLITION IS LIMITED ONLY TO THOSE ITEMS SPECIFICALLY IDENTIFIED. IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO EXECUTE DEMOLITION WORK AS REQUIRED TO ALLOW THE EXECUTION OF NEW WORK.

D. SEE CIVIL DRAWINGS FOR ALL SITE DIMENSIONS, DETAILS, SITE STAIR, RAMP, PARKING, AND ACCESSIBILITY DETAILS NOT SHOWN ON ARCHITECTURAL SITE PLAN

E. CONTRACTOR TO STRIPE / RESTRIPE ALL PARKING & DRIVE AREAS AS SHOWN. STANDARD PARKING STALLS ARE TO BE 9'-0" x 18'-0" UNLESS OTHERWISE SHOWN AS COMPACT PARKING STALLS WHICH ARE TO BE 8'-0" x 18'-0" AND LABELED (PAINTED) AS "COMPACT". ALL PAVEMENT MARKING TO BE 3" WIDE WHITE PAVEMENT PAINT

SHEET NOTES:

S1 EXISTING CONCRETE CURB AND GUTTER - SEE CIVIL DRAWINGS

S2 EXISTING SIDEWALK TO REMAIN - DEMOLISH AND PROVIDE NEW CONCRETE AS NEEDED TO ACCOMMODATE NEW CONSTRUCTION - SEE DEMOLITION PLANS & CIVIL DRAWINGS

S3 EXISTING SIDEWALK / STOOP TO BE DEMOLISHED - SEE CIVIL DRAWINGS

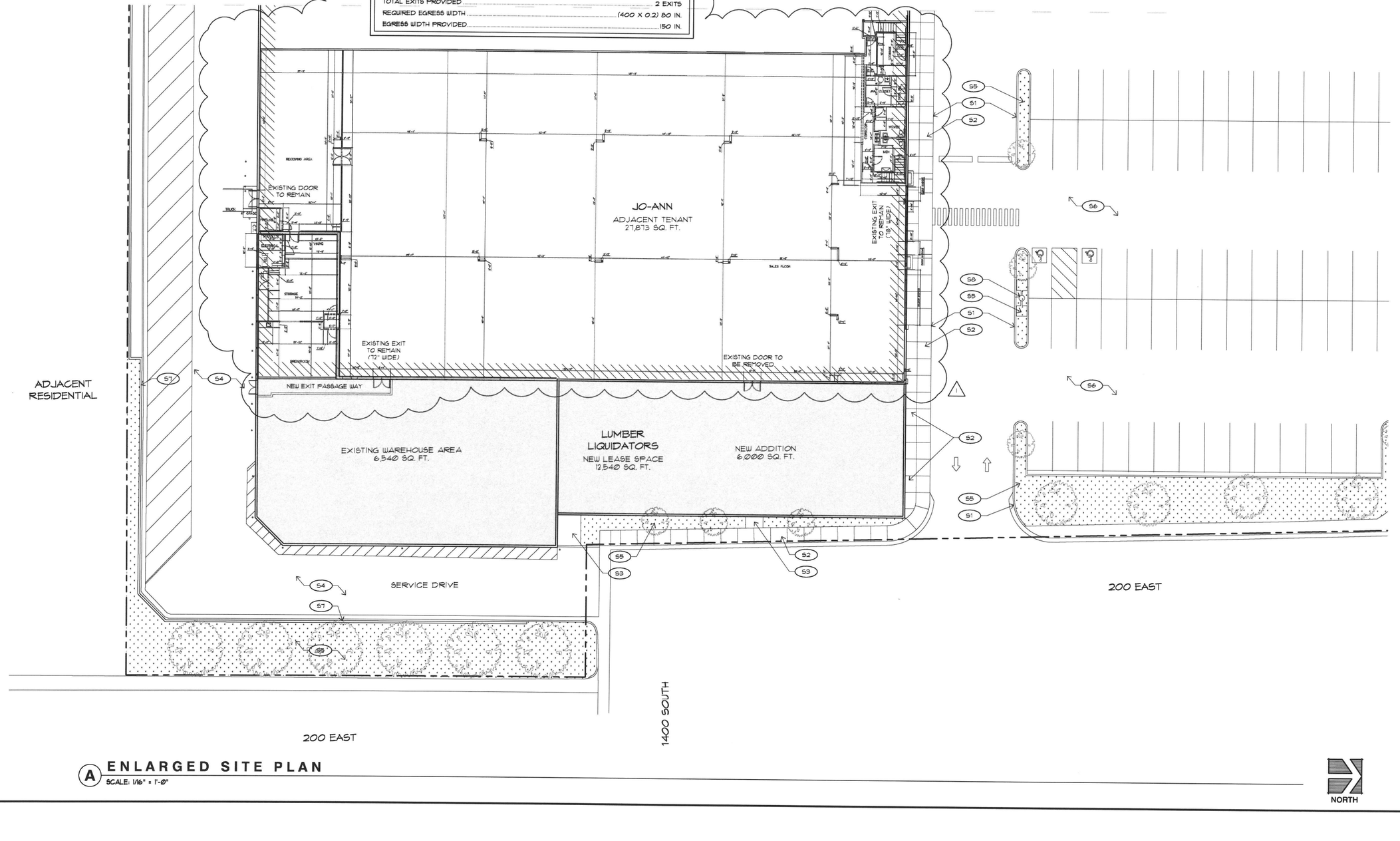
S4 EXISTING ASPHALT PAVING TO REMAIN

S5 LANDSCAPE AREA TO REMAIN & BE REPAIRED DUE TO CONSTRUCTION - SEE CIVIL DRAWINGS

S6 EXISTING ASPHALT PARKING AREA TO REMAIN

S7 EXISTING CMU WALL TO REMAIN

S8 EXISTING POLE LIGHT



A ENLARGED SITE PLAN
SCALE: 1/16" = 1'-0"

NORTH

CARPENTER STRINGHAM ARCHITECTS LLC
ARCHITECTURE PLANNING INTERIORS
9133 S MONROE PLAZA WAY SUITE D
SANDY UT 84070
TEL 801.890.1092
www.carpenterstringham.com

PROJECT
A NEW TENANT IMPROVEMENT FOR:
LUMBER LIQUIDATORS
168 EAST UNIVERSITY PARKWAY
OREM, UTAH

STATE OF UTAH
PASCAL P. MEYER
5766265-0301
3/20/19
LICENSED ARCHITECT

SHEET TITLE
Enlarged Site Plan

REVISIONS
1 REVISION #1 03-20-19

PROJECT: 18-005.01
DATE: February 20, 2019
SCALE: As Shown
DRAWN BY: sj
CHECKED: ppm

SHEET
A002

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\\CSASERVER2\Carpenter Stringham\Projects\18-005.01 Lumber Liquidators Shell & TI - Orem\CD's\A002.dwg March 20, 2019 - 3:03 PM

For more information, contact
Grant Allen at (801) 229-7095
or grallen@orem.org

City Council Chambers, 56 N State Street

City Council
Tue, Jul 16, 2019
6:00 pm

Planning Commission
Wed, Jul 10, 2019
4:30 pm

Applicant (Pascal Meyer) requests the City approve the site plan for Lumber Liquidators Addition & Improvement generally located at 168 East University Parkway in the PD5 zone.

Additional information can be viewed on orem.org/planning under "Current Planning (Public Hearing Notices)" tab.

ASHLEY REAL ESTATE LLC
ONE ASHLEY WAY
ARCADIA, WI 54612

For more information, contact
Grant Allen at (801) 229-7095
or grallen@orem.org

City Council Chambers, 56 N State Street

City Council
Tue, Jul 16, 2019
6:00 pm

Planning Commission
Wed, Jul 10, 2019
4:30 pm

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Additional information can be viewed on orem.org/planning under "Current Planning (Public Hearing Notices)" tab.

FARLEY, GREG C & LAURA L
5643 ROSA AV
SAINT LOUIS, MO 63109

For more information, contact
Grant Allen at (801) 229-7095
or grallen@orem.org

City Council Chambers, 56 N State Street

City Council
Tue, Jul 16, 2019
6:00 pm

Planning Commission
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4:30 pm

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Additional information can be viewed on orem.org/planning under "Current Planning (Public Hearing Notices)" tab.

JOHNSON, SALLY A
3668 JASPER PARK DR
BILLINGS, MT 59102

For more information, contact
Grant Allen at (801) 229-7095
or grallen@orem.org

City Council Chambers, 56 N State Street

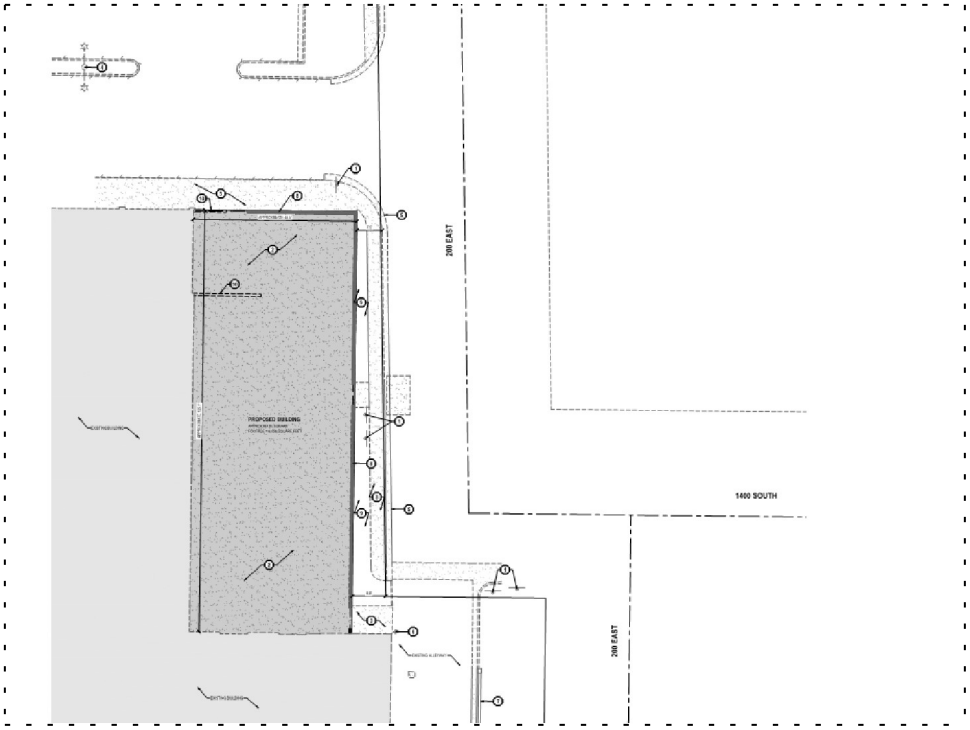
City Council
Tue, Jul 16, 2019
6:00 pm

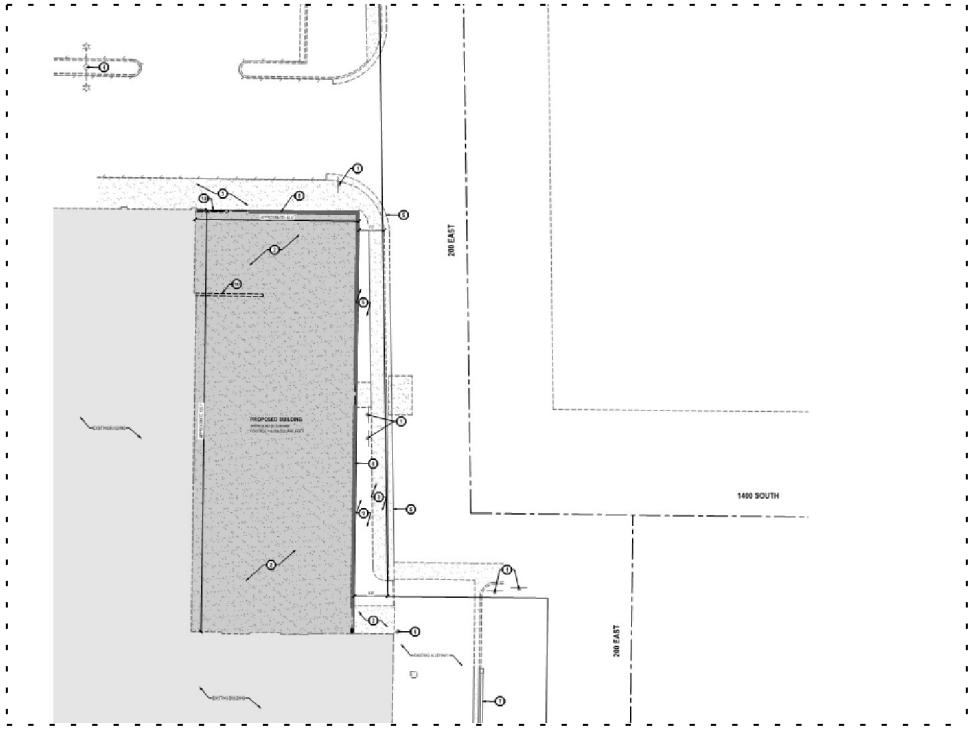
Planning Commission
Wed, Jul 10, 2019
4:30 pm

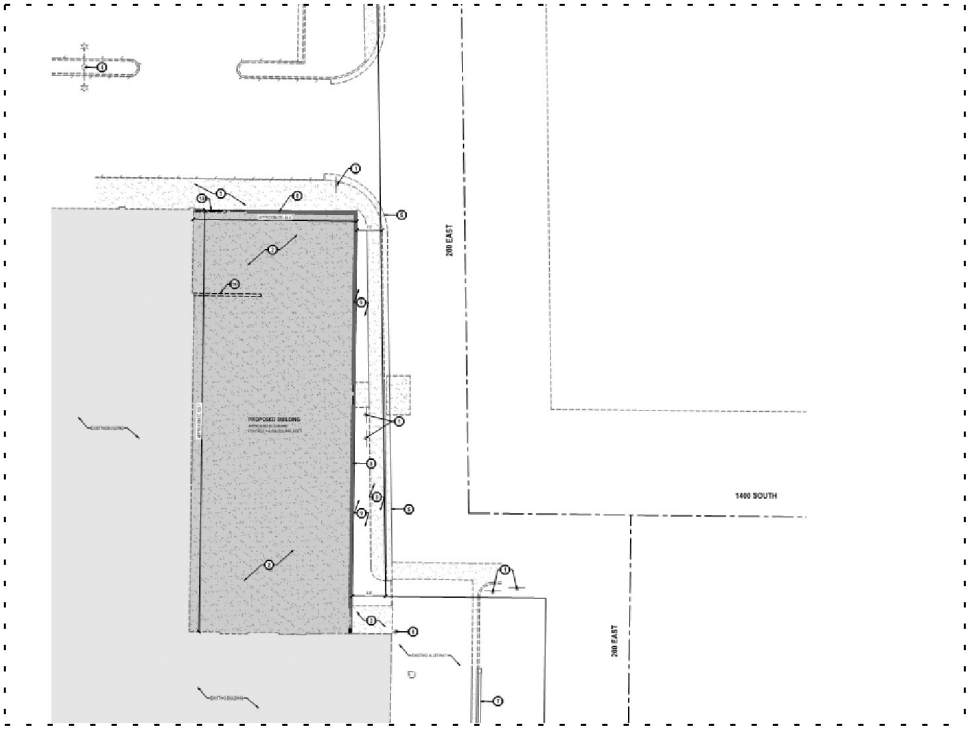
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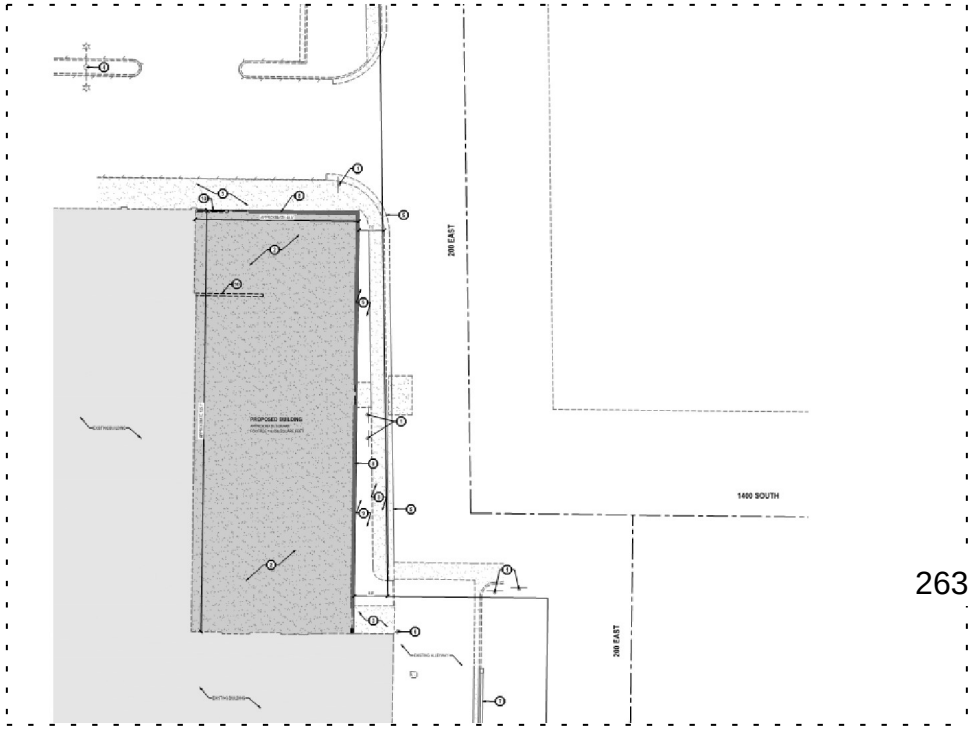
Additional information can be viewed on orem.org/planning under "Current Planning (Public Hearing Notices)" tab.

TORRES, RAUL DAVID & YOLANDA ELIZABETH
3603 SW RIVERWOOD PL
BENTONVILLE, AR 72712


200 EAST
1400 SOUTH
200 EAST
PROPOSED BUILDING


200 EAST
1400 SOUTH
200 EAST
PROPOSED BUILDING


200 EAST
1400 SOUTH
200 EAST
PROPOSED BUILDING


200 EAST
1400 SOUTH
200 EAST
PROPOSED BUILDING

PEDRON, MIGUEL M & FLORENCE
%PEDRON, MIKE
B P 2725
PAPEETE, TAHIT 98713

BLEDSOE, JEFFREY C & ASHLEE M
94-370 HOKUAHIAHI ST
WAHIAWA, HI 96789

ASHLEY REAL ESTATE LLC
ONE ASHLEY WAY
ARCADIA, WI 54612

UTAH DEPARTMENT OF
TRANSPORTATION (ET AL)
PO BOX 140857
SALT LAKE CITY, UT 84114

UTAH DEPARTMENT OF
TRANSPORTATION
PO BOX 148420
SALT LAKE CITY, UT 84114

UTAH DEPARTMENT OF
TRANSPORTATION
PO BOX 30810
SALT LAKE CITY, UT 84130

TIMPANOGOS PROPETIES LLC
PO BOX 532
PROVO, UT 84603

MARK SEASTRAND
35 WEST 1670 SOUTH
OREM, UT 84058

ASHLEY REAL ESTATE LLC
--OR CURRENT RESIDENT--
40 E UNIVERSITY PKWY
OREM, UT 84058

HOPKINSON INVESTMENTS LLC
49 N 1100 W # 8
PROVO, UT 84601

LONG, TERRI
54 E 1400 N
AMERICAN FORK, UT 84003

KRISTIE SNYDER
56 N STATE STREET
OREM, UT 84057

SISUI LLC
68 S 2825 E
LAYTON, UT 84040

REBOLLO, REUBEN & TAMMY
74 E 1450 S
OREM, UT 84058

FARLEY, GREG C & LAURA L
--OR CURRENT RESIDENT--
77 E 1500 SOUTH
OREM, UT 84058

MILLER, GLEN L & GERI LEE (ET AL)
78 E 1450 S
OREM, UT 84058

VANDERHEIDE, H WALTER
--OR CURRENT RESIDENT--
84 E 1450 SOUTH
OREM, UT 84058

SHAW, LANETT
85 E 1500 S
OREM, UT 84058

VANDERHEIDE, H WALTER
86 E 1450 S
OREM, UT 84058

BIRRELL, RONALD DEE & ADRAIN
KAY
90 E 1450 S
OREM, UT 84058

YEBRA, GUADALUPE
94 E 1450 S
OREM, UT 84058

COMMON AREA
100 E CENTER
PROVO, UT 84606

FAMILY CENTER OREM SHOPPING
CENTER LLC
--OR CURRENT RESIDENT--
106 E 1300 SOUTH
OREM, UT 84058

GARFF PROPERTIES-OREM LLC
111 E BROADWAY STE 900
SALT LAKE CITY, UT 84111

FAMILY CENTER OREM SHOPPING
CENTER LLC
--OR CURRENT RESIDENT--
130 E UNIVERSITY PKWY
OREM, UT 84058

GRAFF, VANCE DORAL & AFTON F
134 E 1200 S
OREM, UT 84058

PITCHFORTH, DILLON L
--OR CURRENT RESIDENT--
134 E 1460 SOUTH
OREM, UT 84058

ROGERS, HAROLD & DANA
136 E 1460 S
OREM, UT 84058

CROWE, CHRISTOPHER EVERETT &
ELIZABETH ANN (ET AL)
--OR CURRENT RESIDENT--
138 E 1460 SOUTH
OREM, UT 84058

FLORENCE, EMMETT & HOLLY
LYONS (ET AL)
140 E 1460 S
OREM, UT 84058

BUTTERFIELD, BARBARA
--OR CURRENT RESIDENT--
142 E 1460 SOUTH
OREM, UT 84058

BLEDSOE, JEFFREY C & ASHLEE M
--OR CURRENT RESIDENT--
148 E 1460 SOUTH
OREM, UT 84058

SALAS, MIGUEL A JR (ET AL)
154 E 1460 S
OREM, UT 84058

SLOAT, RANDOLPH H
--OR CURRENT RESIDENT--
172 KEYRIDGE CIR
OREM, UT 84058

HAVEA, GLENN S & SONDRA H
179 KEYRIDGE CIR
OREM, UT 84058

HAVEA, FOLOLINI (ET AL)
191 KEYRIDGE CIR
OREM, UT 84058

JEFFS JEFFS AND NAYLOR LC
--OR CURRENT RESIDENT--
212 E UNIVERSITY PKWY
OREM, UT 84058

AMENDOLA, DALLIN
231 E 1500 S
OREM, UT 84058

BISHOP, LEON K & SANDRA L
289 W 470 S
LINDON, UT 84042

BLACKBURN, DEBRA
354 E 1250 N
OREM, UT 84057

PEDRON, MIGUEL M & FLORENCE
--OR CURRENT RESIDENT--
144 E 1460 SOUTH
OREM, UT 84058

EVANS, LEE ANN H & MARK L (ET AL)
--OR CURRENT RESIDENT--
150 E 1460 SOUTH
OREM, UT 84058

HOFHEINS, CATHERINE P & DUSTIN
--OR CURRENT RESIDENT--
156 E 1460 SOUTH
OREM, UT 84058

ANGILAU, VILIAMI F
175 KEYRIDGE CIR
OREM, UT 84058

MWO LLC
179 W 4750 N
PROVO, UT 84604

CISNEROS, SECUNDINA
192 KEYRIDGE CIR
OREM, UT 84058

MOSBACKER, PATRICK & SHAUNA
217 E 1500 S
OREM, UT 84058

UNIVERSITY MALL SHOPPING CENTER LC
--OR CURRENT RESIDENT--
260 E 1300 SOUTH
OREM, UT 84058

UNIVERSITY CROSSING SHOPPING CENTER LLC
--OR CURRENT RESIDENT--
340 E UNIVERSITY PKWY
OREM, UT 84097

OREM R LLC
387 W 700 N
LINDON, UT 84042

VALLADARES, JORGE A
146 E 1460 S
OREM, UT 84058

LISTON, JAMES D & HUNG-PEI
--OR CURRENT RESIDENT--
152 E 1460 SOUTH
OREM, UT 84058

REYNOLDS, MARK A & LACEY
170 KEYRIDGE CIR
OREM, UT 84058

WILLIAMSON, JUDITH LYNN
178 KEYRIDGE CIR
OREM, UT 84058

JASPER, ELIZABETH H (ET AL)
182 S 1060 E
AMERICAN FORK, UT 84003

UNIVERSITY MALL SHOPPING CENTER LC
--OR CURRENT RESIDENT--
206 E UNIVERSITY PKWY
OREM, UT 84058

JJ TALEA LLC
--OR CURRENT RESIDENT--
220 E UNIVERSITY PKWY
OREM, UT 84058

CARILLON SQUARE I LC
--OR CURRENT RESIDENT--
287 E UNIVERSITY PKWY
OREM, UT 84058

ANDERSON, JEFFREY DEAN & KATHERINE WILLIS
341 CHAPEL CIR
OREM, UT 84058

AMEZQUITA, EDGAR
388 S MAIN ST APT 2
HEBER CITY, UT 84032

JEFFS JEFFS AND NAYLOR LC
%AMERICAN BLUE RIBBON HOLDINGS LLC
400 W 48TH AV
DENVER, CO 80216

KLINGLER, MICHAEL & MEAGAN
402 S 1300 E
BOUNTIFUL, UT 84010

YIP, WAI TAI LEONARD & KIKI KIN CHING
403 MARBLE COVE WY
SEAL BEACH, CA 90740

DURFEE, GEORGE E & ANNETTE
470 S 380 E
AMERICAN FORK, UT 84003

ROPER, GLADE F & GLENA J (ET AL)
472 W PUTNAM AV
PORTERVILLE, CA 93257

THOMAS MACDONALD
489 NORTH PALISADES DR
OREM, UT 84097

CITY OF OREM
522 E 90 N
OREM, UT 84097

UNIVERSITY MALL SHOPPING CENTER LC
%KALLAS, ROB
575 E UNIVERSITY PKY STE N260
OREM, UT 84097

LISTON, JAMES D & HUNG-PEI
601 W 40 N
OREM, UT 84057

NGUYEN, DUKE CONG
670 W 200 S
PROVO, UT 84601

C & O MANAGEMENT LLC
%HALL, CARLEE & NATHANAEL
674 S 100 W
OREM, UT 84058

EMILY LASSITER PROPERTIES LLC SERIES 4
727 W 250 S
MAPLETON, UT 84664

BRENT SUMNER
744 WEST 550 SOUTH
OREM, UT 84058

SAM LENTZ
882 W 1720 N
OREM, UT 84057

DAVID SPENCER
899 NORTH 550 EAST
OREM, UT 84097

MAYOR RICHARD F. BRUNST, JR.
900 E HIGH COUNTRY DRIVE
OREM, UT 84097-2389

LISTON, LYNN SCOTT (ET AL)
909 E 900 S
OREM, UT 84097

MCFERSON PROPERTIES LLC
1140 E HILLCREST DR
SPRINGVILLE, UT 84663

SITES, DOUGLAS K & TERRI ANN
1153 N 240 E
OREM, UT 84057

KARLSVEN, MICHAEL & MANDY
1193 W HOLT FARM LN
SOUTH JORDAN, UT 84095

HOFHEINS, CATHERINE P & DUSTIN
1250 AMERICAN PACIFIC DR APT 1212
HENDERSON, NV 89074

HARMAN, CARL
1404 S 240 E
OREM, UT 84058

1405 OREM LLC
1405 S 200 E
OREM, UT 84058

ANDERTON, DOUGLAS C & BEVERLY M
1405 S 240 E
OREM, UT 84058

DGSK OREM LLC
--OR CURRENT RESIDENT--
1412 S 280 EAST
OREM, UT 84058

KRETSCHMER, ANTHONY
1416 S 240 E
OREM, UT 84058

NGUYEN, DUKE CONG
--OR CURRENT RESIDENT--
1417 S 200 EAST
OREM, UT 84058

WHITE, JAMES & MARIA
1417 S 240 E
OREM, UT 84058

TIMPANOGOS PROPETIES LLC
--OR CURRENT RESIDENT--
1422 S 280 EAST
OREM, UT 84058

CHRISTENSEN, TODD LYNN & JULENE A
1428 S 240 E
OREM, UT 84058

MULLINS, JONATHON
1429 S 200 E
OREM, UT 84058

PREVOST, EILEEN J (ET AL)
1429 S 240 E
OREM, UT 84058

JENSEN, REBECCA A & DANIEL M
1430 S 200 E
OREM, UT 84058

SISUI LLC
--OR CURRENT RESIDENT--
1432 S 280 EAST
OREM, UT 84058

SPINDLER, ERIK & BRITTANY
1440 S 240 E
OREM, UT 84058

SMITH, THOMAS EDWARD & DONNA MARIE
1441 S 200 E
OREM, UT 84058

SPARKS, CODY & JACQUELINE
1441 S 240 E
OREM, UT 84058

C & O MANAGEMENT LLC
--OR CURRENT RESIDENT--
1442 S 280 EAST
OREM, UT 84058

JJ TALEA LLC
1444 S MAIN ST
OREM, UT 84058

LUNA, HECOTR (ET AL)
1449 S 200 E
OREM, UT 84058

HEAD, RANDALL JAMES
1450 S 240 E
OREM, UT 84058

MWO LLC
--OR CURRENT RESIDENT--
1451 S 50 EAST
OREM, UT 84058

BOODY, HUNTER & LAUREN MICHELLE
1451 S 110 E
OREM, UT 84058

GARCIA, CESAR VALADEZ
1451 S 240 E
OREM, UT 84058

MWO LLC
--OR CURRENT RESIDENT--
1453 S 50 EAST
OREM, UT 84058

SEVEN M LEASING LTD
--OR CURRENT RESIDENT--
1453 S 110 EAST
OREM, UT 84058

FULLER, DUSTIN R & ALISSA W (ET AL)
--OR CURRENT RESIDENT--
1455 S 110 EAST
OREM, UT 84058

BELL, JEFFREY SCOTT
--OR CURRENT RESIDENT--
1456 S 280 EAST
OREM, UT 84058

SITES, DOUGLAS K & TERRI ANN
--OR CURRENT RESIDENT--
1457 S 110 EAST
OREM, UT 84058

SEVEN M LEASING LTD
--OR CURRENT RESIDENT--
1459 S 110 EAST
OREM, UT 84058

POWELL, MAYRA & AARON J
1459 S 200 E
OREM, UT 84058

BOY, WILLIAM
1460 S 100 E
OREM, UT 84058

KAUFER, DONALD B & BONNIE J
--OR CURRENT RESIDENT--
1460 S 240 EAST
OREM, UT 84058

MWO LLC
--OR CURRENT RESIDENT--
1461 S 50 EAST
OREM, UT 84058

JUDD, TAYLOR D & MCKENZIE V
--OR CURRENT RESIDENT--
1461 S 110 EAST
OREM, UT 84058

MAUGHAN, STACEY
1461 S 240 E
OREM, UT 84058

JUDD, TAYLOR D & MCKENZIE V
1461 S 110 E # 113
OREM, UT 84058

HOPKINSON INVESTMENTS LLC
--OR CURRENT RESIDENT--
1462 S 100 EAST
OREM, UT 84058

MWO LLC
--OR CURRENT RESIDENT--
1463 S 50 EAST
OREM, UT 84058

HOPKINSON PARK LC
--OR CURRENT RESIDENT--
1463 S 70 EAST
OREM, UT 84058

MCFERSON PROPERTIES LLC
--OR CURRENT RESIDENT--
1463 S 110 EAST
OREM, UT 84058

SEVEN M LEASING LTD
--OR CURRENT RESIDENT--
1465 S 110 EAST
OREM, UT 84058

YIP, WAI TAI LEONARD & KIKI KIN CHING
--OR CURRENT RESIDENT--
1466 S 280 EAST
OREM, UT 84058

FOX, STEVEN R & DEBRA L
--OR CURRENT RESIDENT--
1467 S 110 EAST
OREM, UT 84058

BERG, NATHAN
1468 S 200 E
OREM, UT 84058

EMILY LASSITER PROPERTIES LLC SERIES 4
--OR CURRENT RESIDENT--
1469 S 110 EAST
OREM, UT 84058

SINGLETON, RAY M (ET AL)
--OR CURRENT RESIDENT--
1470 S 240 EAST
OREM, UT 84058

SHUMWAY, TALMAGE & KRISTIN
1471 S 110 E
OREM, UT 84058

HALE, ALLAN B SR & MARILYN D
1471 S 200 E
OREM, UT 84058

WAKEFIELD, JOHN HOMER
1471 S 240 E
OREM, UT 84058

SYBROWSKY, SAMUEL JED
--OR CURRENT RESIDENT--
1473 S 50 EAST
OREM, UT 84058

EVANS, TAYLOR LYN
1473 S 110 E
OREM, UT 84058

SUMMERS, MICHAEL D & MELISSA R
--OR CURRENT RESIDENT--
1475 S 110 EAST
OREM, UT 84058

TORRES, RAUL DAVID & YOLANDA ELIZABETH
--OR CURRENT RESIDENT--
1477 S 110 EAST
OREM, UT 84058

GOODALL INVESTMENTS LLC
--OR CURRENT RESIDENT--
1479 S 110 EAST
OREM, UT 84058

DROMEY, ANITA SUSAN
--OR CURRENT RESIDENT--
1480 S 100 EAST
OREM, UT 84058

FARLEY, ROSEANN DARLENE (ET AL)
1480 S 240 E
OREM, UT 84058

MUNOZ, MARCIA LUISA ORELLANA
--OR CURRENT RESIDENT--
1481 S 110 EAST
OREM, UT 84058

CHRISTENSEN, JANE D
1481 S 200 E
OREM, UT 84058

JOHNSON, CASEY NEIL
1482 S 175 E
OREM, UT 84058

AMEZQUITA, EDGAR
--OR CURRENT RESIDENT--
1482 S 200 EAST
OREM, UT 84058

SKANKEY, ROBERT & TJISKE (ET AL)
1483 S 110 E
OREM, UT 84058

GARDUNO, BLANCA E
1483 S 240 E
OREM, UT 84058

DURFEE, GEORGE E & ANNETTE
--OR CURRENT RESIDENT--
1484 S 175 EAST
OREM, UT 84058

STETSON, JARED
1485 S 110 E
OREM, UT 84058

SMITH, TY & JOANI
1486 S 175 E
OREM, UT 84058

BLACKBURN, DEBRA
--OR CURRENT RESIDENT--
1487 S 110 EAST
OREM, UT 84058

OREM R LLC
--OR CURRENT RESIDENT--
1488 S 175 EAST
OREM, UT 84058

ANDERSON, JEFFREY DEAN & KATHERINE WILLIS
--OR CURRENT RESIDENT--
1489 S 110 EAST
OREM, UT 84058

BISCHOFF, ROBERT DOUGLAS & DALENE MAY
1490 S 100 E
OREM, UT 84058

JASPER, ELIZABETH H (ET AL)
--OR CURRENT RESIDENT--
1490 S 175 EAST
OREM, UT 84058

KLINGLER, MICHAEL & MEAGAN
--OR CURRENT RESIDENT--
1490 S 200 EAST
OREM, UT 84058

SMITH, CAMERON
--OR CURRENT RESIDENT--
1491 S 110 EAST
OREM, UT 84058

SMITH, CAMERON
1491 S 110 E # 96
OREM, UT 84058

LISTON, LYNN SCOTT (ET AL)
--OR CURRENT RESIDENT--
1492 S 175 EAST
OREM, UT 84058

ROPER, GLADE F & GLENA J (ET AL)
--OR CURRENT RESIDENT--
1493 S 110 EAST
OREM, UT 84058

JOHNSON, SALLY A
--OR CURRENT RESIDENT--
1494 S 175 EAST
OREM, UT 84058

PEDRON, MIGUEL M & FLORENCE
--OR CURRENT RESIDENT--
1495 S 110 EAST
OREM, UT 84058

DEVEY, JUSTIN
1496 S 175 E
OREM, UT 84058

BISHOP, LEON K & SANDRA L
--OR CURRENT RESIDENT--
1497 S 110 EAST
OREM, UT 84058

VAN WAGONER, LISA H & JOHN E
--OR CURRENT RESIDENT--
1498 S 175 EAST
OREM, UT 84058

BEUTLER, DANIEL D & RON A
1499 S 110 E
OREM, UT 84058

ROSADO, TILA
1501 S 110 E
OREM, UT 84058

BLACKBURN, DEBRA
--OR CURRENT RESIDENT--
1502 S 200 EAST
OREM, UT 84058

PEDRON, MIGUEL M & FLORENCE
--OR CURRENT RESIDENT--
1503 S 110 EAST
OREM, UT 84058

LONG, TERRI
--OR CURRENT RESIDENT--
1504 S 175 EAST
OREM, UT 84058

KARLSVEN, MICHAEL & MANDY
--OR CURRENT RESIDENT--
1506 S 175 EAST
OREM, UT 84058

GOK PROPERTIES LC
1530 S 500 W
SALT LAKE CITY, UT 84115

FULLER, DUSTIN R & ALISSA W (ET AL)
1541 S WHITE ST
LEHI, UT 84043

SINGLETON, RAY M (ET AL)
%MCGUIRE, PERNELL
1651 E KRAMER ST
MESA, AZ 85203

FOX, STEVEN R & DEBRA L
1864 N 1640 W
PROVO, UT 84604

DEBBY LAURET
1869 N 80 E
OREM, UT 84057

JASON BENCH
1911 N MAIN STREET
OREM, UT 84057-2101

BRENKEN PROPERTIES LLC
1929 S 180 W
OREM, UT 84058

HOPKINSON PARK LC
1961 N 360 E
PROVO, UT 84604

EVANS, LEE ANN H & MARK L (ET AL)
2001 N 1210 W
PLEASANT GROVE, UT 84062

CARILLON SQUARE I LC
2415 E NEFFS LN
SALT LAKE CITY, UT 84109

GOODALL INVESTMENTS LLC
2448 S SHOREWOOD DR
SARATOGA SPRINGS, UT 84045

CROWE, CHRISTOPHER EVERETT & ELIZABETH ANN (ET AL)
2835 N 930 E
PROVO, UT 84604

SUMMERS, MICHAEL D & MELISSA R
3004 W 13400 S
RIVERTON, UT 84065

KAUFER, DONALD B & BONNIE J
3158 E HACKAMORE ST
MESA, AZ 85213

SLOAT, RANDOLPH H
3214 N UNIVERSITY AV # 604
PROVO, UT 84604

PITCHFORTH, DILLON L
3561 HAWK DR
SARATOGA SPRINGS, UT 84045

TORRES, RAUL DAVID & YOLANDA ELIZABETH
3603 SW RIVERWOOD PL
BENTONVILLE, AR 72712

JOHNSON, SALLY A
3668 JASPER PARK DR
BILLINGS, MT 59102

DROMEY, ANITA SUSAN
4240 MILE HIGH DR
PROVO, UT 84604

FARLEY, GREG C & LAURA L
5643 ROSA AV
SAINT LOUIS, MO 63109

FAMILY CENTER OREM SHOPPING CENTER LLC
5670 WILSHIRE BLVD STE 1250
LOS ANGELES, CA 90036

KLINGLER, MICHAEL & MEAGAN
5854 S BRAMBLEWOOD LN
SALT LAKE CITY, UT 84118

BUTTERFIELD, BARBARA
6692 S 1530 E
COTTONWOOD HEIGHTS, UT 84121

SEVEN M LEASING LTD
8000 DA VINCI DR
SALT LAKE CITY, UT 84121

DGSK OREM LLC
9312 LONGHORN FALLS CT
LAS VEGAS, NV 89149

SYBROWSKY, SAMUEL JED
9644 KALAMERE CT
HIGHLANDS RANCH, CO 80126

VAN WAGONER, LISA H & JOHN E
10435 N 6300 W
HIGHLAND, UT 84003

BELL, JEFFREY SCOTT
11343 N AVONDALE LN
HIGHLAND, UT 84003

12660

Orem City Development Review Committee (DRC) Application
Subdivision/Site Plan

Development Services Department 56 North State Street, Orem, Utah (801) 229-7183
www.orem.org

Applicant Information			
Name: Pascal Meyers / Carpenter Stringham Architects		**Phone:** (801) 890-1092	
Address: 9133 So Monroe Plaza		**Email:** pmeyers@carpenterstringham.com	
City: Sandy		**State:** Utah	**Zip:** 84070

Project Information	
Project Name	Lumber Liquidators Addition & improvement @ Family Center
Project Address	168 East University Parkway

	Request	Fees	Total
	Site Plan	$1,934+$689 in PD 1, 4, 5,15 ,16, 21 or adjacent residential zone	
X	Site Plan, Administrative	$644	644
	Preliminary Plat	$1388 + $143 lot/unit	
	Final Plat	$943+ $122 lot/unit + recording fees	
	Preliminary PRD	$1873 + 193 lot/unit	
	Final Plat PRD	$917 + $162 lot/unit + recording fees	
	Vacation/Amendment	$856 + $206 lot/unit + recording fees	
	Lot Line Adjustment	$856 + $206 lot/unit	
	Conversion to Condominium	$1032 + $86/unit, $689 sign fee, $30/unit inspection	
	Neighborhood Notice	TBD at time of submittal, if needed	
	Public Notice	$100 each for PC and CC, if needed	#130
	Resubmittal Fee	$542 after three reviews	
	Long-Term Storm Mgmt. Plan Review	$225.00 (Over 1 acre & up to four reviews) (Less than 1 acre, fee to be determined)	
	Total		774

Required Copies

Two (2) full-size copies no larger than 24" x 36", one (1) 11" x 17" and a PDF and/or Word of all applicable drawings and plans. Files can be emailed to Cheryl Vargas at chvargas@orem.org or submitted on disc/flash drive prior to the deadline.

General Notes, Signature, and Contact Person

Planning Commission/City Council Meetings. Once the Development Review Committee determines your application is complete and complies with all applicable City ordinances, it shall be forwarded to the Planning Commission if required, and City Council, if required. The City Council is the final approving authority of conditional use permits, appeals, City Code amendments, General Plan amendments, fence modifications, and site plans in the following zones: PD-1, PD-4, PD-5, PD-15, PD-16, and PD-21.

Neighborhood Meeting. The applicant shall hold a neighborhood meeting in accordance with City Code for the following requests: General Plan amendments, Zoning Ordinance amendments, commercial developments adjacent to a residential zone, all non-residential uses in a residential zone.

DRC Application. The DRC application must be complete at the time of submittal or it may not be accepted.

Filing Fee Notice. Applications filed after July 1 are subject to fee changes regardless of the fee listed on the application used at the time of submittal.

Deadline. The deadline for filing a DRC application is Monday noon for first review the following Thursday. In the case of a Monday holiday, the deadline is Tuesday at noon. Contact information to inquire about the status of an application: 801.229.7183

Applicant's Signature: P. Meyers

Contact Person: Pascal Meyers **Phone:** (801) 890-1092

Office Use Only

Date Filed: 2/21/19 **Fees Paid:** 774.00 **Received By:** JW **Receipt #:** 2019-228657 7 February 2019

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Office Use Only				
Date Filed:	**Fees Paid:**	**Received By:**	**Receipt #:**	7 February 2019

Industrial Waste and Pretreatment Questionnaire

Public Works Department - Industrial Pretreatment
1797 West 1000 South, Orem, UT 84058
801-229-7491

Are you constructing on a building shell or requesting a subdivision plat at this time? ☒ Yes ☐ No

If you checked the "No" box, please fill out both Sections 1 and 2 below.
If you checked the "Yes" box, please fill out Section 1 only. However, this questionnaire shall be completed entirely in conjunction with the building permit at the time the interior of the shell is finished and prior to occupancy.

Section 1 – Required For All Applications	
Business Information	
Business Name: Lumber Liquidators	Phone: (323) 383-5553
Business Address: 168 E. University Parkway	Mailing Address:
City: *Orem*	City: State:
Phone:	
Print signing official(s) name and title:	Print contact official(s) name and title:
1. Pascal Meyer, Architect	1.
2.	2.
Section 2 – Required For All Applications Where Final Use is Known	
Standard Industrial Classification Code:	MSDS shall be filed before business operations
Briefly describe manufacturing or service activities: Storing, selling & distributing wood flooring products	List principal raw materials used: None
List types of chemicals used: Typical cleaning products	List principal products or services of the business: Wood flooring products for sale & distribution
# of employees: Daycare # of students:	If nursing or care facility, # of residents:

272

Type of discharge: ☐ Batch ☐ Continuous Batch discharge is a controlled release of discharge. Gallons of discharge per batch? _____ # of batches in 24 hours? _____ Average continuous discharge in gallons/day? _____ ☐ Known ☐ Estimated	Is production seasonal? ☐ Yes ☐ No Explain if "Yes":

Rain Water Sources: Private wells gallons per day: _____ Orem culinary water gallons per day: _____ Lindon culinary water gallons per day: _____ Other gallons per day: _____	Describe pretreatment equipment that will be utilized or installed, this may include interceptors, grease traps, flow meters, pH monitors, etc.:
Water consumed and/or used in the facility: Broiler feed gallons per day: _____ Sanitary gallons per day: _____ Other gallons per day: _____	Cooling gallons per day: _____ Process gallons per day: _____ In product gallons per day: _____ Total gallons per day: _____
Average volume of water loss to: Sanitary discharge gallons per day: _____ Waste hauler gallons per day: _____ Other gallons per day:_____	Evaporation gallons per day:_____ Natural outlet gallons per day:_____ In product:_____ Total gallons per day: _____
Is process discharged to the City sewer system? ☐ Yes ☐ No	Is there a spill prevention or slug management plan for this facility? ☐ Yes ☐ No If so, please attach a copy.

I am familiar with the information contained in this questionnaire and swear the information is true, complete, and accurate. If any of the answers to the questions contained this this questionnaire change, the business will immediately notify the City of Orem of the proposed changes. Notification does not constitute approval of the proposed changes.

_____ _____

Signature of Official Date

If you have any questions, please contact Orem City Industrial Pretreatment at 801-229-7491. This questionnaire may be mailed to or dropped off at:

Business Licensing
56 North State Street
Orem, UT 84057

or

Industrial Pretreatment Coordinator
1797 West 1000 South
Orem, UT 84058

CARPENTER STRINGHAM
ARCHITECTS LLC

9133 South Monroe Plaza, Suite D, Sandy UT 84070 (801)890-1092

Lumber Liquidators Neighborhood Meeting - Sign-in Sheet

Project Name and Location:
Orem Family Center - Lumber Liquidators
172 East University Parkway
Orem, Utah 84058

Date: July 2, 2019

Time: 6:30 pm

Attendees:

Name:	Address:
Pascal Meyer	Architect / Meeting Facilitator
Judith Williamson	178 Key Ridge Circle

CARPENTER STRINGHAM
ARCHITECTS LLC

9133 South Monroe Plaza, Suite D, Sandy UT 84070 (801)890-1092

Lumber Liquidators Neighborhood Meeting Minutes

Project Name and Location:
Orem Family Center - Lumber Liquidators
172 East University Parkway
Orem, Utah 84058

Date: July 2, 2019

Time: 6:30 pm

Meeting Comments / Minutes:

* Number of new/added customers to the addition & overall Retail Center? Traffic & Parking?

* Concerns about parking on 200 East & 1400 South
  - Existing parking to North will remain and be utilized for new tenant

* Concern about delivery & large vehicles on 200 East w/ Children, bicycles & pedestrians
  - Customer pick-up area?
  - Resident o.k. if [redacted] No delivery or pick-up is on 200 East.
    - Delivery & pick-up to remain as is, off of 200 East

* Hours of operation?
  - Concerns about delivery & large vehicles/pick-up early or late hours & dealing w/ noise.

Agenda Item 3.5 is a request by Pascal Meyer to request the Planning Commission forward a positive recommendation to the City Council approving the Site Plan of Lumber Liquidators Addition & Improvement located generally at 168 East University Parkway in the PD-5 zone.



Staff Presentation: The applicant is seeking to build a single story addition, measuring at 6,056 square feet. The addition will follow the outline of the current enclosed area attached to the building. The addition complies with the requirements for the PD-5 zone. Building materials include split face CMU block, and E.I.F.S (stucco system). The elevations are consistent with the existing shopping center. The PD-5 zone requires City Council approval for all site plan.

Recommendation: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission forward a positive recommendation to the City Council for the site plan of Lumber Liquidators Addition & Improvement located generally at 168 East University Parkway in the PD5 zone.

Chair Spencer asked if the Planning Commission had any questions for Mr. Allen. Mr. Allen said they did hold a neighborhood meeting and the concerns were store hours and delivery truck hours. Lumber Liquidators responded with store hours and delivery truck hours.

Chair Spencer invited the applicant to come forward. Sue Jagodzinski, property owner and Pascal Meyer, Architect, introduced themselves. Mr. Spencer said the neighbors have mentioned they are concerned about truck deliveries and he wondered where the deliveries would be made. Ms. Jagodzinski said delivery trucks will come down the east side of the building to the back. Mr. Spencer asked if Orem has an ordinance for noise. Mr. Bench said yes, and the earliest deliveries can be made is 7:00 a.m.

Chair Spencer opened the public meeting and invited those from the audience who had come to speak to this item to come forward to the microphone.

When no one came forward, Chair Spencer closed the public meeting and asked if the Planning Commission had any more questions for the applicant or staff. When none did, he called for a motion on this item.

Planning Commission Action: Mr. Staker moved to forward a positive recommendation to the City Council for the site plan of Lumber Liquidators Addition & Improvement located generally at 168 East University Parkway in the PD5 zone. Ms. Jensen seconded the motion. Those voting aye: Mickey Cochran, Carl Cook, Camille Jensen, Ross Spencer and Mike Staker. The motion passed unanimously.

RESOLUTION NO. _____

A RESOLUTION OF THE OREM CITY COUNCIL APPROVING THE SITE PLAN OF LUMBER LIQUIDATORS LOCATED GENERALLY AT 168 EAST UNIVERSITY PARKWAY IN THE PD-5 ZONE.

WHEREAS on February 21, 2019, Pascal Meyer filed an application with the City of Orem requesting site plan approval for Lumber Liquidators located generally at 168 East University Parkway in the PD-5 zone; and

WHEREAS a public meeting considering the subject application was held by the Planning Commission on July 10, 2019, and the Planning Commission recommended approval of the request; and

WHEREAS a public meeting considering the subject application was held by the City Council on July 16, 2019; and

WHEREAS the agenda of the Planning Commission meeting and the City Council meeting at which the request was heard was posted at the Orem Public Library, on the Orem City webpage, at the City Offices at 56 North State Street and at utah.gov/pmn; and

WHEREAS the matter having been submitted and the City Council having fully considered the request as it relates to the health, safety and general welfare of the City; the orderly development of land in the City; the effect upon the surrounding neighborhoods; and the special conditions applicable to the request.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OREM, UTAH, as follows:

1. The City Council finds that the proposed site plan complies with all applicable provisions of the Orem City Code.

2. The City Council hereby approves the site plan for Lumber Liquidators located generally at 168 East University in the PD-5 zone. as shown on Exhibit “A” which is attached hereto and incorporated herein by reference.

3. This resolution will take effect immediately upon passage.

PASSED, APPROVED and ordered PUBLISHED this 16th day of July 2019.

_____

Richard F. Brunst, Mayor

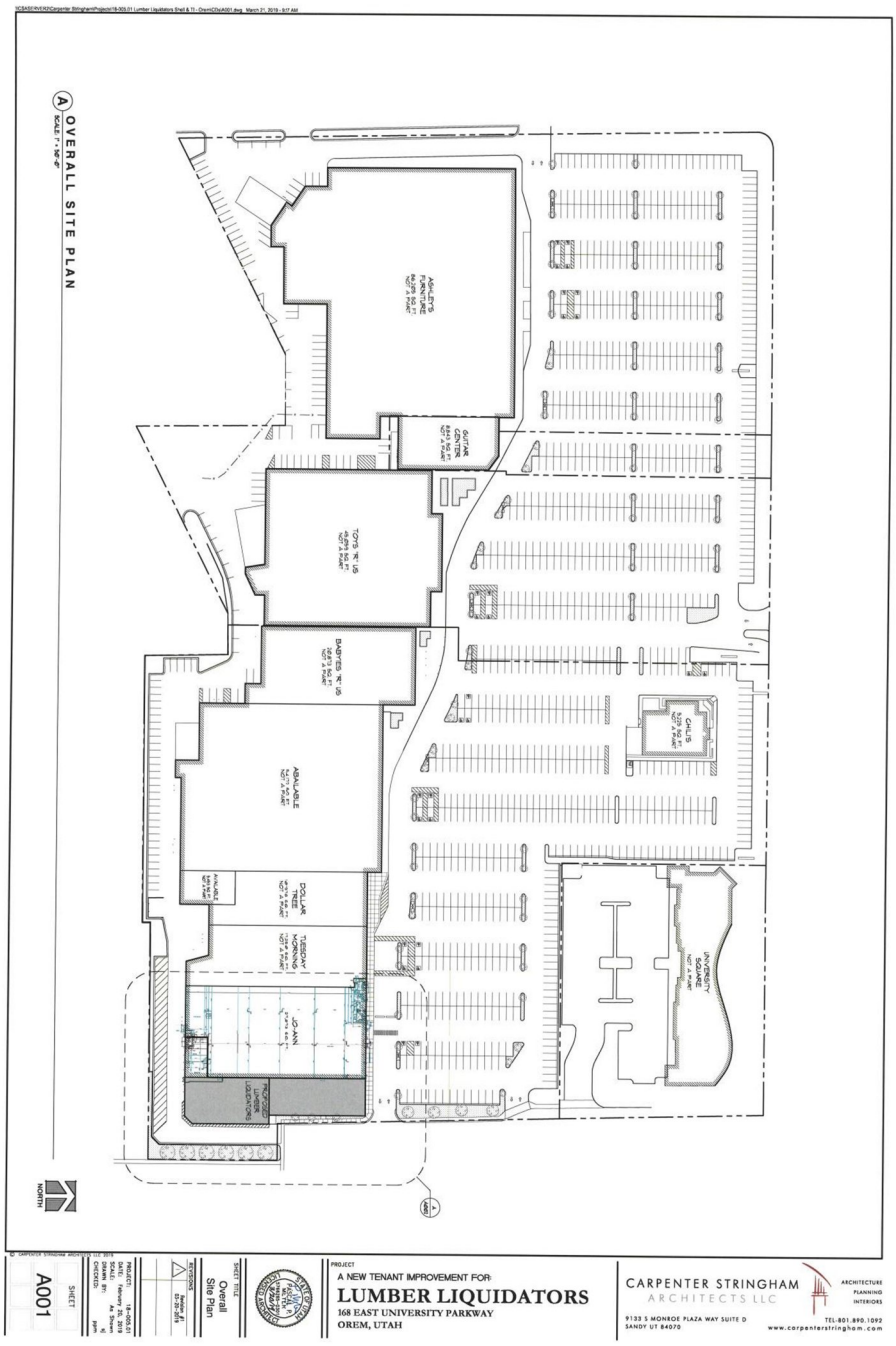
ATTEST:

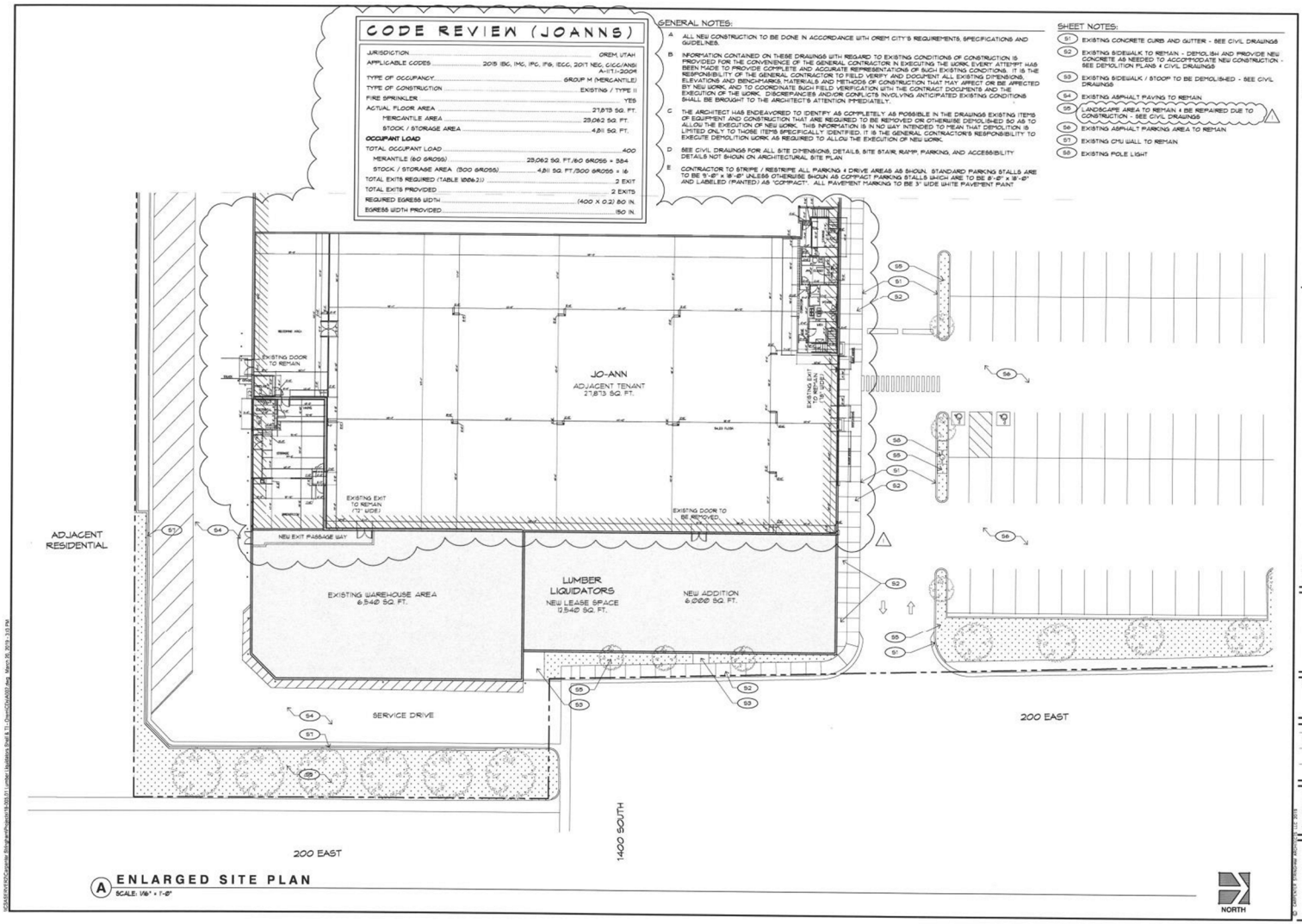
_____

Jody Bates, City Recorder

COUNCIL MEMBERS VOTING "AYE"	COUNCIL MEMBERS VOTING "NAY"
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Exhibit “A”


A OVERALL SITE PLAN
SCALE: 1" = 40'-0"
ASHLEY'S FURNITURE
GUITAR CENTER
TOYS 'R' US
BABYTIES 'R' US
AVAILABLE
DOLLAR TREE
TUESDAY MORNING
JO-ANN
PROPOSED LOCATION
CHILI'S
UNIVERSITY SQUARE
NORTH
A001
SHEET
Overall Site Plan
A NEW TENANT IMPROVEMENT FOR:
LUMBER LIQUIDATORS
168 EAST UNIVERSITY PARKWAY
OREM, UTAH
CARPENTER STRINGHAM ARCHITECTS LLC
9133 S MONROE PLAZA WAY SUITE D
SANDY UT 84070
TEL: 801.890.1092
www.carpenterstringham.com



CARPENTER STRINGHAM ARCHITECTS LLC
ARCHITECTURE PLANNING INTERIORS
9193 S JAMISON PLAZA WAY SUITE D
SANDY UT 84070
TEL: 801.890.1992
www.carpenterstringham.com

PROJECT
A NEW TENANT IMPROVEMENT FOR:
LUMBER LIQUIDATORS
168 EAST UNIVERSITY PARKWAY
OREM, UTAH

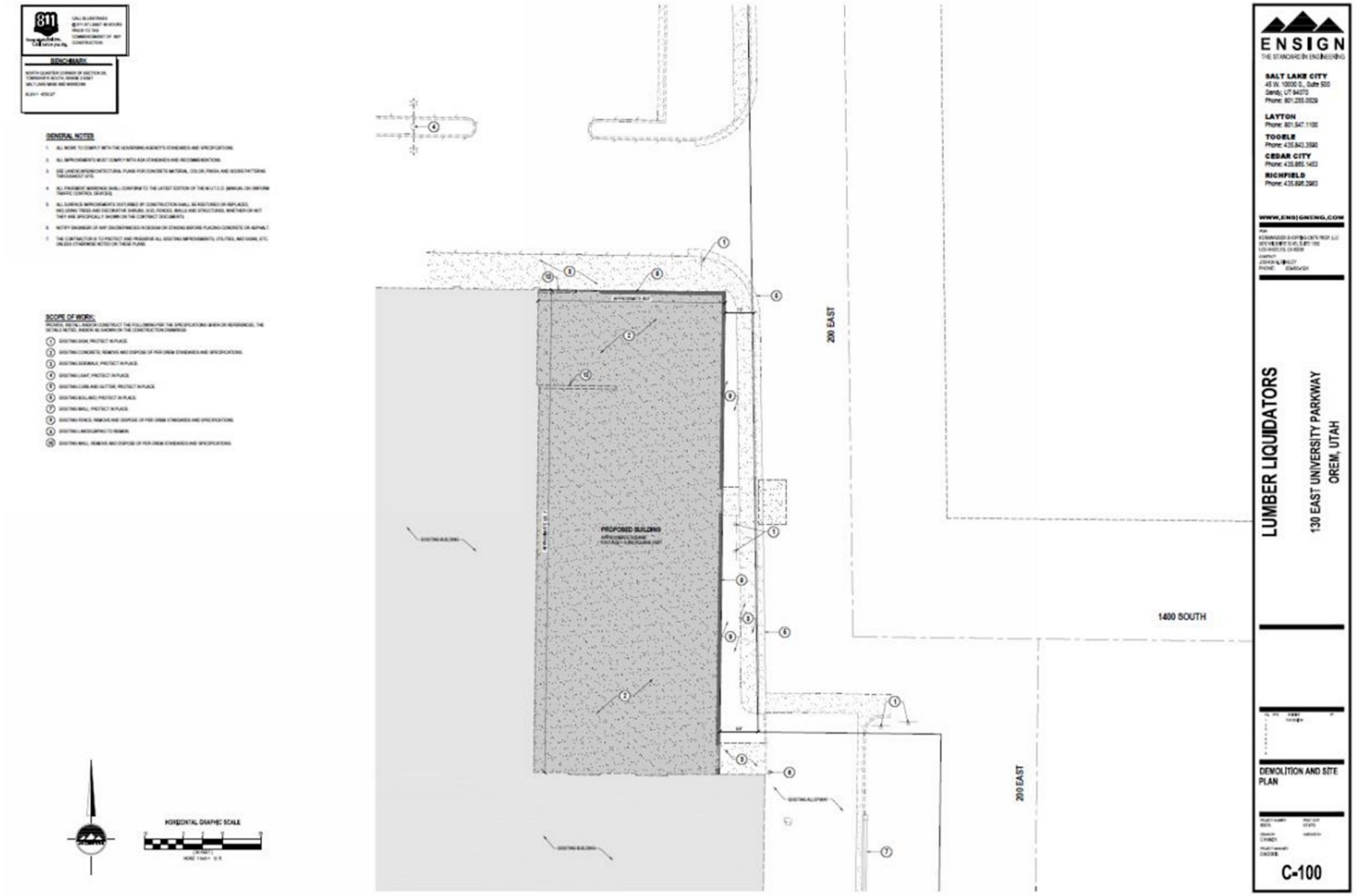
STATE OF UTAH
PASCAL R MEYER
179535-2201
REGISTERED ARCHITECT

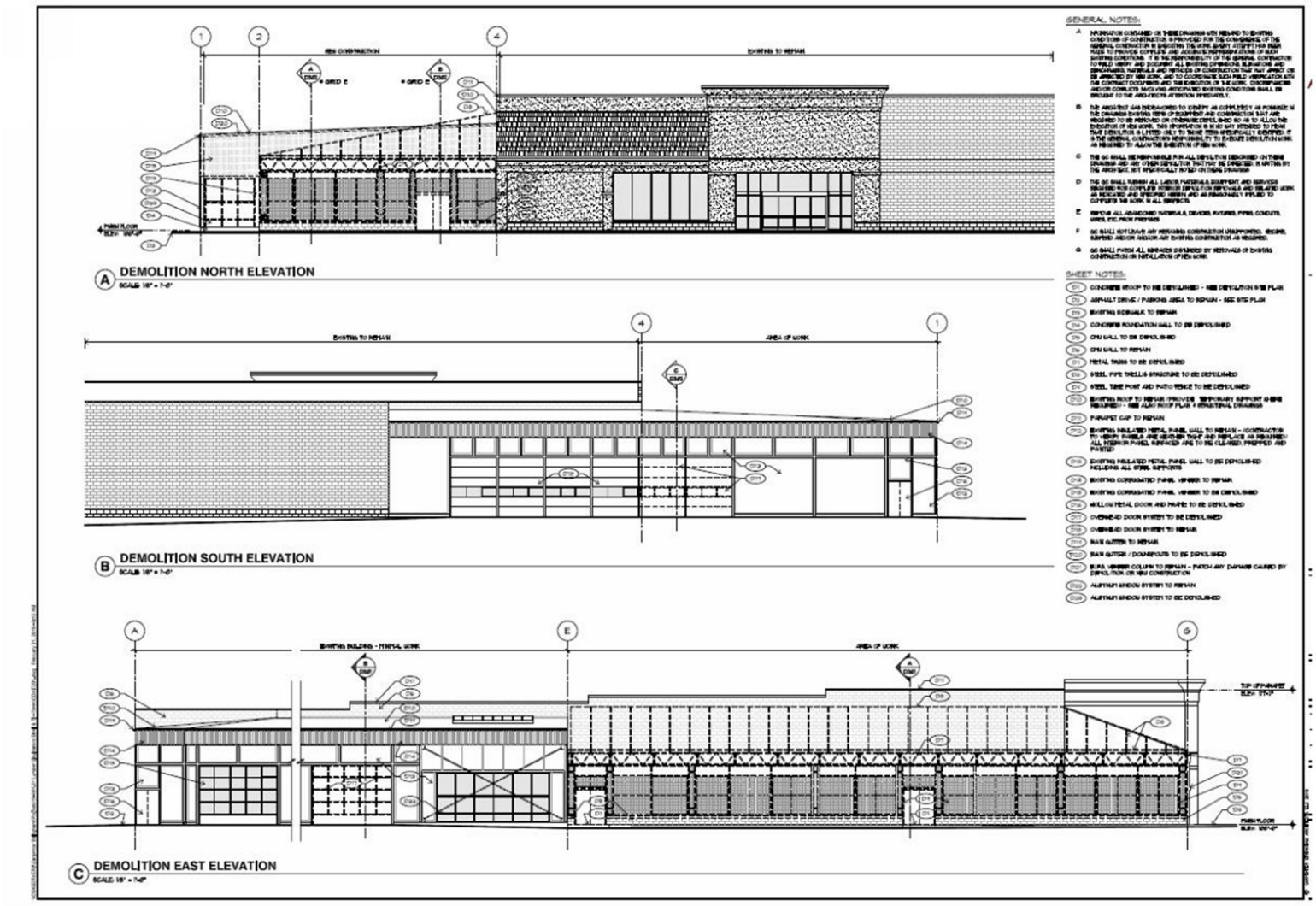
SHEET TITLE
Enlarged Site Plan

REVISIONS
REVISION #1 03-20-19

PROJECT: 18-005.01
DATE: February 20, 2019
SCALE: As Shown
DRAWN BY: xj
CHECKED: ppm

SHEET
A002


811
BENCHMARK
GENERAL NOTES:
SCOPE OF WORK:
HORIZONTAL GRAPHIC SCALE
200 EAST
PROPOSED BUILDING
1400 SOUTH
200 EAST
ENSIGN
THE STANDARD IN ENGINEERING
SALT LAKE CITY
LAYTON
TOOELE
CEDAR CITY
RICHFIELD
WWW.ENSIGNENG.COM
LUMBER LIQUIDATORS
130 EAST UNIVERSITY PARKWAY
OREM, UTAH
DEMOLITION AND SITE PLAN
C-100


A DEMOLITION NORTH ELEVATION
B DEMOLITION SOUTH ELEVATION
C DEMOLITION EAST ELEVATION
GENERAL NOTES:
SHEET NOTES:



A NORTH ELEVATION
SCALE: 1/8" = 1'-0"



B SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



C EAST ELEVATION
SCALE: 1/8" = 1'-0"

EXTERIOR FINISH KEY

1	**E.I.F.S. FIELD COLOR - LIGHT TONE** <SEE NOTE 1> E.I.F.S. FINISH SYSTEM SMOOTH TEXTURE; COLOR TO MATCH SHERWIN WILLIAMS: WOOL SKEIN (SW 6148)	14	**STEEL FRAME (EXISTING)** EXISTING STEEL COLUMN BUILDING FRAME
2	**E.I.F.S. FIELD COLOR - MEDIUM TONE** <SEE NOTE 1> E.I.F.S. FINISH SYSTEM SMOOTH TEXTURE; COLOR TO MATCH SHERWIN WILLIAMS: URBAN JUNGLE (SW 9171)	15	**CONCRETE FOUNDATION WALL** NEW CONCRETE STEM WALL (NATURAL COLOR TO MATCH EXISTING) PROVIDE ARCHITECTURAL FINISH
3	**E.I.F.S. FIELD COLOR - DARK TONE** <SEE NOTE 1> E.I.F.S. FINISH SYSTEM SMOOTH TEXTURE; COLOR TO MATCH SHERWIN WILLIAMS: CARAIBE (SW 7679)	16	**ASPHALT SHINGLES (EXISTING)** EXISTING ASPHALT SHINGLE ROOFING - PATCH AS REQUIRED
4	**E.I.F.S. (EXISTING)** EXISTING E.I.F.S TO REMAIN - PATCH AS REQUIRED	17	**MEMBRANE ROOFING (EXISTING)** EXISTING ROOFING TO REMAIN - PATCH AS REQUIRED
5	**SPLIT-FACE CMU WALL (NEW)** INTEGRAL COLOR SPLIT-FACE CMU; BASIS OF: TUMBLEWEED	18	**SKYLIGHT (EXISTING)** EXISTING SKYLIGHT TO REMAIN - VERIFY WATER TIGHT CONSTRUCTION AND REPAIR AS REQUIRED
6	**STANDARD CMU WALL (NEW)** INTEGRAL COLOR CMU WALL; BASIS OF: IVORY	19	**STOREFRONT WINDOW SYSTEM (NEW)** ALUMINUM STOREFRONT SYSTEM; CLEAR ANODIZED FINISH w/ 1" INSULATED LOW-E GLAZING (CLEAR)
7	**EXISTING CMU (EXISTING)** EXISTING CMU (SPLIT-FACE OR STANDARD FACE) TO REMAIN	20	**STOREFRONT WINDOW SYSTEM (EXISTING)** ALUMINUM STOREFRONT SYSTEM TO REMAIN
8	**PRE-FINISHED PARAPET CAP - LIGHT TONE** PRE-FORMED ALUMINUM TRIM; MBCI SIGNATURE 300 (OR EQUAL); COLOR: ALMOND	21	**METAL OVERHEAD DOOR** STEEL INSULATED OVERHEAD DOOR; WHITE
9	**PRE-FINISHED PARAPET CAP - DARK TONE** PRE-FORMED ALUMINUM TRIM; MBCI SIGNATURE 300 (OR EQUAL); COLOR: SIERRA TAN	22	**METAL OVERHEAD DOOR (EXISTING)** STEEL AND GLASS OVER HEAD DOOR TO REMAIN - PROVIDE PLYWOOD GLASS PROTECTION (SEE FLOOR PLANS)
10	**PRE-FINISHED PARAPET CAP (EXISTING)** EXISTING PARAPET CAP TO REMAIN	23	**HOLLOW METAL DOOR & FRAME** NEW OR EXISTING HOLLOW METAL DOOR & FRAME; PAINTED - SHERWIN WILLIAMS: MATCH ADJACENT COLOR
11	**INSULATED METAL PANEL (EXISTING)** EXISTING METAL PANEL SYSTEM	24	**GUTTER DOWNSPOUT SYSTEM (EXISTING)** EXISTING GUTTER AND DOWNSPOUT SYSTEM - REPAIR AS REQUIRED
12	**METAL WALL PANEL** MBCI METAL WALL PANEL; PBR WALL PANEL; COLOR: ALMOND		
13	**COORUGATED WALL PANEL (EXISTING)** EXISTING COORUGATED WALL PANEL TO REMAIN		

NOTE 1: USE ELASTOMERIC PAINT ON ALL EXTERIOR STUCCO/CMU PAINT LOCATIONS. SHERWIN WILLIAMS CONFLEX XL ELASTOMERIC HIGH BUILDING COATING

- CONFLEX XL ELASTOMERIC FLAT	A5-400 SERIES
- PRIME CMU WITH LOXON BLOCK SURFACER	A24/200 SERIES
- PRIME CONCRETE / STUCCO w/ LOXON MASONRY PRIMER SEALER	A24/300 SERIES

CARPENTER STRINGHAM ARCHITECTS LLC
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PROJECT
A NEW TENANT IMPROVEMENT FOR:
LUMBER LIQUIDATORS
168 EAST UNIVERSITY PARKWAY
OREM, UTAH

STATE OF UTAH
JASON W. PASCAL, P.E.
6794285-0301
LICENSED ARCHITECT

SHEET TITLE
Exterior Color Elevations

REVISIONS

PROJECT: 18-005.01
DATE: February 20, 2019
SCALE: As Shown
DRAWN BY: sj
CHECKED: ppm

SHEET
A210

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\\CASERVER2\Carpenter Stringham\Projects\1805.01 Lumber Liquidators 2nd & Th...\Dwn\Sh\A210.dwg, 2/21/2019 9:53 AM

Agenda Item No: 10.4

City Council Agenda Item Report

Meeting Date: July 16, 2019
Submitted by: Grant Allen
Submitting Department: Development Services
Item Type: Resolution
Agenda Section:

Subject:
RESOLUTION – Approving an accessory structure for the Smith Residence located at 1311 South 1100 East in the PD18 zone

Suggested Action:
The Planning Commission recommends the City Council, by resolution, approve the accessory structure for the Smith Residence located at 1311 South 1100 East in the PD18 zone. Staff supports the Planning Commission recommendation.

Presenter:
Jason Bench

Background:
The applicant is proposing a new accessory structure on their lot with a footprint of 2,625 square feet. The PD18 zone requires a conditional use permit approval when an accessory structure is 1,000 square feet in area or greater.

The structure will be two stories tall and enclose a recreation room, two storage rooms, two porches, and a loft space. The proposed structure complies with the requirements of the PD18 zone.

Potentially Affected Area:
Hillcrest

Attachments:
AS_G_Smith_Residence_2019.07.16.docx

Map_Smith_Residence_Accessory_Building_2019.07.pdf

Site_Picture.pdf

Site_Plan_Doc_-_Smith_Residence_Remodel_6.27.19.pdf

Accessory_Structure_Elevation_1.pdf

Accessory_Structure_Elevation_2.pdf

20190701_1_MailerBack.pdf

20190701_1_Labels.pdf

20190701_1_MailerFront.pdf

Smith Accessory Structure PC minutes 7.10.19.docx

Resolution-AccessoryStructure-PD18.docx

CITY OF OREM CITY COUNCIL MEETING JULY 16, 2019	
REQUEST:	**CONDITIONAL USE PERMIT** – Approving a conditional use permit for an accessory structure at 1311 South 1100 East in the PD-18 zone.
APPLICANT:	Kimble Smith
FISCAL IMPACT:	None

NOTICES:

- Posted in 2 public places
- Posted on City webpage and City hotline
- Faxed to newspapers
- E-mailed to newspapers
- Posted at utah.gov/pmn
- Noticed 53 property owners within 500ft of the properties

SITE INFORMATION:

General Plan Designation:
Low Density Residential

Current Zone(s):
PD18

Acreage:
0.65

Neighborhoods:
Hillcrest

PLANNING COMMISSION RECOMMENDATION
Vote: 5-0 for approval

PREPARED BY:
Grant Allen
Orem City Planner

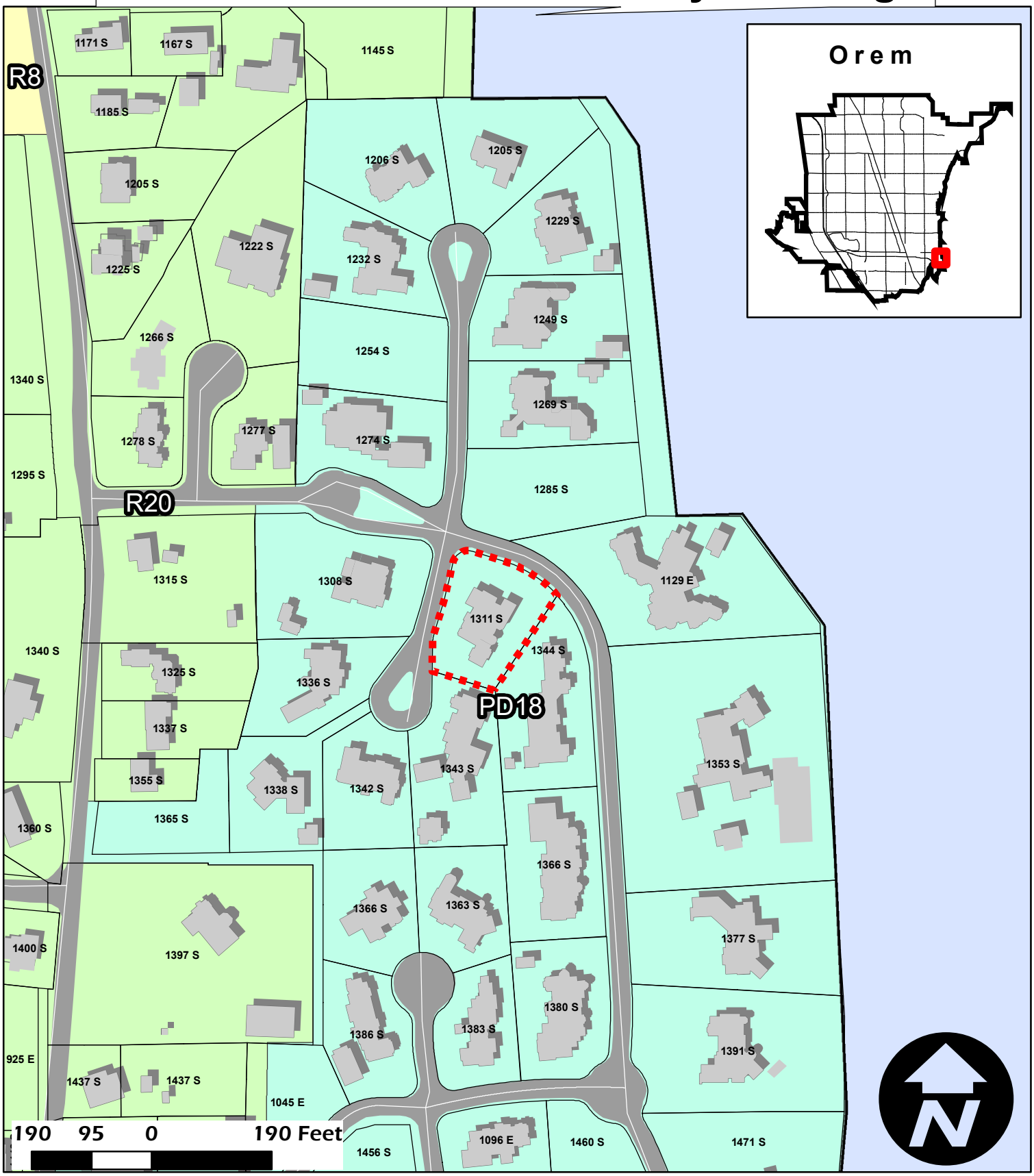
REQUEST: The applicant requests the City Council approve a conditional use permit for an accessory structure located at 1311 South 1100 East in the PD-18 zone.

BACKGROUND: The applicant would like to construct a new accessory structure on the subject property. The proposed structure would be two stories tall and have a footprint of 2,625 square feet. The structure will include a recreation room, two storage rooms, two porches, and a loft space. The proposed structure complies with the requirements of the PD-18 zone.

The PD-18 zone requires a conditional use permit for any accessory structure that is 1,000 square feet in area or greater.

RECOMMENDATION: The Planning Commission recommends the City Council, by resolution, approve the proposed accessory structure at 1311 South 1100 East in the PD-18 zone. Staff supports the Planning Commission recommendation.

Smith Residence Accessory Building



Smith Residence Accessory Building
PD18 Zone
0.65 Acres

NEIGHBORHOOD
Hillcrest

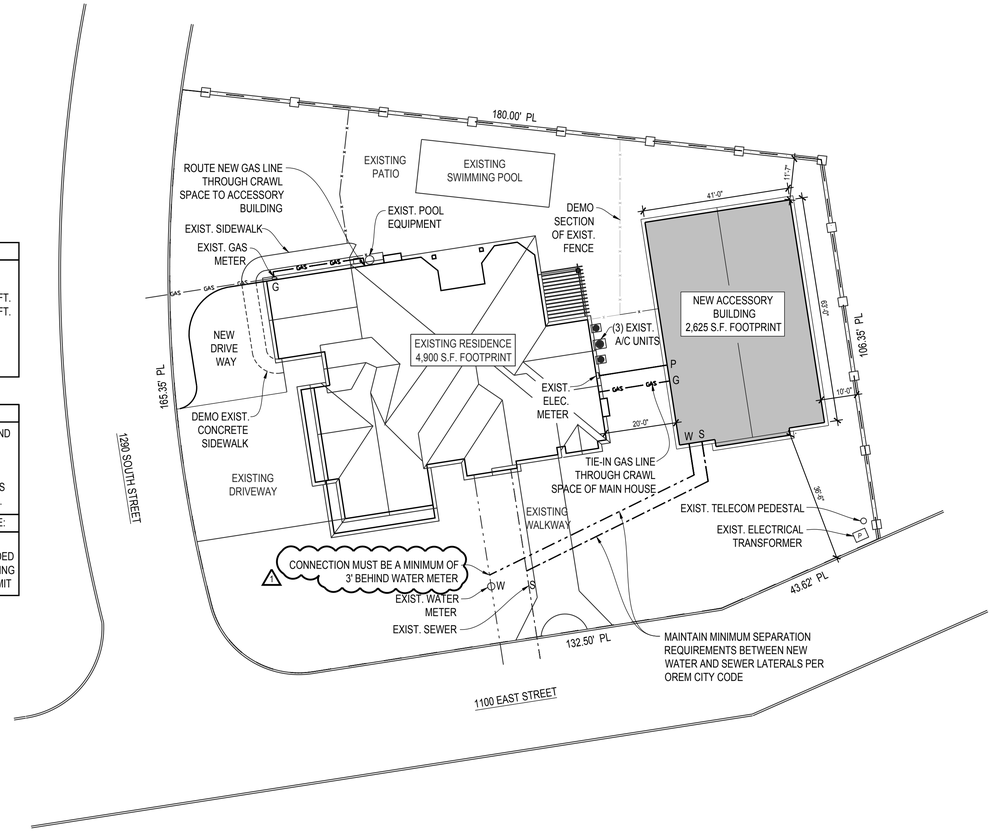
Legend
Parcels selection
Parcels
Buildings


1285 S
1308 S
1311 S
1129 E
1336 S
1343 S
1344 S
1353 S
288

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SITE CALCULATIONS - ACCESSORY BUILDING	
EXISTING ZONING:	PD-18
EXISTING LOT SIZE:	0.60 ACRES
ALLOWABLE AREA (10% OF TOTAL):	= 2,636.00 SQ. FT.
ACTUAL AREA OF NEW STRUCTURE:	= 2,625.00 SQ. FT.
MINIMUM SETBACK (FRONT & SIDE FACING A STREET):	30 FT.
MINIMUM SETBACK (REAR & SIDE NOT FACING A STREET):	5 FT.
EXISTING PLUMBING FIXTURE COUNT:	19
NEW PLUMBING FIXTURE COUNT:	0

NEW UTILITIES		UTILITY NOTE:
W	DOMESTIC WATER	FOLLOW OREM CITY AND UTILITY COMPANY REQUIREMENTS AS APPLICABLE FOR ANY EXISTING UTILITY LINES ABANDONED IN PLACE.
S	SANITARY SEWER	
G — GAS —	NATURAL GAS	
P	POWER	
T	TELECOM	
		WATER & SEWER NOTE:
		*WATER AND SEWER SHALL NOT BE EXTENDED TO ACCESSORY BUILDING AS PART OF THIS PERMIT



N

A3 / AS101 SITE PLAN
SCALE: 1" = 20'-0"

MARK	ISSUE DESCRIPTION	ISS. DATE
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#	REV. DESCRIPTION	REV. DATE
1	CITY COMMENTS	06.24.19

SMITH RESIDENCE
REMODEL & ACCESSORY BUILDING
1311 SOUTH 1100 EAST, OREM, UTAH 84097

JSH DESIGNS
T 801 722 9021
3029 N. MEADOW VIEW DRIVE
LEHI, UTAH 84043

PROJECT NUMBER

PERMIT SET
05.05.19

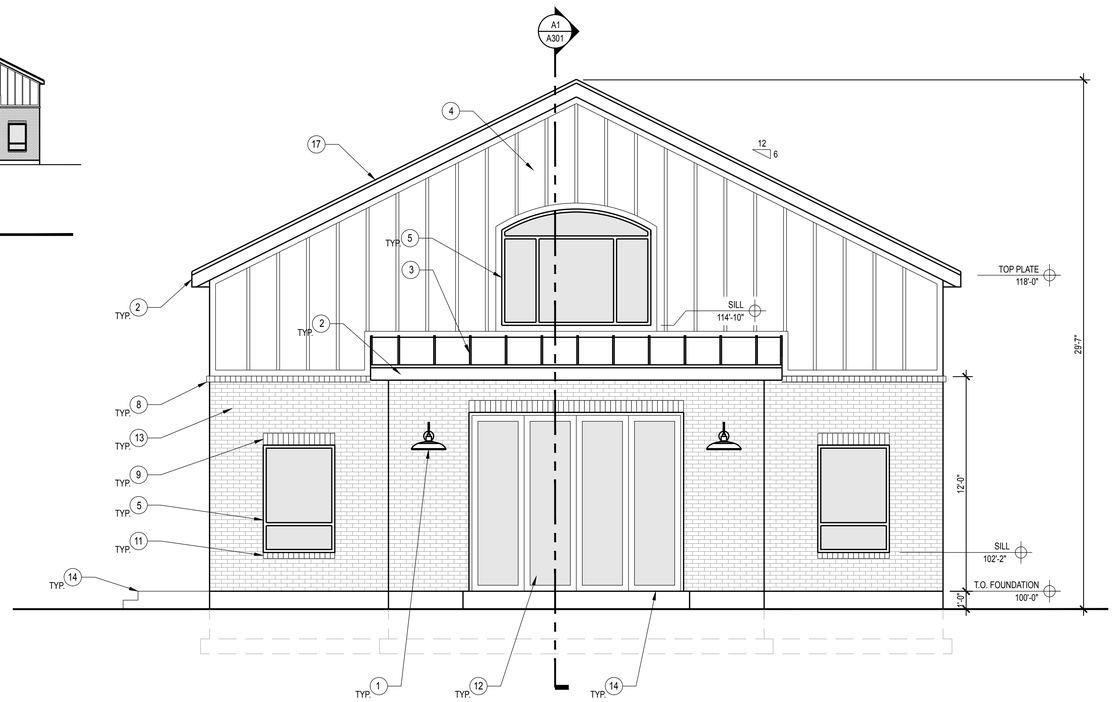
SITE PLAN

DRAWING NUMBER
AS101

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D1 / A205 FRONT OVERALL ELEVATION
SCALE: 1/16" = 1'-0"

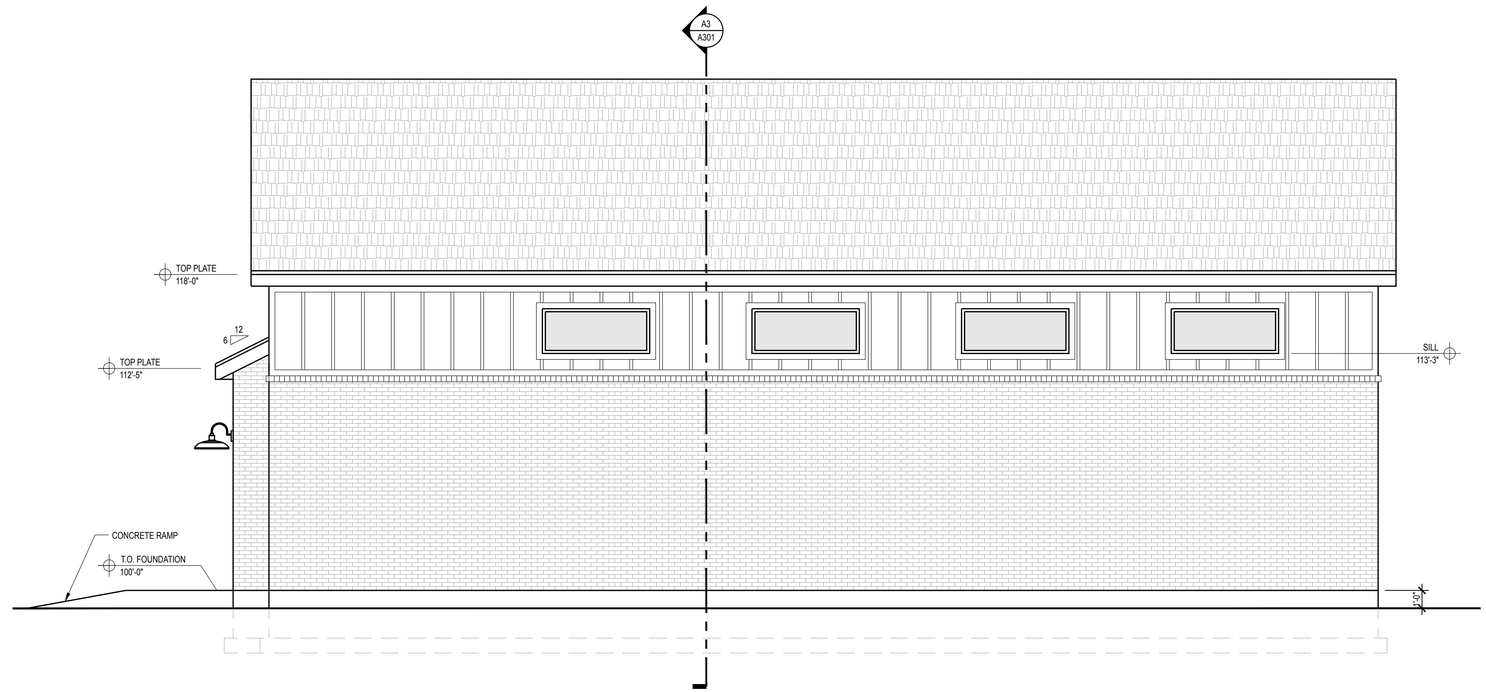


C3 / A205 ACCESSORY FRONT ELEVATION
SCALE: 1/4" = 1'-0"

ELEVATION KEY NOTES: (#)

1. LIGHT FIXTURE
2. SOFFIT & FASCIA
3. STANDING SEAM METAL ROOFING
4. VERTICAL FIBER CEMENT SIDING
5. WINDOW (MATCH EXISTING)
6. BRICK TRIM (MATCH EXISTING)
7. PRE-CAST CAP
8. BRICK CAP (MATCH EXISTING)
9. BRICK HEADER (MATCH EXISTING)
10. STONE VENEER
11. BRICK SILL (MATCH EXISTING)
12. DOOR & WINDOW SYSTEM
13. BRICK VENEER (MATCH EXISTING)
14. CONCRETE PORCH
15. OUTLINE OF ACCESSORY BUILDING IN FOREGROUND FOR REFERENCE
16. FIBER CEMENT TRIM
17. ASPHALT SHINGLES
18. GARAGE DOOR (MATCH EXISTING)

MARK	ISSUE DESCRIPTION	ISS. DATE	#	REV. DESCRIPTION	REV. DATE
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A3 / A205 ACCESSORY RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

SMITH RESIDENCE
REMODEL & ACCESSORY BUILDING
1311 SOUTH 1100 EAST, OREM, UTAH 84097

JSH DESIGNS
T 801 722 9021
3029 N. MEADOW VIEW DRIVE
LEHI, UTAH 84043

PROJECT NUMBER

PERMIT SET
05.05.19

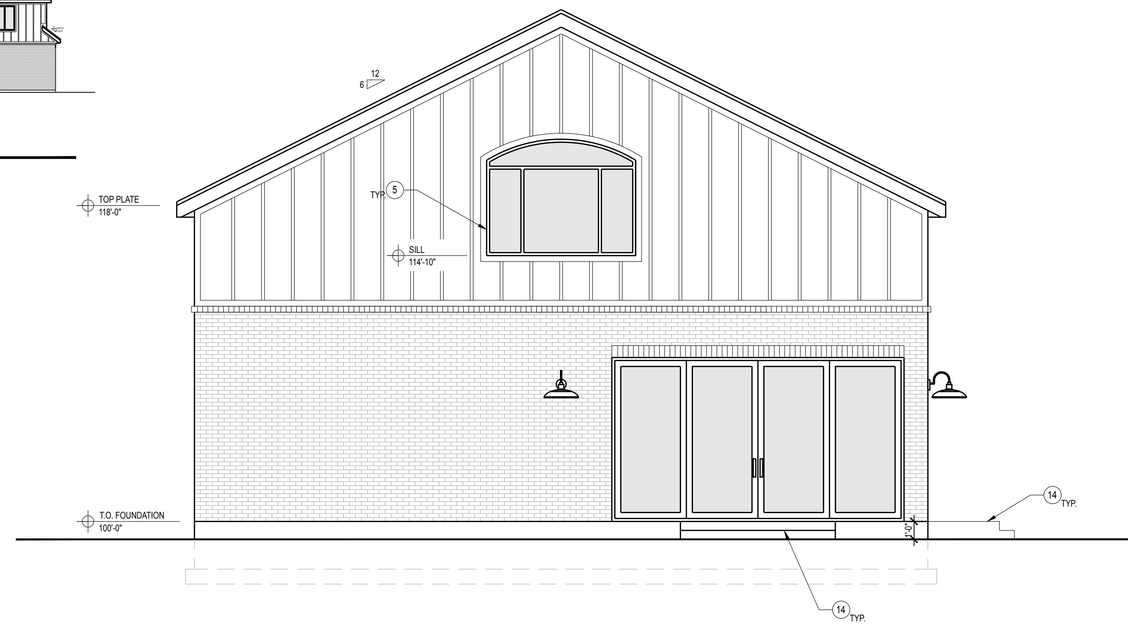
ACCESSORY ELEVATIONS

DRAWING NUMBER
A205

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D1 / A206 BACK OVERALL ELEVATION
SCALE: 1/16" = 1'-0"

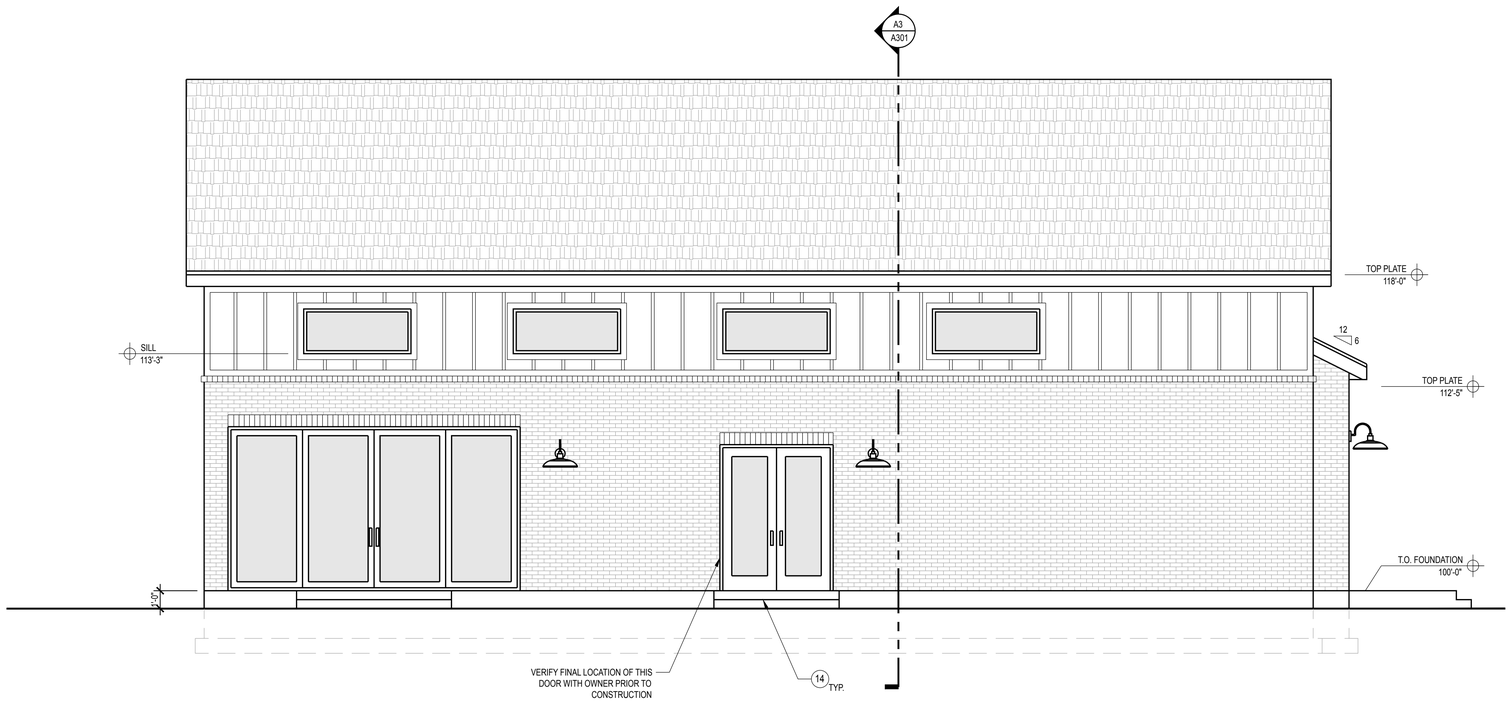


C3 / A206 ACCESSORY BACK ELEVATION
SCALE: 1/4" = 1'-0"

ELEVATION KEY NOTES: (#)

1. LIGHT FIXTURE
2. SOFFIT & FASCIA
3. STANDING SEAM METAL ROOFING
4. VERTICAL FIBER CEMENT SIDING
5. WINDOW (MATCH EXISTING)
6. BRICK TRIM (MATCH EXISTING)
7. PRE-CAST CAP
8. BRICK CAP (MATCH EXISTING)
9. BRICK HEADER (MATCH EXISTING)
10. STONE VENEER
11. BRICK SILL (MATCH EXISTING)
12. DOOR & WINDOW SYSTEM
13. BRICK VENEER (MATCH EXISTING)
14. CONCRETE PORCH
15. OUTLINE OF ACCESSORY BUILDING IN FOREGROUND FOR REFERENCE
16. FIBER CEMENT TRIM
17. ASPHALT SHINGLES
18. GARAGE DOOR (MATCH EXISTING)

MARK	ISSUE DESCRIPTION	ISS. DATE	#	REV. DESCRIPTION	REV. DATE
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A3 / A206 ACCESSORY LEFT ELEVATION
SCALE: 1/4" = 1'-0"

SMITH RESIDENCE
REMODEL & ACCESSORY BUILDING
1311 SOUTH 1100 EAST, OREM, UTAH 84097

JSH DESIGNS
T 801 722 9021
3029 N. MEADOW VIEW DRIVE
LEHI, UTAH 84043

PROJECT NUMBER

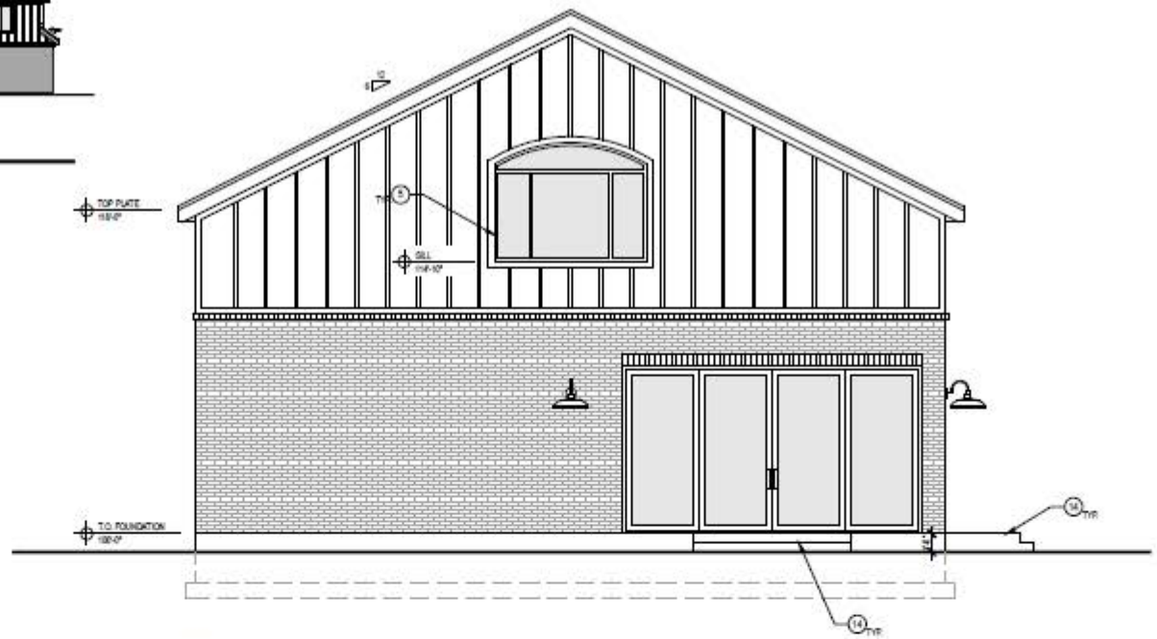
PERMIT SET
05.05.19

ACCESSORY ELEVATIONS

DRAWING NUMBER
A206



1 A206 BACK OVERALL ELEVATION
SCALE: 1/8" = 1'0"

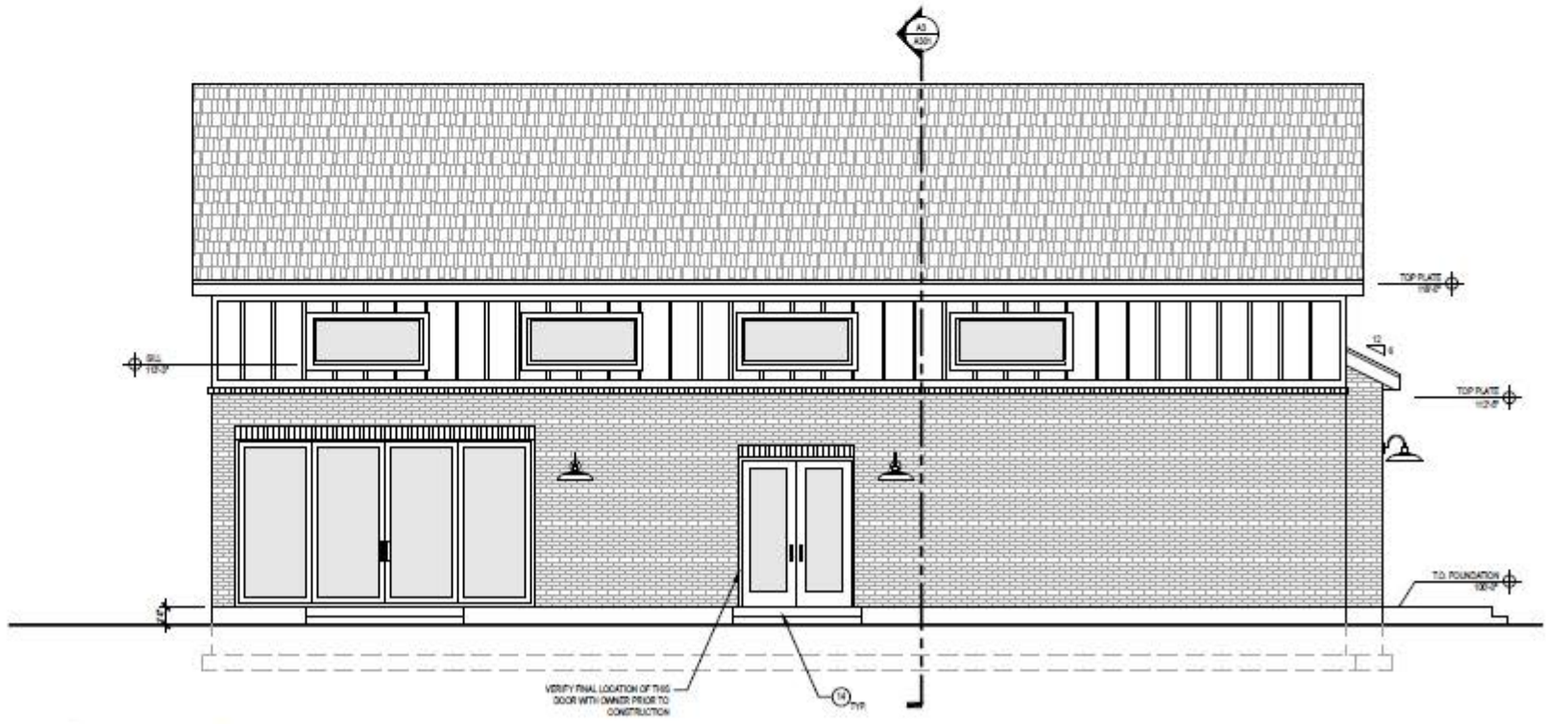


2 A206 ACCESSORY BACK ELEVATION
SCALE: 1/4" = 1'0"

ELEVATION KEY NOTES: 2

1. LIGHT FIXTURE
2. SOFFIT & FASCIA
3. STANDING SEAM METAL ROOFING
4. VERTICAL FIBER CEMENT SIDING
5. WINDOW (MATCH EXISTING)
6. BRICK TRIM (MATCH EXISTING)
7. PRE-CAST CAP
8. BRICK CAP (MATCH EXISTING)
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10. STONE VENEER
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15. OUTLINE OF ACCESSORY BUILDING IN FOREGROUND FOR REFERENCE
16. FIBER CEMENT TRIM
17. ASPHALT SHINGLES
18. GARAGE DOOR (MATCH EXISTING)

MARK	ISSUE DESCRIPTION	ISS. DATE	#	REV. DESCRIPTION	REV. DATE



3 A206 ACCESSORY LEFT ELEVATION
SCALE: 1/4" = 1'0"

SMITH RESIDENCE
REMODEL & ACCESSORY BUILDING
1311 SOUTH 1100 EAST, OREM, UTAH 84097

JSH DESIGNS
T. 801 722 9021
3028 N. MEADOW VIEW DRIVE
LEHI, UTAH 84043

PROJECT NUMBER
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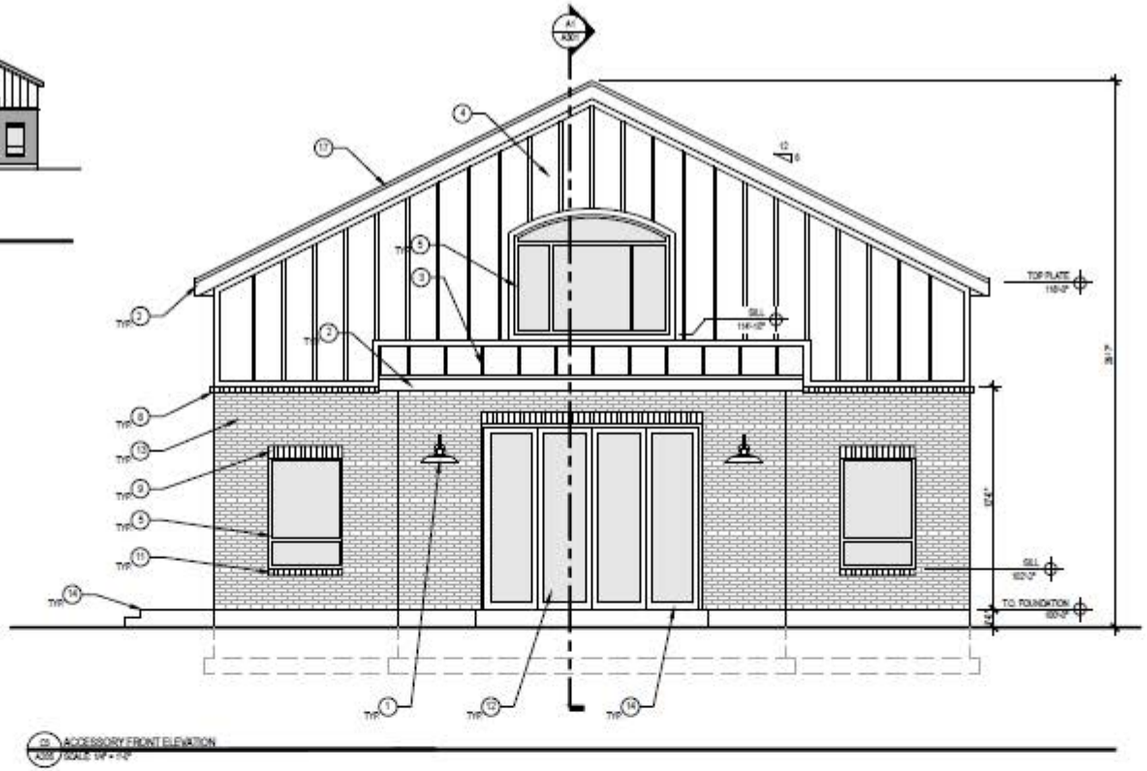
A PERMIT SET
05.06.19

ACCESSORY ELEVATIONS

DRAWING NUMBER
A206



1 FRONT OVERALL ELEVATION
A205 SCALE: 1/8" = 1'-0"

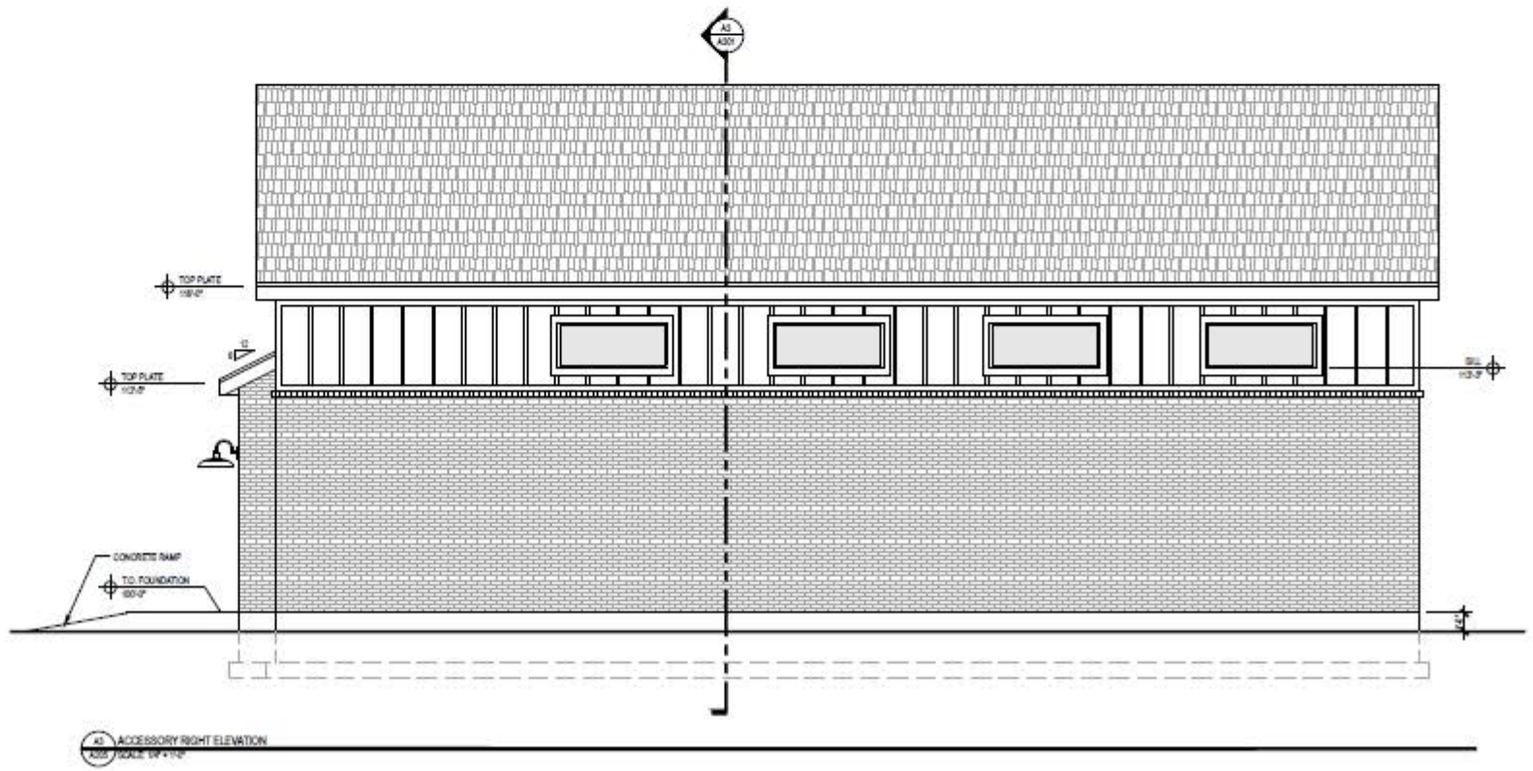


2 ACCESSORY FRONT ELEVATION
A205 SCALE: 1/8" = 1'-0"

ELEVATION KEY NOTES:

1. LIGHT FIXTURE
2. SOFFIT & FASCIA
3. STANDING SEAM METAL ROOFING
4. VERTICAL FIBER CEMENT SIDING
5. WINDOW (MATCH EXISTING)
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17. ASPHALT SHINGLES
18. GARAGE DOOR (MATCH EXISTING)

MARK	ISSUE DESCRIPTION	ISS. DATE	#	REV. DESCRIPTION	REV. DATE



3 ACCESSORY RIGHT ELEVATION
A205 SCALE: 1/8" = 1'-0"

SMITH RESIDENCE
REMODEL & ACCESSORY BUILDING
1311 SOUTH 1100 EAST, OREM, UTAH 84097

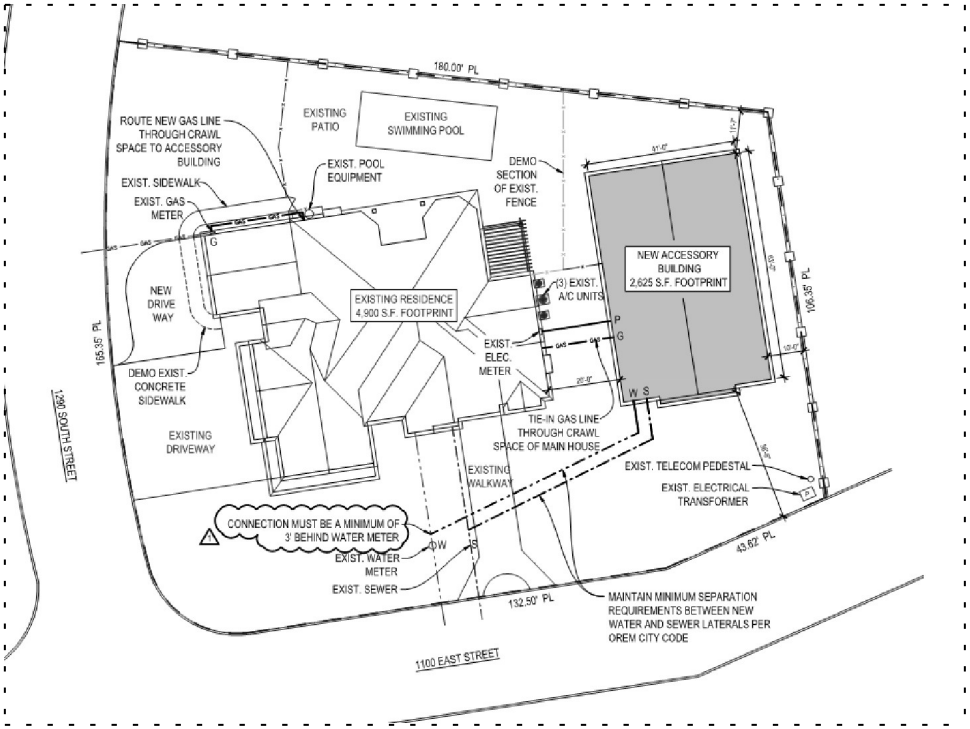
JSH DESIGNS
T. 801.722.9021
3035 N. MEADOW VIEW DRIVE
LEHI, UTAH 84043

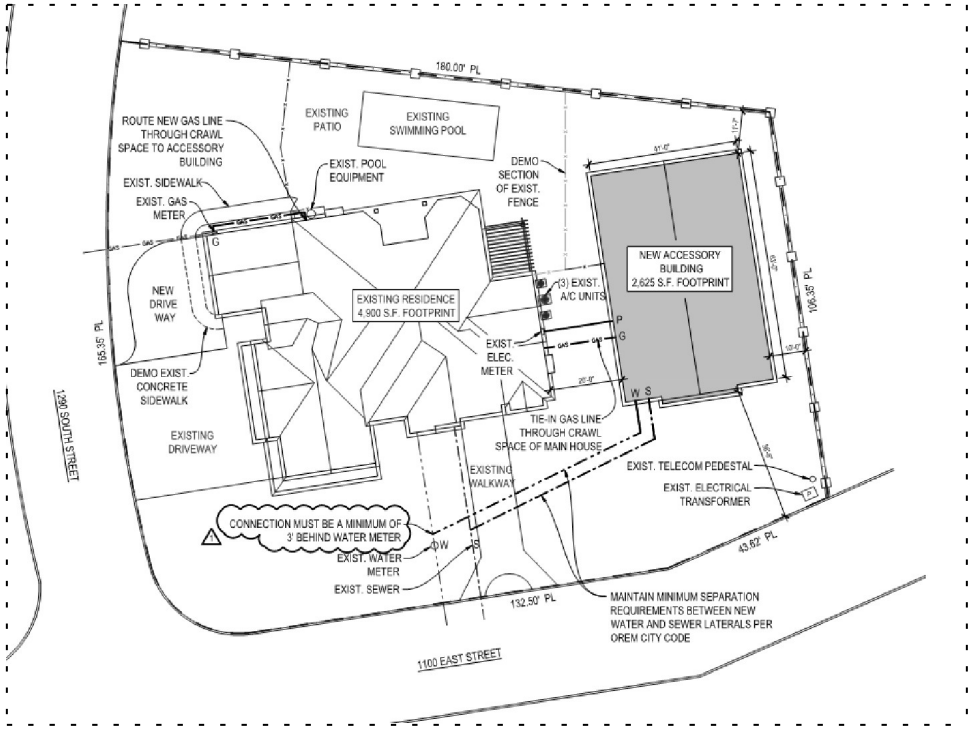
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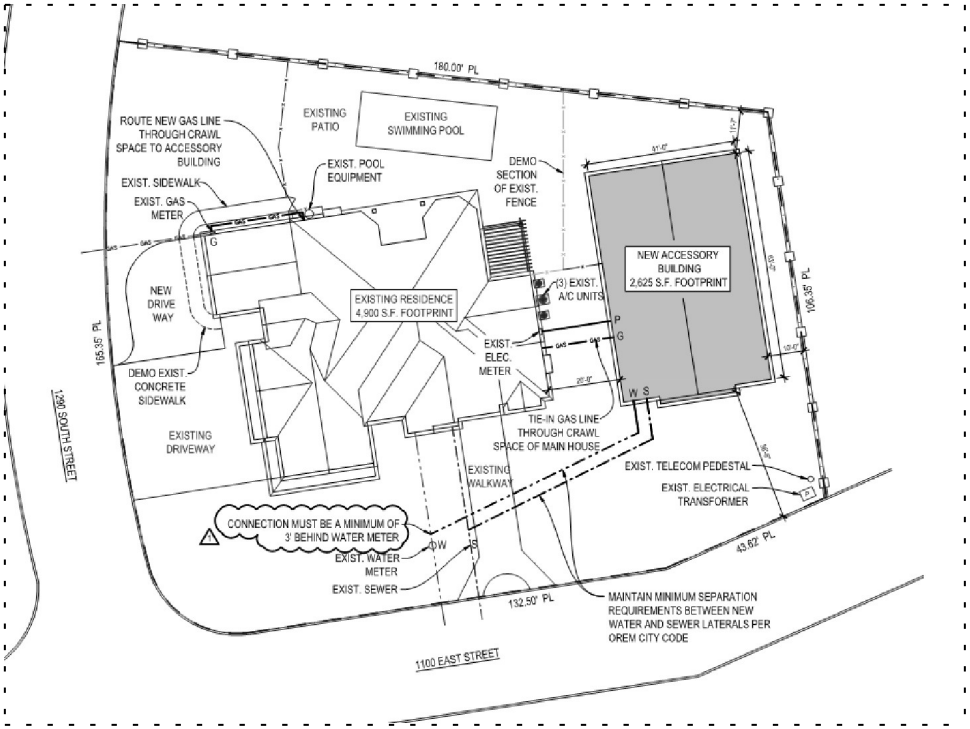
PERMIT SET
05.06.19

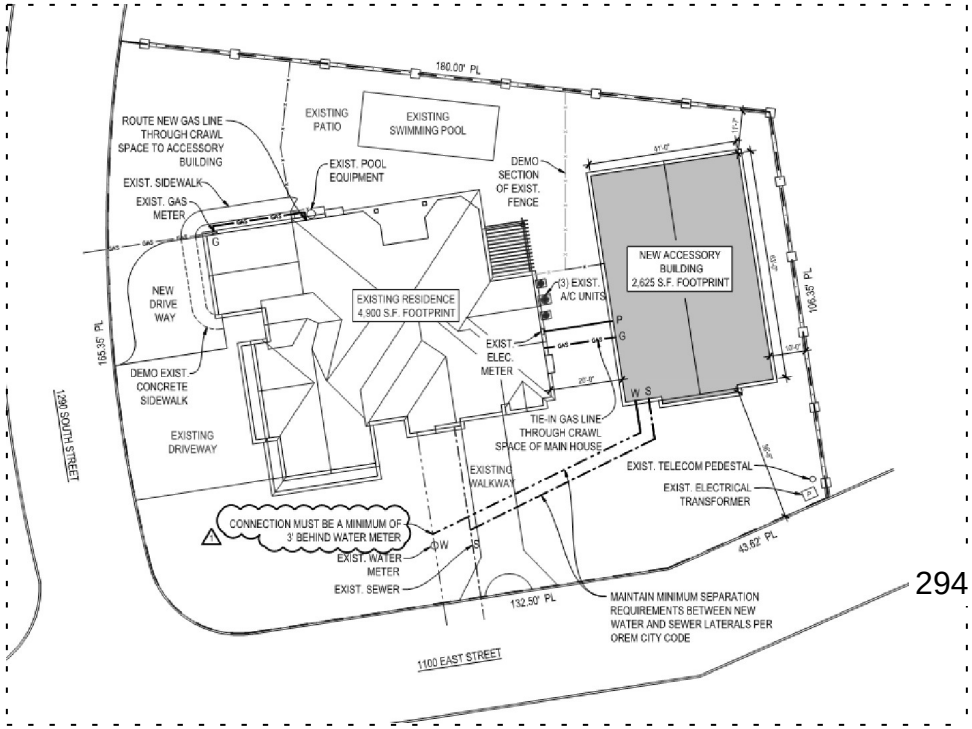
A
B 293

DRAWING NUMBER
A205


180.00' PL
ROUTE NEW GAS LINE THROUGH CRAWL SPACE TO ACCESSORY BUILDING
EXISTING PATIO
EXISTING SWIMMING POOL
EXIST. SIDEWALK
EXIST. GAS METER
EXIST. POOL EQUIPMENT
DEMO SECTION OF EXIST. FENCE
NEW ACCESSORY BUILDING 2,625 S.F. FOOTPRINT
NEW DRIVE WAY
EXISTING RESIDENCE 4,900 S.F. FOOTPRINT
(3) EXIST. A/C UNITS
EXIST. ELEC. METER
DEMO EXIST. CONCRETE SIDEWALK
EXISTING DRIVEWAY
TIE-IN GAS LINE THROUGH CRAWL SPACE OF MAIN HOUSE
EXISTING WALKWAY
EXIST. TELECOM PEDESTAL
EXIST. ELECTRICAL TRANSFORMER
CONNECTION MUST BE A MINIMUM OF 3' BEHIND WATER METER
EXIST. WATER METER
EXIST. SEWER
MAINTAIN MINIMUM SEPARATION REQUIREMENTS BETWEEN NEW WATER AND SEWER LATERALS PER OREM CITY CODE
132.50' PL
43.62' PL
106.38' PL
165.35' PL
1290 SOUTH STREET
1100 EAST STREET


180.00' PL
ROUTE NEW GAS LINE THROUGH CRAWL SPACE TO ACCESSORY BUILDING
EXISTING PATIO
EXISTING SWIMMING POOL
EXIST. SIDEWALK
EXIST. GAS METER
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1100 EAST STREET


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132.50' PL
43.62' PL
106.38' PL
165.35' PL
1290 SOUTH STREET
1100 EAST STREET

POELMAN, RYAN C
PO BOX 2416
OREM, UT 84059

BERKSHIRES LC THE
PO BOX 921
SPANISH FORK, UT 84660

PURPLE SAGE BE LLC
PO BOX 970340
OREM, UT 84097

BERK 3 LLC (ET AL)
PO BOX 970520
OREM, UT 84097

STRATE, STEVE & LINDA L
PO BOX 970730
OREM, UT 84097

MARK SEASTRAND
35 WEST 1670 SOUTH
OREM, UT 84058

KRISTIE SNYDER
56 N STATE STREET
OREM, UT 84057

COMMON AREA
100 E CENTER
PROVO, UT 84606

THOMAS MACDONALD
489 NORTH PALISADES DR
OREM, UT 84097

BRENT SUMNER
744 WEST 550 SOUTH
OREM, UT 84058

PROPERTY RESOURCES INC
820 S 920 E
OREM, UT 84097

HENRIE, ROBERT A
837 E SOUTH TEMPLE
SALT LAKE CITY, UT 84102

SAM LENTZ
882 W 1720 N
OREM, UT 84057

DAVID SPENCER
899 NORTH 550 EAST
OREM, UT 84097

MAYOR RICHARD F. BRUNST, JR.
900 E HIGH COUNTRY DRIVE
OREM, UT 84097-2389

ROBISON, GENE
929 S CARTERVILLE RD
OREM, UT 84097

JENSEN, JEFFREY A
--OR CURRENT RESIDENT--
1129 E 1290 SOUTH
OREM, UT 84097

JENSEN, JEFFREY A
1171 S 1620 E
SPRINGVILLE, UT 84663

HENRIE, ROBERT A
--OR CURRENT RESIDENT--
1206 S 1100 EAST
OREM, UT 84097

JACOBSEN, ROBERT L & KAREN K
(ET AL)
1222 S 1040 E
OREM, UT 84097

PALICA, TRACY
1229 S 1100 E
OREM, UT 84097

POELMAN, RYAN C
--OR CURRENT RESIDENT--
1232 S 1100 EAST
OREM, UT 84097

CHRISTENSEN, TIMOTHY A &
MELANIE A (ET AL)
1249 S 1100 E
OREM, UT 84097

NELSON, LINDSEY ANN & ROBERT
WILEY (ET AL)
1254 S 1100 E
OREM, UT 84097

ERROR, BRETT M
1269 S 1100 E
OREM, UT 84097

NELSON, LINDSEY ANN & ROBERT
WILEY (ET AL)
1274 S 1100 E
OREM, UT 84097

EYRE, NICK G & DIANE D
1277 S 1040 E
OREM, UT 84097

MESERVY, THOMAS O & SUNDAY J
1278 S 1040 E
OREM, UT 84097

ERROR, BRETT M
--OR CURRENT RESIDENT--
1285 S 1100 EAST
OREM, UT 84097

MORTON, CARYN S
1308 S 1100 E
OREM, UT 84097

SMITH, KIMBLE J
1311 S 1100 E
OREM, UT 84097

LUDLOW, MELVIN J & ALICE L
--OR CURRENT RESIDENT--
1315 S CARTERVILLE RD
OREM, UT 84097

ANDERSON, CLARK & PATRICIA
1337 S CARTERVILLE RD
OREM, UT 84097

SMITH, RODGER H & HOLLY KRISTINE
1338 S 1100 E
OREM, UT 84097

DLA REAL ESTATE LLC
--OR CURRENT RESIDENT--
1342 S 1100 EAST
OREM, UT 84097

BURTON, MITCHELL & CHERYL (ET AL)
1343 S 1100 E
OREM, UT 84097

KIM, YONG MIN (ET AL)
1344 S 1140 E
OREM, UT 84097

PROPERTY RESOURCES INC
--OR CURRENT RESIDENT--
1347 S CARTERVILLE RD
OREM, UT 84097

BERK 3 LLC (ET AL)
--OR CURRENT RESIDENT--
1353 S 1140 EAST
OREM, UT 84097

HUGHES, LYNN (ET AL)
1355 S CARTERVILLE RD
OREM, UT 84097

ROBINSON, ERIC & JANEE
1363 S 1080 E
OREM, UT 84097

STRATE, STEVE & LINDA L
--OR CURRENT RESIDENT--
1366 S 1080 EAST
OREM, UT 84097

DECKER, KRISTEN A (ET AL)
1366 S 1140 E
OREM, UT 84097

PURPLE SAGE BE LLC
--OR CURRENT RESIDENT--
1377 S 1140 EAST
OREM, UT 84097

BELL, RACHELLE ROSITTA HIERSCHE
1380 S 1140 E
OREM, UT 84097

DIAL, BRANDON C & KRISTI (ET AL)
1383 S 1080 E
OREM, UT 84097

BAUGH, CASEY & CHELSEA
1386 S 1080 E
OREM, UT 84097

CHAPMAN, BRUCE & CERI (ET AL)
1421 S CARTERVILLE RD
OREM, UT 84097

DLA REAL ESTATE LLC
1493 S 1020 E
OREM, UT 84097

DEBBY LAURET
1869 N 80 E
OREM, UT 84057

JASON BENCH
1911 N MAIN STREET
OREM, UT 84057-2101

RIVERSIDE COUNTRY CLUB
2701 N UNIVERSITY AV
PROVO, UT 84604

LUDLOW, MELVIN J & ALICE L
17703 THEISSWOOD CT
SPRING, TX 77379

For more information, contact
Grant Allen at (801) 229-7095
or grallen@orem.org

City Council Chambers, 56 N State Street

City Council
Tue, Jul 16, 2019
6:00 pm

Planning Commission
Wed, Jul 10, 2019
4:30 pm

Applicant (Kimble Smith) requests the City approve the conditional use permit for an accessory structdure located at 1311 South 1100 East PD18 zone.

Additional information can be viewed on orem.org/planning under "Current Planning (Public Hearing Notices)" tab.

LUDLOW, MELVIN J & ALICE L
17703 THEISSWOOD CT
SPRING, TX 77379

For more information, contact
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SAM LENTZ
882 W 1720 N
OREM, UT 84057

For more information, contact
Grant Allen at (801) 229-7095
or grallen@orem.org

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DEBBY LAURET
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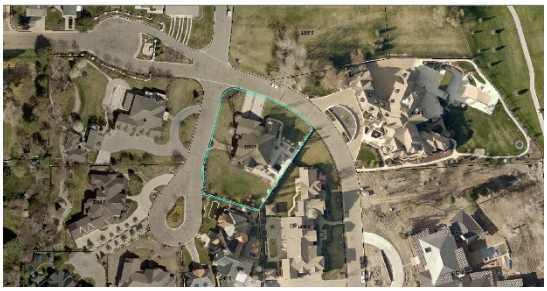
Planning Commission
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JASON BENCH
1911 N MAIN STREET
OREM, UT 84057-2101

Agenda Item 3.4 is a request by Kimble Smith to request the Planning Commission forward a positive recommendation to the City Council to approve the Conditional Use Permit for the Smith Residence accessory structure located generally at 1311 South 1100 East in the PD18 zone.



Staff Presentation: The applicant is proposing a new accessory structure on their lot with a footprint of 2,625 square feet. The PD18 zone requires a conditional use when an accessory structure is 1,000 square feet in area or greater.

The structure will be two stories tall and enclose a recreation room, two storage rooms, two porches, and a loft space. The proposed structure complies with the requirements of the PD18 zone.

Recommendation: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission forward a positive recommendation to the City Council to approve the conditional use permit of Smith Residence Remodel located generally at 1311 South 1100 East in the PD18 zone.

Chair Spencer asked if the Planning Commission had any questions for Mr. Allen.

Chair Spencer invited the applicant to come forward. Kimble Smith, owner and Wes Holcomb, Contractor introduced themselves. Mr. Spencer asked if there were an impact on the neighborhood from this structure. Mr. Kimble said no, there was a neighborhood meeting and no one showed up. Everyone they have talked to has had a positive reaction.

Chair Spencer opened the public meeting and invited those from the audience who had come to speak to this item to come forward to the microphone.

When no one came forward, Chair Spencer closed the public meeting and asked if the Planning Commission had any more questions for the applicant or staff. When none did, he called for a motion on this item.

Planning Commission Action: Ms. Jensen moved to forward a positive recommendation to the City Council to approve the conditional use permit of Smith Residence Remodel located generally at 1311 South 1100 East in the PD18 zone. Mr. Cochran seconded the motion. Those voting aye: Mickey Cochran, Carl Cook, Camille Jensen, Ross Spencer and Mike Staker. The motion passed unanimously.

RESOLUTION NO. _____

A RESOLUTION OF THE OREM CITY COUNCIL APPROVING A CONDITIONAL USE PERMIT FOR AN ACCESSORY STRUCTURE AT 1311 SOUTH 1100 EAST IN THE PD-18 ZONE.

WHEREAS on June 10, 2019, Kimble Smith filed an application with the City of Orem requesting the City approve a conditional use permit for an accessory structure at 1311 South 1100 East in the PD-18 zone; and

WHEREAS a public meeting considering the subject application was held by the Planning Commission on July 10, 2019, and the Planning Commission recommended approval of the request; and

WHEREAS a public meeting considering the subject application was held by the City Council on July 16, 2019; and

WHEREAS the agenda of the Planning Commission meeting and the City Council meeting at which the request was heard was posted at the Orem Public Library, on the Orem City webpage, at the City Offices at 56 North State Street and at utah.gov/pmn; and

WHEREAS the matter having been submitted and the City Council having fully considered the request as it relates to the health, safety and general welfare of the City; the orderly development of land in the City; the effect upon the surrounding neighborhoods; and the special conditions applicable to the request.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OREM, UTAH, as follows:

1. The City Council finds this request is in the best interest of the City because it will provide an amenity for the subject property and will not cause any negative impacts to surrounding properties.

2. The City Council hereby approves a conditional use permit for an accessory structure at 1311 South 1100 as shown on Exhibit “A” which is attached hereto and incorporated herein by reference.

3. This resolution shall take effect immediately upon passage.

PASSED, APPROVED and ordered PUBLISHED this 16th day of July 2019.

_____

Richard F. Brunst, Mayor

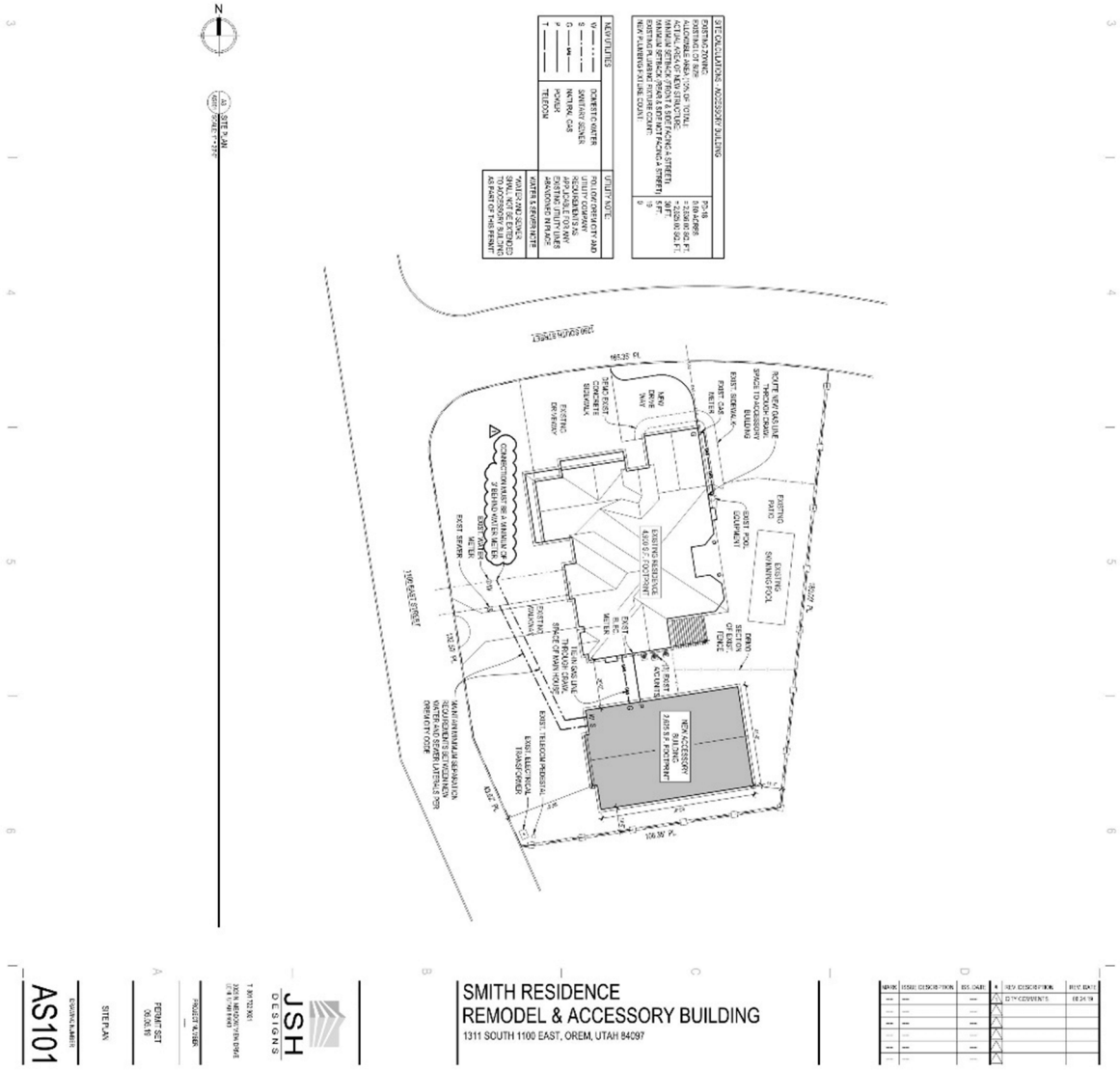
ATTEST:

_____

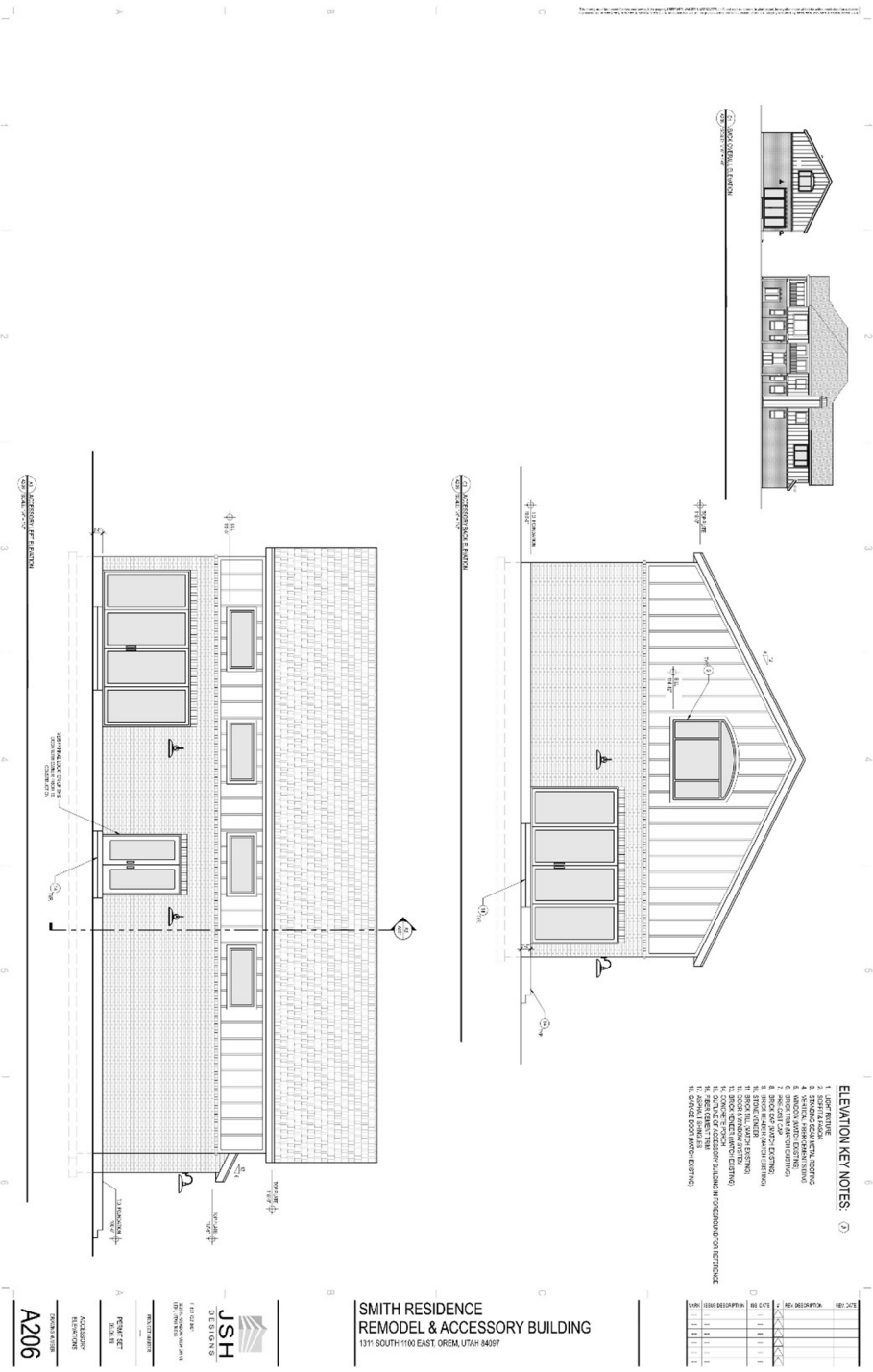
Jody Bates, City Recorder

COUNCIL MEMBERS VOTING "AYE"	COUNCIL MEMBERS VOTING "NAY"
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Exhibit “A”


SITE PLAN
SCALE: 1/16" = 1'-0"
SITE CALCULATIONS: ACCESSORY BUILDING
EXISTING ZONING:
PROPOSED USE:
ALLOWABLE AREA = 10% OF TOTAL
ACTUAL AREA OF NEW STRUCTURE:
ACTUAL AREA OF NEW STRUCTURE:
MINIMUM SETBACK FROM E & WEST FACING STREETS:
MINIMUM SETBACK FROM E & WEST FACING STREETS:
EXISTING PLUMBING FIXTURE COUNT:
NEW PLUMBING FIXTURE COUNT:
PD-18
SINGLE FAMILY
21,780.00 SQ. FT.
2,220.00 SQ. FT.
10%
30FT
30FT
0
0
LEGEND
UTILITIES
TO BUILDING
DOMESTIC WATER
SANITARY SEWER
NATURAL GAS
POWER
TELECOM
UTILITY NOTE
FOLLOW OREM CITY AND UTILITY COMPANY SPECIFICATIONS AND REQUIREMENTS FOR ANY APPLICABLE NEW AND EXISTING UTILITY LINES AND SERVICES WITHIN AND ADJACENT TO THE PROPERTY
WATER & SEWER NOTE
ANY NEW UTILITY LINES INSTALLED TO ACCESSORY BUILDING SHALL BE INCLUDED AS PART OF THIS PERMIT
1200 EAST STREET
165.35' PL
ROUTE NEW GAS LINE TO ACCESSORY BUILDING
EXIST. SERVICE
EXIST. GAS METER
NEW DRIVE WAY
EXISTING CONCRETE SIDEWALK
EXISTING DRIVEWAY
EXISTING PATIO
EXISTING SWIMMING POOL
EXIST. POOL EQUIPMENT
EXISTING RESIDENCE
EXIST. ELECTRIC METER
EXIST. ACCESS
NEW ACCESSORY BUILDING
2,625 S.F. FOOTPRINT
EXIST. TELECOM PEDESTAL
EXIST. ELECTRICAL TRANSFORMER
EXIST. SEWER
EXIST. WATER METER
CONNECTION MUST BE A MINIMUM OF 2' BEHIND PROPERTY LINE
1100 EAST STREET
106.00' PL
JSH DESIGNS
SMITH RESIDENCE
REMODEL & ACCESSORY BUILDING
1311 SOUTH 1100 EAST, OREM, UTAH 84097
SITE PLAN
AS101

ELEVATION KEY NOTES:
SMITH RESIDENCE
REMODEL & ACCESSORY BUILDING
1311 SOUTH 1100 EAST, OREM, UTAH 84097
JSH
DESIGNS
A205


SMITH RESIDENCE
REMODEL & ACCESSORY BUILDING
1311 SOUTH 1100 EAST, OREM, UTAH 84097
ELEVATION KEY NOTES:
A206