CITY OF OREM
CITY COUNCIL MEETING
56 North State Street, Orem, Utah
August 11, 2020

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

NOTICE OF ALL-ELECTRONIC MEETING & OPPORTUNITY FOR PUBLIC PARTICIPATION

Pursuant to Mayor Richard F. Brunst's Proclamation dated August 3 2020, the Orem City Council meeting on August 11, 2020 will be an all-electronic meeting. There will be no anchor location for the meeting. The City cannot ensure the recommended minimum of six feet of social distancing for meeting participants at the usual anchor location in the Orem City Council Chambers. Therefore, holding the meeting at the City Council Chambers would present a substantial risk to the health and safety of those who may be present at the meeting and may contribute to the spread of COVID-19. There will be no public access to the Orem City Council chambers. Those desiring to view or participate in the meeting must do so electronically.

To view the meeting: please go to orem.org/meetings.

To make a comment: Please submit your comment through:

orem.org/comments

OR

CityCouncilPublicComments@orem.org

Comments will be accepted before and during the meeting. All comments received will be entered into the record and forwarded to each City Council member for review. Comments will also be read aloud during the live meeting when required by law or when time permits. Once an item has been voted on, that item will be closed to additional comments.

Thank you for your cooperation during these challenging times.

4:45 P.M. WORK SESSION - CITY COUNCIL CONFERENCE ROOM

DISCUSSION - City Retention Schedule (5 min)
Presentation and Discussion of a proposed City of Orem Retention Schedule for the Finance Department.
Presenter: Jackie Lambert, Deputy City Recorder
1.Bonding & Bond Files.pdf
2.Fixed Assets & Special Assessments.pdf
3.General Accounting.pdf
4.Payroll & Purchasing.pdf

DISCUSSION - CARE Tax Policies & Procedures - minor adjustments (5 minutes)
Review and Discussion
Presenter: Steven Downs

ANNUAL UPDATE - Service Line Warranties of America (15 minutes)
Update and Discussion
Presenter: Steven Downs

1. AGENDA REVIEW & PREVIEW OF UPCOMING AGENDA ITEMS

The City Council will review the items on the agenda.

2. 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: Brent Sumner

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

3. CALL TO ORDER

4. INVOCATION/INSPIRATIONAL THOUGHT: BY INVITATION - TERRY PETERSON

5. PLEDGE OF ALLEGIANCE: BY INVITATION - TERRY PETERSON

6. MAYOR'S REPORT/ITEMS REFERRED BY COUNCIL

7. 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.)

8. CONSENT ITEMS

8.1. MOTION - Cancel August 25, 2020 City Council Meeting
It is requested that the August 25, 2020 City Council Meeting be cancelled.

8.2. APPROVAL OF MEETING MINUTES
Minutes of City Council Meeting - July 14, 2020
07.14.2020.ccmin--Draft.docx

8.3. RESOLUTION - Approval of the City of Orem Development Services Department Retention Schedule

Approval of the City of Orem Retention Schedule for the Development Services Department.

RES-- Records Retention Schedule Approval.doc

1.Building.docx

2.Engineering.docx

3.Planning & Zoning.docx

8.4. ORDINANCE - Amending Section 19.7.5.C. of the Orem City Code

Staff recommends that the City Council approve a motion to amend Section 19-7-5.C. of the Orem City Code to remove the requirement for a parking enforcement company to contact Orem City Dispatch before it places a boot on a vehicle and other technical corrections.

ORD--Section 19.7.5.Removing requirement to contact PD before booting.7.20.2020.docx

9. SCHEDULED ITEMS

9.1. PUBLIC HEARING

RESOLUTION – Amending portions of Chapter 2 Land Use and Chapter 6 Transportation of the Orem General Plan updating the Land Use Map and Pedestrian and Bike Path Map and language pertaining to the southwest area.

The Planning Commission recommends the City Council, by resolution, amend portions of Chapter 2 Land Use and Chapter 6 Transportation of the Orem General Plan updating the Land Use Map and Pedestrian and Bike Path Map and language pertaining to the southwest area.

Presenter: Jason Bench

Agenda-GeneralPlanAmendment-SouthwestArea.docx

GeneralPlan-SouthwestLandUseDesignation (5).docx

General_Plan_update_Close_up.pdf

ERU_Calcs_Proposed_Land_Use_Map.xlsx_-_Sheet1.pdf

Southwest_Annexation_Area_Option_8.11.2020.pdf

GP_Ped_Trails_map.pdf

Resolution-GeneralPlanChange-SouthwestArea.docx

Southwest_Area_Public_Comments.pdf

Southwest_Area_Survey_Results_Report.pdf

Neighborhood_Meeting_5-13-2020_Q_A_.pdf

20200707_3_MailerFront__3_.pdf

Notice_Addresses.csv.pdf

SW Area General Plan PC Minutes 7.15.20.docx

9.2. PUBLIC HEARING

RESOLUTION – Adopting the Sunset Heights East-West and Lakeview-Cherry Hill Neighborhood Plans and amending the Orem City General Plan to include the Sunset Heights East-West Neighborhood Plan and the Lakeview-Cherry Hill Neighborhood Plan in Appendix "Z" of the Orem General Plan.

The Planning Commission recommends the City Council, by resolution, adopt the Sunset Heights East and West Neighborhood Plan and the Lakeview and Cherry Hill Neighborhood in Appendix

"Z" of the Orem General Plan.
Presenter: Grant Allen
Agenda-NeighborhoodPlan-SunsetHeights.docx
Resolution-NeighborhoodPlan-SunsetHeights.docx
Neighborhood Plans PC Minutes 7.15.20.docx
Sunset Heights_East and West_Plan.pdf
Lakeview and Cherry Hill_Plan.pdf
Neighborhood_Meeting_6.23.2020_Q_A.pdf
Notice_Neighborhood_Plan_Meeting.pdf
Comments_received_for_Neighborhood_Plans.pdf

9.3. PUBLIC HEARING
ORDINANCE – Enacting Section 22-14-21(D) and Standard Land Use Code 5945 Orem City Code pertaining to requirements for retail tobacco specialty businesses.
The Planning Commission recommends that the City Council, by ordinance, enact Section 22-14-21(D) and Standard Land Use Code 5945 Orem City Code pertaining to requirements for retail tobacco specialty businesses.
Presenter: Jason Bench
Agenda-RetailTobaccoSpecialty-Limit.docx
Resolution-RetailTobaccoSpecialty-Limit.docx
22-14-21(D) Retail Tobacco Specialty Business.pdf
Planning Commission Minutes (Draft).pdf
Data from other Cities - Data Table.pdf
Vape Shops in Orem_Map.pdf

9.4. PUBLIC HEARING
ORDINANCE - Street Vacation; Vacating a portion of 450 West south of 500 North to approximately 475 North in the R7.5 zone
Staff recommends the City Council, by ordinance, vacate a portion of 450 West south of 500 North to approximately 475 North in the R7.5 zone.
Presenter: Jason Bench
Agenda-StreetVacation-450West.docx
Vicinity Map.pdf
Map.pdf
Street Vacation.pdf
Preliminary Plat.pdf
Street View.pdf
20200804_1_MailerFront.pdf
20200804_1_MailerBack.pdf
20200804_1_Labels.docx
Resolution-StreetVacation-450West.docx

10. COMMUNICATION ITEMS

10.1. MONTHLY FINANCIAL SUMMARY - June 2020

For Review
Monthly Financial Summary - June 2020.pdf

11. 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.

12. 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

SCHEDULE 3 – FINANCE DEPARTMENT

Section 1: Bonding and Bond File Records

3.101: BOND ISSUE FILES

These files document the implementation of significant municipal bonds (i.e., revenue or special bonds), but not general obligation bonds. These files include authorizations supporting financial data, contracts or sales agreements, destruction certificates, and sample copies of bonds sold as evidence of municipal indebtedness.

RETENTION – Retain permanently

3.102: BOND REDEMPTION AND DESTRUCTION CERTIFICATES

These are certificates sent to the municipality by the paying agent which track pay and destruction of bond coupons.

RETENTION – Retain permanently

3.103: GENERAL OBLIGATION BONDS

These bonds constitute general obligations of the municipality, for the prompt and punctual payment of principal or interest on which the full faith and credit of the municipality are pledged. These issued bonds are not payable solely from revenues other than those derived from ad valorem taxes. The revenue derived from the sale of bonds shall be applied only to the purpose specified in the order of the municipal legislative body.

RETENTION - Retain for 3 years after final action (paid or cancelled) and then destroy

3.104: MUNICIPAL REVENUE BONDS

These bonds are issued by the city council payable solely from revenues attributable to the extension and improvement to revenue producing facilities.

RETENTION - Retain for 3 years after final action and then destroy

3.105: NOTARY BONDS

These are $5,000.00 bonds that are required to be filed with and approved by the State Division of Corporations and Commercial Code for a term of four years. Individual notaries are responsible for maintaining their bond and associated documents.

RETENTION - Retain for 3 years after resolution of issue and then destroy

3.106: SPECIAL IMPROVEMENT BONDS

SCHEDULE 3 – FINANCE DEPARTMENT

Section 1: Bonding and Bond File Records

The governing body of the municipality levying the assessment, by ordinance or resolution, may authorize the issuance of special improvement bonds to pay costs of improvements in the district against funds created by the assessment.

RETENTION - Retain 3 years after final action and then destroy

SCHEDULE 3 – FINANCE DEPARTMENT

Section 2: Fixed Assets & Special Assessment Records

3.201: ANNUAL FIXED ASSET REPORT

This report lists totals of all fixed assets, purchases, and dispositions. This is included in the annual financial report.

RETENTION - Retain until updated or superseded and then destroy

3:202: DISPOSITION OF CAPITAL ASSETS

These are either forms or records completed by municipal agencies when municipal, tangible, property that qualifies as a capital asset is disposed of either by public auction, competitive bidding, or destruction. Includes date, department name, description of item, value, disposition method, and reason, condition, and approval signature.

RETENTION - Retain for 3 years after disposition of property and then destroy

3:203: FIXED ASSET LISTS

These are listings of all municipal property (buildings and real estate), vehicles, equipment, and furniture. Includes description, cost, date purchased, location, name of vendor, and depreciation.

RETENTION - Retain for 10 years and then destroy

3.204: INVENTORY FILES

These files contain the annual inventory of municipal equipment, supplies and other items owned or administered by the municipality.

RETENTION - Retain for 1 year after being reconciled with subsequent inventory and then destroy

3.205: SPECIAL ASSESSMENT LEDGERS

These ledgers record the expenditures for taxes levied for special assessments. They include the year, month, disbursement, balance, warrants paid, balance credit, cash, and transfers.

RETENTION - Retain for 3 years after final payment and then destroy

3.206: SPECIAL ASSESSMENT STATEMENTS

These statements are a validation of when taxes are paid. One copy is sent to the taxpayer and a copy is retained by the treasurer. They are used as a record of payments on the assessment and for audit purposes. The statements include name and address, treasurer's receipt number, block

and lot numbers.

RETENTION - Retain for 3 years after final payment made and then destroy

3.207: SURPLUS PROPERTY CASE FILES

These files document the sale of surplus municipal property. Includes invitations, bids, acceptances, lists of materials, evidence of sales, and related correspondence.

RETENTION - Retain for 6 years after final action and then destroy

SCHEDULE 3 – FINANCE DEPARTMENT

Section 3: General Accounting Records

3.301: ACCOUNTS PAYABLE

These records are used to pay municipal bills. They include copies of checks, invoices, purchase orders, and receiving reports. May also include correspondence with vendors and computer printouts.

RETENTION - Retain for 4 years and then destroy

3.302: ACCOUNTS RECEIVABLE INVOICES

These records document the procurement of goods and services for the municipality. They usually include the date, number of items received, descriptions of items, invoice number, purchase order number, vendor, unit and total price of goods. Invoices are usually part of the accounts payable files or purchase order files.

RETENTION - Retain for 4 years and then destroy

3.303: ACCOUNTS RECEIVABLE

These records consist of copies of accounts receivable prepared by municipalities to collect amounts owed by vendors, organizations, and citizens having accounts with municipal agencies. This includes invoices billing non-municipal agencies or institutions for supplies, services, or repairs provided by an agency.

RETENTION - Retain for 3 years and then destroy

3.304: ANNUAL BUDGET

The budget is a plan of financial operations for a fiscal year which embodies estimates of proposed expenditures for given purposes and the proposed means of financing them. A copy of the final budget for each fund shall be certified by the budget officer and filed with the state auditor after adoption.

RETENTION - Permanent

3.305: ANNUAL FINANCIAL REPORTS

These are statistical reports on the financial affairs of the entire municipality. Copies of the annual financial report shall be filed with the state auditor and shall be filed as a public document in the office of the city recorder.

RETENTION - Permanent, may be transferred to the State Archives

SCHEDULE 3 – FINANCE DEPARTMENT

Section 3: General Accounting Records

3.306: AUDIT REPORTS

These are reports prepared by external auditors examining and verifying the municipality's financial activities for the year. The audit required for any fiscal year shall be completed within six calendar months after the close of the fiscal year.

RETENTION - Permanent, may be transferred to the State Archives

3.307: BANK STATEMENTS

These are monthly statements showing the amount of money on deposit to the credit of the municipality showing date, name of bank, total deposit, withdrawals, and cash balance with interest on daily bank balances.

RETENTION - Retain for 4 years and then destroy

3.308: BUDGET INFORMATION FILES

These files document the adoption of the city's annual budget. Includes recommended budget, tape recordings of public hearings associated with finalizing budget. Files may also contain budget amendments and any other actions affecting budget.

RETENTION - Retain for 2 years after budget has been adopted and then destroy

3.309: BUSINESS LICENSE FILES

These records are a register or index of licensed businesses operating within municipal boundaries. Information includes the type of license issues, applicant, address, business name, and date.

RETENTION - Permanent, may be transferred to the State Archives

3.310: CHECK REGISTER REPORT

These are multi-columnar records with chronologically arranged entries of checks. They usually include check numbers and amounts of debits or deposits per account.

RETENTION – Permanent, part of the entire system

3.311: CUSTOMER APPLICATION RECORDS

These are applications completed by customers requesting water, sewer, or electric service. They are used for billing purposes. The applications include customer's name, address, and telephone number; meter information, date and approval signature(s).

RETENTION – Permanent, part of the entire system

3.312: DAILY CASH REPORTS

These reports provide a daily record of cash balances, receipts, and disbursements.

RETENTION - Retain for 3 years and then destroy

3.313: DEPOSIT SLIPS

These are bank cashiers' slips showing the amount and date of deposit of monies into municipal accounts.

RETENTION - Retain for 3 years and then destroy

3.314: GENERAL LEDGERS

These are summaries showing the amount of receipts and disbursements of each department of the municipality. They may also include documentation from subsidiary ledgers to general ledger and accounting adjustments in the form of general entries.

RETENTION - Retain for 7 years and then destroy

3.315: INVESTMENT ACCOUNTING MONTHLY REPORTS

These are monthly accounting reports. They include outstanding reports, amortization reports, and earning reports.

RETENTION - Retain for 3 years, and then destroy

3.316: REGULAR BUDGET REPORTS

These regular reports are prepared monthly and quarterly. They document the status of city accounts and apportionment comparing budgets and actual expenditures. They are used for audit purposes.

RETENTION - Retain for 3 years and then destroy

3.317: REIMBURSEMENT FILES

These records document payments made for the purpose of reimbursing travel, transportation, equipment, service, training, tax abatement, and other reimbursable costs. Records may include correspondence, forms, travel reservations, travel authorizations, per diem vouchers, transportation requests, hotel reservations, invoices, itemized expenses, participation verification,

and other supporting records used to validate reimbursable expenses.

RETENTION - Retain for 3 years and then destroy

3.318: SALES AND USE TAX RETURN FORMS

These forms are required by the State Tax Commission to report quarterly sales tax and to remit the amounts collected and due to the state.

RETENTION - Retain for 4 years and then destroy

3.319: STATE TREASURER'S ACCOUNTING STATEMENTS

These are quarterly reports of monies deposited with and invested by the State Treasurer under the State Money Management Act. These statements are required by law. They include a deposit form, an account statement and an investment credit notice.

RETENTION - Retain for 1 year and then destroy

3.320: UNCLAIMED CHECKS/WARRANTS

These are unclaimed checks covering disbursements for municipal expenses. Includes check number, date, amount, purpose, and name of payee.

RETENTION - Retain for 1 year and then transfer to the State Treasurer, Unclaimed Property Division

SCHEDULE 3 – FINANCE DEPARTMENT

Section 4: Payroll & Purchasing Records

3.401: GARNISHMENT RECORDS

Records of garnishments for debts owed by employees which are attached to employees earnings.

RETENTION—Retain for 3 years after the end of the garnishment and then destroy

3.402: PAYROLL POST PROCESSING RECORDS

This schedule is for payroll reporting. Each payroll period is closed out when disbursement information is verified using payroll reports.

RETENTION - Retain for 10 years and then destroy

3.403: PURCHASE ORDERS

These are records authorizing the purchase of supplies or equipment by the municipality. They contain the name of the requesting agency, name of vendor, item, date ordered, delivery date, purchase order number, account charged, and authorizing signature.

RETENTION - Retain for 4 years and then destroy

3.404: PURCHASE REQUISITION FILES

These files contain requisitions for supplies and equipment for current inventory.

RETENTION - Retain for 4 years and then destroy

3.405: REQUEST FOR PROPOSAL RECORDS

These records are bids and proposals to provide products or services for a governmental entity. Information includes preliminary requirements for procurement of a commodity or service. These records also include unsuccessful bids and proposal files.

RETENTION - Retain 4 years after project complete and warranties have run and then destroy

3.406: VENDOR LIST

This is a list of vendors providing goods and services to the municipality. It usually includes names of vendors, addresses, telephone numbers, and descriptions of goods or services provided.

RETENTION - Retain until updated or superseded and then destroy

Agenda Item No: 8.1

City Council Agenda Item Report

Meeting Date: August 11, 2020
Submitted by: Jackie Lambert
Submitting Department: City Manager' s Office
Item Type: Action Item
Agenda Section:

Subject:
MOTION - Cancel August 25, 2020 City Council Meeting

Suggested Action:
It is requested that the August 25, 2020 City Council Meeting be cancelled.

Presenter:

Background:

Potentially Affected Area:

Attachments:

DRAFT

CITY OF OREM
CITY COUNCIL MEETING
56 North State Street Orem, Utah
July 14, 2020

This meeting was held electronically
to allow Councilmembers and Staff to participate.

4:30 P.M. WORK SESSION – CITY COUNCIL CONFERENCE ROOM

CONDUCTING	Mayor Richard F. Brunst
ELECTED OFFICIALS	Jeff Lambson, Debby Lauret, Tom Macdonald, Terry Peterson, 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; Marc Sanderson, Fire Chief; Karl Hirst, Interim Police Department Manager; Ryan Clark, Development Services Director; Charlene Crozier, Library Director; Chris Tschirki, Public Works Department Manager; Brandon Nelson, Finance Department Manager; Debbie Boone, Interim Recreation Department Manager; Jason Bench, Planning Division Manager; Keri Rugg, HR Director; Jennica Jones, Management Analyst; Stephen Cannon, Assistant IT Division Manager; Brady Hale, Transportation Engineer; Pete Wolfley, Communications Specialist; Jody Bates, City Recorder; and Jackie Lambert, Deputy City Recorder.

NOTE: The referenced report and presentation documents for each discussion may be viewed at orem.org/meetings under "City Council Presentations"

PRESENTATION – Human Resource Annual Report

Ms. Rugg and Ms. Jones presented the annual Human Resource (HR) report for the City of Orem. Ms. Jones began by sharing employee demographics as of July 1, 2020, including gender, ethnicity, and residential data. She said approximately $48 million was budgeted for all personnel expenditures, with approximately $37.5 million from the General Fund and $10.5 million from all other funds. She shared a graph outlining the percentages of personnel expenditures by department, with the largest percentages correlating to the police, public works, and fire departments respectively. Ms. Jones provided a benefits overview from the past five years of Orem costs versus employee costs for a high deductible family coverage plan with HSA. The City had seen over 29% increase over the five years but had absorbed those costs to keep employee costs constant. Ms. Jones then shared a table with fixed benefits comparison to sister cities including American Fork,

DRAFT

Bountiful, Draper, Layton, Lehi, Murray, Ogden, Pleasant Grove, Provo, Sandy, South Jordan, Spanish Fork, Springville, St. George, West Jordan, and West Valley. She said on average Orem had a higher deductible plan and contributed more to dental and HSA; employees paid $70 a month for health coverage, compared to around $100 in other cities.

Ms. Jones continued, discussing retirement costs and contributions as well as employee turnover rates. She provided data regarding separations from the city from Fiscal Year (FY) 2010 to present and the most common reasons for separation, which included retirement and obtaining other employment. Discussion ensued regarding turnover rates, particularly among sworn police and fire officers, and whether compensation was a key factor in those separations. Ms. Rugg said in some cases compensation was a main factor, but other factors included opportunities to advance and family considerations. She said she worked closely with the fire and police chiefs to develop requirements and titles for advancement. In response to a Council question, Chief Sanderson said some of the classes required had been postponed or cancelled because of the COVID-19 pandemic, but he would reach out to Utah Valley University (UVU) regarding alternative courses that may be offered.

Many council members asked questions specifically about police and fire employees. Discussion continued regarding recruitment and lateral hires, benefits comparisons, opportunities for advancement, and open communication within departments. Ms. Rugg said it was important that employees felt they could speak to their supervisors or herself specifically should any issues arise. She was working hard to encourage open and transparent communication, and said only in rare circumstances would any information shared with her ever be divulged to others. This extreme scenario may include if anything illegal was going on. General discussion ensued.

Ms. Rugg thanked Ms. Jones for the work she put into the gathering and sharing the data in the report. She also wanted to thank staff that helped with HR outreach, including Pete Wolfley, Matt Kemmerer, and Jason Adamson. Ms. Rugg said she would send the report to the Council for further review and said they may contact her with additional questions.

DISCUSSION – City Retention Schedule

Mrs. Bates indicated the City Council had been provided with the proposed retention schedule for the Development Services Department. She said this process would continue with all individual departments making recommendations according to their needs.

Mrs. Bates encouraged the Council to reach out with any questions they may have regarding the City's Retention Schedule. Mayor Brunst thanked Mrs. Bates for the efforts of staff in this process.

Agenda Review & Preview of Upcoming Agenda Items

The City Council reviewed the evening's agenda. Discussion ensued regarding the scheduled items that would be considered. Mr. Earl provided additional information on the item regarding a conditional use permit.

DRAFT

City Manager Information Items

At the request of Mr. Davidson, Mr. Clark provided updates on the Library Hall and Fitness Center capital projects currently in progress in the city.

Mr. Davidson shared information regarding the CARES contributions received from Utah County that would be distributed, including money specifically set aside for three new police personnel. Mr. Davidson also said the Alpine School District Board was considering a "return to school" plan for the upcoming school year. It would look like previous years, but may still have a component of students meeting in person in classrooms.

In a recent press conference, Governor Herbert announced an executive order that masks would be required in all state buildings. Mr. Davidson said he wanted to ascertain the Council's opinion on implementing a mask order for all city buildings. The general consensus of the Council was to move forward with a requirement that those conducting business in a city building or facility wear masks.

Mr. Davidson informed the Council that the transition from the Microsoft suite to the Google suite was in the final stage. He asked that they pay special attention to any emails with directions on that transition as fire, police, and the City Council were the last groups to transition. He said Mr. Downs would provide additional information regarding the transition at the end of the meeting.

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

Mr. Spencer said his board and city liaison assignments were to the Beautification Advisory Commission, the Recreation Advisory Commission, and the Senior Citizen Advisory Commission. He said the COVID-19 pandemic had prevented these commissions from meeting together and conduct new business, but most were moving forward with previous, ongoing projects.

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

CONDUCTING	Mayor Richard F. Brunst
ELECTED OFFICIALS	Jeff Lambson, Debby Lauret, Tom Macdonald, Terry Peterson, 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; Marc Sanderson, Fire Chief; Karl Hirst, Interim Police Department Manager; Ryan Clark, Development Services Director; Charlene Crozier, Library Director; Chris Tschirki, Public Works Department Manager; Brandon Nelson, Finance Department Manager; Debbie Boone, Interim Recreation Department Manager; Jason Bench, Planning Division Manager; Steve Earl,

DRAFT

Deputy City Attorney; Brady Hale, Transportation Engineer; Stephen Cannon, Assistant IT Division Manager; Pete Wolfley, Communications Specialist; and Jackie Lambert, Deputy City Recorder.

CALL TO ORDER

INVOCATION /
INSPIRATIONAL THOUGHT Brent Sumner
PLEDGE OF ALLEGIANCE Brent Sumner

MAYOR'S REPORT/ITEMS REFERRED BY COUNCIL

No items were discussed at this time.

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 make a comment provided staff with written comments.

The public comments submitted were read into the record. Comments that were submitted for "Public Appearance" are attached to the end of the minutes in their entirety.

CONSENT ITEMS

- Approval of the June 30, 2020 City Council Meeting Minutes
- Approval of the July 7, 2020 Special City Council Meeting Minutes
- RESOLUTION – Approval of the City of Orem Legal Department Retention Schedule
- ORDINANCE – Amending Chapter 7 of the Orem City Code Pertaining to Building, Plumbing, Mechanical, Electrical, Fire and Abatement Codes

Mayor Brunst moved to approve the Consent Agenda as listed. **Mr. Macdonald seconded** the motion. Those voting aye: Richard F. Brunst, Jeff Lambson, Debby Lauret, Tom Macdonald, Terry Peterson, David Spencer, and Brent Sumner. The motion **passed.**

SCHEDULES ITEMS

PUBLIC HEARING
ORDINANCE – Amending the Fiscal Year 2020-2021 Budget

Mr. Nelson stated the Fiscal Year 2020-2021 City of Orem budget needs to be amended to add the CARES Act funds allocated to the City of Orem, add a 1% employee market adjustment pay

DRAFT

increase, adjust Police Task Force (MCTF) grant and participation revenues, and adjust the CARE Tax amounts for approved allocations. He said the proposed 1% employee market adjustment pay increase was the first amendment and would add approximately $265,000 in payroll costs to the current budget. This was in part because the sales tax numbers from the past few months had been better than expected.

Next, Mr. Nelson said the CARES Act money received from Utah County had finally been received and the amendment was to add that to the general ledge which enabled the city to spend and cover COVID-19 expenditures. Mrs. Lauret asked if this was included past expenses as well as future or only past; Mr. Nelson said anything beginning March 1 and going through November 2, a deadline set by Utah County. He said some Treasury requirements had been relaxed for physical payments because there would be shortages caused by the pandemic. Mrs. Lauret asked how much the city had already spent for COVID-19 expenditures. Mr. Nelson said around $250,000 so far.

Mr. Nelson said the third item had to do with the Orem CARE Tax and the variance between when money was allocated from the FY2020 Budget for awards in the FY2021 budget. Because of COVID-19, they were budgeting fewer dollars in FY2021 based on what they expected to receive but to cover the award amounts from the FY2020 receipts. The last item was regarding the Major Crimes Task Force grants received, but they did not have the final numbers on the participation funds so they made a conservative estimate and this adjustment would get those accounts to where they needed to be.

Mayor Brunst opened the public hearing. Hearing no comments Mayor Brunst closed the public hearing and brought the item back to the Council for further discussion.

Mayor Brunst moved, by ordinance, to approve amendments to the Fiscal Year 2020-2021 Budget as presented. **Mrs. Lauret seconded** the motion. Those voting aye: Richard F. Brunst, Jeff Lambson, Debby Lauret, Tom Macdonald, Terry Peterson, David Spencer, and Brent Sumner. The motion **passed.**

PUBLIC HEARING
ORDINANCE – Amending Sections 22-24-3(F)(1)(a) and 22-24-3(F)(2)(d) "Design Standards" of the Orem City Code, pertaining to accessory buildings in the Canyon Crossing District (CXD) zone

Mr. Bench said the Canyon Crossing District zone (encompassing the area around the intersection of 800 North and State Street), like the other State Street district zones, contained design standards that were intended to create an urban design feel and to maximize the development of properties in that zone. Two of the main development requirements were that buildings must be brought up close to the street with a maximum setback of ten feet and must also have a minimum of two stories.

As an exception to the above requirements, the current ordinance provided that one existing building on a parcel may be expanded by up to 15% of the floor area of the building without meeting the minimum height and maximum setback requirements. However, all other building

additions as well as new buildings must comply with the minimum height and maximum setback requirements.

Mr. Bench said a property owner in the CXD zone recently expressed a desire to construct a large accessory structure in the back of his lot and behind the existing buildings on the parcel. Upon consideration of the request, staff realized that the current CXD zone did not allow the construction of an accessory building for things like storage unless it complied with the minimum height and maximum setback requirements. Since it would generally be impracticable to construct an accessory building that met those requirements, staff believed that it was reasonable to allow an accessory building in the CXD zone to be built in the rear of a lot even though it did not meet the height and setback requirements. However, staff believed that the size of such an accessory building should be limited in order to avoid encouraging the construction of new buildings in the rear of a lot that ultimately may be devoted to primary uses since the intent of the ordinance was to bring the primary uses out to the front of the lot.

Staff proposed to amend the CXD zone to allow one accessory building that did not meet the minimum height and maximum setback requirements to be constructed on a lot provided that the accessory building was no larger than 40% of the floor area of one primary building on the parcel.

Under the proposed amendment, one accessory structure would be allowed on a parcel in the CXD zone provided it met the following:

1. A maximum area of 40% of the gross leasable floor area (GLFA) of the primary structure on the property.
2. A maximum height of one story, thirteen (13) feet in height.
3. The use must be exclusively for storage in connection with the primary use of the property.
4. It must be an accessory use to the principal use of the property.
5. It must be located behind the primary structure.
6. It cannot be connected to water or sewer services.
7. The parcel on which it is located cannot have already used the one-time 15% building exception noted above.

Mayor Brunst asked the height of the structure they wanted to build; Mr. Bench said it was twelve feet, seven inches.

Mayor Brunst opened the public hearing. Hearing no comments Mayor Brunst closed the public hearing and brought the item back to the Council for further discussion. Mr. Spencer thanked Mr. Bench and Mr. Clark for working with the applicant on this proposal.

Mayor Brunst moved, by ordinance, to amending Sections 22-24-3(F)(1)(a) and 22-24-3(F)(2)(d) "Design Standards" of the Orem City Code, pertaining to accessory buildings in the Canyon Crossing District (CXD) zone. **Mr. Spencer seconded** the motion. Those voting aye: Richard F. Brunst, Jeff Lambson, Debby Lauret, Tom Macdonald, Terry Peterson, David Spencer, and Brent Sumner. The motion **passed.**

RESOLUTION – Conditional Use Permit - Approval of the commercial daycare, Smiling

DRAFT

Faces, located at 410 South Main Street in the R8 zone

Mr. Bench said this item was continued from the June 30, 2020 meeting to allow the applicant, German Pardo, and Council additional time to review the request.

Mr. Pardo's existing business was located nearby the proposed site on State Street. In order to expand his current business, he was proposing to move it entirely to this new location. He was not proposing any changes to the site; it would remain as is. However, because the site was in a residential zone, he was required to receive conditional use approval. Commercial daycares were permitted in a residential zone provided they were located either on a collector or arterial street. Both 400 South and Main Street were classified as collector streets. A commercial daycare facility must also comply with the requirements of Section 22-6-9(G) which were part of the report for Council review. Staff had determined the proposed site complied with the requirements of 22-6-9(G) subject to several conditions of approval as outlined below.

As part of the requirements of the conditional use permit the applicant submitted a professional traffic study that outlined the requirements of Section 22-6-9(G)(13) as follows:

1. No more than two car trips per hour shall be generated before 5:30am or after 9:00 pm.
2. No vehicle will back out onto a dedicated street.
3. Persons who arrive at the facility shall be legally parked on the lot or on that part of the street which immediately abuts the lot.
4. Ingress, egress, drop-off areas, traffic flow, and parking spaces will be contained on the site and will not adversely affect surrounding properties.

The submitted traffic study showed that the facility was going to require a minimum of twenty-four (24) stalls based upon one hundred (100) children attending the day care. The study also found that they would not generate more than two trips in the unpermitted times and that one of the stalls in the parking lot would be required to be used as a back-up area. If you combined the total stalls in both the existing parking lot and the on-street parking and removed the required back-up stall, twenty-six (26) stalls were available.

The City's traffic engineer, Brady Hale, had analyzed the clear vision requirements for the intersection of Main Street and 400 South to determine whether all of the on-street parking on 400 South that the applicant had included as part of his available parking would actually be available. Mr. Hale shared a diagram with his findings and discussed the parking situation, line of sight and clear vision areas, and egress and ingress for the proposal. In response to Mrs. Lauret's question, he said the places where parking would not be permitted would be red curb. She asked how many spaces were eliminated from the on-street parking; Mr. Hale said it was four eliminated from 400 South and two from Main Street. Mr. Hale explained the process by which parking ratios were determined for commercial enterprises like the Smiling Faces Day Care Center. Discussion continued regarding available parking.

Mr. Bench shared the recommendation of the Planning Commission for approval of a conditional use permit for the commercial daycare, Smiling Faces, located at 410 S Main Street in the R8 zone with the following conditions:

DRAFT

1. That all visitors, employees and other persons who arrive at the facility in connection with the Commercial Day Care facility be legally parked on the on-site parking lot or on that part of the street immediately abutting the site.
2. That signage be provided on the on-site parking lot that clearly indicates pick-up/drop-off stalls.
3. That one stall in the parking lot be used as a vehicle back-up area.
4. That the facility be limited to a maximum occupancy of one hundred (100) children for both buildings combined.
5. That two ADA stalls be provided in the parking lot.
6. That all children must be picked up and dropped off within the existing parking lot.
7. That no more than ten (10) pick up/drop off vehicles shall be allowed within any ten (10) minute period.

Mayor Brunst clarified that a parking ratio of 0.20 stalls per student equated to 100 students allowed throughout the day, while a ratio of 0.24 equated to 83 students. Mayor Brunst gave time to the applicant's attorney, AJ Pepper with Snell & Wilmer, who wished to provide additional information. Mr. Pepper presented his client's case as to why the conditional use permit (CUP) should be allowed, citing legal standards and case studies. He believed his client, German Pardo, had satisfied all applicable requirements and standards for a CUP in this area. Mr. Pepper also felt some of the standards determined by the Institute of Transportation Engineers (ITE) did not apply in this situation and should not be a requirement for compliance.

Mayor Brunst said he had received a letter from Simon Bolivar, program administrator for the Utah Child Care Licensing Team, which said the children and families served at the Smiling Faces Day Care Center would be better served at the proposed new facility because it had more space and was further from major streets. Mayor Brunst read the remainder of the letter at the request of Mr. Spencer. Mayor Brunst said he was comfortable with the proposal and the conditions established by the Planning Commission.

Mr. Macdonald said he felt like the position the applicant's attorney laid out implied that the Council had no choice to approve this CUP, and Mr. Macdonald wanted to hear what the city attorneys thought of the argument and the Council's responsibilities in this matter. Mr. Earl responded to the points Mr. Pepper made and said he did not feel it was all the correct legal standing. Mr. Earl opined that there were factors outlined in code the City Council should study when considering conditional use permits. It was completely legitimate for the Council to consider the traffic safety, clear vision areas, adequate parking, etc. as they had done; those factors could impact the health, safety, and general welfare of the city. Mr. Earl further stated that it was entirely appropriate for the City Council to rely on national ITE standards for these determinations, despite arguments to the contrary.

Mr. Spencer wanted to clarify that his concerns with the proposal had nothing to do with the quality of the daycare business itself, but were specifically tied to safety concerns with parking, line of sight, and traffic. He understood that the daycare center staggered the pick-up and drop-off of students, but if the number of children present each day was going to double Mr. Spencer was not sure they could sustain the staggered intervals at the same level. He felt the request to have 100

DRAFT

children at the daycare each day was too high; he felt the negotiated rate with 83 children was also too high to keep all the children and families safe.

Mr. Peterson echoed Mr. Spencer's comments about his concerns and keeping children safe. He took the responsibility of the Council to maintain the health, safety, and welfare of Orem residents seriously and did not want accidents and tragedies on his hands.

Mrs. Lauret said she conducted her own visit and studied the parking and traffic during peak pick-up and drop-off times. In her opinion, the parking was adequate and there did not seem to be any issues with traffic. She said children were walked in and out of the building by guardians and no children were unaccompanied. Mr. Spencer said Mrs. Lauret's unofficial study was not necessarily indicative of how the process would be when the number of children more than doubled. Mrs. Lauret said she wanted to see the process for herself, and though her sample was small she felt the daycare center would be equipped to handle the increase.

Discussion continued between the City Council and the applicant and his counsel. Mr. Pardo was asked his estimate on how many families the requested increase represented. He said currently his 43 students represented approximately 32 families and he felt it would be a similar ratio of they increased enrollment. Mr. Pardo expressed frustration that he had followed all the guidelines required for this request but was still meeting resistance. He felt concern that this was opening a door for government oversight on his business every day.

Mr. Sumner said he was torn on the matter because there seemed to be different scenarios being considered and he was not sure which one the applicant was advocating for. Mr. Bench said the standard of 0.24 stalls per child allowed for 83 children to be enrolled; a compromise of 0.20 stalls per child would allow up to 100 children to be enrolled and on sight throughout the day. Mr. Pepper said they had not agreed on a ratio yet as he felt the ITE standards should not be applied to this request. Utah had significantly different numbers to the national standard, and he felt that should be taken into consideration.

Discussion continued regarding the ITE standards and the diagram produced by the traffic engineer. Mr. Pardo had engaged a traffic engineer as well who had worked with the City's traffic engineer to create the diagram that was shared. David Bezzant, traffic engineer, said many of the parking stalls would be empty throughout the day, and there was only a minimal increase or delay to traffic of about 3.6 seconds. In response to a question from Mr. Lambson, Mr. Hale said the parking would be adequate and that trips would be added to the roadway network which would cause some deterioration to the level of service (LOS), but it was still within the acceptable LOS range. Mr. Macdonald asked about the parking stalls used by staff of the daycare center. Mr. Hale said they had talked extensively about employee parking; the maximum demand for employees would be six or seven, and they would utilize the on-street parking stalls.

Mr. Pepper clarified the applicant's request, which included a parking ratio of 0.20 stalls per child which would allow for a maximum of 100 children. They felt this was a fair compromise, and that the CUP made the property more valuable. It was not in the interest of the applicant to step on or ignore approved conditions, lest his CUP be revoked. Mr. Spencer asked Mr. Earl if the Council could approve the CUP with one parking ratio condition and then adjust in the future if needed. Mr. Earl said there was a procedure for amending or revoking a CUP if the Council felt it necessary and wished to initiate that process based on investigation.

Mayor Brunst moved, by resolution, to approve a Conditional Use Permit for the commercial daycare, Smiling Faces, located at 410 South Main Street in the R8 Zone to include the seven conditions recommended by the Planning Commission, an additional condition that on-street parking would be limited only to those stalls outlined on the traffic diagram provided by the city engineer, and that the ITE standard of 0.20 parking stalls per individual be put in place with a maximum of 100 individuals between the two buildings per day. **Mrs. Lauret seconded** the motion. Those voting aye: Richard F. Brunst, Jeff Lambson, and Debby Lauret. Those voting nay: Tom Macdonald, Terry Peterson, David Spencer, and Brent Sumner. **The motion failed, 3-4**.

Mrs. Lauret then moved to amend the original motion by changing the ITE standard to 0.24 parking stalls per individual with a maximum of 83 individuals between the two buildings per day. Mr. Earl asked Mrs. Lauret to clarify if her motion was exactly the same as the original motion but with the modification of the parking standard and total occupancy; Mrs. Lauret said that was correct. **Mr. Macdonald seconded** the amended motion. Those voting aye: Richard F. Brunst, Jeff Lambson, Debby Lauret, Tom Macdonald, and Brent Sumner. Those voting nay: Terry Peterson and David Spencer. **The motion passed, 5-2**.

CITY MANAGER INFORMATION ITEMS

Mr. Davidson asked Mr. Downs to finish the update on the transition to Google Suite. Mr. Downs said the transition would take place this weekend, and there would be some differences they would encounter in their email, calendar, etc. They were welcome to reach out to IT staff Matt Petersen who was handling questions regarding the transition if they encountered any issues.

ADJOURNMENT

Mayor Brunst moved to adjourn the meeting**. Mr. Spencer seconded** the motion. Those voting aye: Richard F. Brunst, Jeff Lambson, Debby Lauret, Tom Macdonald, Terry Peterson, David Spencer, and Brent Sumner. The motion **passed.**

The meeting adjourned at 8:52 p.m.

Public Comments Regarding Item # 9.3

RESOLUTION – Conditional Use Permit - Approval of the commercial daycare, Smiling Faces, located at 410 South Main Street in the R8 zone.

Smiling faces bilingual center is by far the best childcare center in Utah county! We've been to quite a few, and Smiling faces is the only center that met our standards for safety and cleanliness! I feel very good about dropping off and picking up my son, they meet me at the door every day. My next child will also attend this center. The only thing I would change is the accessibility. The parking lot is small and shared with a restaurant. And it can be difficult to turn left off of state street to get into parking lot, especially at rush hour, it's such a pain and then it's even harder to get back into the road because cars are always speeding. But I will continue to put up with the hassle because this childcare center is worth it! My son is so happy there. Which makes me happy.

American Fork Utah
Smiling faces daycare should be allowed to expand. They are good people who do a amazing job. Bilingual skills are amazing skills to develop into world and we need to support everyone in the community.

Layton Utah
Smiling faces daycare will be a great addition to the community and provide a needed resource for families. Please approve there use of the building.

Michael Bishop
I am answering these 3 questions regarding Smiling Faces daycare:
1- how's our service in general? Fantastic! We love Smiling Faces!
2- How's the drop of and pick up service at the reception area? Also great
3- how do you feel if we might've a place with more space for parking? . I've only found the parking lot full a few times during a lunch time pickup or evening pickup. It's never been a big problem, but more parking would reduce that congestion at peak pickup and drop off times. (This, of course, refers to times before school was dismissed for COVID-19.)

Lisa Hall
This facility is a great resource to this community. Excellent quality day care.
The pick up and drop off process inside the building is very kind and efficient.
The parking lot is tight. We take extra care to watch for drive through traffic. It's not ideal though- often my daughter tries to run ahead of me and I have to hurry to keep up with her in case a car is driving through and doesn't see her. Generally the through traffic from the trailer park has been very respectful and cautious.

Lamia Johnston
1. Childcare services are crucially beneficial to me and my family, and I believe crucial to the community, as we would not be able to work without a reliable place to take our children and Smiling Faces has provided us that. Our children love to socialize and learn there, the employees are great with children, and the whole facility takes cleanliness and safety seriously even before Covid-19, and does a great job now.

2. Dropping off and picking up our kids from Smiling Faces is secure and efficient.
3. The parking lot of Smiling Faces is somewhat small and at times access from State Street can be difficult. I have almost always found a parking spot when I come to drop off or pick up

Nickelle Marshall

My husband and I live in Orem at 1139 N 900 W. We are in support of Smiling Faces Daycare. We are both finishing college and starting into our careers. We have a 15-month-old son at home. Because of our works and schools, we need a daycare that we can trust; one that is proximal to these places.
We have investigated various daycares and preschools and are very interested in the great services that Smiling Faces will provide. We want to place our child in a multi-lingual center. The two of us have both spent an extensive period of time in Spanish speaking countries (him in Chile, and me in Argentina); Smiling Faces fits this desire perfectly.
Through our research, we feel that Smiling Faces would greatly serve our community and assist our family's needs.

Courtney Geary

I am writing in to give my full support to Smiling Faces Day Care & Learning Center on the purchase of the property at 410 S Main Street in Orem. Not only will this new building give them the opportunity to grow their business, but it will also allow them to hire additional employees and allow more spots to open up this fall for children who will need a place to go as parents begin returning to work this fall.
As a full-time working Mom I know just how hard it is to find a Daycare that has qualified employees as well as a safe building for my child. I would love to see Smiling Faces to be able to open up and give the community a safe and secure place for kids to come and play, learn, and grow!

Renee Caron

Regarding the City Council's concerns about traffic surrounding the proposed Smiling Faces daycare facility at 410 South Main Street:
At 2hrs 52min into the video of the City Council meeting for 6/30/2020, your own City Engineers clearly illustrate the parking lot meets and exceeds the city's own codes for parking lot clearance.
The comments from the City Councilman at 2:53:50 are slightly offensive and show that it has been some time, if any, since he has personally dropped off children at daycare. Smiling Faces runs a tight ship and there are NO "kids (are) getting out in the middle of the street and running across the road." ALL children enrolled at Smiling Faces are REQUIRED to be brought INSIDE and signed in by an adult, and the reverse upon checkout. It is quite rude for an elected or appointed city official to assume he cares more about my child's safety than myself. This same councilman expresses concern for the traffic on Main Street, when the current successfully operated daycare under the same management is on STATE Street. So a 25MPH mixed residential zone is now a greater threat than cutting across three to seven lanes of 45MPH+ traffic on a state route?
A councilmember at 2:54:55 talks about turning left out of the parking lot, which again, I repeat - have you tried turning left out of any business along State Street? The parents and adults have managed just fine at the current facility for 3+ years. You may as well suggest all cars be banned from ever turning left onto any road for that argument to hold any weight.
The few complaints you may have heard from one or two neighbors - people who actually live

here - are likely a classic case of "not in my backyard." Orem claims to be Family City USA but a loud minority will scream and shout about the audacity of parents seeking childcare at their own expense so that we can go to the jobs those same residents insist we do to provide their services.

Please also recall that the previous business here was a senior assisted living facility. The applicants are not bringing battering rams into an otherwise pristine cul-de-sac and demanding a steel mill be built. A similar business already operated here, caring for a vulnerable percentage of the population with loved ones who only wanted the best for them. Smiling Faces provides the best for our most vulnerable and precious population: our children. Please do not prevent or limit their ability to do so over some red tape.

Jeff Lambson asking about traffic patterns impacted by Covid-19, but then walking back and stating 2015/2018 is not recent enough for a traffic study: which is it? Do you want current data based on extenuating circumstances, or reliable data based on historical use? This argument could be made once a week that "traffic patterns change." Yes, based on weather, global pandemics, seasons, construction, city development, whether there is a college football game that day, etc. That does not prevent businesses from operating.

Comments continue at 3:12:30 regarding cars parked near the driveway. Again: have you, or will you be, "red-curbing" every single driveway that opens onto State Street or Main Street? You are unjustly making demands and requirements beyond those of our city code that have not been equally applied to other businesses. Taking away parking spots directly reduces their ability to run their business! "Losing students" is a loss of funding for the business owner, and a loss of childcare for your citizens!

I am again baffled by the exchanges between Terry Peterson and Tom MacDonald at 3:15:30. "100 children running in and out between cars." Where are you getting these children from, gentlemen? Apparently you're under the impression that Orem parents just open their doors each morning and say "Good luck out there son, hope you don't get killed on the way to class!" Thank you to Mayor Brunst for being a voice of reason to point out that this is not the only childcare facility in our city, as well as the existing intersection at 400 South Main Street that has legal parking and has had legal parking for decades. David Spencer's comments at 3:46:25 are absurd and insulting, stating the city cannot manage weed abatement for an adjoining property and therefore will not be able to ensure rule compliance by the daycare facility. This insults his own employees as well as his voting constituents: if laws are written only with the expectation that they are only obeyed as long as they can be enforced, there would be none. Smiling Faces will follow the conditions Orem City sets for them because Orem City has set those conditions, period. Please show a little faith in your citizenry.

The owners and managers at Smiling Faces have several degrees in education and have proven themselves as savvy and dedicated business people. Two public comments were read into the record from people that do not currently live in or near the neighborhood, as I do. One asked about a fence which the owners have stated they will voluntarily reinforce despite, again, already exceeding city requirements. For the third public comment expressing concern over the play area: Smiling Faces is already utilizing a space even smaller than this at their current location. They really are the best at what they do and consistently go above and beyond.

In all, this expansion and relocation of Smiling Faces is actually a safer choice and provides better opportunities for their students than the current location. There is more parking, more space, and less overall traffic. Remember they are currently operating successfully on a busier road, with fewer parking spots, which they share with a trailer park and a restaurant. If anything, Smiling Faces has proven they can make the best of any situation and meet a high standard set in less than fantastic conditions. They should not be punished for wanting to give their clients

better services. Please reconsider the conditions placed upon this small locally-owned and reliable business while remembering our claim that Orem is the best place to raise a family. Please let me raise my family here; stop making it harder than it needs to be. Your Planning Commission voted unanimously for approval. Trust your staff and your own appointed Board members to do the jobs you assigned them to do.
And just to be clear, this "Hispanic" business (as referred to by your own council during the meeting) does not only serve the "Hispanic" community. I can't believe I even have to say this, but it is serving the OREM Community. And I am not of Latinx or Spanish-speaking origin. Please do the right thing and approve this conditional use -which you can still revoke later, if needed! - during your next meeting on July 14th. Put the same faith in us that we put in you when we vote.

Tara Bishop
I am writing to comment on Smiling Faces Bilingual Care Center in Orem. Their services are absolutely critical for the community of Orem and benefit a larger demographic of child than non-bilingual care centers. My experiences with them has been some of the best I have experienced with childcare centers in Orem.
Dropping off and picking up is incredibly easy. They have been sanitizing all doors and binders after each person (since the pandemic). The workers are wearing face coverings, and parents are spread and don't crowd inside when pick up happens. They are flexible with their times which is fantastic in case a meeting for me runs a bit late at work.
While the parking lot doesn't look ideal, I have had zero problems with getting in, finding a spot and picking up or dropping off my child. Even in the busier times I have never had a problem with it. People are courteous and drive slow.
I can't speak highly enough of this facility. It is the best childcare center we have ever found in the area and are so grateful for the bilingual education my children are getting. The employees are loving and wonderful. They are such a huge benefit to our community.

Laura Burgett
Hello, I am writing as somebody who has formerly owned a child care business.
I understand that German and Luz Pardo are looking to expand their child care center; and I understand that this expansion depends upon them acquiring a parcel of land to do so.
Child care, in Utah, has always been in high demand. Especially now, with so much uncertainty as to the upcoming school year, there is going to be a high demand for child care.
There has always been a high demand for child care in Utah; in fact, a substantial proportion of Utah child care providers are not licensed, and therefore not subject to the training and inspection of licensed providers.
But often, waiting lists in licensed facilities are too long, and parents have no other choice but to put their children in an unlicensed private home, often with only one adult, therefore, nobody to supervise the methods of that one adult. Therefore, parents are taking a risk by trusting an unlicensed provider. However, the demand for childcare is so high, that sometimes, it's all a parent can do.
Therefore, it seems to me that, when experienced child care professionals come to you with a plan to expand, I would I hope you would not dismiss their request out right.
I understand that these professionals have completed engineering reports with regard to the property, I also understand that the bank is withholding authorization of the loan pending the approval of the Orem city Council.
I understand that two of the council members are concerned, but their concerns were rather

nonspecific. Surely, these council members would trust the word of bonded engineers?
I also understand that this particular daycare presents unique opportunities for the children who attend.
The opportunity to learn a second language at such a young age can help a child immensely in their learning journey.
Bilingualism is not only a valuable job skill, but studies have shown that children who learn a second language early on, actually speak as a native speaker. There are also studies to show that children who learn two or more languages from an early age, have better performance in school and higher IQs.
Beyond that, in the western hemisphere, Spanish is the dominant language, and those who speak only English are at a substantial disadvantage as Latin American economies are emerging.
And, like I was saying earlier, the younger child learns a second language, the more pure and true is their syntax and vocabulary, which when used to communicate, builds trust with native Spanish speakers.
In my daycare, I taught my children American sign language and Spanish, along with English. My clients were very happy that their children had those opportunities.
As my daughter entered grade school, I returned to the workforce outside my home, but one thing I made sure to do, is to put her in a school that valued a diversity of cultures and languages. The district my daughter attended had students from more than 100 different countries and spoke more than 100 different languages.
My daughter now has lifelong friends, people who are from all over the globe. That type of education cannot be taught in a more homogenous school.
And the value of that education is immense, since we now live within a global economy. In the modern world, it's children who have learned to navigate many different world cultures who will have the advantage ove children who are more sheltered.
In the past, so many business people have lost accounts or severed relationships with international vendors and clients because they are culturally clumsy. It seems to me, that the unique opportunity presented by this multicultural daycare center would give the children of Orem the opportunity to practice global cultural awareness.
At any rate, as our businesses begin to open up as we emerge from the pandemic, and since full-time public schooling is not a given at this point, and indeed, I can see children attending school only part time until Utah's surge of cases is under control, the one thing parents are going to need most, in order to go back to work, is quality childcare.
A final word about the goals of German and Luz Pardo's expansion. I understand that they are expanding in order to accommodate siblings in the same daycare. As a former daycare provider, I cannot tell you how valuable it is to keep siblings together in child care. Modern-day kids live a lonely enough life, and with parents working full-time, young children often go without seeing their families For 10 hours a day. If German and Luz Pardo can allow siblings to go to the same daycare, it provides immense comfort to the little ones and strengthens family bonds.
Please consider expediting their application, so they can get their expansion underway for the upcoming school year.

Danny Nielsen

I am writing in support of Smiling faces bilingual center and their request for permitting to purchase property and expand. It is evident from the city council meeting that several members are either failing to understand the logic and feasibility of such an important expansion, are aware of something they are not disclosing, or both.
The refusal by some council members to approve this permit is troubling as daycare is a critical

resource in Orem. Especially the need for quality daycare service.

Brenda Contreras

How does services, or childcare services in general a benefit for yourself and the Orem city community?
We depend on childcare as we have no family here. This daycare has been good to us.
2. How would you describe your experience with our services as far as dropping off and picking up your children from our facility?
I love how there are cameras and good security for the welfare of our children, the staff and ourselves.
3. How would you describe your experience with accessing our facility, parking and the space currently provided as a parking lot?
The parking lot is small but that is the norm in Utah. But easily accessible to pick up and drop off.

Jason Gifford

I want to express my support for Smiling Faces Bilingual Childcare Center moving to the location on 410 S Main. There is no reason they shouldn't be allowed to be establish their center in that location.
In fact, I'm a little concerned after hearing the discussion on the issue at the City Council Meeting. The comments made show an abundance of ignorance regarding the situation and hint a little that there may be ulterior motives by the cancel in voting against allowing the move. Engineers and planners have approved the plans and give full support to the safety measures needed to keep children and others safe.
I'm also disappointed that some voted "Present." This isn't Congress. There's no reason for you to not formulate a solid opinion and give a valid vote for this move. For those that voted nay, I can't even understand your reasonings. Your concerns have been answered satisfactorily and by the community this vote should have passed unanimously.

Rachel Wight

It has come to my attention that you are bullying Smiling Faces Bilingual Childcare Center. Please stop. They are a great business and deserve the opportunity to grow. They've completed all legal requirements to the best of their ability. They make a difference in our community and in the lives of our children. We need YOU to move their expansion efforts forward. YOU are the obstacle to overcome.
A Concerned Citizen who thinks you probably don't use childcare facilities and so have no idea how great Smiling Faces Bilingual Childcare Center is OR why they are so important, vital, etc. to the families of our city, who you were elected to represent!!!!!

Tara Bishop

I am deeply concerned and disappointed that you voted "nay" or "present" on the conditional use permit for Smiling Faces Bilingual Center at 410 North Main Street. I watched the entire recording of the City Council meeting on June 30, 2020 and frankly was appalled at the ending. It is clear that German Pardo (the applicant) has followed everything required, has met all ordinances and conditions, and therefore the council has no administrative right to decline this permit. The condition added by Mayor Brunst for redlining seemed reasonable, though not necessary, to any potential meet the visibility issues. Though I would argue, based on the evidence I present, that the northern most stall on Main Street does NOT need to be redlined (in

DRAFT

other words, that parking stall should remain, and redlining should not reduce that parking stall). I was also concerned that there seemed to be repeated remarks about taking out the 5 parking stalls on the south side of the parking lot. After the engineer and planning commission representative clearly stated, there is no problem with this. There was even a diagram showing a large truck making a 3-point turn without using any of the space. I was curious to know just how tight this was, so I drove to the property. Please see my attached videos for the many turnarounds and parking situations. It seems this was a nefarious move to get the facility to house fewer children.

To address the concern about 100's of kids being dropped off at the same time and the safety concern. It is clear by this repeated statement that you have no experience dropping a child off at a daycare facility that requires you to physically walk your child in. Smiling Faces is currently in a much worse situation parking wise and has had zero problems. As someone who has dropped off and picked up a child at their current location, I have never had trouble getting a parking spot and I have never been at the door waiting for my child with more than 2 parents at any time. And my pickup time is at 5:30. And I have never been in danger of someone hitting me or my child. This is because of the high safety expectations that Smiling Faces has required for their business. I previously emailed the public comment praising Smiling Faces for doing amazing with the less than ideal conditions of crossing three lanes of heavy state traffic, with cars parked on a street with low visibility.

This is not an elementary school where the "tuck and roll" drop off method is used and there are 3x the amount of kids at all the same time. 100 children is the max, with multiple children presumably in the same car. This is an organized facility, with staggered drop off and pick up schedules, and adults who are licensed drivers safely driving through (This was presented as evidence in the traffic study). In addition, the Orem City Code 22-6-9. Regulations Governing Particular Uses specifies in Section G-1 That Commercial Daycares be located on collector or arterial streets makes this seem like your argument could never be satisfied as arterial streets are going to have considerably more traffic than others.

Again, Smiling Faces REQUIRES the child's guardian to physically walk them in, sign the book, and drop them off (or pick up). This expansion is to allow siblings to be at the same facility and to open it up for infants. Orem is in DESPERATE need of childcare. It is the only way businesses will grow and the community will be served. Smiling Faces is the ONLY daycare I found in Orem to have ZERO infractions on their license. Another testament to their priority on safety.

Another concern brought up in the video was about public notice and neighborhoods notice. The public notice was posted, 130 notices were mailed, it was posted on the Orem website, the hotline, and the state website as per the Planning Commission notification. I am also attaching a picture of that public notice. Clearly, they were notified. And as Jason Bench described, the Wyoming and American Fork resident complaints of not receiving notification has nothing to do with the administrative proceedings for a Conditional Use Permit (see my attached letter)

Please also read my attached letter concerning the legal/administrative matter of your rejection. It is against State Municipal Code to reject a conditional use permit if the conditions can reasonably be met and mitigate the perceived detriments. PUBLIC COMMENT is NOT allowed for decision making unless is it for factual evidence. Just because a neighbor (or the family of a neighbor living in Wyoming) wasn't notified does not have any bearing on the decision for a conditional use permit, or if the neighbor just doesn't want it. See Utah Code in my attached letter for further explanation. Plentiful expert opinion from the multiple engineers, the city planner, and the planning commission, that the applicant is complying with the conditions put forth and meets all city ordinances and provided substantial evidence as such for the record.

Council members cannot capriciously decide not to approve it, there must be recorded evidence for the rejection and there is none. Where is the evidence for rejecting it? There was no evidence given that the applicant is not capable of meeting the conditions put forth. And as far as I am concerned, there isn't any that could bar Smiling Faces from receiving the permit. https://propertyrights.utah.gov/conditional-uses/
Because public comment is only allowed to produce factual evidence (see Utah Code on my attachment), I present this google drive folder that contains video of the intersection taken on Saturday, July 11, 2020 at around 6:15pm. I took the videos with an iPhone where there were two vehicles present in the eastern most car stall on 400 South (a Honda minivan), and the northern most stall on Main street (a Toyota Rav 4). These stalls seemed to draw concern, deemed as the two likely stalls to cause visibility and traffic problems. These videos show that drivers clearly do not need to go into the "middle of the intersection" as one council member proclaimed on the June 30 meeting, the drivers have fine visibility, even with a setting sun, and drivers can turn left onto main street even with a car in the northern most stall as well as a car occupying the left turn lane on main street.
I hate to think that this may be a "not in my backyard" racist issue, or that someone on the council would personally profit off of rejecting the permit. I have no direct evidence of this and do not want to make any unbecoming accusations, but it's hard to ignore the observations. Hispanic owners of a daycare adjacent to a mobile home park, serving both white and hispanic (and possibly other races and ethnicities, I don't know) members of the community, wanting to expand near affluent homes. And based on my drive around the neighborhood it is predominantly white. This makes it hard not to draw conclusions or raise an eyebrow at what the motivation for a capricious rejection would be, given that such a rejection is against code and not within the administrative right of the Orem City Council.
Please see my attached material. It is imperative that you do the right thing, support local businesses, support the community, and do your job in approving this reasonable conditional use permit for Smiling Faces to expand this critical need business. Again, this is not whether you like it or not. Your administrative duty is to approve that the applicant has met all conditions laid out and are in compliance with laws and city ordinances. This is regardless of your personal feelings. I expect to see a unanimous vote on Tuesday in the council meeting as it should have been done on June 30, 2020. I also wonder if anything but an immediate unanimous vote could happen as that should have been the case on June 30. If this goes to appeal (if you vote no again) and involves the courts, based on advice from legal counsel the City is 100% in the wrong here, specifically you, who voted with a capricious no.
Background: I was born and raised in Orem, Utah in which I have taught at Timpanogos High School and went on to earn my PhD at BYU as a research scientist. I have lived in Orem most of my life and have settled my family (my husband and 3 children) in a North Orem neighborhood. I have had 2 children attend Smiling Faces (1 currently) for the past year. My entire family is white (not that it should matter but because of my concerns of the racial discrimination aspect to this situation I think it could be important information) She also provided Pictures in Shared Drive and Copy of ULCT CUP Handbook (too much to attach)

Rock Belnap

Please let me know as a citizen of Orem why or what was the grounds for denying Smiling Faces Bilingual Daycare their expansion of their business?

Michael Bishop

After listening to the concerns of several council members regarding traffic, safety, and parking

around the proposed location of Smiling Faces Bilingual Center, my wife and I drove over there to take a look. Our conclusion was that there should be no traffic, safety, or parking concerns. We turned around in the parking lot without any issues. There's ample room. Smiling Faces is super safe regarding pick up and drop off of kids. There are never, literally never, kids running around without a parent. And there's never more than a handful of kids being dropped off or picked up at any given time. And I do drop off and pick ups at the current location at least 3 times a week, so I actually know what I'm talking about (it was apparent that some councilmen did not know what they were talking about related to drop offs and pickups with Smiling Faces.) Traffic was not impeded or unsafe when my wife and I parked our cars in the "worrisome" spots. With a car parked on the north and east of the proposed lot, there was even a police officer and fire truck that drove up to turn east onto 400 S, they turned without any issue (without having to pull into an unsafe position in the intersection), and never seemed even slightly frustrated by the situation.

It would be wrong not to approve the conditional use permit for Smiling Faces to move into the proposed location. And anyone who votes "nay" or even "present" on Tuesday probably deserves shame.

I hope, and believe, you will do the right thing and approve this conditional use permit. Not only would it seem unlawful to disapprove, but approving will also be a boon to Orem. Safe, affordable daycare was difficult to find for the past several years, until we found Smiling Faces. Smiling Faces is a safe, affordable daycare. And they are so loving there. The service they provide makes it possible for my wife and I to pursue our family and career goals, with the comfort of knowing that our kids are very well taken care of.

West Valley City Utah

I implore the councilmen especially who stated "someone is going to get killed" and "parents drop off their kids 15 minutes early or 15 minutes late" to visit 439 South State Street on any given weekday. Sit and watch for one hour as the parents cross several lanes of traffic, come in and out of the smaller lot, park, walk their children inside, and return to their vehicles in under 5 minutes. Ask the owners for copies of the sign-in sheets. You'll see that almost every single one is consistent in their drop-off and pick-up times. We are the nurses, police officers, teachers, and construction workers that people have been calling "heroes" nationally for 4 months now but apparently can't be trusted to report to work on time as far as the Orem City Council is concerned. We don't have the luxury of setting our own work hours the way that you do. Comparing our schedules to students being dropped off for school is not accurate; those parents may or may not be returning home after dropping their kids off instead of reporting to a place where they need to clock in and out. They're also getting a free (tax-funded) public education. I and the other parents at Smiling Faces pay our taxes, as well as additional hundreds of dollars monthly for daycare. Per child. If you're going to compare our kids to anyone, look at the private schools. Please don't imply we're lazy and uneducated. Mrs. Luz and her staff are the only ones I trust to keep my daughter safe, and just as importantly happy, while I'm out earning my mortgage payments and paying for my own groceries. Thank you for giving them the chance to keep serving all Orem citizens.

Shauna M

I live on 400 S and frequently walk along 400 S and Main St with my small children. I fully support the Smiling Faces Daycare relocation to that site with full understanding that it may increase traffic or parking in the area. Postponing this decision puts quite a burden on a small local business under the guise of exorbitant requirements for vehicles. Why would Orem pay to

maintain public on-street parking and then prohibit people from using it? Smiling Faces is a valuable community asset and the Main St. location will be much safer and comfortable than the present State St. Please approve this conditional use permit.

Talya Huerta

I have been with Smiling Faces daycare center for 5 years. They are amazing and the only center I trust my child with. They are a great benefit to me as well as the city of Orem. I am extremely pleased with their services. I love that I have to walk my child to the door and hand-sign her in (inside the building) - it makes me feel safe knowing she is safely in their care and the same for each child that attends. Same to pick her up - I have to go inside, sign in before picking her up, and walk her out to the car. I have never had problems parking. I have never had issues entering or exiting the parking area.

Matt

I comment here as an Orem resident who has two children who have attended Smiling Faces Daycare for over two years. In addition, my family and I permanently reside near the area under consideration near 400 South, just a little further west. I really hope I am not too late in having another voice heard on this. Having listened to the meeting that took place on June 30th, it appeared to me that you had city planners, engineers, zoning and other city officers on the call who had basically signed off on everything and were essentially just waiting for the blessing of the council. I almost wonder what the point of having the council members voice their personal opinions and concerns at all on this was when it was already determined that the proper permits, research, safety, and planning had already been completed and signed off. But I will admit that this is the first council meeting I have ever listened to or reviewed the minutes for. So, this might be standard. At any rate, I'd like to comment on the concerns that were presented in the meeting. #1. As I mentioned, we have two children, a now four and six year old, who have been attending Smiling Faces for over two years and I can say for a fact that for over two years every single day I have personally walked my kids to and from the front office of the school and had to personally sign off in a detailed log they kept on the exact time that we arrived/departed (both as per the standards/policies set by the school). Not only that, we were ALWAYS greeted by one of the staff within seconds of arriving on the front steps. The image procured during the meeting of a hundred kids running around wildly in and out of the street or parking lot couldn't be further off base. Taking my kids to daycare is exactly like me taking my kids to literally any other establishment and this is further helped by the policies they've established to make the drop off/pickup as seamless and safe as possible. It has never taken longer than 2-3 minutes to drop off or pick up my children and I've always had plenty of parking spots to choose from at the current location (despite that being far less options than the proposed new location). We've lived off of 400 South for the better part of a year and a half. I drive the 400 South road from 800 West to State Street multiple times a day (to the daycare, restaurants, mall, grocery, errands, etc.). I can tell you that the intersection of main street and 400 South is not busy AT ALL. It wouldn't matter if you did a traffic study yesterday, 6 months ago or 6 years ago. It just does not get anywhere near the same amount of traffic that Orem Boulevard or State Street gets. As for the parking space allotment, it appeared from the meeting that that concern was resolved (I hope). As I said, the daycare already currently shares about 11 other spaces with several other surrounding locations and I've never had an issue finding a parking space. Having 26 spaces at the new location, or even a few less than that as per any of the adjustments that were suggested would be more than enough. As for the blind turning onto main street let's be honest...what street in Orem ISN'T a blind turn. People already park way too close to intersections/stop signs and I

don't think it would be fair to make that a deal breaker in this situation when literally everywhere else I go in this city I experience the same thing. The biggest thing I think I can really comment on here is what this business means to me in my life. This is the best daycare I've ever run across hands down. My kids come home each day with a stack of crafts, art, activities, projects, and all kinds of stories about all the cool things they learned about/did that day. If you look at the pictures of 'space day' or 'camping day' or 'shopping day' or any of the other days you can really see how all out they go with everything. I'd encourage you to read the reviews and peruse their facebook posts to observe the pictures of the kids really just loving life and getting the most out of a school experience. I don't speak Spanish myself, but my kids are learning it at the same time as experiencing all of this awesome stuff. Let's encourage dedicated small local business owners like Herman and Luz in pursuit of their dreams of providing an awesome bilingual program by approving this measure. Thank you!

Lindon Utah

I am a resident of Orem with no children therefore no need for a daycare or to know about the daycare facilities within our city, however within the span of 5 minutes I was able to understand not only the need for the expansion of Smiling Faces Bilingual Childcare Center but also the thorough, thoughtful and immense planning that German Pardo has taken to ensure this new building is the safest and has every child in mind. The facility has a specific policy in place that requires all children be walked into the building with an adult to be sign in/out meaning the adult doing the drop off must park and escort the child inside/outside. There are no safety factors regarding "100 child running out willy nilly". In addition, parents sign up for a schedule to stagger pick up/drop off times which allows for a few amount of children coming and going at one time. The concerns proposed by the council regarding child safety surround the public street and parking lot were addressed several times and factually dispelled, however they continued to be a point of discussion. Why? The planning commission and engineers for the building have reiterated that there is NO LEGAL reason to deny this permit and have agreed it is a safe place to put a daycare. I was extremely disappointed to hear about the behavior exhibited by Jeff Lambson, Tom MacDonald, Terry Peterson, David Spencer and Brent Sumner. The comments from the first council meeting regarding this daycare showed a willful ignorance to the information being presented as all safety and legal measures are being met and a tone of prejudice by attempting to grasp for any reason to dismantle and discredit the work German and the engineers have done to ensure the permit is not approved. Why are we not in support of cleaning up our city by approving for a daycare to reside in a space that has long been abandoned and overgrown with weeds? Why are we not in support of a small business run by a person of color in our city? German Pardo has clearly gone to great lengths and done what no one was willing to by choosing a building in need of repair to not only beautify the city of Orem, but to also expand his heart and time into the community through our children. There is no greater sacrifice than that and this should be unanimously approved by the City Council on behalf of the families you represent. Thank you.

Sam Johnston

As an Orem citizen I believe moving the daycare away from State Street makes perfect sense. There is more parking at the new location, and the daycare has done more than enough to prove that the new location is better for everyone involved.
I feel that a denial of this relocation is a direct message from our city council that its residents and their desires are not a priority

Rebecka Wright

As city engineers have already confirmed that the facility meets city codes the only reason, I can see for the request to be denied is some prejudice of council members or a personal benefit they may have by denying the conditional use request. As I'm sure this is an appearance the council wants to avoid please approve the conditional use request and allow the daycare to continue offering its services to its satisfied clients at the new location.

United States

1. How much do you consider our services, or childcare services in general a benefit for yourself and the Orem city community? Childcare services are of the utmost necessity nowadays. With how much the housing prices are and the inflated cost of living it is very difficult to make ends meet with just one parent in the household working. For me I don't have family close by to help watch my kids so having a daycare, especially one that is as high quality and professional as the Smiling Faces, it makes it a little easier for me to leave my kids every day. I believe our community strongly benefits from daycares, especially ones with such great educational programs, by building up these young children to have such a head start, it is literally investing in the future of our community.
2. How would you describe your experience with our services as far as dropping off and picking up your children from our facility?
I am usually the only one in the center when I'm picking up my kids. There has never been a time that I can remember of my years and years of using Smiling Faces where there were more than two different people picking up a child at the same time.3. How would you describe your experience with accessing our facility, parking and the space currently provided as a parking lot?
#3 answer: As of right now, the hardest part of the current location is picking up and dropping off. Turning left on state street right after a stop light is challenging, but that's just the start. Smiling Faces shares a small parking lot with a small restaurant which always has a few cars occupying the only spots available. On top of that, there is a trailer park that also has a few residents using the parking lot. With all that, there is usually at least four or five spots available whenever I am there to pick up my kids.

Jeff Hilton

I reside at 441 South 60 West, adjacent to the proposed property.
I have serious concerns about the safety of 100 children being dropped off and picked up in a parking lot that is barely large enough for the employees of the proposed facility usage.
Parking alongside Main Street and 400 South would not be safe for the loading and dropping off of children, due to the width of the roads and the volume and speed of traffic along those roads.
I feel that if this proposal is passed without a serious safety study and proper alleviation of these safety concerns, the Council will be responsible for accidents or deaths that may occur.

Jason Dodge

Dear Mayor and City Council Members, I have lived in Orem City for all of my life and love this community. Orem truly does things differently than most other communities that struggle with being fair. I am writing to the Orem City Council to strongly ask that they approve Smiling Faces Day Care without tying their hands any more than has already been done. I have spent my professional career in commercial real estate brokerage and development, and it is with this background that I sit here in amazement at the level of scrutiny that a simple day care center is receiving from much of the council. This is a location that could easily be a sober living center or a drug rehabilitation center which are approved uses in the current zone. It appears as though

DRAFT

Orem City is doing all that it can to prohibit this day care center from occupying this building. I have only one question: Will each intersection in Orem City be revisited with the same level of scrutiny when determining the appropriate line of sight angles in order to make each intersection safe? If so, it is time to purchase a bunch of red paint. After reviewing the traffic study prepared by a traffic professional and viewing the new line of sight triangles prepared by Orem City traffic engineers, most intersections in Orem City have traffic triangles that are much more steep and dangerous than what you are requiring Smiling Faces Day Care to accept. It really appears as though some of the Orem City Council members are doing all in their power to find reasons to not approve the sight or at least make it so restrictive that the day care cannot successfully operate hoping that they will just go away. Main Street and 400 South are not high traffic streets. In my professional opinion, it would be difficult to find a better location for this type of business within Orem City boundaries. I respectfully ask that each of you councilmembers vote to allow this business to run in this location without limiting their daycare numbers below 100 children.

Brenda Eyring

My name is Brenda Eyring and I am a former user of the Smiling Faces daycare on 400 E in Orem, near Sharon Elementary School. We live in that neighborhood and my then 7-year-old daughter attended their daycare before and after school. I appreciated their services and I loved that they were located so close to our home and our school. I was impressed with their professionalism and organization. Paperwork was always organized, the children encountered predictable routine, the premises were always neat and tidy, etc. They were a real asset to our neighborhood, and we were grateful for their services at that time. I understand they are currently using facilities located on State Street. Honestly, I have missed having them in the neighborhood. I had referred several friends to them when they were so close. I understand that traffic patterns are always things to consider when a business wants to operate in a residential area. This is a worthy thing to consider, and I am grateful that our Orem City takes care to keep our residential areas as quiet as possible. When my daughter attended Smiling Faces, I would drop her off around 8am and pick her up around 5pm. I rarely encountered another parent there at 8am. My car would be the only one outside. So I don't feel there was ever a traffic issue in the mornings. At 5pm, I would often be there to pick up at the same time as one other family, but really, that was it. So only 2 cars outside around 5pm. I really didn't notice a traffic or parking problem. And when they left their 400 E location in favor of their State Street location, I also did not notice a decrease in traffic in the neighborhood. So in my experience at least, the business did not affect traffic patterns in our neighborhood to any noticeable extent. Smiling Faces is a good neighbor and would be a valuable resource in any community.

Mary Street

My husband and I were residents of Orem 20 years. I am a former member of the Orem City Planning Commission and the Orem City Council. I am also a commercial real estate agent, but I am not personally involved in the sale or leasing of the subject property and have no relationship with Smiling Faces Daycare. I do not work at the same company as the real estate agent representing the property and have no personal or financial interest in this property. I am writing as a citizen who is concerned about the City Council discussions and actions taken at the City Council's last hearing on this item on June 30th. Before going into the specifics on these topics, however, I want to review the rules of Conditional Use Permits. Utah State Code, section 10-9a-507, states: (2)(a)(i) A land use authority shall approve a conditional use if reasonable conditions are proposed, or can be imposed, to

DRAFT

mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards. (ii) The requirement described in Subsection (2)(a)(i) to reasonably mitigate anticipated detrimental effects of the proposed conditional use does not require elimination of the detrimental effects. The Office of the Property Rights Ombudsman for the State of Utah explains that "Conditions may be imposed to mitigate, or lessen, the detrimental effects of the proposed use. The conditions must be reasonable, must address the identified effects, and must refer to the applicable standards already identified in the land use ordinance." At both the Work-session pre-meeting and during the City Council Meeting on June 30th, City Attorney Steve Earl, read this section of the Utah State Code to the Council as a point of reference for how the Council should consider the application, and what their powers and obligations are in this legislative action. The question, it seems, is whether the applicant can "reasonably mitigate anticipated detrimental effects." From viewing the video of the Council's Zoom meeting, it appeared that the primary concerns about "detrimental effects" were safety of the children as they arrive at the daycare and leave the daycare, and parking inside the existing parking lot and along the street adjacent to the property on the North and East sides. When the Planning Commission forwarded a unanimous recommendation for approval of the Conditional Use Permit, they stipulated the following conditions: 1. That all visitors, employees and other persons who arrive at the facility in connection with the Commercial Day Care facility be legally parked on the on-site parking lot or on that part of the street immediately abutting the site. 2. That signage be provided on the on-site parking lot that clearly indicates pick-up/drop-off stalls. 3. That one stall in the parking lot be used as a vehicle back-up area. 4. That the facility be limited to a maximum occupancy of one hundred (100) children for both buildings combined. 5. That two ADA stalls be provided in the parking lot. 6. That all children must be picked up and dropped off within the existing parking lot. That no more than ten (10) pick up/drop off vehicles shall be allowed within any ten (10) minute period. 7. That no more than ten (10) pick up/drop off vehicles shall be allowed within any ten (10) minute period. Applicant has agreed to comply with these conditions to assure the safety of the children and to mitigate the possible "detrimental effects" of the drop-off and pick-up. Applicant demonstrated that they have scheduled times for parents to drop-off children, and that all children must be walked into the building by an adult and signed in upon arrival. When picking children up from Daycare, parents are required to park and go inside the building to sign their children out and then walk them to their vehicle. Council Member Peterson, in his discussion of potential "detrimental effects" said – I'm paraphrasing – "Parents don't follow rules" and "children run around." I interpreted this to mean that he felt the proposed conditions would not mitigate the possible "detrimental effects." State Law specifically states that reasonable mitigation does not require the elimination of the detrimental effects. Parents may very well choose to disobey rules, but if they do, it is the parent putting children at risk, and this could happen at any legally operating business in the city. It could happen at City Parks, at the Scera Pool, at the grocery store. I submit that Utah Law does not give the City Council power to deny a Conditional Use Permit based on the fear of what a parent may do. It is merely incumbent upon the City Council to apply reasonable conditions so that the business can establish operating procedures to meet these conditions. I am convinced that the Applicant has demonstrated their capacity and willingness to do so. Council Member Sumner repeatedly requested that the Applicant consider removing the 5 parking stalls in front of the South building to increase vehicular capacity to turn around to exit the parking lot. Both City Attorney Earl and Traffic Engineer Sam Kelly pointed out that the existing parking lot is a legal parking lot. In other words, as

it is currently constructed, it meets the legal requirements of a parking lot and is in compliance with Orem City's Development Code which has specific requirements for the size of parking stalls and the distance between parking rows. Because the Daycare drop-off and pick-up model requires parents to park their car and come inside the building, removing parking stalls to accommodate the perceived need for additional turn-around space would severely limit the number of parents that can be legally parked to accomplish the drop-off and pick-up. Additionally, removing stalls would be requiring the Applicant to construct a parking lot configuration for their business that exceeds the legal requirements for a parking lot. Utah State Law specifically states that conditions must be reasonable, and must refer to the applicable standards already identified in the land use ordinance. I believe the request to eliminate legal parking stalls, both in the existing parking lot and along 400 South and Main Street, violates the requirement in Utah State Law that the conditions must be "reasonable" and "must refer to the applicable standards already identified in the land use ordinance." Finally, Council Member Spencer suggested that the City restrict parking on 400 South and Main Street – parking that is currently legal on-street parking. He also stated that he didn't think [the use] was safe
and just didn't like it. Regarding on-street parking, again referring to the Utah State Code, the current on-street parking is legal under the ordinances of Orem City. This business's ability to use these parking spaces should be assured by the applicable standards already identified in Orem's Land Use Ordinance. Any other business that was a permitted use in this property (ie: Residential Treatment Center for Youth, Therapeutic School, Assisted Living, Sober Living Home, or a Residential Facility for Disabled Persons) would not be asked to remove legal parking spaces because they are not subject to "conditions" for their approved use. I believe the conditions recommended by Staff and forwarded to the City Council by the Planning Commission with a unanimous recommendation for approval address to the extent possible "reasonable conditions" to assure the safety of the children and the neighborhood. Throughout Orem, we have many places where there are vehicles and children – Public Schools, parks, the City Center Baseball Fields, the Library, the SCERA park pool. When using these facilities, we should all exercise care – even if there aren't designated parking spots for dropping our kids off, and even if we don't have a drop-off schedule to abide by. This business has agreed to take these extra measures to assure safety and to comply with conditions to obtain their Conditional Use Permit. I encourage you to approve the Applicant's Conditional Use Permit with reasonable conditions as directed by Utah State Law and in conformance with the legal standards already outlined in the Orem City Municipal Code.

Debbie Hong

I grew up in Orem, just down the street from the location that Smiling Faces Daycare is trying to occupy. I have talked to members of the neighborhood and they have no problem with the daycare being there. I have also read comments and watched video of council meeting.
Zoning for that area allows for a daycare. 13 requirements have been met, including a costly parking study. Parking is more than sufficient for the daycare requirements, children are not left to run through the parking lot, and there are staggered drop offs. I have used daycare services before, and it does not take 15 minutes to drop off or pick up a child, that is a very generous time slot.
As I listened to comments from the council, it felt like the council was trying to find reasons for not allowing the business. I have parked in thousands of parking lots, and not had an issue with backing out of a parking space that has the same amount of space. That seems like a

reach. Also, a Daycare/preschool is very different from an elementary school drop off, parents have to walk the children into the building, they don't let them loose. I guarantee that there is plenty of time in a day for 100 cars to go through that area and I doubt they will be filled to capacity every single day. People also carpool for preschool which are the busiest . The opinion of some of these council members are very narrow. It is disappointing. As far as having a daycare in the neighborhood, there is nothing more beautiful than the sound of children playing. As far as safety, there is very little deviant behavior (if any) that comes from a daycare, and would not be much different from a senior living center. I feel that the presenters proved the safety concerns were taken care of.

As far as the play area, fences are easy to build. You do not need a lot of space for kids to play outside and times are staggered again. Daycares have indoor play space. Neighbors, only two commented, and to be honest, zoning allows for this. Meetings were noticed, sometimes neighbors just don't pay attention. Not a valid complaint. You have to have a legitimate reason to deny. I am sure the neighborhood would rather have a daycare than a drug treatment center. There have been no complaints about this facility. They are well respected in the community. It fills a need within the community. I am disappointed in the comments about this being a "hispanic business". The planning commission has already approved the plan (with all the traffic "concerns").

I encourage you to approve this permit. Make Orem a better place by allowing this business to function and add to the community. Don't give Orem a black eye by not supporting small businesses and people doing their best to improve the community. They are hardworking people that have bent over backward trying to meet the requirements. This business would be an asset and it is a needed business. They have met all the requirements, approve the permit. Legally, you need to do that.

I will reserve my personal opinion, but I am concerned about the reasons that some council members are being difficult on this decision. It is disappointing.

Courtney Bulsiewicz

I am writing to share how essential Smiling Faces is to the Orem community and what an asset it would be for Orem should the proposed location on 400 South and Main Street be approved. I am an adjunct professor at Brigham Young University, and my husband works full time as a marketer. We have lived in Utah County the last 12 years. We have had our two children enrolled in care at Smiling Faces for 3 years now. We have utilized childcare services from 3 other businesses, until we found Smiling Faces and found it superior in every way: the safety precautions they take, the curriculum they practice, and the love they give to the families they serve is unmatched. My children have grown immensely since being enrolled at Smiling Faces: intellectually, emotionally, and socially. Smiling Faces is helping my children become citizens that Orem would be proud of, citizens that respect, honor, and care for each other. During a time when people are calling for equality and diversity in business, I am grateful for the opportunity to choose Smiling Faces, because my sons are learning it doesn't matter the color of your skin; everyone deserves love and opportunity.

Childcare is hard enough to find, without the extra difficulties COVID-19 has added to parents' troubles in finding not just adequate care for their children, but care they are happy about, care they know matches the care they give to their children in their own homes. We found it particularly difficult to find a childcare facility that offers part time care, and we previously paid full-time fees for part time service, at another Orem facility that had a worse parking situation than the more than adequate parking at the proposed site of 400 South and Main Street. We settled for a less than desirable situation so our family could have our basic childcare needs met.

No parent should be in that situation. Smiling Faces was literally our solution and saving grace, and it is that same answer for so many other families and could be that answer for many more if Smiling Faces is allowed to move to the proposed location. If the council denies Smiling Faces the opportunity to grow their business, they are denying their community the opportunity to grow, removing the possibility of work for many families.
In regard to some of the concerns brought up in the previous council meeting; I would like to share my experience. I drop off and pick up my children from Smiling Faces Monday through Friday. I make numerous left-hand turns (and right hand turns for that matter) from the moment I leave my home. Many of them have reduced visibility due to parked cars, large fences, greenery, other homes, etc. But they are legal—just as the intersection and driveway at the proposed site is legal. Are you willing to revoke business privileges wherever there is a turn with less than ideal visibility? If so, you would be stunting Orem immensely, needing to close nearly every business that finds itself on the corner of an intersection.
Regarding the concern of crowds and crowds of children and families all arriving at the same time, causing a backup in traffic: Again, during the 700+ times I have dropped off or picked up my children during the last three years, I have never seen 100 children in 100 cars piled up on state street, all trying to enter Smiling Faces at once. In the mornings, it is rare when I see another parent dropping off their child. During the afternoon pickup, I see one, maybe two other parents for a total of 3 families at once. Smiling Faces runs a tight ship, their protocols are well-thought-out and executed because they know that's what it takes to keep the children they care for safe. If you could see the way Smiling Faces is handling the current pandemic, guiding children through temperature checks, hand washing/sanitizing, providing facemasks for all children (and getting them to actually wear them), there would be no doubt in your mind that this is a company that exceeds expectations and requirements and serves their community in every possible way. I am baffled that the council seems more concerned with comments coming from a person currently residing in Wyoming and a person currently residing in American Fork than they are for concerns raised by persons in the community the council actually represents, like my family and Orem business. Are you willing to put the desires of the small number of homes surrounding the property above the actual needs of so many more families? Please reconsider, take these facts into account when making your decision tonight and approve the request Smiling Faces has made.

Carol Belnap

My husband and I have lived in Orem over 40 years & have raised our children here. We are now assisting raising some grandchildren who have been attending Smiling Faces. Here are our observations:
1. The facilities are spotless & the staff is wonderful with the children.
2. The drop off/pick up policy prevents any children from "running around unattended" in the parking lot. You have to go in & sign the children in & out. Every time. They have staggered the times so well that I have never encountered more than 2 other parents picking up or dropping off. The current parking situation is tight (but they have made it work with the staggered times) and I hate trying to get back out on State Street especially with other cars parked on the sides of the roads. The proposed location has a slower speed limit & much less traffic.
3. Any question of excess neighborhood traffic is ridiculous. We had a halfway house put in near our neighborhood a few years ago & the neighbors displeasure at possible increased traffic had no bearing on them getting the permit. The visibility coming out of the proposed location is fine-I checked it out myself.
4. It is evident that the owners have made every effort to comply with the laws and requirements.

Why are they being made to jump through hoops that hint at discrimination? Is it because this is an affluent area? Or the fact that they are minority owned? There is a great need in Orem for quality licensed day care and this business has a proven track record. We should be helping them expand not hindering them. The fact that they incorporate bilingual teaching is such a plus. We need to be encouraging great minority owned business not trying to eliminate them.
5. The difficulty you are putting them through makes me wonder if there is some hidden agenda present. Or at least as I stated before possible discrimination. I certainly hope that is not the case. Orem is better than that.

Natalie and Bryan Laird

I would like to respectfully ask you to reconsider your current stand on the issue regarding a new location for Smiling Faces Daycare. My son has been attending Smiling Faces for about 2.5 yrs. I can say with 100% certainty, they have boosted his knowledge and fostered his intelligence more than I would've thought or expected. He loves going to school everyday and is excited to see his teachers and friends. Even after moving 20 min south of Orem due to buying a house, we have decided to keep our son (4) at Smiling Faces because of the incredible impact Luz and her employees have had in our lives. Luz and German Pardo have always handled business with honesty and integrity, which as working parents, is immensely appreciated. They teach the kids everything from basics like the alphabet to important current social climate issues. They're an incredible asset to not only the community of Orem but to the future of Utah, for our kids are the future of the world. In conclusion, this expansion and relocation of Smiling Faces is a much safer choice and provides better opportunities for their students than the current location. There is more parking, more space, and less overall traffic. Remember they are currently operating successfully on a busier road, with fewer parking spots, which they share with a trailer park and a restaurant. If anything, Smiling Faces has proven they can make the best of any situation and meet a high standard set in less than fantastic conditions. They should not be punished for wanting to give their clients better services. Please reconsider the conditions placed upon this small locally-owned and reliable business while remembering our claim that Orem is the best place to raise a family.

Tara Bishop

I would like to voice a concern I have raised through things that I have been made aware of recently.
I know that public comment without factual evidence has no bearing on approving a Conditional Use Permit. And while my comment now is connected with my previous letter, this is not necessarily to be used in determining the CUP. My comment now is to raise public concern about the intention and underlying principles of the City Council in making decisions for the city.
I recently had a conversation about the neighbors surrounding the proposed new Smiling Faces Bilingual Center. It turns out that conversations questioning the owners citizenship status happened when the owners were introducing themselves to the neighborhood. Why would that even come up in a conversation when owners are introducing themselves and trying to be "good neighbors" as the city ordinance requires (and is just common decency)? When I have introduced myself to new people, not once have I been asked if I was a citizen of the United States. Given that "public outcry" from the neighbors is likely why Councilmen Lambson, Sumner, Spencer, Peterson, and MacDonald rejected the CUP is deeply concerning. Those Councilmembers should rethink who and what they are supporting in our city. I will not tolerate racist sentiments from my city leaders. I have higher expectations of our great community than to accept that these

types of conversations are appropriate.
Thank you for your time. I appreciate this great city and the opportunity I have had to continue living here and raise my family.

Claire Johnson
I live directly south of the proposed daycare center at 468 South Main St. I am grateful for the opportunity here to share some concerns.My largest concern is with the increased traffic that the daycare would bring - both the safety and inconvenience of this traffic. Although the cars parked on the two roads are legally allowed, visibility is very poor when there are cars parked in these areas. The intersection just east of 400th south and Main has gotten busier and busier with UVU, Midtown, State Street, Orem Elementary, and Noah Webster, and will just get busier. With 100 kids being dropped off and picked up daily, I can only imagine that cars would end up backed up into and through that (Orem Boulevard) intersection, as well as down 400th south and Main Street which are both single-lane roads. I imagine this will be happening at its worst between the hours of 8 and 9:30 am, which is the time I need to be backing out of my own driveway on Main Street to head to work myself. After backing out of my driveway, I would then have to wait in the line of daycare dropoff cars going north on Main Street before I could get out onto 400th South and State Street. Where this is a residential district, having this traffic every single day would greatly diminish the quality of life of those living in close proximity to the daycare on Main Street. Lines of waiting cars in the street with engines running is a safety concern, a health hazard for us and our neighbors, and an unpleasant residential experience.I understand that there may be a need for a daycare in Orem City, however, it is obvious to me that a business of this size is not suited to this property. There are no other businesses near this size along the entire length of Main Street or 400th South. This is a residential area that should be preserved as such.

Orem Utah
I would like to add my support to the approval of the conditional use permit for Smiling Faces Daycare. I am the parent of two young children living in Orem, and finding childcare is so tough! Smiling Faces has proposed great measures to keep kids safe on the property. By the planning commission's review, it seems parking and traffic control is adequate. Please support great childcare businesses like Smiling Faces in thriving in Orem so that families have adequate choices when finding care for their kids! Also, latinx business owners provide critical services to all of Orem, not just fellow latinx residents. Thank you

Karen Larsen
I know the board is considering a request of the Smiling Faces Child Care Center to move into a new bigger building. I use to work for Workforce Services who does licensing for child care in Utah. Orem always had a shortage of good child care centers. This center has been in Orem for awhile and is highly recommended. I feel it would be in the best interest of the council to approve this request. The city needs the increase in capacity that this move would allow. Currently I don't have a need for childcare, but my children do, they have had a hard time finding good options for childcare in Utah county. This new location will give citizens more options and will allow for more children to be cared for by licensed providers.

Aaron Lewis
I live just south of the proposed daycare. I travel on 400 South and Main Street regularly, including commute to work (pandemic permitting). I'll keep my comments brief but in sum I am opposed to the daycare in this location. Here are my concerns:- The location in question is not

well suited for that amount of traffic. Two weeks ago when this was discussed the phrase “10 cars in 10 minutes” was thrown around and considering the fact that each car needs to park and walk their children into the building, along with the size of the parking lot leads me to believe that it will take much more than one minute per car to enter and exit that small parking area.
- The length of time it will take for a car to pull in, park, unload children (sometimes several), pull out (at least a 3-point turn, if not more) and exit the parking lot will cause backups that extend into both Main Street and 400 South.
- The left turn lane on Main Street to turn west onto 400 S makes the lanes even narrower, further congesting the intersection. Also the addition of the employee parking on both streets will make for very narrow lanes and higher chances of accidents.
- This is a residential neighborhood with multiple driveways surrounding the facility. I can’t imagine what it would be like for my family and neighbors to have to wait for extended amounts of time to enter or exit their homes.I have spoken personally to both husband and wife of looking to start the daycare and they are very nice people. I do not have a bad word to say about them or their business and I hope they are able to expand as they hope- Orem needs more daycares, especially run by people of every race. That would create a stronger and more diverse community. But I also hope to have the residential experience that we expect by living in this wonderful neighborhood. I do not think having a daycare in this location will provide us with such.

Taylor
Let smiling faces daycare open! They have done and passed every task you made them do. You are discriminating against them for no reason. Orem needs to do better

Darrin Vandenbos
Over the course of the Planning Commission meeting and two City Council meetings, multiple people have mentioned that Orem needs more daycare and that this business is well-managed and a valued contributor to the Orem community. I’m not questioning those assertions but they are not pertinent to this issue. The issue is whether this location can support the business at its requested client capacity without affecting the safety of the neighbors, daycare clients, and pass-thru traffic. Nothing I’ve observed during this two week continuation period changes the parking, traffic, and safety concerns previously expressed to the Council. These concerns are based on 30 years of experience living in my current home (411 South 60 West) directly west of the property. In short, this is an increasingly traveled and congested area with poor visibility that has already been negatively impacted by the Midtown Village development and overall traffic increases; adding parking and traffic from a business that marginally meets the requirements only escalates the safety hazards in the area. I ask you not to ignore these safety concerns voiced from the experience of multiple longtime neighbors by shoehorning this business into this location.

RESOLUTION NO. _____

A RESOLUTION BY THE CITY COUNCIL OF OREM, UTAH
APPROVING A RECORDS RETENTION SCHEDULE

WHEREAS pursuant to Utah Code § 63G-2-701, the City of Orem has enacted Article 2-26 Records Access and Management establishing information practices for the City including classification, designation, access, denials, segregation, appeals, management retention and amendment of City records; and

WHEREAS Orem City Code Section 2-26-15.B. requires the City Records Officer to classify, designate and schedule City records for retention; and

WHEREAS the City is in the process of scheduling its records for retention; and

WHEREAS this scheduling is an ongoing process that will be periodically submitted to the City Council of Orem, Utah (Orem City Council) for approval; and

WHEREAS the Orem City Council has reviewed the proposed records retention schedule attached hereto as Exhibit A and hereby finds that adopting the proposed records retention schedule to be in the best interest of the public's health, safety and general welfare.

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

1. The Orem City Council hereby adopts the City Records Officer's proposed records retention schedule which is attached hereto as Exhibit A and incorporated herein by reference.

2. This resolution shall take effect immediately upon passage.

3. All other resolutions and policies in conflict herewith, either in whole or in part, are hereby repealed.

PASSED AND APPROVED this **11th** day of **August 2020**.

_____
Richard F. Brunst, Jr., Mayor

ATTEST:

_____
JoD'Ann Bates, City Recorder

COUNCILMEMBER	AYE	NAY	ABSTAIN
Mayor Richard F. Brunst	□	□	□
Jeff Lambson	□	□	□
Debby Lauret	□	□	□
Tom Macdonald	□	□	□
Terry Peterson	□	□	□
David Spencer	□	□	□
Brent Sumner	□	□	□

SCHEDULE 2 – DEVELOPMENT SERVICES DEPARTMENT

Section 1: Building Records

2.101: BUILDING PERMIT APPLICATIONS

These permits are issued as official building authorization for a variety of actions (construction, demolition, the installation of plumbing, electrical or mechanical equipment, and the placement of barricades). They contain inspection requests, inspection reports, certificates of occupancy, and any pertinent information relating to the project. They may also contain water source, sewer system, flood plain, and tank certificates.

RETENTION - Permanent, may be transferred to the State Archives

2.102: BUILDING PERMIT INDEX

These reference card files, or registers, record the issuance of building permits, names of owner and contractor, address, and permit type. It is usually arranged numerically by permit number and serves as an index to the permit files.

RETENTION - Permanent, may be transferred to the State Archives

2.103: CAPITAL PROJECT STATUS REPORTS

This is a monthly report of all current capital improvement projects. The report includes information on funding (comparing amounts), extra work orders, and over-run authorizations for each project.

RETENTION – Retain for 1 year and then destroy

2.104: CONSTRUCTION REPORTS

These reports are a summary of construction and demolition activity in terms of permits, cost, and housing units. They are created from information compiled from the permit invoices and show the comparison to the same month for the previous two years. They are used for statistical analysis of current development trends. This information is submitted to both the U.S. Census Bureau and Utah Bureau of Economic and Business Research.

RETENTION - Retain for 2 years and then destroy

2.105: DEMOLITION CASE FILES

These case files document municipal ordered and privately initiated demolitions of substandard and/or hazardous buildings. They are used for research and litigation purposes.

RETENTION - Permanent

SCHEDULE 2 – DEVELOPMENT SERVICES DEPARTMENT

Section 1: Building Records

2.106: ENFORCEMENT CASE FILES

These case files document housing and zoning complaints. They are used to document municipal actions concerning the complaints and for reference purposes.

RETENTION - Retain for 5 years and then destroy

2.107: NONRESIDENTIAL BUILDING PLANS

These are the blueprints and specifications submitted by building contractors or owners when applying for a building permit for the construction of commercial, industrial, or apartment structures. The specifications are compiled by the architect for use by the contractor to complete detail work providing type, grade, brand of materials to be used, and general conditions which govern the methods to be employed. They also identify the temporary facilities, job cleanup, security, time limits, deadlines, and responsibilities of the architect, owner and contractor. They are used for determining code compliance and the enforcement of building codes. They are usually arranged by permit number or address.

RETENTION - Retain for 7 years and then destroy. For historical reasons, agencies must contact the Archives before the destruction of any building plans.

2.109: PUBLIC BUILDINGS (MUNICIPAL AND COUNTY) BUILDING PLANS

These are the blueprints and specifications submitted by building contractors or government agencies applying for a building permit for the construction of government buildings. The specifications are compiled by the architect for use by the contractor to complete detail work providing type, grade, brand of materials to be used, and general conditions which govern the methods to be employed. They also identify the temporary facilities, job cleanup, security, time limits, deadlines, and responsibilities of the architect, contractor, and government agency. They are used for determining code compliance and the enforcement of building codes. The plans are usually arranged by permit number or address.

RETENTION - Permanent, may be transferred to the State Archives

2.110: RE-ROOF APPLICATIONS

These are building permit applications to replace an existing roof on a residential or commercial structure.

RETENTION - Permanent

SCHEDULE 2 – DEVELOPMENT SERVICES DEPARTMENT

Section 1: Building Records

2.111: RESIDENTIAL BUILDING PLANS

These are the blueprints and specifications submitted by building contractors or owners when applying for a building permit for the construction of residential buildings. The specifications are compiled by the architect for use by contractor to complete detail work providing type, grade, brand of materials to be used and general conditions which govern the methods to be employed. They also identify the temporary facilities, job cleanup, security, time limits, deadlines, and responsibilities of the architect, owner and contractor. They are used for determining code compliance and the enforcement of building codes. They are usually arranged by permit number or address.

RETENTION - Retain for 1 year after completion of construction and final inspection and then destroy. For historical reasons, agencies should contact the Archives before the destruction of any building plans.

SCHEDULE 2 – DEVELOPMENT SERVICES DEPARTMENT

Section 2: Engineering Records

2.201: CONSTRUCTION CONTRACT RECORDS

These records document contracts for all engineering and construction projects undertaken by the municipality. They include payment records, reports, contracts, certificates, and related correspondence.

RETENTION - Retain for 6 years after expiration of contract and then destroy

2.202: CONSTRUCTION PROJECT FILES

These project files document the planning, design, and construction of municipally-owned facilities, structures or systems. They are also used for budget planning and litigation research. They include correspondence, copies of agreements, engineer's personal notes, guarantees and warranties, testing reports, reports (daily, weekly, monthly), and permits to work in the public way for municipality projects such as street drains, curb and gutter, sidewalk, paving extensions, street construction and repairs to additions to city buildings.

RETENTION - Permanent, may be transferred to the State Archives

2.203: ENGINEERING PERMITS

Permits with traffic control, road cut fees, demolition permits, resurfacing permits and any applicable documents.

RETENTION - 1 year and then destroy

2.204: IMPACT AND UTILITY MASTER PLAN INFORMATION

These are comprehensive plans regarding impact and utilities. The plans serve as a guide for decision-making and may include maps, plats, and charts.

RETENTION - Permanent

2.205: LARGE SCALE PRIVATE DEVELOPMENT INFORMATION

This is a monthly report of all current capital improvement projects. The report includes information on funding (comparing amounts), extra work orders, and over-run authorizations for each project.

RETENTION – Permanent

2.206: MAPS AND PLATS

City maps & plats for surveys and maintenance of City property and facilities.

RETENTION – Permanent

SCHEDULE 2 – DEVELOPMENT SERVICES DEPARTMENT

Section 2: Engineering Records

2.207: MISCELLANEOUS TRANSPORTATION CONCEPT PLANS

Concept plans for transportation projects, including: 1200 S 400 W Roundabout Improvement, 1600 N-State to I-15 Roadway Widening plans, 1600 N 400 W Intersection Improvement Project, Center Street Study-Avenue Consultants, UVU Area Transportation Plan Study, Lakeview Parkway Corridor, State Street Transit Study - American Fork to Provo, Traffic Calming Projects, etc.

RETENTION - Permanent

2.208: STREET NAME AND HOUSE NUMBER FILES

Records relating to street dedications, closings, assignment of street names and house numbers and applicable. These files contain records relating to street dedications, street closings, the assignment and alternation of street names and house numbers and similar records. They provide official control of the naming and numbering of municipal streets and roads.

RETENTION – Permanent

2.209: SUBDIVISION BONDS

Bonds held until subdivision improvements are made, such as landscaping, water & sewer lines, asphalt, curb & gutter, etc.

RETENTION – Retain until paid or cancelled, then destroy

2.210: TANK APPLICATIONS AND PERMIT RECORDS

These files contain applications received by the fire department and permits issued to individuals desiring to store flammable liquid or liquid petroleum. Permits are only issued after inspection and approval of tanks. They include an application form, permit, a sketch or diagram of location along with tank dimensions, and an inspection report.

RETENTION - 6 years after final action and then destroy

2.211: TRAFFIC DRAWINGS

Original drawings or area maps of streets used to determine whether changes are needed.

RETENTION - 4 years and then destroy

2.212: TRANSPORTATION MASTER PLAN INFORMATION

Comprehensive plans for City's roadway network, including: Truck Routes, Speed Limits, Curb Radius, Crosswalk Warrants, Traffic Signal Warrants, Access Management Standards, Traffic Calming Standards, Traffic Impact Study Standards and Connectivity..

Section 2: Engineering Records

RETENTION - Permanent

2.213: UNAPPROVED TANK APPLICATIONS

These are applications received by the fire department requesting a permit to store flammable liquid or liquid petroleum, but were denied after inspection. They include the application form and an inspection report indicating reasons for permit's denial.

RETENTION - 2 years and then destroy

SCHEDULE 2 – DEVELOPMENT SERVICES DEPARTMENT

Section 3: Planning and Zoning Records

2.301: ADOPTED MASTER PLANS

These are comprehensive plans for municipal development adopted by the city commission. The plans serve as a guide for decision-making on rezoning and other planning proposals and as the goals and policies of municipalities attempting to guide land use in local jurisdictions. The plans include the planning commission's recommendations for the development of the territory covered by the plan, and may include, among other things: (a) a land use element; (b) a transportation and circulation element; (c) an environmental element; (d) a public service and facilities element; (e) a rehabilitation, redevelopment, and conservation element; (f) an economic element; (g) recommendations for implementing the plan, including the use of zoning ordinances, subdivision ordinances, capital improvement plans, and other appropriate actions; and any other elements that the municipality considers appropriate. The plan may also include maps, plats, and charts.

RETENTION - Permanent, may be transferred to the State Archives

2.302: AS-BUILT PLANS

Plans and specifications for approved and constructed buildings, facilities, roads, and bridges. Documents construction of new buildings, facilities, and infrastructure as well as renovation of owned buildings and rented buildings. Plans documenting water and sewer lines and laterals.

RETENTION - Permanent

2.303: BOARD OF ADJUSTMENT CASE FILES

These case files document the zoning activities of the Board of Adjustment. They are used to document the cases brought before the Board of Adjustment and its decisions. They contain the original application; findings and order; correspondence; and any exhibits such as plot plans or elevations.

RETENTION - Permanent

2.304: BONDED AND LICENSED CONTRACTORS FILES

Applications and associated documents for contractors that are bonded and licensed to do work in the public right-of-way in the City.

RETENTION – 1 year after last job in Orem, then destroy

2.305: CONDITIONAL USE PERMIT RECORDS AND INDEXES

These files document the application for conditional use permits. These permits allow for the construction of buildings on the condition that impacts on neighborhoods are mitigated. They

include the original application, blueprint drawings, investigative reports, planning commission decisions, cash receipts, and related correspondence.

RETENTION - Permanent

2.306: PLANNED UNIT DEVELOPMENT CASE FILES

These case files document the creation of Planned Unit Developments (PUDs) within the municipality. PUDs are owner initiated projects requesting a variance from standard subdivision and zoning ordinances to allow for the concentration of residential units, office, commercial, or industrial facilities. The project plans must provide for recreational areas, clubs, and other types of facilities to service the community. The owners are given credit for land not inhabited to allow for the concentration of residential units in other areas. Zoning ordinances limit the number of dwelling units per acre. The original proposal describes how the owner wants to build the project with detailed maps and diagrams showing types of buildings and density of structures (dwellings per acre). The case files include initial proposal, approvals or disapprovals, diagrams, site plans, condominium conversions, and copies of minutes from the planning commission.

RETENTION - Permanent

2.307: PLANNING STUDY REPORTS

These are research based reports completed in-house or by outside consultants on specific planning problems or conditions. They may be adopted as an amendment to the master plan. These reports provide needed information on specific issues (i.e., housing needs, transportation, geologic concerns). These reports may include recommendations and may be an extension of the master plan.

RETENTION - Permanent, may be transferred to the State Archives

2.308: RECORDED PLATS

Plats approved by the City Council and/or Planning Commission and recorded at the County. These typically include a description of the surface of the land included within the project, including all angular and linear data along exterior boundaries of the property, linear measurements and location with reference to the exterior boundaries of building or buildings, diagrammatic floor plans and description or delineation of the boundaries of units or convertible space, etc.

RETENTION - Permanent

2.309: REZONING RECORDS AND INDEXES

Section 3: Planning and Zoning Records

These files document applications to rezone property within the municipality. They contain the original application, review forms, maps of areas involved, investigative reports, copies of planning commission minutes, notice of hearings, copies of ordinances, copies of city council minutes.

RETENTION - Permanent

2.310: SITE REVIEW PLANNING RECORDS

These files document the regulatory review and approval of commercial and industrial site plans by various municipal departments. They contain an application of approvals, staff investigative reports and recommendations, cash receipts, site plans, and related correspondence.

RETENTION - Permanent

2.311: STREET/ALLEY VACATING RECORDS

These records pertain to the removal of a portion of the public right-of-way and deeding the property to the adjacent property owners. The records may include copies of petitions, investigative reports by city staff, planning commission minutes, the report from planning commission to city council, city council minutes, ordinances, and legal description.

RETENTION - Permanent

2.312: SUBDIVISION REVIEW CASE FILES

These case files document the developmental history of subdivision plans submitted to the Planning Commission for compliance review with applicable development ordinances and standards. This includes those that are considered lot/splits (subdivisions smaller than five lots).

RETENTION - Permanent

2.313: ZONING MAPS

These maps show zoning boundaries within the municipality. They are usually blueprint maps which show streets, property lines, zoning boundaries, and area classifications. These maps are used for reference purposes and are frequently updated.

RETENTION - Permanent

2.314: ZONING ORDINANCES

These land use and development ordinances provide standards for development for land use and development within the municipality. They have been approved by both the planning

Section 3: Planning and Zoning Records

commission and the city council.

RETENTION - Permanent, may be transferred to the State Archives

Agenda Item No: 8.4

City Council Agenda Item Report

Meeting Date: August 11, 2020
Submitted by: Heather Schriever
Submitting Department: Legal
Item Type: Ordinance
Agenda Section:

Subject:
ORDINANCE - Amending Section 19.7.5.C. of the Orem City Code

Suggested Action:
Staff recommends that the City Council approve a motion to amend Section 19-7-5.C. of the Orem City Code to remove the requirement for a parking enforcement company to contact Orem City Dispatch before it places a boot on a vehicle and other technical corrections.

Presenter:

Background:
Orem City Code Section 19-7-5.C. requires parking enforcement companies (booting companies) and towing companies to contact Orem City Dispatch before placing a boot on or towing a vehicle. The purpose of this requirement was to document the location of the vehicle and its removal destination before the vehicle was towed. Orem City Dispatch routinely receives a large number of calls from parking enforcement companies complying with the requirement. For each parking enforcement call received, Orem City Dispatch opens and maintains an incident report. Upon review of this practice, the Orem Police Department has determined this requirement should be suspended because the booted vehicle remains at the same location where the boot was attached and a vehicle owner is immediately able to identify and contact the parking enforcement company. The additional administrative burden of opening up and maintaining an incident report on each booted vehicle does not provide a demonstrable benefit to the public. Towing companies will continue to be required to contact Orem City Dispatch before a tow is performed.

An additional change is proposed to update the code section to reflect the Police Department's correct name.

Potentially Affected Area:
Citywide

Attachments:
ORD--Section 19.7.5.Removing requirement to contact PD before booting.7.20.2020.docx

ORDINANCE NO. _____

AN ORDINANCE OF THE OREM CITY COUNCIL
AMENDING SECTION 19-7-5.C. OF THE OREM CITY CODE

WHEREAS the City regulates nonconsensual towing and booting practices in accordance with state law and pursuant to Orem City Code Article 19-7; and

WHEREAS Section 19-7-5.C. of the Orem City Code currently requires a parking enforcement company to contact Orem Dispatch before booting a vehicle; and

WHEREAS this requirement has resulted in a substantial increase in the number of booting cases reported to the Orem Police Department with little to no benefit to the public because when the vehicle is booted it is not moved and the owner of the vehicle can identify the towing enforcement company whose contact information is required to appear on the booting device; and

WHEREAS the City Council finds it necessary to amend Section 19-7.5.C. of the Orem City Code to remove the requirement that parking enforcement companies contact Orem Dispatch before booting a vehicle; 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.

WHEREAS the City Council finds the proposed amendments to be in the best interest of the City and necessary to protect and preserve the health, welfare and safety of citizens in general; and

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF OREM, UTAH, AS FOLLOWS:

1. Section 19-7-5.C. of the Orem City Code is hereby amended as set forth below:

> C. Except for tow truck service that was ordered by a peace officer or a person acting on behalf of a law enforcement agency, the tow truck operator shall:
>
> 1. Contact ~~the~~ Orem <u>Dispatch</u> ~~Department of Public Safety dispatch center~~ prior to towing ~~or booting~~ the vehicle and report the:
>
> a. location of the vehicle;
> b. date, time and location from which the vehicle is being removed ~~or booted~~;
> c. reasons for the removal ~~or booting~~ of the vehicle;
> d. person who requested the removal ~~or booting~~ of the vehicle;
> e. vehicle's description, including its vehicle identification number and license number or other identification number issued by a state agency.

The tow truck operator will then be given an Orem Department of Police Incident Report Number and may begin towing ~~or booting~~ the vehicle.

2. Immediately transport any vehicle that has been towed to the ~~parking enforcement or~~ towing company's vehicle storage facility before towing another vehicle; and
3. Within two business days of performing the tow truck services send a certified letter to the registered owner's current address or to the last-known address of the registered owner and lien holder of the vehicle, if applicable, obtained from the Motor Vehicle Division, notifying the owner of the:
   a. location of the vehicle;
   b. date, time and location from which the vehicle was removed;
   c. reasons for the removal of the vehicle;
   d. person who requested the removal of the vehicle;
   e. vehicle's description, including its vehicle identification number and license number or other identification number issued by a state agency; and
   f. costs and procedures to retrieve the vehicle.

2. If any part of this ordinance shall be declared invalid, such decision shall not affect the validity of the remainder of this ordinance.

3. All ordinances in conflict herewith are hereby repealed.

4. This ordinance shall take effect immediately upon passage and publication in a newspaper of general circulation in the City of Orem.

PASSED, APPROVED and ORDERED PUBLISHED this __ day of August 2020.

_____
Richard Brunst, Jr., Mayor

ATTEST:

_____
JoD'Ann Bates, City Recorder

COUNCILMEMBER	AYE	NAY	ABSTAIN
Mayor Richard F. Brunst	□	□	□
Jeff Lambson	□	□	□

Debby Lauret	□	□	□
Tom Macdonald	□	□	□
Terry Peterson	□	□	□
David Spencer	□	□	□
Brent Sumner	□	□	□

DRAFT

Agenda Item No: 9.1

City Council Agenda Item Report

Meeting Date: August 11, 2020
Submitted by: Jason Bench
Submitting Department: Development Services
Item Type: Resolution
Agenda Section:

Subject:
PUBLIC HEARING
RESOLUTION – Amending portions of Chapter 2 Land Use and Chapter 6 Transportation of the Orem General Plan updating the Land Use Map and Pedestrian and Bike Path Map and language pertaining to the southwest area.

Suggested Action:
The Planning Commission recommends the City Council, by resolution, amend portions of Chapter 2 Land Use and Chapter 6 Transportation of the Orem General Plan updating the Land Use Map and Pedestrian and Bike Path Map and language pertaining to the southwest area.

Presenter:
Jason Bench

Background:

Potentially Affected Area:
Lakeview

Attachments:
Agenda-GeneralPlanAmendment-SouthwestArea.docx

GeneralPlan-SouthwestLandUseDesignation (5).docx

General_Plan_update_Close_up.pdf

ERU_Calcs_Proposed_Land_Use_Map.xlsx_-_Sheet1.pdf

Southwest_Annexation_Area_Option_8.11.2020.pdf

GP_Ped_Trails_map.pdf

Resolution-GeneralPlanChange-SouthwestArea.docx

Southwest_Area_Public_Comments.pdf

Southwest_Area_Survey_Results_Report.pdf

Neighborhood_Meeting_5-13-2020_Q_A_.pdf

20200707_3_MailerFront__3_.pdf

Notice_Addresses.csv.pdf

SW Area General Plan PC Minutes 7.15.20.docx

CITY OF OREM

CITY COUNCIL MEETING

AUGUST 11, 2020

REQUEST:	**ORDINANCE** – Amending portions of Chapter 2 *Land Use* and Chapter 6 *Transportation* of the Orem General Plan to update the Land Use Map and Pedestrian and Bike Path Map and language pertaining to the Southwest area.
APPLICANT:	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 596 notices to property owners within 500 feet.

Area Information	
General Plan	Varies
Zone	Varies
Acreage	230 +/-
Neighborhood	Lakeview

PLANNING COMMISSION RECOMMENDATION
Vote: 6-0 for approval

PREPARED BY
Jason Bench, AICP Planning Division Manager

REQUEST: The Department of Development Services requests the City Council amend portions of the Orem General Plan to update the Land Use Map and the Pedestrian and Bike Path Map pertaining to the Southwest area of the City.

BACKGROUND: The Southwest area was annexed by the City in 2015. At the time of annexation, a general plan map was adopted by the City and generally included a light industrial designation for property on the west side of Geneva Road and a low density residential designation for property on the east side of Geneva road.

With the announcement of the temple site at 1471 South Geneva Road and the additional interest in development in the general area, the City Council asked staff to review the current general plan for the area. Based on our review process, staff proposes several changes to the General Plan for the Southwest area.

Staff held an online neighborhood meeting on May 13, 2020 to discuss the proposed amendments. A total of 2,455 notices were mailed to the entire Lakeview neighborhood, with 38 individuals participating in the online meeting. Many comments were received through the process, which are part of the staff report for your review. During the online meeting, staff presented four options relating to land use. Based on comments received, staff developed a preferred option which was also presented to the City Council in a work session on May 26, 2020 for discussion. In addition to the land use designations, staff also proposed the addition of several trails within the Southwest area as shown on the Pedestrian and Bike Path Plan.

The proposed changes include an update to the Land Use Map that will include a new land use designation of Low Density Residential/Southwest (LDR/SW). This new designation would allow a density between 4-8 units per gross acre. Based on this new land use designation, staff anticipates proposing a modified Planned Residential Development ordinance for the LDR/SW designation that would be considered at a later date. Several areas are proposed to be designated as LDR/SW as shown on the proposed land use map.

In addition, two commercial areas will be designated on the revised general plan including at the corner of 2000 South Geneva Road and at the intersection of the future Lakeview Parkway and Geneva Road as shown.

The proposed Land Use Map also shows future areas not part of the City. The intent of the map is to anticipate future land use designations if those properties are annexed in the future. The overall density, including future areas, is included in the overall calculations pertaining to all applicable utilities.

The current general plan designations for the Southwest area allow for a total density of 1,248 equivalent residential units (ERUs). The proposed amendments to the General Plan for the area will increase the potential ERUs to 2,500 as shown on the density table provided for your review. Once the General Plan is amended, staff plans to update the Impact Fee Analysis (IFA) and Impact Fee Facilities Plan (IFFP) and amend the impact fees based on the increased ERUs for the Southwest area in accordance with the revised studies.

The Pedestrian and Bike Path Plan will also be updated to show the trails added to the Southwest area including the Lakeview Parkway Trail, The Geneva Trail, the Rail Trail, and the Walkara Way Trail. These trails are included on the proposed map and additional language has been added to the General Plan outlining the requirement to install these trails when they are applicable to any development in the area.

RECOMMENDATION: The Planning Commission recommends the City Council, by ordinance, amend portions of Chapter 2 *Land Use* and Chapter 6 *Transportation* of the Orem General Plan to update the Land Use Map and Pedestrian and Bike Path Map and language pertaining to the Southwest area.

2.1.1 Residential Land Use Classifications

The following classifications are used to describe residential land uses:
• Rural Density Residential - Consisting of the Rural Open Space (ROS) and OS-5 zones.
• Low Density Residential - Consisting of the low density Planned Residential Development (PRD), R-8, R-12, and R-20 zones (R- zones are residential zones specifying the minimum lot size).
• Low Density Residential/Southwest (applicable only west of I-15 and south of University Parkway/1250 South) - Consisting of low to medium density Planned Residential Development/Southwest (PRD/SW), R-8, R-12, and R-20 zones (R- zones are residential zones specifying the minimum lot size).
• Medium Density Residential - Consisting of the high density PRD (no new high density PRD zones will be allowed), R-6, R-6.5, and R-7.5 zones.
• High Density Residential - Consisting of the Student Housing (SH) and PRD zones, and also Planned Development (PD) zones that contain residential (No new PD zones will be allowed in residential zones).

Rural Density Residential - The Rural Density Residential (RDR) classification is established to provide for residential uses in a rural atmosphere where open space preservation and agriculture uses are encouraged. The appropriate housing density shall be up to 1 unit per gross acre. Continued agricultural uses within the open space are encouraged.

Low Density Residential - The Low Density Residential (LDR) classification is established to provide the majority of the housing stock within Orem. Typical suburban neighborhoods with single family homes on individual building lots should comprise the majority of development within the LDR classification. Low density planned residential developments should be scattered evenly throughout the city subordinate to the single family home.

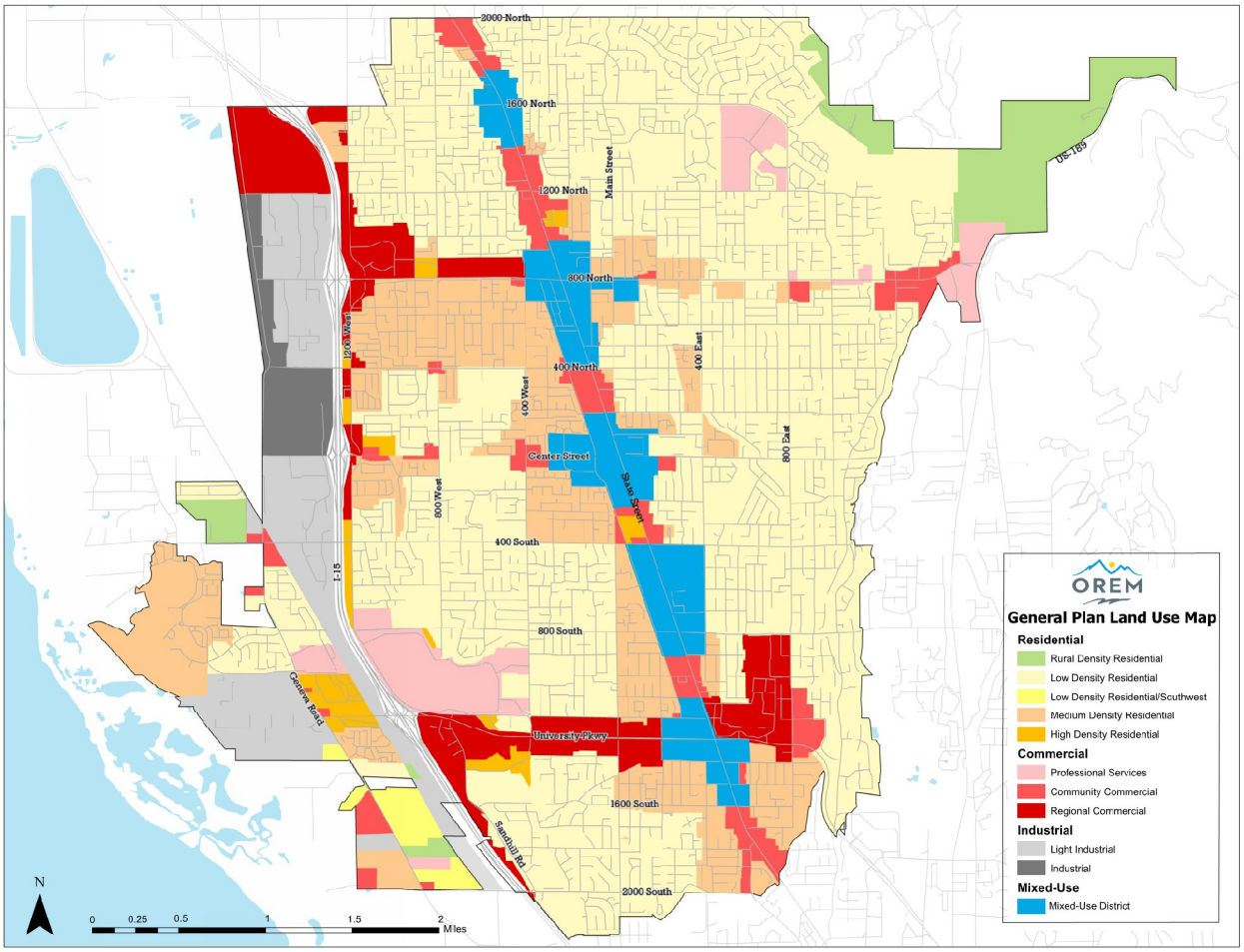
Low Density Residential/Southwest - The Low Density Residential/Southwest (LDR/SW) classification is established to provide low to medium density housing stock within the southwest area of Orem (west of I-15 and south of University Parkway/1250 South). An overall housing density between four (4) units per gross acre and eight (8) units per gross acre is acceptable within the LDR/SW classification.

Medium Density Residential - The Medium Density Residential (MDR) classification is established to provide for transitional areas where a higher density than the LDR classification is justified. An overall housing density between four (4) units per gross acre and seven (7) units per gross acre is acceptable within the MDR classification.

High Density Residential - The High Density Residential (HDR) classification is established to provide areas for apartment and condominium buildings. These include

student housing complexes near Utah Valley University, and apartment and condominium complexes typically located along major corridors such as State Street, University Parkway, Center Street, 800 North, 1600 North, I-15, and others. It is the intent of the City to focus high density housing along State Street in accordance with the adoption of the State Street Corridor Master Plan.

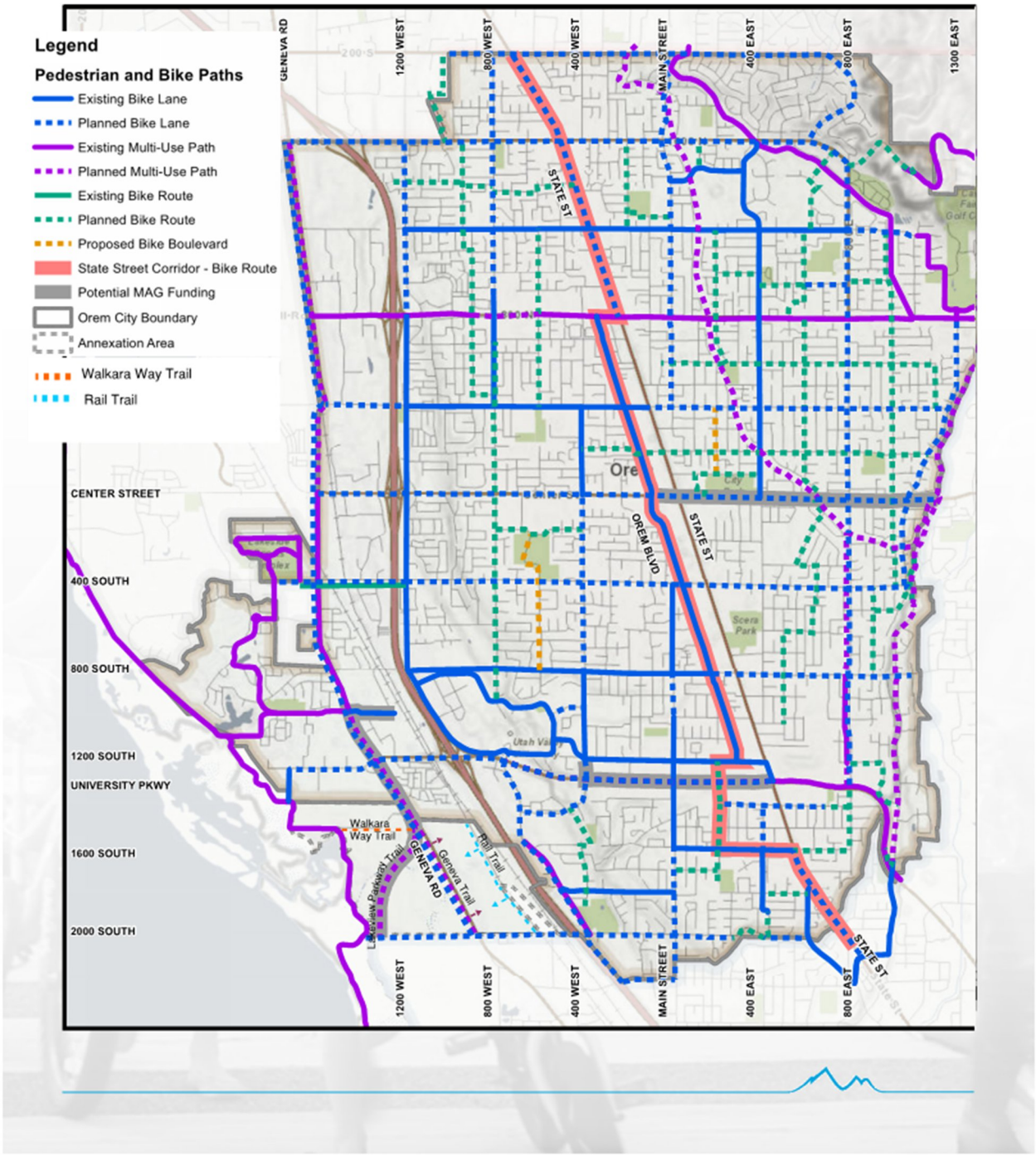
- Figure 2.1 Land Use Map



Chapter 6 *Transportation*

- Figure 6.3 Pedestrian and Bike Path Plan

Figure 6.3 Pedestrian and Bike Path Plan



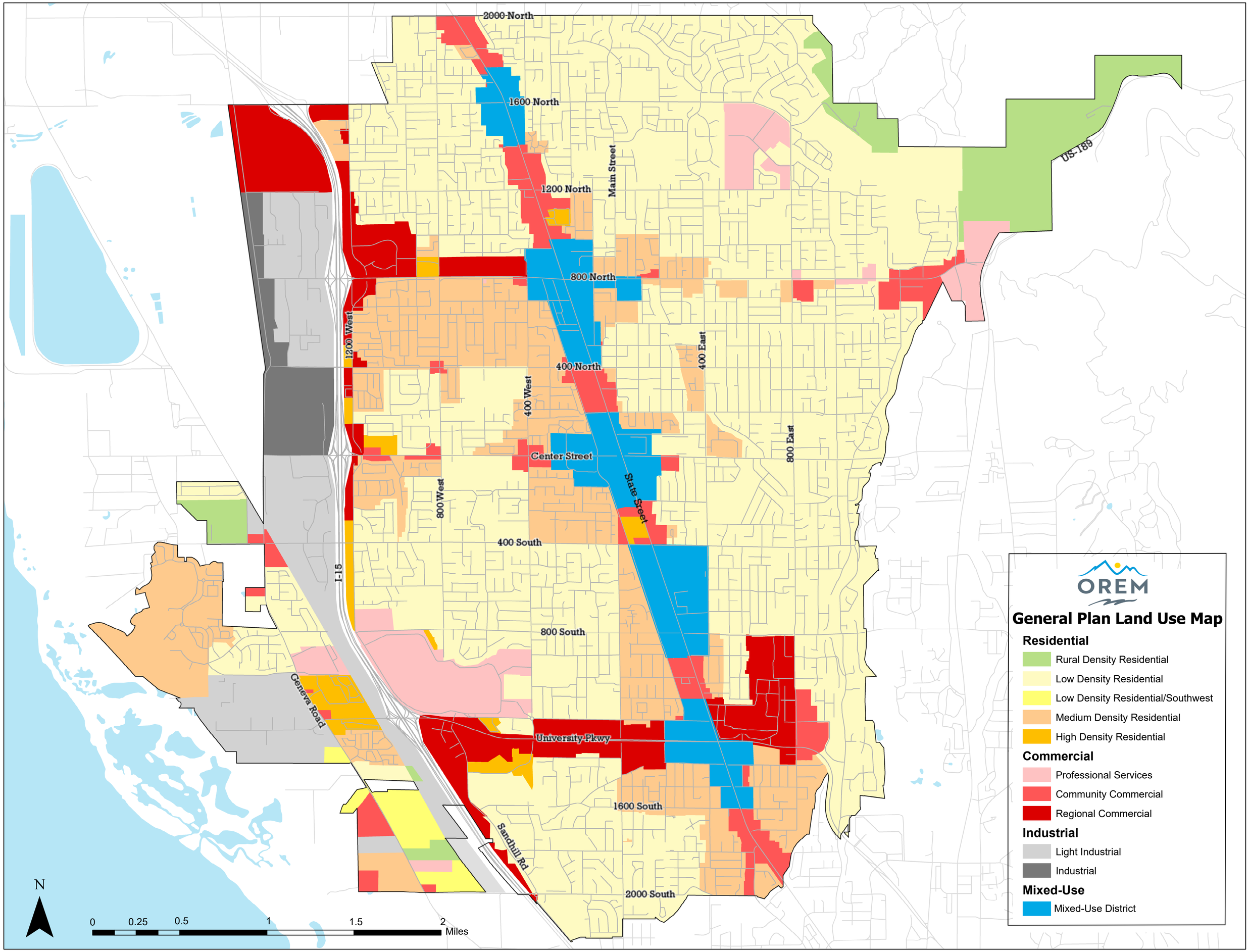
6.6 Bicycle and Pedestrian Plan

The Orem Bicycle and Pedestrian Plan was adopted in 2010 and represents a citizen driven plan to increase the walkability and bike-ability of Orem. The plan can be found in the appendix of this General Plan. The vision of the plan is that Orem will eventually be one of the most bicycle and pedestrian friendly cities in the State of Utah, and will be

rated a "Platinum" Bicycle Friendly Community by the League of American Bicyclists. Progress has been made as Orem was rated a "Bronze" Bicycle Friendly Community in 2018. The plan outlines a path forward based on the following goals:

1. Implement a Complete Streets Policy
2. Complete a non-motorized transportation system network
3. Monitor the implementation of the Orem Bicycle and Pedestrian Plan
4. Reduce the vehicle miles traveled by single occupancy vehicles in the City of Orem
5. Integrate bicycling and walking into the transit system
6. Ensure citywide bicycle and pedestrian facilities are clean, safe, accessible
7. Implement comprehensive education and encouragement programs targeted at all populations in the City
8. Increase enforcement on City streets and bikeways
9. Provide safe and accessible routes for bicyclists and pedestrians of all ages and abilities.

Figure 6.3 shows the existing and future pedestrian and bike paths in Orem identified in the Orem Bicycle and Pedestrian Plan and the Orem Parks, Recreation, Trails, and Open Space Master Plan. All updates since these plans were adopted are included on the map with the exception of a pedestrian bridge across I-15 that connects the inter-modal center to UVU. Although not shown, a groundbreaking for this pedestrian bridge took place in 2018 and is expected to be completed in 2021. Trails located in the southwest area between I-15 and Utah Lake and from 1300 South to 2000 South as shown on Figure 6.3 shall be installed when practicable with any development providing an interconnected trails system connecting trails both north/south and east/west in the Southwest area.

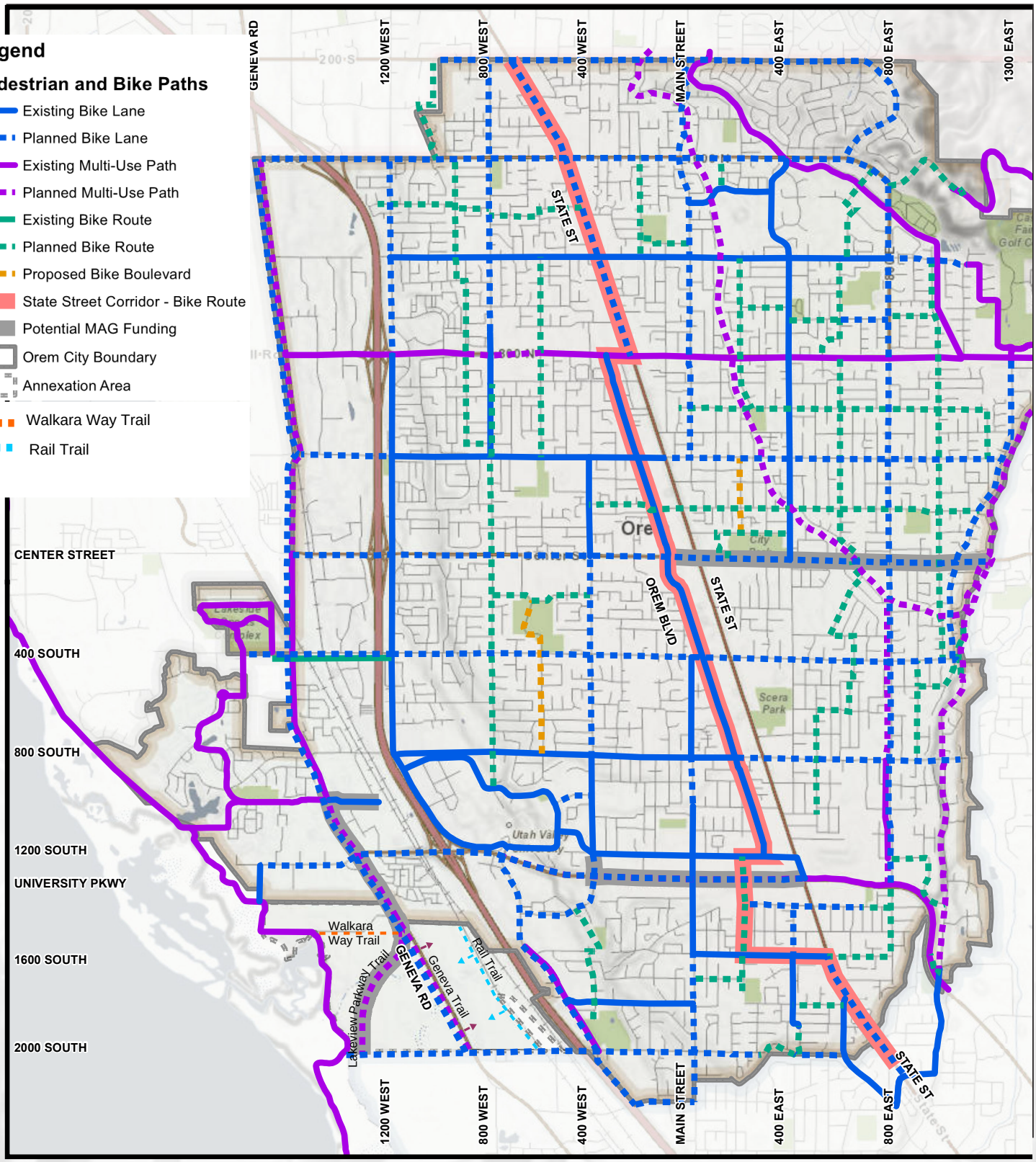

2000 North
1600 North
1200 North
800 North
400 North
400 South
800 South
1600 South
2000 South
Main Street
1200 West
400 West
800 West
400 East
800 East
State Street
Center Street
University Pkwy
Geneva Road
Sandhill Rd
I-15
US-189
OREM
General Plan Land Use Map
Residential
Rural Density Residential
Low Density Residential
Low Density Residential/Southwest
Medium Density Residential
High Density Residential
Commercial
Professional Services
Community Commercial
Regional Commercial
Industrial
Light Industrial
Industrial
Mixed-Use
Mixed-Use District
N
0
0.25
0.5
1
1.5
2
Miles

Land Use Designation		Units Per Acre	Acres	Potential Units (ERU's)
Abreviation	Land Use			
LI	Light Industrial	4	54	216
LDR/SW	Low Density Residential/Southwest Planned Development	8	89	712
LDR	Low Density Residential	4	0	0
LDR/Temple	Low Density Residential/ Temple Site	4	17	68
MDR	Medium Density Residential	12	36	432
PS	Professional Services	8	10	80
RDR	Rural Density Residential	0	16	0
CC	Community Commercial	8	32	256
	Orem City Totals		254	1,764
Area Not Annexed into Orem City				
Future LDR/SW	Future Low Density Residential/Southwest Planned Development	8	30	240
Future LI	Future Light Industrial	4	124	496
Future RDR	Future Rural Density Residential	0	60	0
	Not Annexed Totals		214	736
	Total Southwest Area		468	2,500

Proposed Southwest Land Use Map



Figure 6.3 Pedestrian and Bike Path Plan



ORDINANCE NO.

AN ORDINANCE OF THE OREM CITY COUNCIL AMENDING PORTIONS OF CHAPTER 2 *LAND USE* AND CHAPTER 6 *TRANSPORTATION* OF THE OREM GENERAL PLAN TO UPDATE THE LAND USE MAP AND PEDESTRIAN AND BIKE PATH MAP AND LANGUAGE PERTAINING TO THE SOUTHWEST AREA

WHEREAS on June 11, 2020, the Development Services Department filed an application to amend portions of Chapter 2 *Land Use* and Chapter 6 *Transportation* of the Orem General Plan to update the Land Use Map and Pedestrian and Bike Path Map and language pertaining to the Southwest area; and

WHEREAS the applicant proposes to modify the land use designations in the Southwest area and to add new trails to the pedestrian and bike path plan; and

WHEREAS the Planning Commission held a public hearing to consider the request on July 15, 2020 and forwarded a positive recommendation; and

WHEREAS the City Council held a public hearing to consider the request on August 11, 2020; and

WHEREAS the City posted the agendas of the Planning Commission meeting and the City Council meeting at which the request was heard in the Orem Public Library, on the Orem City Webpage, and at the City Offices at 56 N State Street; and notices of the meetings were sent to 112 residents who live within 500 feet of the subject property; 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 hereby amends portions of Chapter 2 *Land Use* and Chapter 6 *Transportation* of the Orem General Plan to update the Land Use Map and Pedestrian and Bike Path Map and language pertaining to the Southwest area, as shown in Exhibit A, which is attached hereto and incorporated herein by reference.

2. If any part of this ordinance shall be declared invalid, such decision shall not affect the validity of the remainder of this ordinance.

3. This ordinance shall take effect immediately upon passage and publication in a newspaper of general circulation in the City of Orem.

PASSED, APPROVED and ORDERED PUBLISHED this **11th** day of **August** 2020.

_____
Richard F. Brunst, Jr., Mayor

ATTEST:

_____
JoD'Ann Bates, City Recorder

COUNCILMEMBER	AYE	NAY	ABSTAIN
Mayor Richard F. Brunst	□	□	□
Jeff Lambson	□	□	□
Debby Lauret	□	□	□
Tom Macdonald	□	□	□
Terry Peterson	□	□	□
David Spencer	□	□	□
Brent Sumner	□	□	□

Orem General Plan amendments

Chapter 2 *Land Use*

2.1.1 Residential Land Use Classifications

The following classifications are used to describe residential land uses:
• Rural Density Residential - Consisting of the Rural Open Space (ROS) and OS-5 zones.
• Low Density Residential - Consisting of the low density Planned Residential Development (PRD), R-8, R-12, and R-20 zones (R- zones are residential zones specifying the minimum lot size).
• Low Density Residential/Southwest (applicable only west of I-15 and south of University Parkway/1250 South) - Consisting of low to medium density Planned Residential Development/Southwest (PRD/SW), R-8, R-12, and R-20 zones (R- zones are residential zones specifying the minimum lot size).
• Medium Density Residential - Consisting of the high density PRD (no new high density PRD zones will be allowed), R-6, R-6.5, and R-7.5 zones.
• High Density Residential - Consisting of the Student Housing (SH) and PRD zones, and also Planned Development (PD) zones that contain residential (No new PD zones will be allowed in residential zones).

Rural Density Residential - The Rural Density Residential (RDR) classification is established to provide for residential uses in a rural atmosphere where open space preservation and agriculture uses are encouraged. The appropriate housing density shall be up to 1 unit per gross acre. Continued agricultural uses within the open space are encouraged.

Low Density Residential - The Low Density Residential (LDR) classification is established to provide the majority of the housing stock within Orem. Typical suburban neighborhoods with single family homes on individual building lots should comprise the majority of development within the LDR classification. Low density planned residential developments should be scattered evenly throughout the city subordinate to the single family home.

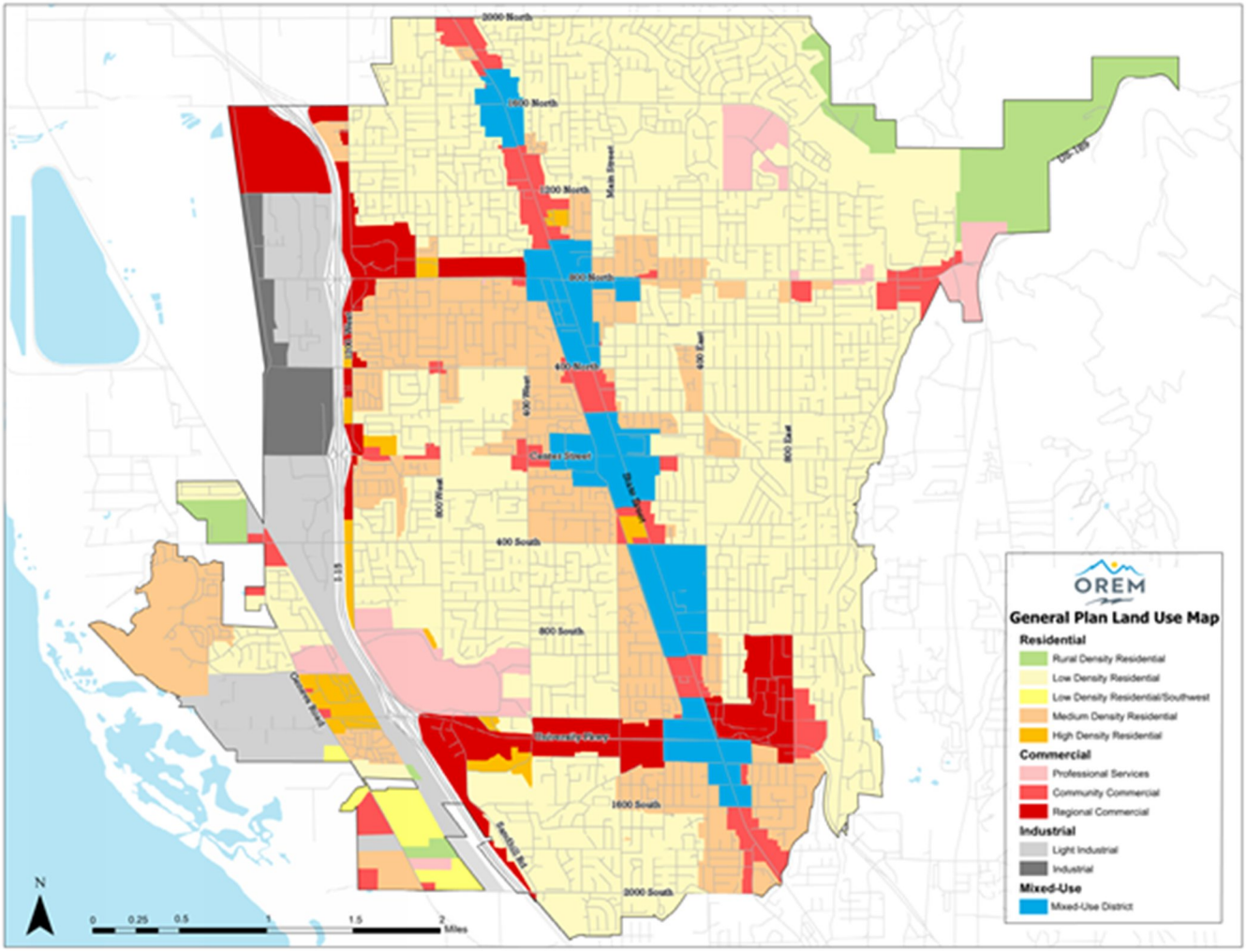
Low Density Residential/Southwest - The Low Density Residential/Southwest (LDR/SW) classification is established to provide low to medium density housing stock within the Southwest area of Orem (west of I-15 and south of University Parkway/1250 South). An overall housing density between four (4) units per gross acre and eight (8) units per gross acre is acceptable within the LDR/SW classification.

Medium Density Residential - The Medium Density Residential (MDR) classification is established to provide for transitional areas where a higher density than the LDR classification is justified. An overall housing density between four (4) units per gross acre and seven (7) units per gross acre is acceptable within the MDR classification.

High Density Residential - The High Density Residential (HDR) classification is established to provide areas for apartment and condominium buildings. These include student housing complexes near Utah Valley University, and apartment and condominium complexes typically located along major corridors such as State Street, University Parkway, Center Street, 800 North,

1600 North, I-15, and others. It is the intent of the City to focus high density housing along State Street in accordance with the adoption of the State Street Corridor Master Plan.

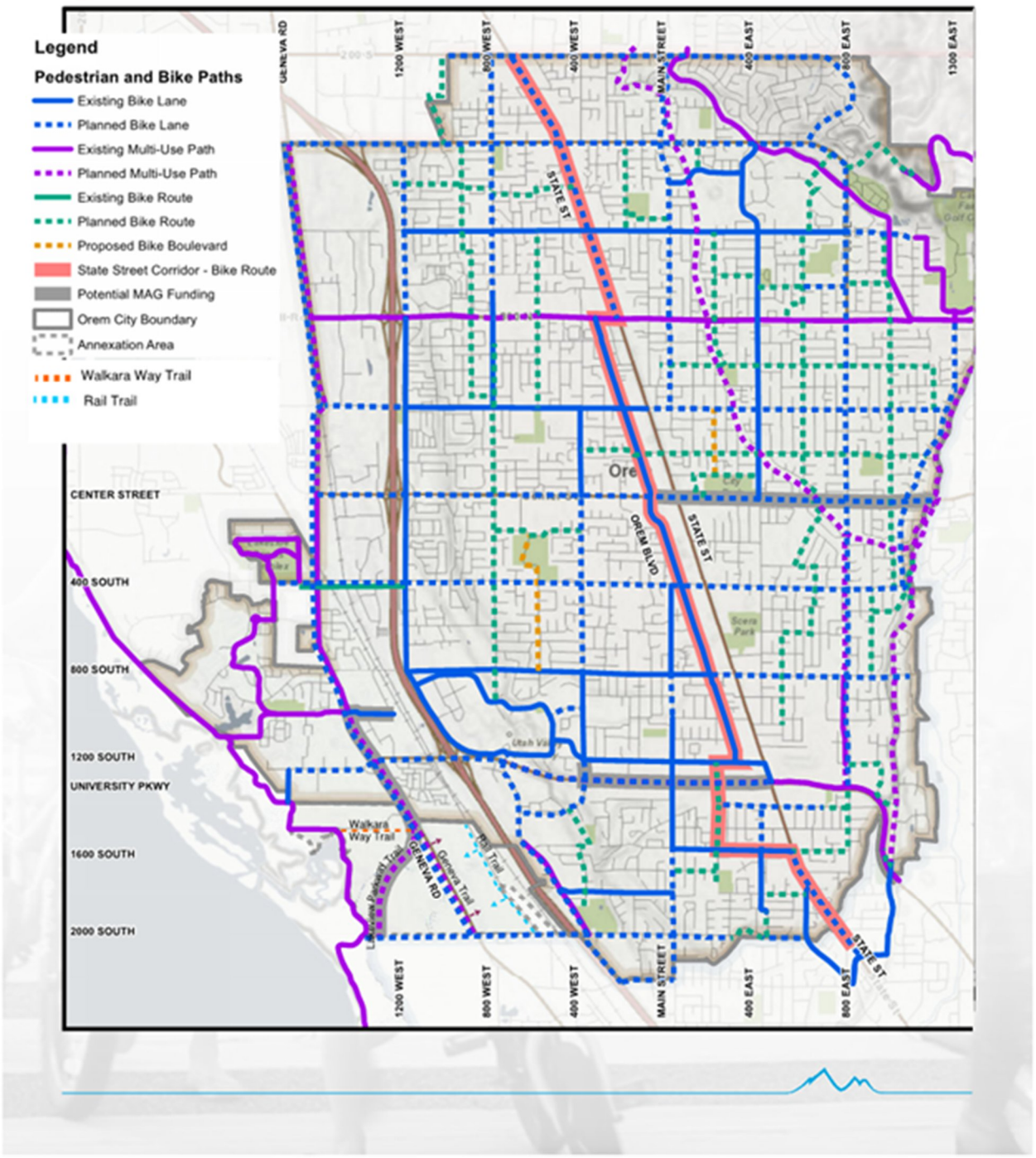
- Figure 2.1 Land Use Map



Chapter 6 *Transportation*

- Figure 6.3 Pedestrian and Bike Path Plan

Figure 6.3 Pedestrian and Bike Path Plan



6.6 Bicycle and Pedestrian Plan

The Orem Bicycle and Pedestrian Plan was adopted in 2010 and represents a citizen driven plan to increase the walkability and bike-ability of Orem. The plan can be found in the appendix of this General Plan. The vision of the plan is that Orem will eventually be one of the most bicycle

and pedestrian friendly cities in the State of Utah, and will be rated a "Platinum" Bicycle Friendly Community by the League of American Bicyclists. Progress has been made as Orem was rated a "Bronze" Bicycle Friendly Community in 2018. The plan outlines a path forward based on the following goals:

1. Implement a Complete Streets Policy
2. Complete a non-motorized transportation system network
3. Monitor the implementation of the Orem Bicycle and Pedestrian Plan
4. Reduce the vehicle miles traveled by single occupancy vehicles in the City of Orem
5. Integrate bicycling and walking into the transit system
6. Ensure citywide bicycle and pedestrian facilities are clean, safe, accessible
7. Implement comprehensive education and encouragement programs targeted at all populations in the City
8. Increase enforcement on City streets and bikeways
9. Provide safe and accessible routes for bicyclists and pedestrians of all ages and abilities.

Figure 6.3 shows the existing and future pedestrian and bike paths in Orem identified in the Orem Bicycle and Pedestrian Plan and the Orem Parks, Recreation, Trails, and Open Space Master Plan. All updates since these plans were adopted are included on the map with the exception of a pedestrian bridge across I-15 that connects the inter-modal center to UVU. Although not shown, a groundbreaking for this pedestrian bridge took place in 2018 and is expected to be completed in 2021~~19~~. Trails located in the Southwest area between I-15 and Utah Lake and from 1300 South to 2000 South as shown on Figure 6.3 shall be installed when practicable with any development providing an interconnected trails system connecting trails both north/south and east/west in the Southwest area.

Public Comments Received before 5-13-2020 Meeting

1. To Whom It May Concern,
   The land, Welch Family Trust, which is across the street west of the proposed Temple site and about 1/2 block south is currently zoned for light industrial. We want to build a retirement community on this land and we have acquired the Penrod Property (1.86 acres) that is adjacent to our land to include it in the development. The ideal zoning for what we would like to build is a PUD with 8 units per acre. There is a similar development south of the Sleepy Ridge golf course. John Welch
2. Topic: Incoming Development and Business
   Q1. Roughly what percentage of the proposed plan areas have interested parties waiting to develop. In other words, how soon would we expect to see these spaces fully utilized?
   Topic General Question:
   Q2. Can you give an example of other Community Commercial zones in the city so we have a better idea of what to expect at these locations? We're specifically concerned about building heights and light pollution.
   Thanks!
3. This meeting should be postponed and held at a time when we can meet publicly. It is very beneficial to meet together to share viewpoints and ideas.
   We live in one of the most beautiful areas in Utah County and in the whole state of Utah. We have views of Utah Lake, the mountains and are blessed with an abundance of wildlife. The plan for the area needs to complement the existing area. Light Industry is inappropriate in the area and also inappropriate across from a Temple that belongs to the Church of Jesus Christ of Latter-day Saints. Individual homes, open space and parks are more appropriate. There should be no PD's in the LDR zone. The plan should be driven by what is appropriate for the area and not by developers who are here to make money.
   The first settlers came to Lake View in 1855. We have a heritage of hard work, sacrifice, family and taking care of each other in Lake View. I would like the development in the area to represent the values of the generations of people who live here now and who have gone before.
   Elaine C. Schofield
4. As a long time resident of the Lakeview area who all of your proposed plans directly affect, I DO NOT support or approve of any of the 4 options that have been offered for our area. Out of all of your future planning projects every single one of them includes industrial. Why is that? And to be honest what are the real intentions and motives behind this.
   At no point does it make any sense of any kind to try to erect industrial of any kind across from an LDS temple now or in the future.
   I understand change happens but there are plenty of other areas for "light industrial and industrial" growth to happen in the city other than across the street, bordering sides, or in the near vicinity of the new temple.
   Why has the mayor who has claimed credit for bringing the temple to this area now pushing so hard for the industrial? Makes no sense and is inappropriate for the surroundings of the newly announced temple area. This area should be kept beautiful and preserved for single family homes and long lasting families who have set historical roots in this area as far back as over 100 years ago. Careful and respectful consideration for the history, established families and protected farming areas, as well as the church's involvement in this area should not be taken lightly.
   JB SATINI

Public Comments Received before 5-13-2020 Meeting

5. My name is Richard Wilkerson. I am a Vegtable and fruit farmer and have some thing to say about the southwest Orem area, also known as the Lake View area. All farmers are very concerned about land because it is thier primey resource for doing thier job. The best vegtable growing lands are river delta deposit. This type of soil is usually soft sandyloam which can grow beautiful and abundant vegtable crops, especialy root crops such as carrots, beets, potatoes.

   At the Wilkerson vegtable farm on 2000 South we have grown as much as 30,000 lb. per acre of carrots. This area has some of the best vegtable growing lands in the State of Utah and Utah has little of delta deosit soils. These type of lands need to be preserved for food production as they have that capacity like no other and they are scarce in our state. Some do not think we need to worry about local food production some thionk we can rely on imported food. The recent pandemic shows the how fragil our food system is and how fast it can fail. Before you allow any more of this valuable food land be housed over and forever destroyed you need to have a broad commuity disscusion not a closed online meeting. Its the community that needs to decide what should happen to these scarce food lands not the Planinng Depatment. It is the community that should decide if they wish to destoy thier ability to grow thier on food.

   Richard C Wilkerson

6. I am concerned that Orem plans for a light industrial zone on the west side of Geneva Road near where the temple will be built. With the increasing population of the area the residents would be better served to have open green space. I think that parks and ball fields would be a much better option rather than industrial. Not only would open green space better serve the community but it would be much more aesthetically pleasing. The area was named Lake View for a reason. With a temple being built in the area green space would be more congruous. Thank you for your consideration of this issue.

   Nila Briem

7. Thanks for putting all those ideas online, and making the meeting available on zoom. I'll plan to listen tomorrow.
   Before even seeing the different plans, I hoped there was one that considered putting in a grocery store. I think that's something we really need in this part of Orem! I also love the idea of walking/biking trails connecting the area.My husband and I think Option 4 is the best option of all presented. Besides the zoning to make a grocery store possible, we are fans of allowing for more medium density housing in the area. We don't feel our area is at any lack for large expensive homes that house relatively few people. However there definitely is a scarcity of affordable housing for young families, or individuals who work at many of our cities thriving businesses and want to be able to live where they work.

   I'm curious whether you would consider putting in a splash pad or small playground in the Southwest area? I have young kids and we love to visit splash pads in the summer, but there aren't any in this part of Orem (or Northwest Provo). My 9 year old also thought it would be awesome for there to be a concessions stand in said park :)

   Is there any discussion of future building of an elementary school in the area at some point? I know between adding housing in Vineyard, Northwest Provo, and Southwest Orem, there will be additional students.

Thanks again for sharing this information, and for all you do to try to make Orem a good place to live. I'm sure it can be a challenge to manage a city experiencing such rapid growth. I came to Utah Valley as a college student, but my husband grew up in Southwest Orem. He remembers University Parkway when it was full of orchards, and our kids now can't imagine such a thing. But they love the library, the parks, the stores and restaurants, and the wonderful spirit there is in our city. We both feel incredibly lucky to be raising our family here. These plans make me excited for the future. Thanks,
Sarah Stoddard

8. I was able to view the proposed options and favor Option 2. I especially love, and strongly support, the proposed trails. Having a small amount of community commercial in the area will add to the convenience by supplying food and drink to the area without ruining is pastoral and rural nature. Thanks, Memorie Durfee

9. Dear Orem City Planning Committee, I am writing to voice my concerns of the plan to make the southwest area into so much light residential. I have lived in this area for almost a decade and part of the draw was the nice community feel and the beautiful farmland that brings some quiet to this area. It is deeply concerning that their is a desire to destroy so much of this beautiful spot and put in industrial units. I have talked to multiple different people here and we would love to be able to see that area turned in to homes. Not this high density, cram as much in as you can stuff. But single homes and neighborhoods and parks. If you want to leave a legacy of your time in service, wouldn't you want to leave a legacy to be proud of? Of adding to a community and neighborhood people want to be a part of? Not to mention what a waste it is to turn such good farmland into industrial parks. So, to the question - can you please explain why this is the plan? When this is not what most Orem citizens want? Sheri Rowley

10. I looked at the Orem Southwest Area Concepts page and have several questions and comments I'd like to make in the meeting to be held on May 13, 2020. Below is a list of my thoughts:
First, I want to say that I love the support for the idea of the Orem temple as a minor destination hub. In particular I love the proposed commercial district. I feel like it makes our area of Orem its own legitimate part of the city, instead of a forgotten annex like it is now.
I also absolutely LOVE the idea of a small pedestrian road along a section of the old Geneva Road. Have you given any thought to lining this walkway with closely planted trees? Trees make the street, and the more trees you have the more wonderful of a place it could be.
Where will a park or parks go? The map is unclear. To my knowledge the nearest Orem park is Nielsen's Grove Park, which is across the freeway. A park would combine well with the temple and shops.
Would the proposed commercial district leave open the possibility for mixed use structures?
How does the Light Industrial zone below the CC zone work as a buffer?
Finally, I have to say I don't like the idea of a gas station on the corner of Geneva and 2000 S. A few reasons:
It's unnecessary since we have a Chevron on the corner of University.
The house there is lovely and a gas station would be an eyesore by comparison.
Not to mention that this is on the Provo-Orem border. Why not leave the entrance into Orem as aesthetically pleasing as it is now?
A better place for a gas station, if necessary, would be embedded within the proposed commercial district at the Geneva Rd-Lakeview Pkwy intersection.

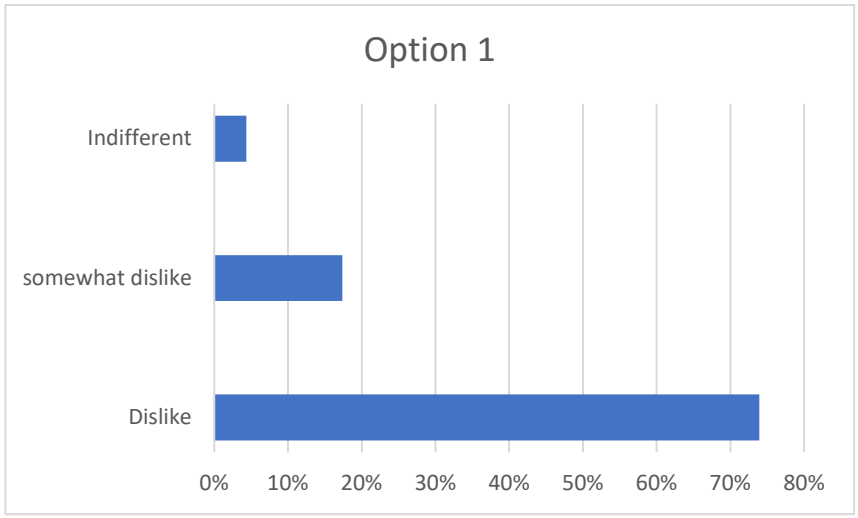
Public Comments Received before 5-13-2020 Meeting

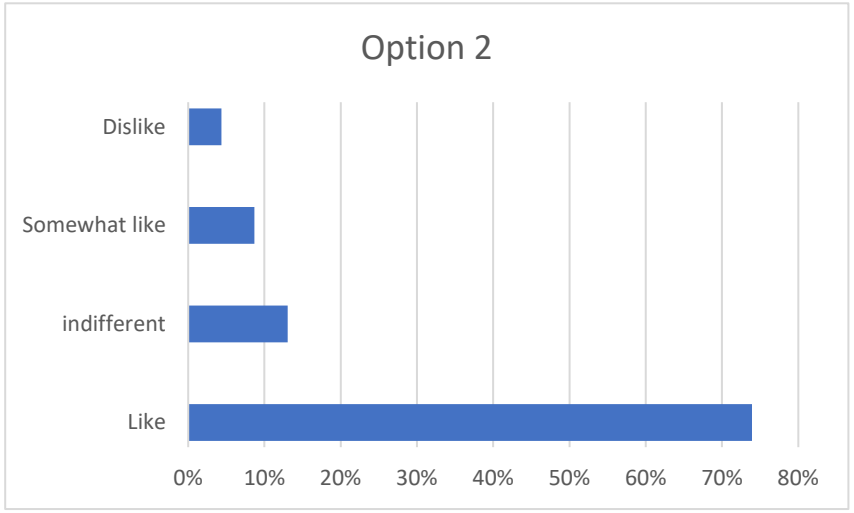
I'm very excited for these plans. I personally like Option 4 the best. I think that with a little encouragement, the Southwest Area could be a delightful and charming place to live, visit, and work. Jonathan Concidine
I actually drove by the corner of 2000 S and Geneva Rd yesterday and the house I was thinking of isn't actually on the corner. If I were a property owner on that street I still wouldn't want a gas station there but I'm not one so there it is.
Thanks, Jonathan Concidine

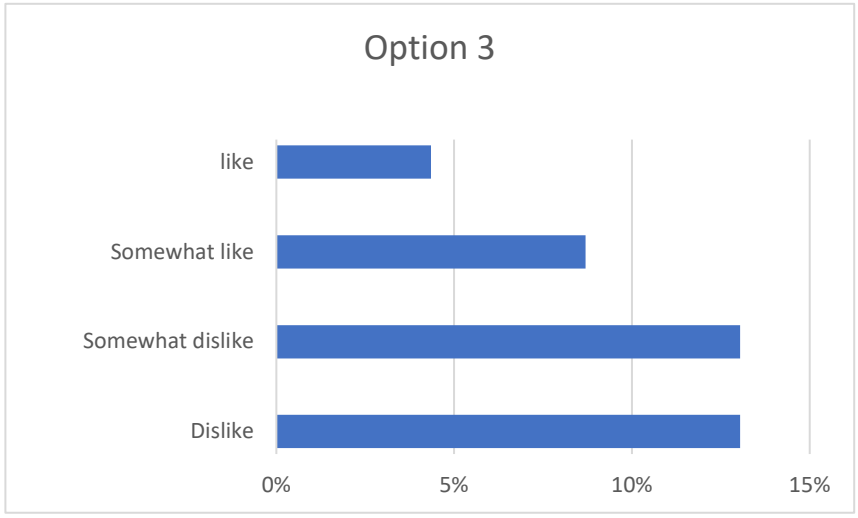
Southwest Area Survey Results

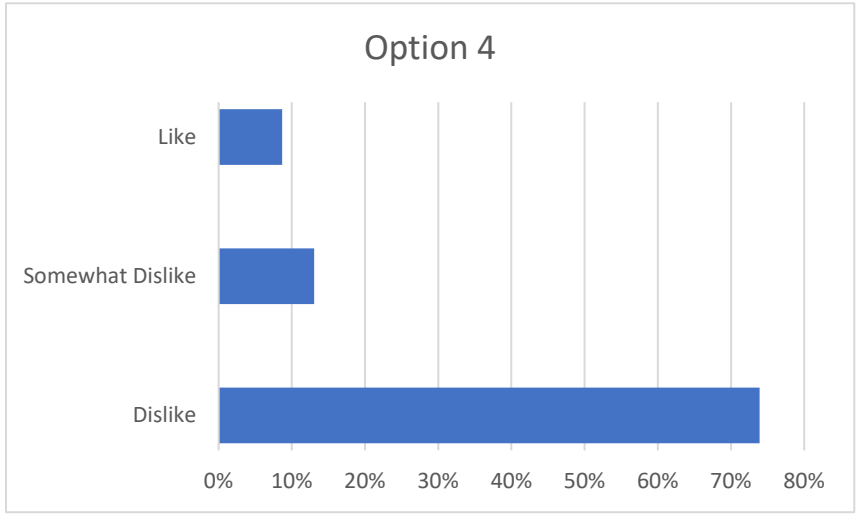
Survey received 23 responses.

Please Rate Options 1 - 4 on a scale of 1 - Dislike to 6 - Like:









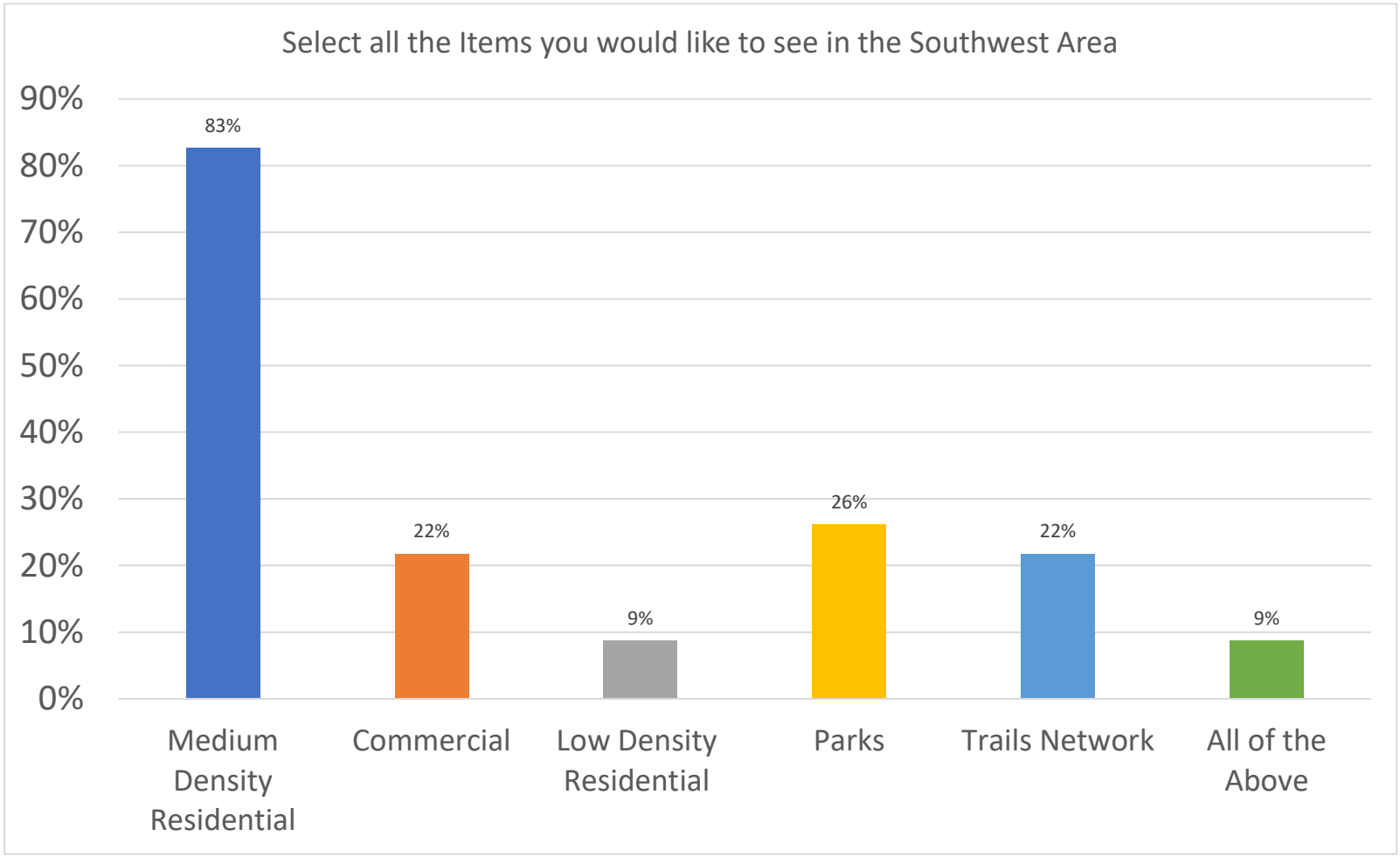
Additional Comments about Rankings:

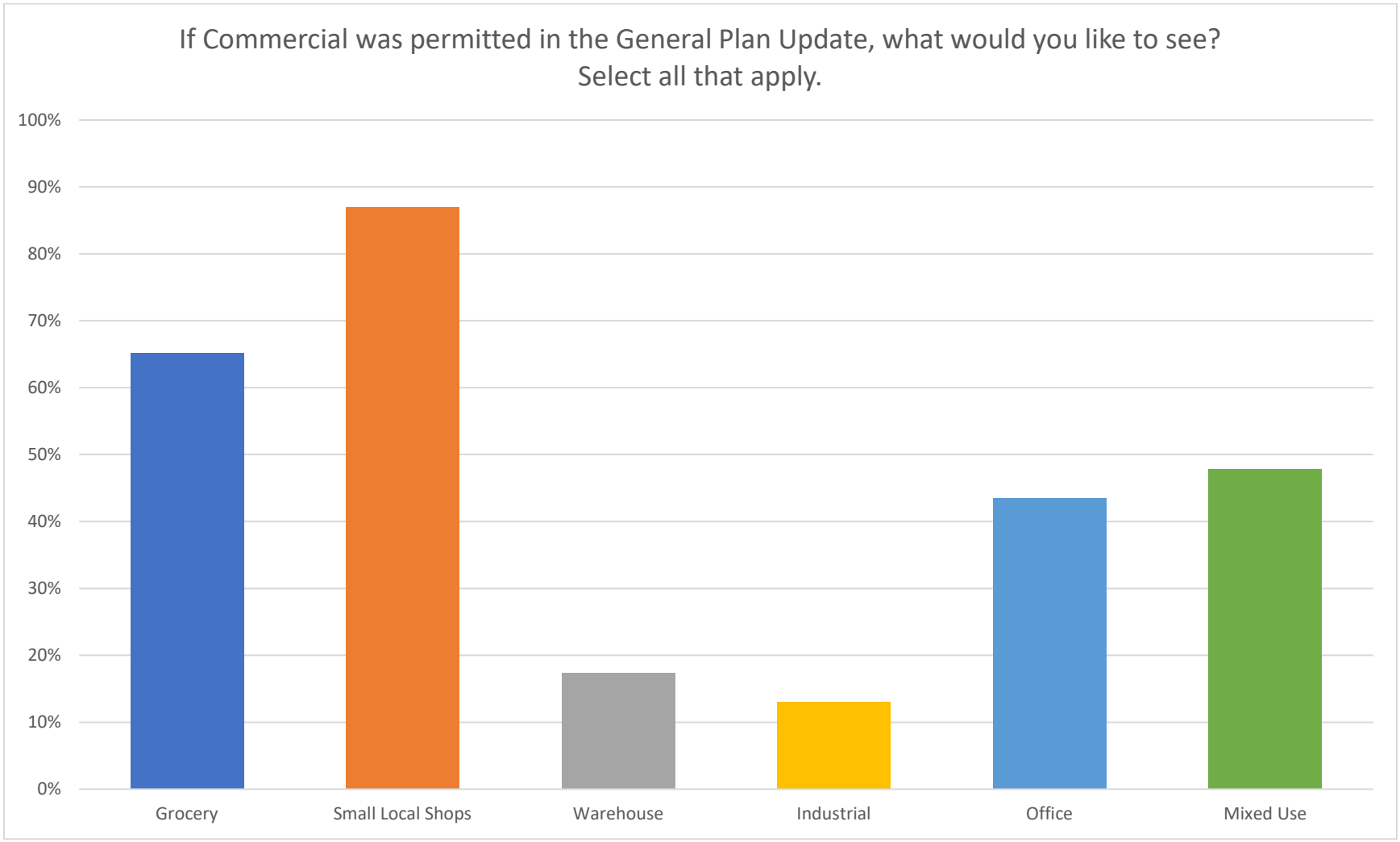
- Low density residential, or even medium density residential, is not going to provide enough roof tops to support commercial in this area. Commercial is struggling right now due to online shopping and delivery. In order for commercial to be attractive to businesses it has to be surrounded by more density. Also the low to medium density does not provide for enough affordable housing options.
- "I do not like the industrial right across the road from the Temple, maybe some commercial frontage with the industrial in the rear or behind.
  Option 4 would cut up the rectangle properties into small areas that would not be very viable or desirable for communities between the commercial and front runner."
- Option 1 the amount of Light Industrial is excessive for an area you expect to see that much low or medium-density housing. No one is going to want to purchase that much land, or spend that much money on a home next to light industrial. Concept 4 is way too aggressive on commercial. There is not enough housing in the area to justify that much commercial. As a commercial real estate agent with Colliers, I can tell you that having that much commercial in this area will not work.
- "I love the idea of a stretch along Geneva/Wakara way with commercial space. We need more walking spaces with purpose, and balancing natural areas with commercial areas would be great.
- I think, there should also be a clause for green operations in businesses, including LEEDS certification in development for new structures. We know better, and so should do better.
  Also, we could definitely use a convenience store on that corner of 2000."
- I don't think any of the area should be light industrial
- Many people in our area have discussed how it would be nice to have low density housing around the area of the temple. Therefore concept 2 is our preference.
- I like the Commercial. If the density is high enough to pay for Amenities this area could be extraordinary . Senior housing by the temple could support Dentists, Chiropractors, Veterinarians, Parks and Trail. Seniors would walk and reduce traffic. A Senior component could reduce new schools. Seniors would vacate eastern homes with schools for families.
- Why is there light industrial. There should be none in the area. Also the density should be LDR with no sw.
- Why would you want industrial across Geneva Road from the LDS Temple? That doesn't make sense at all. For that reason I dislike all of the options, including the current Land Use Plan.

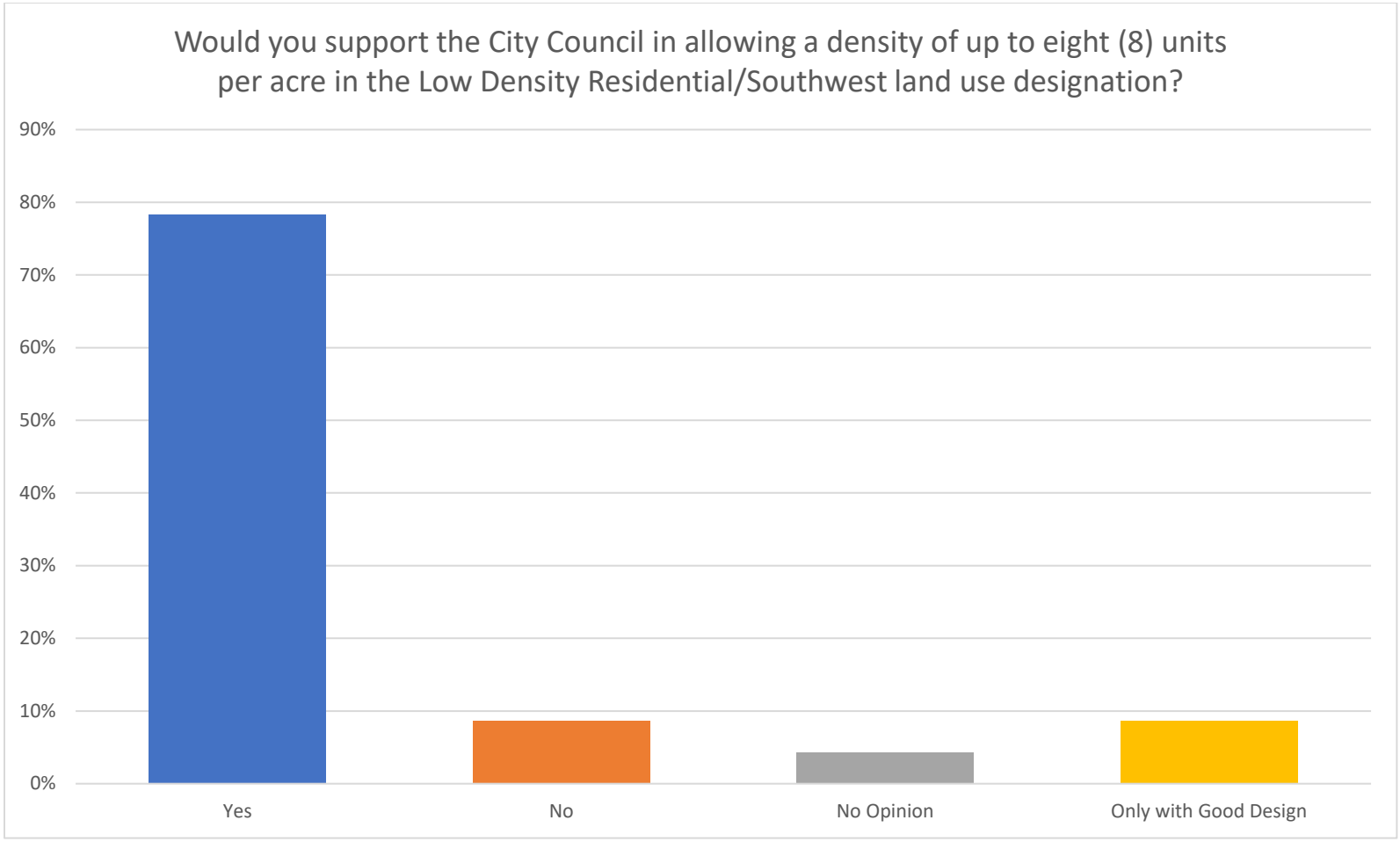
Do You Prefer Multiple Options Comments:

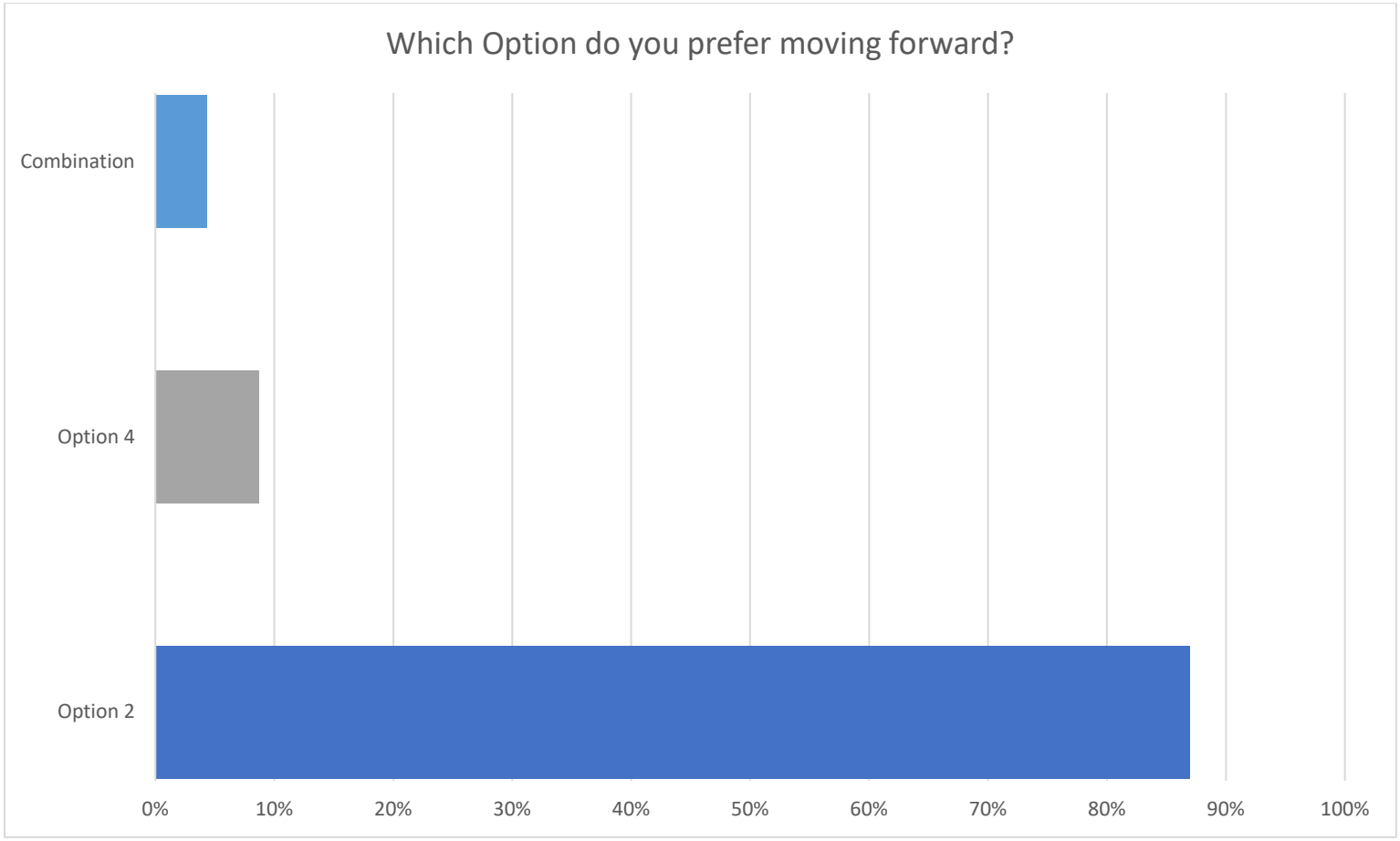
- I would prefer to see some high density mixed in with the the medium and low density residential. If this area is similar to other temple sites it's going to attract a lot of seniors. That means two people per household living in each unit. That significantly reduces the effective density of the area, meaning you can have more units with less people. This area could be very attractive to people looking for a walkable community with nearby shopping but only if done in an economically viable way.
- Not necessarily, I prefer option 2.
- I think you need to leave the options open. If you are wanting to bring more commercial into the area around the temple, you need to have higher density housing where you can to attract the commercial buyers and businesses.
- I like both 3 and 4, but I like 4 a little more because the commercial zone runs along the Geneva Trail walking path. I wish the whole commercial area could stay on one side of Geneva, as covering both sides of a main road WILL cause traffic issues along Geneva, but perhaps a few large roundabouts can ease that worry.
- Crown Jewel of Geneva. Don't go half way. If the density is right there will be money for quality landscaping, trails, commercial. Low density will bring Amazon, weeds and a patchwork of vacancy. This area offers a real opportunity for Orem but it will require a Vision and people.

Select all the items you would like to see in the Southwest Area



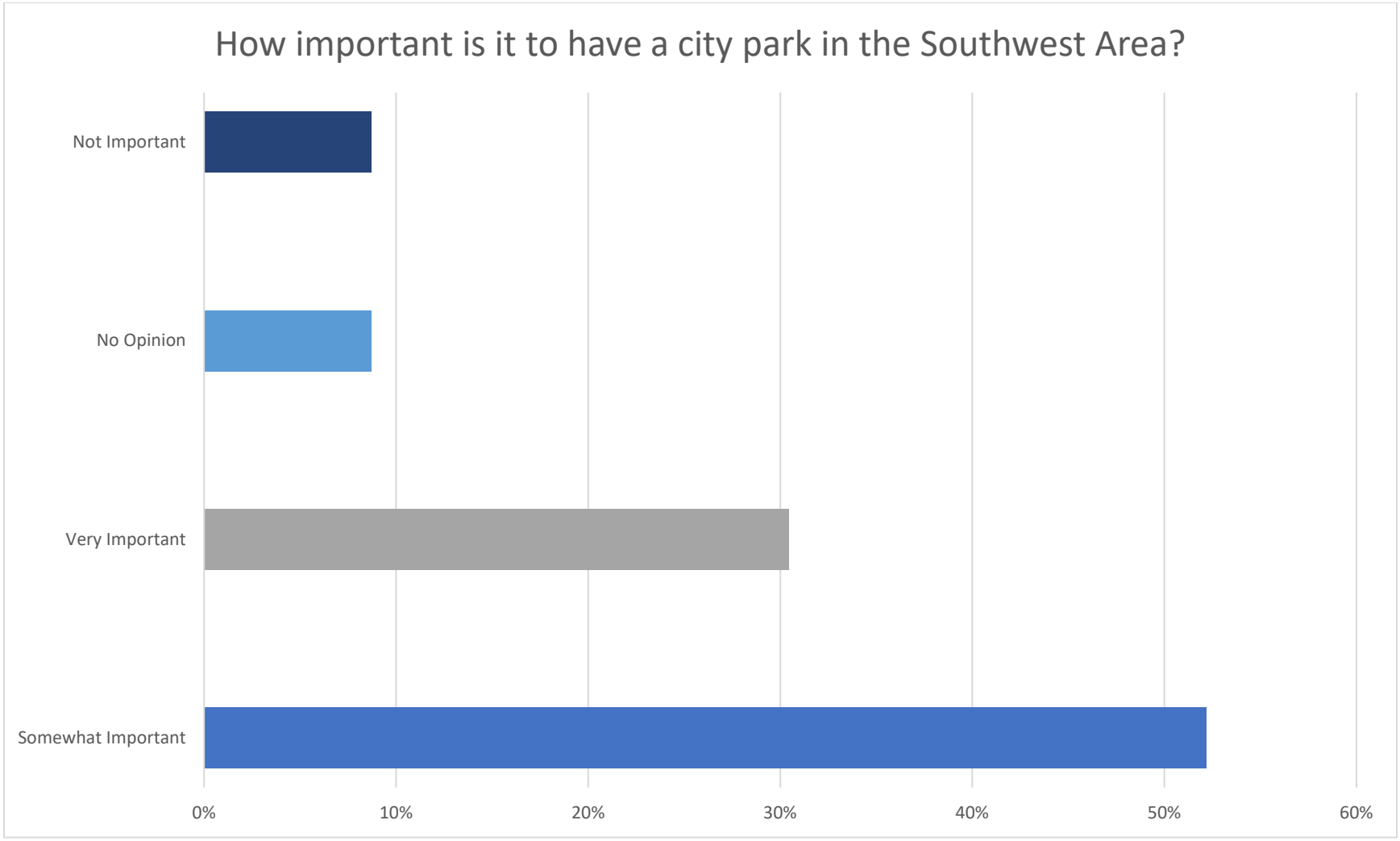

If Commercial was permitted in the General Plan Update, what would you like to see? Select all that apply.
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Grocery
Small Local Shops
Warehouse
Industrial
Office
Mixed Use

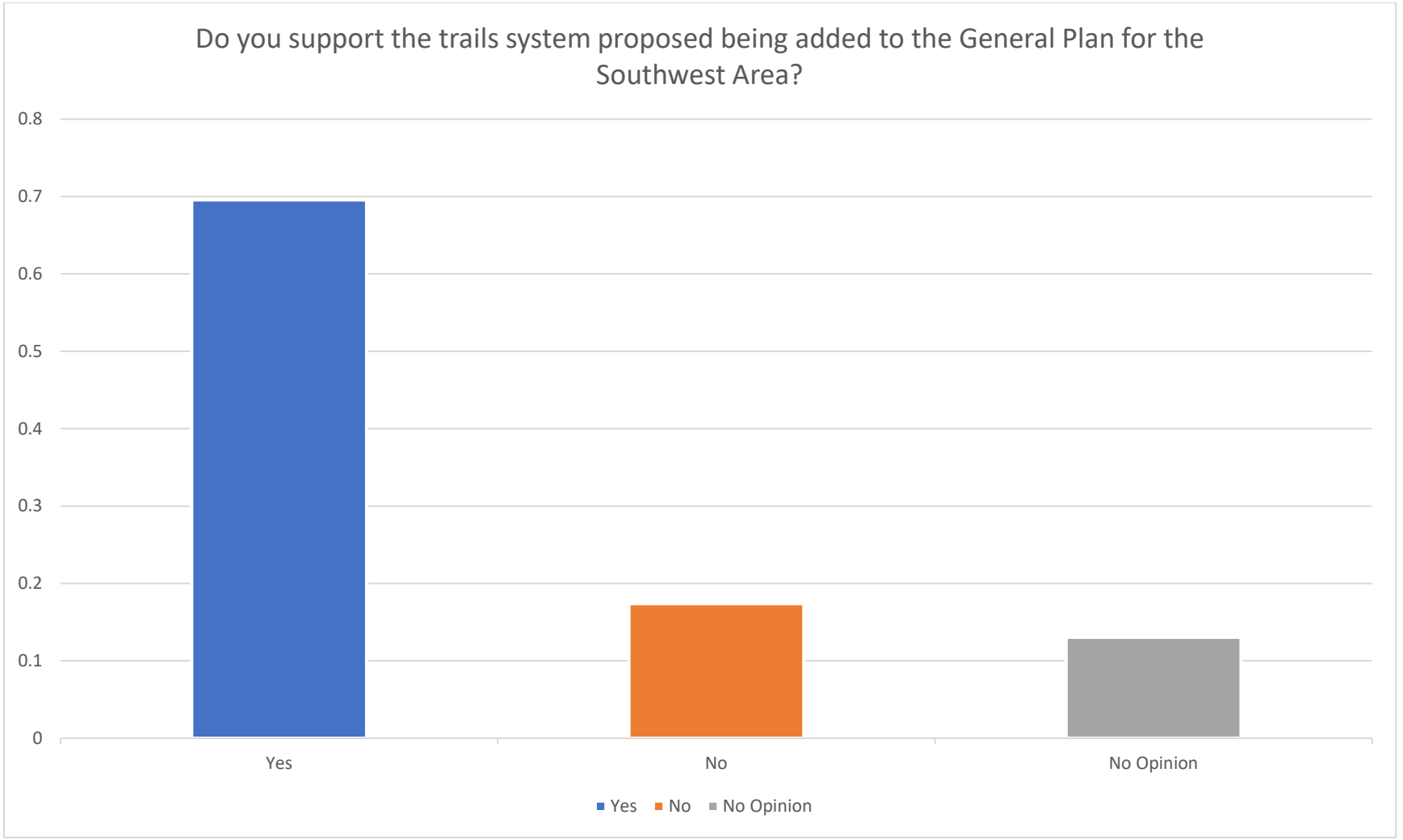

Would you support the City Council in allowing a density of up to eight (8) units per acre in the Low Density Residential/Southwest land use designation?
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Yes
No
No Opinion
Only with Good Design



Additional Comments:

- Look at the Salt Lake Temple , South Jordan Temple. Lets get it right. Low Density will not pay for attractive commercial. Those who are 40 and 50 years old would have a future in Orem. This community should attract Seniors with amenities and social interaction. The Commercial component must work.
- Option 2 has a small amount of low density residential on the west side of Geneva Road. If most of the west was low density residential (4 units per acre) it would be better. Also, the east ought to be true low density residential and keep at 4 units per acre.


How important is it to have a city park in the Southwest Area?
Not Important
No Opinion
Very Important
Somewhat Important
0%
10%
20%
30%
40%
50%
60%


Do you support the trails system proposed being added to the General Plan for the Southwest Area?
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
Yes
No
No Opinion
Yes
No
No Opinion

Other Comments:

- It is crucial to get this general plan right. Although some commercial may be viable, that completely depends on whether the density supports it. As attractive a location as it may seem to be for commercial because of the major roads, that won't matter unless there is significant density surrounding it. People DO NOT travel to shop anymore. Delivery and online shopping has changed the game. Also, we need more affordable options. There should be a mix of high, medium, and low density housing. Even townhomes are expensive now. This area is convenient to the freeway and is the perfect place for density.

- Being this close to the freeway, higher density housing with a little bit of commercial and smaller business makes a lot more sense than high density. You are so close to freeway interchanges that you should be putting higher density here, and lower density the further you get from the freeway.
  "1) We have Nielson Grove Park that is used as the park by residents in the Southwest. If you create another park in the area, make the features different from what Nielson grove has already. Such as a seriously huge playground, tennis courts, basketball courts, etc.

  2) The issue with housing is design and ""green"" development. For Low/Medium density houses in Orem there needs to be some design standard. Cookie cutter homes are just not Orem's style, even though they are here. I'm fortunate to live in a low density area where every home is designed differently. For new homes going in, builders need to provide enough options that the neighborhood developments still are unique. I also mentioned the green practices earlier with building, so that would apply here as well.

  3) The Geneva Trail/Option 4 plan would also create a ""walking downtown"" that Orem does not currently have! Please consider this when presenting to developers and moving forward with the plans."

- Move the trail a little north from where it is shown for a straight shot to the temple
- Large parks are not needed if there are small retreats provided by the lake , commuter rail and incorporated into the commercial. Bicycles trail heads, Commuter rail trail heads , Pickleball courts and community centers inside each project should be encouraged. Funds for Baseball and soccer fields should be used where families live on the east side. .
- The planning of this area should be postponed until the public can meet together.
- "The best zones in this whole area ought to be nice single family homes. Some commercial may be reasonable on the west side around the new junction of Geneva Road and the Lakeview Parkway. It is also overkill to have 3 trails in such a small area. There is no need for the Rail Trail."

Q&A Received During 5-13-2020 Zoom Meeting:

ryanm 06:05 PM

Can you let us know how many people are participating?

Jonathan Concidine 05:57 PM

Question about the plans that include a CC zone: Why is the proposed CC zone adjacent to a LDR zone? Since this would hopefully draw some commercial activity, wouldn't it make more sense to have denser housing nearby the intensive economic activity?

Byron Taylor 06:16 PM

In other words, a PRD equates to a departure from the current plan by increasing residential density?

Rachel 06:19 PM

There are agricultural easements in the area preventing eventual development, why are those being ignored and developments being planned directly adjacent to them?

Byron Taylor 06:21 PM

With the temple increasing traffic to an area that already has serious traffic density problems on Geneva Road, why would we want to increase residential density?

John Hendricks 06:24 PM

What are the height restrictions on the MDR areas? (What zoning does it equate to?)

---

ahamberlin 06:28 PM

Would 2000S eventually be expanded to multiple lanes?

---

ryanm 06:33 PM

Can a trail run over a conservation easement?

Jonathan Concidine 06:33 PM

How much commercial density in the southwest area would be needed to be able to fund the ongoing maintenance obligations of a park and the trail system?

---

ahamberlin 06:33 PM

How wide is the trail proposed?

Rachel 06:36 PM

Are land owners responsible to put in theses proposed trail systems? Also, we need to consider local food security. All of the Orem orchards are being developed and this is some of the last active farmland in the city. Why can't we make that a priority?

---

jay kimber 06:42 PM

Are trails mentioned walk, bike or both

---

ryanm 06:43 PM

With all of the low density residential combined with the temple site, conservation easement, agricultural easements, autistic school etc, the overall density of this area will be very low regardless of the general plan. How will the commercial be financially viable with this low of a density?

LaMont 06:44 PM

Why is there no option other than light industrial across from the temple?

---

ryanm 06:46 PM

Why is staff recommending a limit of 8 units/acre when nearly every other temple site in Utah has higher density developments around it?

---

ryanm 06:46 PM

Why is staff recommending a limit of 8 units/acre when nearly every other temple site in Utah has higher density developments around it?

---

ryanm 06:54 PM

Would the SW PRD allow for narrower streets in order to allow for a better feeling development, similiar to those near the South Jordan Temples?

Jonathan Concidine 06:57 PM

Which proposed plan changes would promote increasing the tax base in the Southwest Area?

For more information, contact
Jason Bench at (801) 229-7238
or jwbench@orem.org

City Council Chambers, 56 N State Street

City Council
Tue, Aug 11, 2020
6:00 pm

Planning Commission
Wed, Jul 15, 2020
4:30 pm

The Planning Commission will hold a public hearing on Wednesday, July 15, 2020, to consider amending portions of Chapter 2 Land Use and Chapter 6 Transportation of the Orem General Plan updating the Land Use Map and Pedestrian and Bike Path Map and language pertaining to the southwest area.

In addition, the City Council will hold a public meeting on August 11, 2020 to consider the proposed amendments outlined above. Additional information can be viewed on Orem.org/planning under "Current Planning(Public Hearing Noticing)" Tab

For more information, contact
Jason Bench at (801) 229-7238
or jwbench@orem.org

City Council Chambers, 56 N State Street

City Council
Tue, Aug 11, 2020
6:00 pm

Planning Commission
Wed, Jul 15, 2020
4:30 pm

The Planning Commission will hold a public hearing on Wednesday, July 15, 2020, to consider amending portions of Chapter 2 Land Use and Chapter 6 Transportation of the Orem General Plan updating the Land Use Map and Pedestrian and Bike Path Map and language pertaining to the southwest area.

In addition, the City Council will hold a public meeting on August 11, 2020 to consider the proposed amendments outlined above. Additional information can be viewed on Orem.org/planning under "Current Planning(Public Hearing Noticing)" Tab

For more information, contact
Jason Bench at (801) 229-7238
or jwbench@orem.org

City Council Chambers, 56 N State Street

City Council
Tue, Aug 11, 2020
6:00 pm

Planning Commission
Wed, Jul 15, 2020
4:30 pm

The Planning Commission will hold a public hearing on Wednesday, July 15, 2020, to consider amending portions of Chapter 2 Land Use and Chapter 6 Transportation of the Orem General Plan updating the Land Use Map and Pedestrian and Bike Path Map and language pertaining to the southwest area.

In addition, the City Council will hold a public meeting on August 11, 2020 to consider the proposed amendments outlined above. Additional information can be viewed on Orem.org/planning under "Current Planning(Public Hearing Noticing)" Tab

For more information, contact
Jason Bench at (801) 229-7238
or jwbench@orem.org

City Council Chambers, 56 N State Street

City Council
Tue, Aug 11, 2020
6:00 pm

Planning Commission
Wed, Jul 15, 2020
4:30 pm

The Planning Commission will hold a public hearing on Wednesday, July 15, 2020, to consider amending portions of Chapter 2 Land Use and Chapter 6 Transportation of the Orem General Plan updating the Land Use Map and Pedestrian and Bike Path Map and language pertaining to the southwest area.

In addition, the City Council will hold a public meeting on August 11, 2020 to consider the proposed amendments outlined above. Additional information can be viewed on Orem.org/planning under "Current Planning(Public Hearing Noticing)" Tab

RECIPIENT	ALTERNATE	ADDRESS	ALTLINE	CITY	STATE	ZIP
CALDERON, CARLOS MARTIN		915 BRYAN DR		APEX	NC	27502
THOLEN, JON & HOLLY J		12233 NW I STEET		POMPANO BEA	FL	33071
UNION PACIFIC RAILROAD COM		1400 DOUGLAS ST MAIL STOP 1		OMAHA	NE	68179
CONKLIN, CANDICE		1125 LINDENMEIER RD		FORT COLLINS	CO	80524
CHRISTENSON, LARRY & MARV		38 W 208 S		BURLEY	ID	83318
GLAZIER, SCOTT & MAXINE		152 W 640 N		AMERICAN FOR	UT	84003
MOUNTAINLAND APPLIED TECH		789 E BAMBERGER DR STE A		AMERICAN FOR	UT	84003
T&K RESIDENTIAL HOLDINGS LI		PO BOX 772		AMERICAN FOR	UT	84003
CHURCH, MATTHEW J & MELISS		5501 W 10600 N		HIGHLAND	UT	84003
GENERATION GROWTH LLC		6619 W NORMANDY WY		HIGHLAND	UT	84003
OREM BP LLC	%MCCOLM, LAR	5100 W OLD OAK LN		HIGHLAND	UT	84003
REAM, JOSEPH JAMES & KAY S		5269 WINDSOR LA		HIGHLAND	UT	84003
CANDIDE CHARITABLE ENTERP		175 W CANYON CREST RD STE		ALPINE	UT	84004
BENNETT, JEFFREY S & LORI N		203 PIONEER DR		ALPINE	UT	84004
ROSE, DALE P		9357 N SUNNYVALE DR		EAGLE MOUNT/	UT	84005
GIBBONS, MARK B & SHARON L		1524 N 725 E		BOUNTIFUL	UT	84010
TAYLOR, F WILL	%BREWSTER, L	3556 CANYON ESTATES DR		BOUNTIFUL	UT	84010
BROOKS, BRAD		461 W 13490 S		DRAPER	UT	84020
STEVENS, KIM R		13755 SHADOW MOUNTAIN LA		DRAPER	UT	84020
GKM FAMILY LLC (ET AL)		11576 S STATE ST # 102B		DRAPER	UT	84020
VOVIN HOLDINGS LLC		802 COUNTRY LN		FARMINGTON	UT	84025
DE LEEUW, DOLAN J		276 W 130 S		LINDON	UT	84042
MILLHAVEN CONSTRUCTION LL		272 W 200 N STE 100		LINDON	UT	84042
OREM R LLC		387 W 700 N		LINDON	UT	84042
SMITH, JASON K		592 N 1510 W		LINDON	UT	84042
GILLMAN, KEVIN & LISA		390 N GILLMAN LN		LINDON	UT	84042
SHAMROCK HOMES LLC		125 3 300 N		LEHI	UT	84043
VINEYARD FLAGSHIP 87 LLC		1250 E 200 S STE 1D		LEHI	UT	84043
SHAMROCK HOMES LLC		125 E 300 N		LEHI	UT	84043
WARBURTON, JARED LYNN & K		1472 E 500 N		LEHI	UT	84043
SMITH, RYAN		1660 W 525 S		LEHI	UT	84043

ES 177231 LC (ET AL)	124 E 2200 N		LEHI	UT	84043
DOME PARK PROPERTIES LLC	58 E 2650 N		LEHI	UT	84043
MANION, TODD & DIANA	1851 N SMITH RIDGE DR		LEHI	UT	84043
EVANS, KIMBALL	850 WHIPPLE DR		LEHI	UT	84043
WILLIAMS, LISA %HALES, LISA J	1328 S MEADOW CREST WAY		SARATOGA SPI	UT	84045
GOODALL INVESTMENTS LLC	2448 S SHOREWOOD DR		SARATOGA SPI	UT	84045
ENGLAND, CAMERON & HAYLEI	1333 W WASATCH DR		SARATOGA SPI	UT	84045
ORTON, ROB S & TIA R	878 W SNICKERS LN		MIDVALE	UT	84047
BOARDWALK INDUSTRIES LLC	6955 UNION PARK CTR # 160		MIDVALE	UT	84047
DEAVER, TOMMY F & VICTORIA	PO BOX 1443		MIDWAY	UT	84049
FLETCHER, JASON	1846 N 200 W		OREM	UT	84057
WILKS, JARED & KELLY	1683 N 210 E		OREM	UT	84057
ZABEL, NANCY L	769 N 480 W		OREM	UT	84057
PARRY, NICOLE	1714 N 850 W		OREM	UT	84057
PAULSON, JORDAN MARTELL &	670 W 1000 N		OREM	UT	84057
MARTINS, ANTONIO ORIONDES	669 W 1025 N		OREM	UT	84057
COBB, CALVIN	1873 S 1030 W		OREM	UT	84057
MABBUTT, HAYDEN & JEFFREY	1877 S 1030 W # 405		OREM	UT	84057
MILLER, MAKAY DERRELL & DE	1879 S 1030 W		OREM	UT	84057
PAGE, VIVIAN	1888 S 1030 W # 409		OREM	UT	84057
LUNDQUIST, MARCIA	1892 S 1030 W # 410		OREM	UT	84057
FARABEE, BRYCE	1894 S 1030 W		OREM	UT	84057
BRAY, DANIEL & CARLANNE	1896 S 1030 W		OREM	UT	84057
RILEY, STEVEN & SALLY	1898 S 1030 W # 413		OREM	UT	84057
ESCALANTE, ANNA LESLIE & ED	1938 S 1030 W		OREM	UT	84057
PAJIMOLA, TANYA	1942 S 1030 W		OREM	UT	84057
TUCKER, JAMES	1956 S 1030 W		OREM	UT	84057
WILLIAMS, TANNER	1958 S 1030 W		OREM	UT	84057
CALDERON, BRENDA GUADALU	1178 N 1050 W		OREM	UT	84057
JEFF LAMBSON	156 E 1060 N		OREM	UT	84057
WILSON, CAMERON	998 N 1200 W		OREM	UT	84057

TAYLOR, LLOYD	%TAYLOR, LAN	678 W 1325 N		OREM	UT	84057
CITY OF OREM		1321 S 1600 W		OREM	UT	84057
ASAY, ANDREA L & JOHNATHAN		386 W 1600 S		OREM	UT	84057
THOMPSON, BEAU		1036 W 1970 S		OREM	UT	84057
PETERSEN, MARY COLLEEN (E		325 W CENTER ST APT 207		OREM	UT	84057
1310 LLC	%HUEBNER, TR	1777 GOLD RIVER DR		OREM	UT	84057
JASON BENCH		1911 N MAIN STREET		OREM	UT	84057-2101
KRISTIE SNYDER		56 N STATE STREET		OREM	UT	84057
DOWSE, JACOB		1455 S 135 W		OREM	UT	84058
BACKUS, KRISTOPHER CRAIG &		44 S 300 E		OREM	UT	84058
STEPHENS, JOHN D & LARAINE		868 S 300 W		OREM	UT	84058
BRENT SUMNER		744 WEST 550 SOUTH		OREM	UT	84058
MORI 1 LLC		215 S 760 W		OREM	UT	84058
SIEBERT, CHIUNG LING & MARK		328 W 765 S		OREM	UT	84058
ALLEN, FRANK O & KATHY C		356 W 840 S		OREM	UT	84058
CHAIDES, RICARDO		1391 S 1020 W		OREM	UT	84058
CHAMBERY WC	--OR CURRENT	1393 S 1020 WEST		OREM	UT	84058
WILKINSON, KE	--OR CURRENT	1395 S 1020 WEST		OREM	UT	84058
SMITH, JASON I	--OR CURRENT	1397 S 1020 WEST		OREM	UT	84058
TULIP, SHANELL L		1399 S 1020 W		OREM	UT	84058
FLETCHER, JAS	--OR CURRENT	1401 S 1020 WEST		OREM	UT	84058
HEMMERT, TYLER JASON		1403 S 1020 W		OREM	UT	84058
VOVIN HOLDING	--OR CURRENT	1405 S 1020 WEST		OREM	UT	84058
CHAMBERY WC	--OR CURRENT	1407 S 1020 WEST		OREM	UT	84058
OREM R LLC	--OR CURRENT	1409 S 1020 WEST		OREM	UT	84058
DUNN, WILBUR J & TAMMY T		1411 S 1020 W		OREM	UT	84058
JACKMAN, BRA	--OR CURRENT	1413 S 1020 WEST		OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1883 S 1030 WEST		OREM	UT	84058
WALKER, JARON & DANIEL		1886 S 1030 W		OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1887 S 1030 WEST		OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1891 S 1030 WEST		OREM	UT	84058

BOARDWALK IN	--OR CURRENT	1893 S 1030 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1897 S 1030 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1899 S 1030 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1901 S 1030 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1903 S 1030 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1907 S 1030 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1911 S 1030 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1913 S 1030 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1917 S 1030 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1919 S 1030 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1921 S 1030 WEST	OREM	UT	84058
PRICE, SCOTT		1922 S 1030 W	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1923 S 1030 WEST	OREM	UT	84058
EARL, JACOB & BREEANA		1924 S 1030 W	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1927 S 1030 WEST	OREM	UT	84058
ARNER, DAVID & LISA		1932 S 1030 W	OREM	UT	84058
HUBLER, ERIKA G (ET AL)		1944 S 1030 W	OREM	UT	84058
CHRISTENSEN, COLTER J & PE		1954 S 1030 W	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1873 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1877 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1878 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1881 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1882 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1886 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1887 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1892 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1893 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1894 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1897 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1898 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1902 S 1080 WEST	OREM	UT	84058

BOARDWALK IN	--OR CURRENT	1908 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1913 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1914 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1918 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1919 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1923 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1924 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1928 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1936 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1937 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1941 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1942 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1943 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1948 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1953 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1954 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1958 S 1080 WEST	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1959 S 1080 WEST	OREM	UT	84058
CALDERON, CA	--OR CURRENT	1358 S 1150 WEST	OREM	UT	84058
GILLMAN, KEVI	--OR CURRENT	1360 S 1150 WEST	OREM	UT	84058
BROWN, WILLIA	--OR CURRENT	1362 S 1150 WEST	OREM	UT	84058
BRYANT, THOM	--OR CURRENT	1363 S 1150 WEST	OREM	UT	84058
GUSTAVSON, J	--OR CURRENT	1364 S 1150 WEST	OREM	UT	84058
WARBURTON, J	--OR CURRENT	1366 S 1150 WEST	OREM	UT	84058
PETIT, YANN & SHARON		1367 S 1150 W	OREM	UT	84058
WARD, BENJAM	--OR CURRENT	1368 S 1150 WEST	OREM	UT	84058
HENRY, JONATI	--OR CURRENT	1369 S 1150 WEST	OREM	UT	84058
HENRY, JONATHON J		1369 S 1150 W # 4	OREM	UT	84058
1370 S LLC	--OR CURRENT	1370 S 1150 WEST	OREM	UT	84058
ELMCREST ENT	--OR CURRENT	1371 S 1150 WEST	OREM	UT	84058
CHRISTENSON,	--OR CURRENT	1372 S 1150 WEST	OREM	UT	84058

WILLIAMS, SHANNON ELIZABET		1374 S 1150 W	OREM	UT	84058
RITTER, DANIEL A & CASEY ANN		1375 S 1150 W	OREM	UT	84058
CHAMBERY WC	--OR CURRENT	1376 S 1150 WEST	OREM	UT	84058
SIMMONS, SAMUEL		1377 S 1150 W	OREM	UT	84058
OREM R LLC	--OR CURRENT	1378 S 1150 WEST	OREM	UT	84058
BECKETT, PAUL & MELISSA		1379 S 1150 W	OREM	UT	84058
KOHLER, SETH	--OR CURRENT	1380 S 1150 WEST	OREM	UT	84058
GIBBONS, MARI	--OR CURRENT	1383 S 1150 WEST	OREM	UT	84058
RUCKER, BENJAMIN		1385 S 1150 W	OREM	UT	84058
DEAVER, TOMM	--OR CURRENT	1308 S 1180 WEST	OREM	UT	84058
1310 LLC	--OR CURRENT	1310 S 1180 WEST	OREM	UT	84058
TINGEY, JANN		1312 S 1180 W	OREM	UT	84058
MARTINS, ANTO	--OR CURRENT	1320 S 1180 WEST	OREM	UT	84058
MORI 1 LLC	--OR CURRENT	1322 S 1180 WEST	OREM	UT	84058
FIETKAU, REBE	--OR CURRENT	1324 S 1180 WEST	OREM	UT	84058
PETIT, YANN &	--OR CURRENT	1356 S 1190 WEST	OREM	UT	84058
PETIT, YANN & SHARON		1356 S 1190 W # 1	OREM	UT	84058
KURZINSKI, ARON		1360 S 1190 W	OREM	UT	84058
WARNKE, JENNIFER L & MATTH		1362 S 1190 W	OREM	UT	84058
SCHRECK, KAELA		1368 S 1190 W	OREM	UT	84058
BAKER, BRETT & MELISSA (ET A		1303 S 1200 W	OREM	UT	84058
MC EWEN, KAS	--OR CURRENT	1305 S 1200 WEST	OREM	UT	84058
ALEXANDER, BROOKE A & THO		1307 S 1200 W	OREM	UT	84058
EDWARDS, RAYMOND		1309 S 1200 W	OREM	UT	84058
DAVIES, DANIEL & LAURA (ET A		1311 S 1200 W	OREM	UT	84058
AFFLECK, STEV	--OR CURRENT	1313 S 1200 WEST	OREM	UT	84058
KLB PROPERTI	--OR CURRENT	1321 S 1200 WEST	OREM	UT	84058
CHACON 1323 L	--OR CURRENT	1323 S 1200 WEST	OREM	UT	84058
BATEMAN, PAUL WILLIAM & DOI		1325 S 1200 W	OREM	UT	84058
CHAMBERY WC	--OR CURRENT	1252 S 1220 WEST	OREM	UT	84058
VELAZQUEZ, CLAUDIA BEATRIZ		1254 S 1220 W	OREM	UT	84058

VAN HOOSE, TERESA		1256 S 1220 W	OREM	UT	84058
REAM, JOSEPH	--OR CURRENT	1258 S 1220 WEST	OREM	UT	84058
LIVINGSTON, BI	--OR CURRENT	1260 S 1220 WEST	OREM	UT	84058
ALLEN, LOREN	--OR CURRENT	1262 S 1220 WEST	OREM	UT	84058
KENNEDY, DANIEL & EEVA IREN		1264 S 1220 W	OREM	UT	84058
CONKLIN, CANI	--OR CURRENT	1266 S 1220 WEST	OREM	UT	84058
CHAMBERY WC	--OR CURRENT	1268 S 1220 WEST	OREM	UT	84058
CANNON, STEP	--OR CURRENT	1270 S 1220 WEST	OREM	UT	84058
CANNON, STEPHEN C & MC CAI		1270 S 1220 W # 10	OREM	UT	84058
MPIRE LAND HO	--OR CURRENT	1272 S 1220 WEST	OREM	UT	84058
HAINES, CHRIS	--OR CURRENT	1274 S 1220 WEST	OREM	UT	84058
LOCKE, NICK		1342 S 1220 W	OREM	UT	84058
MANION, TODD	--OR CURRENT	1343 S 1220 WEST	OREM	UT	84058
GUSTAFSON, STUART R		1346 S 1220 W	OREM	UT	84058
MCDOUGAL, RYAN		1347 S 1220 W	OREM	UT	84058
GARRISON, JAS	--OR CURRENT	1350 S 1220 WEST	OREM	UT	84058
LEROY, DANIEL	--OR CURRENT	1354 S 1220 WEST	OREM	UT	84058
REID, LENORA		1371 S 1220 W	OREM	UT	84058
WILLIAMS, LISA	--OR CURRENT	1372 S 1220 WEST	OREM	UT	84058
ELMCREST ENT	--OR CURRENT	1377 S 1220 WEST	OREM	UT	84058
HOLDING, TINA	--OR CURRENT	1378 S 1220 WEST	OREM	UT	84058
ROSE, DALE P	--OR CURRENT	1381 S 1220 WEST	OREM	UT	84058
LEITE, SERGIO	--OR CURRENT	1382 S 1220 WEST	OREM	UT	84058
CHRISTENSEN, LOWELL THORV		1385 S 1220 W	OREM	UT	84058
HOVEY, ROBERT J		1388 S 1220 W	OREM	UT	84058
VILLAGE ON TH	--OR CURRENT	1181 W 1230 SOUTH	OREM	UT	84058
WEST-TEK LC	--OR CURRENT	1411 W 1250 SOUTH	OREM	UT	84058
WEST-TEK LC		1411 W 1250 S STE 230	OREM	UT	84058
GENERATION G	--OR CURRENT	1452 W 1250 SOUTH	OREM	UT	84058
HORTAL, MALCOLM MIGUEL BO		1300 S 1260 W	OREM	UT	84058
PORNINTRA, MAYUREE & DAN F		1302 S 1260 W	OREM	UT	84058

CHOI, JIHAE	1306 S 1260 W		OREM	UT	84058
SNOW, JEFFERSON M & CALLIE	1308 S 1260 W		OREM	UT	84058
ROBINSON, LAUREN-ZOE & PAR	1312 S 1260 W		OREM	UT	84058
JOHANSEN, ARTHUR & BRENDA	1313 S 1260 W		OREM	UT	84058
SIMKINS, MAERIS C	1314 S 1260 W		OREM	UT	84058
JOHNSON, CHA --OR CURRENT	1317 S 1260 WEST		OREM	UT	84058
BELNAP, STEVE --OR CURRENT	1318 S 1260 WEST		OREM	UT	84058
NGATUVAI, TEC --OR CURRENT	1320 S 1260 WEST		OREM	UT	84058
MORRISON, REBECCA L	1323 S 1260 W		OREM	UT	84058
PERRY PROPER --OR CURRENT	1207 W 1295 SOUTH		OREM	UT	84058
JOHNSON, WAN --OR CURRENT	1211 W 1295 SOUTH		OREM	UT	84058
RUSSELL, JEAN A	1219 W 1295 S		OREM	UT	84058
DEAVER, TOMM --OR CURRENT	1223 W 1295 SOUTH		OREM	UT	84058
DEAVER, TOMMY	1230 W 1295 S		OREM	UT	84058
ANDERSON, PHILLIP & JESSICA	1234 W 1295 S		OREM	UT	84058
SNEDEGAR, KEITH V	1235 W 1295 S		OREM	UT	84058
VILLALOBOS, MOISES	1238 W 1295 S		OREM	UT	84058
MYERS, JOELLY --OR CURRENT	1239 W 1295 SOUTH		OREM	UT	84058
HARDMAN, LOR --OR CURRENT	1240 W 1295 SOUTH		OREM	UT	84058
SMITH, MARK & --OR CURRENT	1241 W 1295 SOUTH		OREM	UT	84058
MONSON, DONALD R & CAROLY	1244 W 1295 S		OREM	UT	84058
DEAVER, TOMM --OR CURRENT	1245 W 1295 SOUTH		OREM	UT	84058
MICHAEL, ASHLEA R	1246 W 1295 S		OREM	UT	84058
KIM, TAE S & KYU SUN	1250 W 1295 S		OREM	UT	84058
RUCKER, BEN --OR CURRENT	1252 W 1295 SOUTH		OREM	UT	84058
PETERSEN, MA --OR CURRENT	1256 W 1295 SOUTH		OREM	UT	84058
REINIKOVAS, ERIKAS	1258 W 1295 S		OREM	UT	84058
RAMIREZ, ELVIRA	1412 S 1300 W		OREM	UT	84058
OAKHURST APA --OR CURRENT	1110 W 1315 SOUTH		OREM	UT	84058
SANDERS, DAV --OR CURRENT	1159 W 1330 SOUTH		OREM	UT	84058
TOBLER, AARON J & SHELBY L	1163 W 1330 S		OREM	UT	84058

MARKIDES, MAI	--OR CURRENT	1167 W 1330 SOUTH	OREM	UT	84058
WILLIAMSON, ROBERT MICHAE		1171 W 1330 S	OREM	UT	84058
T&K RESIDENTI	--OR CURRENT	1177 W 1330 SOUTH	OREM	UT	84058
DOWSE, JACOE	--OR CURRENT	1184 W 1330 SOUTH	OREM	UT	84058
WILSON, CAME	--OR CURRENT	1186 W 1330 SOUTH	OREM	UT	84058
MCCURDY, CHRISTOPHER MICI		1188 W 1330 S	OREM	UT	84058
CARDOSO, CEL	--OR CURRENT	1190 W 1330 SOUTH	OREM	UT	84058
GLAZIER, SCOT	--OR CURRENT	1192 W 1330 SOUTH	OREM	UT	84058
MARTINEZ, CLAUDIA I		1194 W 1330 S	OREM	UT	84058
AUGUSTUS, RACHEL		1212 W 1330 S	OREM	UT	84058
TERRAZAS, REBEKAH		1216 W 1330 S	OREM	UT	84058
HARTER, KARILYN		1224 W 1330 S	OREM	UT	84058
ENGLAND, CAM	--OR CURRENT	1228 W 1330 SOUTH	OREM	UT	84058
ADAMSON, MEGAN R & JEFFRE		1240 W 1330 S	OREM	UT	84058
SUMMERS, DAV	--OR CURRENT	1004 W 1360 SOUTH	OREM	UT	84058
NORMANDY A S	--OR CURRENT	1006 W 1360 SOUTH	OREM	UT	84058
ATHERLY, WILL	--OR CURRENT	1008 W 1360 SOUTH	OREM	UT	84058
WILKINSON, KE	--OR CURRENT	1010 W 1360 SOUTH	OREM	UT	84058
JEEMA LLC	--OR CURRENT	1012 W 1360 SOUTH	OREM	UT	84058
JEEMA IV LLC	--OR CURRENT	1014 W 1360 SOUTH	OREM	UT	84058
ORTON, ROB S	--OR CURRENT	1016 W 1360 SOUTH	OREM	UT	84058
PIRATES' CHES	--OR CURRENT	1018 W 1360 SOUTH	OREM	UT	84058
JOHNSON, MAREN & DAVID		1020 W 1360 S	OREM	UT	84058
PAYNE, WILLIAM COLE & WILLIA		1022 W 1360 S	OREM	UT	84058
TEJADA, MICHA	--OR CURRENT	1023 W 1360 SOUTH	OREM	UT	84058
GRAHAM, PHILLIP JAMES & ALL		1024 W 1360 S	OREM	UT	84058
RESID-ENCE PF	--OR CURRENT	1025 W 1360 SOUTH	OREM	UT	84058
BEESON, SAMU	--OR CURRENT	1026 W 1360 SOUTH	OREM	UT	84058
WIESE, JERRY /	--OR CURRENT	1027 W 1360 SOUTH	OREM	UT	84058
PARRY, NICOLE	--OR CURRENT	1029 W 1360 SOUTH	OREM	UT	84058
PETERSON, CO	--OR CURRENT	1033 W 1360 SOUTH	OREM	UT	84058

WIESE, JERRY A	--OR CURRENT	1035 W 1360 SOUTH	OREM	UT	84058
ROWLEY, SHERI		1037 W 1360 S	OREM	UT	84058
STEPHENSON, BRENT D		1039 W 1360 S	OREM	UT	84058
STEVEN THAYN	--OR CURRENT	1266 S 1380 WEST	OREM	UT	84058
TOROCK INVES	--OR CURRENT	1268 S 1380 WEST	OREM	UT	84058
G M S INVESTM	--OR CURRENT	1270 S 1380 WEST	OREM	UT	84058
FNAMG LLC	--OR CURRENT	1272 S 1380 WEST	OREM	UT	84058
DA VINCI MANA	--OR CURRENT	1274 S 1380 WEST	OREM	UT	84058
DA VINCI MANA	--OR CURRENT	1276 S 1380 WEST	OREM	UT	84058
BBRD LC	--OR CURRENT	1280 S 1380 WEST	OREM	UT	84058
PETIT, YANN J & SHARON L		1129 W 1390 S	OREM	UT	84058
REDD, BRANDT	--OR CURRENT	1133 W 1390 SOUTH	OREM	UT	84058
CHRISTENSEN,	--OR CURRENT	1137 W 1390 SOUTH	OREM	UT	84058
JACKMAN, CARRIE		1141 W 1390 S	OREM	UT	84058
BUNNELL FARM	--OR CURRENT	1185 W 1390 SOUTH	OREM	UT	84058
BECK, DANIELLE C		1189 W 1390 S	OREM	UT	84058
ELMCREST ENT	--OR CURRENT	1191 W 1390 SOUTH	OREM	UT	84058
CD NA2-5 LLC		1195 W 1390 S	OREM	UT	84058
VAN OMMEREN, SHELBY		1199 W 1390 S	OREM	UT	84058
FULLMER, AMBER		1203 W 1390 S	OREM	UT	84058
ROJAS, MARCELA		981 W 1410 S	OREM	UT	84058
JONES, ROBER	--OR CURRENT	983 W 1410 SOUTH	OREM	UT	84058
THOLEN, JON &	--OR CURRENT	985 W 1410 SOUTH	OREM	UT	84058
GARCIA, JULIET	--OR CURRENT	987 W 1410 SOUTH	OREM	UT	84058
GARCIA, JULIETA		987 W 1410 S # 4	OREM	UT	84058
BROWN, VANIA	--OR CURRENT	989 W 1410 SOUTH	OREM	UT	84058
COLE, JONATHAN		991 W 1410 S	OREM	UT	84058
MILLS, JOHN CL	--OR CURRENT	993 W 1410 SOUTH	OREM	UT	84058
STEVENS, KIM I	--OR CURRENT	995 W 1410 SOUTH	OREM	UT	84058
JOHNSON, RILE	--OR CURRENT	997 W 1410 SOUTH	OREM	UT	84058
JOHNSON, RILEY CRAIG		997 W 1410 S # 9	OREM	UT	84058

GOODALL INVE	--OR CURRENT	999 W 1410 SOUTH	OREM	UT	84058
WORLEY, DIANI	--OR CURRENT	1001 W 1410 SOUTH	OREM	UT	84058
PARRA, AMALIA		1003 W 1410 S	OREM	UT	84058
ELMCREST ENT	--OR CURRENT	1026 W 1410 SOUTH	OREM	UT	84058
CHAMBERY WC	--OR CURRENT	1028 W 1410 SOUTH	OREM	UT	84058
GEIB, DANIEL G	--OR CURRENT	1030 W 1410 SOUTH	OREM	UT	84058
WILKS, JARED &	--OR CURRENT	1032 W 1410 SOUTH	OREM	UT	84058
ROBISON, CARI	--OR CURRENT	1034 W 1410 SOUTH	OREM	UT	84058
CHAMBERY WC	--OR CURRENT	1036 W 1410 SOUTH	OREM	UT	84058
WEBB, BRYSON		1038 W 1410 S	OREM	UT	84058
PRATT, BRIAN	--OR CURRENT	1040 W 1410 SOUTH	OREM	UT	84058
CHAMBERY WC	--OR CURRENT	1042 W 1410 SOUTH	OREM	UT	84058
CHAMBERY WC	--OR CURRENT	1044 W 1410 SOUTH	OREM	UT	84058
PRAZERES, GISELLE		1046 W 1410 S	OREM	UT	84058
HARTLE, DANIEL R & LARAINE		1048 W 1410 S	OREM	UT	84058
PBS HOLDINGS	--OR CURRENT	1226 S 1480 WEST	OREM	UT	84058
DAY, JAY & JAMI		38 W 1530 S	OREM	UT	84058
US SYNTHETIC CORPORATION		1260 S 1600 W	OREM	UT	84058
1600 WEST PAR	--OR CURRENT	1275 S 1600 WEST	OREM	UT	84058
U S SYNTHETIC	--OR CURRENT	1320 S 1600 WEST	OREM	UT	84058
US SYNTHETIC	--OR CURRENT	1378 S 1600 WEST	OREM	UT	84058
CLINGER FAMIL	--OR CURRENT	360 W 1600 SOUTH	OREM	UT	84058
UTASKA CORPORATION INC		588 W 1600 S	OREM	UT	84058
HARMAN INVES	--OR CURRENT	2106 W 1600 NORTH	OREM	UT	84058
PETERSON, JEREMY & AMANDA		459 W 1840 S	OREM	UT	84058
SADDLE CREEK	--OR CURRENT	1039 W 1860 SOUTH	OREM	UT	84058
KARWANDE, SA	--OR CURRENT	1043 W 1860 SOUTH	OREM	UT	84058
ADVANTA IRA A	--OR CURRENT	1047 W 1860 SOUTH	OREM	UT	84058
HALL, BREK		1051 W 1860 S	OREM	UT	84058
MOUNTAIN VAL	--OR CURRENT	1057 W 1860 SOUTH	OREM	UT	84058
CALDERON, BR	--OR CURRENT	2423 W 1943 NORTH	OREM	UT	84058

BOARDWALK IN	--OR CURRENT	1006 W 1950 SOUTH	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1008 W 1950 SOUTH	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1014 W 1950 DS	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1018 W 1950 SOUTH	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1022 W 1950 SOUTH	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1033 W 1970 SOUTH	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1041 W 1970 SOUTH	OREM	UT	84058
MISBACH, GRANT H & GREGOR		1044 W 1970 S	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1047 W 1970 SOUTH	OREM	UT	84058
YANG, SERENE		1048 W 1970 S	OREM	UT	84058
PALATIAL LIVIN	--OR CURRENT	1053 W 1970 SOUTH	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1067 W 1970 SOUTH	OREM	UT	84058
ZEYER, RODNEY		1071 W 1970 S	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1077 W 1970 SOUTH	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1079 W 1970 SOUTH	OREM	UT	84058
DAVIS, MATTHEW (ET AL)		1083 W 1970 S	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1093 W 1970 SOUTH	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1097 W 1970 SOUTH	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1103 W 1970 SOUTH	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1107 W 1970 SOUTH	OREM	UT	84058
BOARDWALK IN	--OR CURRENT	1111 W 1970 SOUTH	OREM	UT	84058
BOWDEN PROPERTIES LC		277 W 2000 S	OREM	UT	84058
STEPHENS, JOH	--OR CURRENT	488 W 2000 SOUTH UNIT# 1A	OREM	UT	84058
BROWN, BARRY E & LINDA B (E		782 W 2000 S	OREM	UT	84058
GROO, DENIS E & NANCY M		838 W 2000 S	OREM	UT	84058
ROBERTS, DONALD KENT		868 W 2000 S	OREM	UT	84058
CANDIDE CHAR	--OR CURRENT	2296 W 2000 SOUTH	OREM	UT	84058
MERRELL, KEN D		86 W 2030 S	OREM	UT	84058
GUSTAVSON, JONATHAN & DEE		898 S 2040 W	OREM	UT	84058
GREEN, BRITTON D		471 S 2100 W	OREM	UT	84058
FACKRELL HOLDINGS LLC		1365 BUSINESS PARK DR	OREM	UT	84058

OREM BP LLC	--OR CURRENT	1471 W BUSINESS PARK DR	OREM	UT	84058
UTAH VALLEY U	--OR CURRENT	1525 W BUSINESS PARK DR	OREM	UT	84058
M SCOTT FISHE	--OR CURRENT	1554 W BUSINESS PARK DR	OREM	UT	84058
SANDHILL DEVELOPMENT LC		40 N GENEVA RD	OREM	UT	84058
UTAH DEPARTM	--OR CURRENT	1247 S GENEVA RD	OREM	UT	84058
JOHNSON, WANDA L (ET AL)		1269 S GENEVA RD	OREM	UT	84058
JOHNSON, CHAD N & MANDY S		1340 S GENEVA RD	OREM	UT	84058
PRITCHETT, JAMES & KAREN		1341 S GENEVA RD	OREM	UT	84058
JOHNSON, NATHAN B & DONNA		1356 S GENEVA RD	OREM	UT	84058
RAMIREZ, ELVI	--OR CURRENT	1412 S GENEVA RD	OREM	UT	84058
JOHNSON, CHA	--OR CURRENT	1417 S GENEVA RD	OREM	UT	84058
CHURCH OF JE	--OR CURRENT	1423 S GENEVA RD	OREM	UT	84058
CORP OF PRES	--OR CURRENT	1471 S GENEVA RD	OREM	UT	84058
CLINGER, EDITH S		1493 S GENEVA RD	OREM	UT	84058
CLINGER FAMILY PARTNERSHI		1511 S GENEVA RD	OREM	UT	84058
WELCH, JOHN &	--OR CURRENT	1526 S GENEVA RD	OREM	UT	84058
JOHNSON, WALLACE K & ALICE		1605 S GENEVA RD	OREM	UT	84058
PETERSON, JEFF M		1621 S GENEVA RD	OREM	UT	84058
PETERSON, ALI	--OR CURRENT	1635 S GENEVA RD	OREM	UT	84058
ASAY, EUNICE HUGHES		1709 S GENEVA RD	OREM	UT	84058
ELMCREST ENTERPRISES LLC		1738 S GENEVA RD	OREM	UT	84058
CHERRY HILL D	%TAYLOR, BYR	1785 S GENEVA RD	OREM	UT	84058
CHERRY HILL D	--OR CURRENT	1815 S GENEVA RD	OREM	UT	84058
HURST WOOD E	--OR CURRENT	1875 S GENEVA RD	OREM	UT	84058
OYANEDEL, ANGEL PATRICIO		1929 S GENEVA RD	OREM	UT	84058
BOARDWALK INDUSTRIES LLC		2000 S GENEVA RD	OREM	UT	84058
SUELDO, RAFAEL		1938 S MAIN ST	OREM	UT	84058
POND, RANDY		1785 SANDHILL RD	OREM	UT	84058
STORCO UTAH	--OR CURRENT	1800 S SANDHILL RD	OREM	UT	84058
STORCO UTAH	--OR CURRENT	1806 S SANDHILL RD	OREM	UT	84058
BRINKERHOFF, WALTER A & CO		1928 SIYTG 1030 W3ST # 429	OREM	UT	84058

22 STORAGE LLC	130 S STATE ST	OREM	UT	84058
HARMAN INVESTMENT PROPER	55 W UNIVERSITY PKWY	OREM	UT	84058
UTAH VALLEY UNIVERSITY	800 W UNIVERSITY PKWY	OREM	UT	84058
NORMANDY A SERIES OF KJC C	1006 W 1360 S UNIT 2	OREM	UT	84059
DEBBY LAURET	641 S 1920 W	OREM	UT	84059
1370 S LLC	PO BOX 693	OREM	UT	84059
KLB PROPERTIES LLC	1535 E 300 S	PLEASANT GRC	UT	84062
RESID-ENCE PF %JACKSON, BR	584 S 980 W UNIT I-61	PLEASANT GRC	UT	84062
G M S INVESTMENTS LLC	PO BOX 183	PLEASANT GRC	UT	84062
M SCOTT FISHER PROPERTY #(	PO BOX 902	PLEASANT GRC	UT	84062
GENEVA ROAD 44 LLC	519 W STATE ST STE 202	PLEASANT GRC	UT	84062
KAUL, DHRUV & LYNDI	6472 W SCARLET OAK DR	WEST JORDAN	UT	84081
HEATON, GERRY L & KAYE B	501 W MAIN CANYON RD	WALLSBURG	UT	84082
JONES, GENE L	PO BOX 789	WENDOVER	UT	84083
OREM TEK DEVELOPMENT COR	14 APPLE HILL	SANDY	UT	84092
SADDLE CREEK %LINDQUIST, S	12 BENTBROOK LN	SANDY	UT	84092
AFFLECK, STEVE & CATHARINA	1924 E FOXMOOR CIR	SANDY	UT	84092
BJ JOINTS LLC	1218 E 7800 S STE 150	SANDY	UT	84094
GARRISON, JASON B & BARBAR	1155 E 140 N	OREM	UT	84097
STEVEN THAYNE INVESTMENTS	1733 N 400 E	OREM	UT	84097
COUNTRY WOODS LC (ET AL)	758 S 400 E # 203	OREM	UT	84097
JACKMAN, BRADLEY JAY & VICK	1495 N 450 E	OREM	UT	84097
DAVID SPENCER	899 NORTH 550 EAST	OREM	UT	84097
CHRISTENSEN, SUE ANN	962 E 720 N	OREM	UT	84097
HURST WOOD EDUCATION FOU	1095 S 800 E	OREM	UT	84097
MOUNTAIN WEST TITLE COMPA	1095 S 800 E # 5	OREM	UT	84097
ROBISON, CARL WAYNE & JAN	473 S 950 E	OREM	UT	84097
HALES, CHRISTOPHER C & KRIS	567 N 1000 E	OREM	UT	84097
ALLEN, LOREN & SANDY	1028 E 1010 N	OREM	UT	84097
SKIP DUNN INVESTMENTS LC	1047 E 1060 S	OREM	UT	84097
RUCKER, BEN	558 E 1400 S	OREM	UT	84097

MAYOR RICHARD F. BRUNST, JI		900 E HIGH COUNTRY DRIVE		OREM	UT	84097-2389
TERRY PETERSON		1125 LYNNWOOD DRIVE		OREM	UT	84097
PIRATES' CHES	%CRAWFORD, (	79 N PALISADES DR		OREM	UT	84097
THOMAS MACDONALD		489 NORTH PALISADES DR		OREM	UT	84097
GREEN, DARREN E		812 E PENNI LN		OREM	UT	84097
STORCO UTAH LIMITED PARTN		PO BOX 970730		OREM	UT	84097
OREM CITY		56 S STATE		OREM	UT	84097
PALATIAL LIVING LLC		241 N VINE STREET 1004 W		SALT LAKE CIT\	UT	84103
WEST BOUNTIFUL LLC		1775 N WARM SPRINGS RD		SALT LAKE CIT\	UT	84106
GOLD STREAM PARTNERS LLC		4859 S 190 W		MURRAY	UT	84107
UTAH DEPARTMENT OF TRANS		4501 S 2700 W		SALT LAKE CIT\	UT	84114
UTAH DEPARTMENT OF TRANS		PO BOX 148420		SALT LAKE CIT\	UT	84114
DTS/AGRC MANAGER		STATE OFFICE BLDG, RM 5130		SALT LAKE CIT\	UT	84114
UTAH STATE DE	%DIVISION OF \	1596 W NORTH TEMPLE		SALT LAKE CIT\	UT	84116
REAGON, WILLIAM K		1775 N WARM SPRINGS RD		SALT LAKE CIT\	UT	84116
OAKHURST APA	%SHUPE, PAUL	5086 S 2050 E		SALT LAKE CIT\	UT	84117
WELCH, JOHN & DEBRA (ET AL)		5148 S COTTONWOOD LN		SALT LAKE CIT\	UT	84117
OREM TEK DEVELOPMENT COF		2667 E HILLSDEN DR		SALT LAKE CIT\	UT	84117
IVORY LAND CORPORATION		978 WOODOAK LN		SALT LAKE CIT\	UT	84117
CITY OF OREM		56 N STATE		SALT LAKE CIT\	UT	84119
UTAH DEPARTMENT OF TRANS		4501 S 2700 W		WEST VALLEY (	UT	84119
LEROY, DANIEL C & JANIE R (ET		8973 KINGS HILL DR		COTTONWOOD	UT	84121
LAKEVIEW FIELDS COTTAGES L		2825 E COTTONWOOD PKWY #		SALT LAKE CIT\	UT	84121
1600 WEST PARTNERS LLC		6382 SHENANDOAH PARK AV		SALT LAKE CIT\	UT	84121
FIETKAU, REBECCA		3859 E BROCKBANK DR		SALT LAKE CIT\	UT	84124
UTAH DEPARTMENT OF TRANS		4501 S 2700 W		SALT LAKE CIT\	UT	84129
UTAH TRANSIT	%PROPERTY M	PO BOX 30810		SALT LAKE CIT\	UT	84130
CHURCH OF JESUS CHRIST OF		50 E NORTH TEMPLE # 22		SALT LAKE CIT\	UT	84150
CORP OF PRES BISHOP CHURC		50 E NORTH TEMPLE FL 12TH		SALT LAKE CIT\	UT	84150
GEIB, DANIEL G & JILL LINDSAY		971 N 100 W # 103		LOGAN	UT	84321
PERRY PROPERTIES LLC		1569 N 420 W # 104		LOGAN	UT	84341

MARKIDES, MARIO D	2188 W 470 S		PROVO	UT	84601
ELMCREST ENTERPRISES LLC	2594 W 500 N		PROVO	UT	84601
EVANS, JODY A	66 S 700 W		PROVO	UT	84601
LIVINGSTON, BRYANT L & BETS	3054 W 1300 N		PROVO	UT	84601
CHACON 1323 LLC	156 S 1470 W		PROVO	UT	84601
ES 177231 LC (E --OR CURRENT	2562 W 1680 NORTH		PROVO	UT	84601
BURNINGHAM, LUCRETIA	3033 W 1930 N		PROVO	UT	84601
STOCKTON, RICHARD S & KRIS	3047 W 1930 N		PROVO	UT	84601
WARNER, NEIL K & TAMARA JEA	3059 W 1930 N		PROVO	UT	84601
MERCER, CORE --OR CURRENT	3077 W 1930 NORTH		PROVO	UT	84601
ORION PROPERTIES COMPANY	3089 W 1930 N		PROVO	UT	84601
JAUREGUI, JOSE ARMANDO	3103 W 1930 N		PROVO	UT	84601
MERCER, CORBIN JOHN & LIND	3077 W 1939 N		PROVO	UT	84601
GORNICHEC, D --OR CURRENT	2685 W 2000 NORTH		PROVO	UT	84601
MERRELL, KEN --OR CURRENT	1876 N 2700 WEST		PROVO	UT	84601
LONGSON PRO --OR CURRENT	1985 N 2800 WEST		PROVO	UT	84601
LONGSON PROPERTIES LLC	284 N 3000 W		PROVO	UT	84601
WEIGHT, DON ROGER (ET AL)	1941 N 3050 W		PROVO	UT	84601
BANKS, JONATHAN M & SARAH	1944 N 3050 W		PROVO	UT	84601
THENOT, JODY R	1953 N 3050 W		PROVO	UT	84601
WELLS, SPENCER (ET AL)	1956 N 3050 W		PROVO	UT	84601
MERRILL, SETH & BROOKE	1965 N 3050 W		PROVO	UT	84601
BUONFORTE, HANK & TARYN	1968 N 3050 W		PROVO	UT	84601
NIELSON, LINDA E	1931 N 3100 W		PROVO	UT	84601
CISNEROS, JESUS JR & CHRIST	1936 N 3100 W		PROVO	UT	84601
GARDNER, ANDREW & JESSICA	1939 N 3100 W		PROVO	UT	84601
NORDSTROM, MACKENZIE & TA	1942 N 3100 W		PROVO	UT	84601
FLYGARE, KELLY	1959 N 3100 W		PROVO	UT	84601
SNIATYNSKY, RACHEL	1971 N 3100 W		PROVO	UT	84601
HERNANDEZ, GABRIELA COMPI	1979 N 3100 W		PROVO	UT	84601
HERIFORD, HANK & AUBREY	1987 N 3100 W		PROVO	UT	84601

GERMAN, EDWARD & JEANNET		1988 N 3100 W	PROVO	UT	84601
PROVO CITY CORPORATION		351 W CENTER ST	PROVO	UT	84601
BUNNELL FARMS INC		1723 N GENEVA RD	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1906 N GENEVA RD UNIT# 103	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1906 N GENEVA RD UNIT# 104	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1906 N GENEVA RD UNIT# 105	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1906 N GENEVA RD UNIT# 106	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1906 N GENEVA RD UNIT# 203	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1906 N GENEVA RD UNIT# 204	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1906 N GENEVA RD UNIT# 205	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1906 N GENEVA RD UNIT# 206	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1906 N GENEVA RD UNIT# 303	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1906 N GENEVA RD UNIT# 304	PROVO	UT	84601
HEATON, GERR	--OR CURRENT	1921 N GENEVA RD	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1936 N GENEVA RD UNIT# 101	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1936 N GENEVA RD UNIT# 102	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1936 N GENEVA RD UNIT# 103	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1936 N GENEVA RD UNIT# 104	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1936 N GENEVA RD UNIT# 201	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1936 N GENEVA RD UNIT# 202	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1936 N GENEVA RD UNIT# 203	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1936 N GENEVA RD UNIT# 204	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1936 N GENEVA RD UNIT# 301	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1936 N GENEVA RD UNIT# 302	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1936 N GENEVA RD UNIT# 303	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1936 N GENEVA RD UNIT# 304	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1966 N GENEVA RD UNIT# 101	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1966 N GENEVA RD UNIT# 102	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1966 N GENEVA RD UNIT# 103	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1966 N GENEVA RD UNIT# 104	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1966 N GENEVA RD UNIT# 105	PROVO	UT	84601

GENEVA ROAD	--OR CURRENT	1966 N GENEVA RD UNIT# 106	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1966 N GENEVA RD UNIT# 201	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1966 N GENEVA RD UNIT# 202	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1966 N GENEVA RD UNIT# 203	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1966 N GENEVA RD UNIT# 204	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1966 N GENEVA RD UNIT# 205	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1966 N GENEVA RD UNIT# 206	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1966 N GENEVA RD UNIT# 301	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1966 N GENEVA RD UNIT# 302	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1966 N GENEVA RD UNIT# 303	PROVO	UT	84601
GENEVA ROAD	--OR CURRENT	1966 N GENEVA RD UNIT# 304	PROVO	UT	84601
BAHR, DON F & VONDA P		1969 N GENEVA RD	PROVO	UT	84601
PROVO CITY C(	--OR CURRENT	1992 N GENEVA RD	PROVO	UT	84601
MORGAN, DAVID S & SANDRA C		1476 LAKESHORE DR	PROVO	UT	84601
PROVO CITY COMM. DEV.		PO BOX 1849	PROVO	UT	84603
TOROCK INVESTMENTS LLC		4526 N 150 W	PROVO	UT	84604
CHAMBERY WOODS LLC		5132 N 300 W STE 100	PROVO	UT	84604
ROBERTS, RICHARD A & MARY		1804 N 460 E	PROVO	UT	84604
VINDEL, JOSUE MORENO & KEL		3713 N 600 E	PROVO	UT	84604
MAPLE MOUNTAIN BUILDERS LI		1896 N 1120 W	PROVO	UT	84604
REDD, BRANDT & JULIE		2125 N 1450 E	PROVO	UT	84604
TRONSON, TANNER		1921 N 1640 W	PROVO	UT	84604
CARDOSO, CELIA MARIA MARTI		1745 N 1820 W	PROVO	UT	84604
EXO INVESTMENTS LLC		1815 N 1880 W	PROVO	UT	84604
GORNICHEC, DEE ANN C		1468 N 2040 W	PROVO	UT	84604
TUCKER, GEORGE		51 W 4750 N	PROVO	UT	84604
PRATT, BRIAN		4672 BROOKSHIRE CIR	PROVO	UT	84604
PETERSON, COLEEN		4675 BROOKSHIRE CIR	PROVO	UT	84604
COMMON AREA		100 E CENTER	PROVO	UT	84604
ADJ INVESTMENTS THREE LLC		1794 COBBLESTONE DR	PROVO	UT	84604
BROWN, VANIA		4353 MILE HIGH DR	PROVO	UT	84604

VILLAGE ON THE PARKWAY UT		251 RIVER PARK DR STE 300		PROVO	UT	84604
BBRD LC		1483 SPRINGDELL DR		PROVO	UT	84604
NGATUVAI, TEOTIHUACAN & CL		332 STADIUM AV		PROVO	UT	84604
HODGE, IAN A & DONALD M		372 N 800 E		PROVO	UT	84606
COMMON AREA		100 E CENTER ST		PROVO	UT	84606
LEITE, SERGIO	%CABRAL, OSIF	1336 CINNAMON RIDGE CIR		PROVO	UT	84606
WAYKAR LLC		2068 S MOUNTAIN VISTA LN		PROVO	UT	84606
UTAH COUNTY		2855 S STATE		PROVO	UT	84606
CAMPBELL, CHAD		9167 S 6000 W		PAYSON	UT	84651
JEEMA IV LLC		470 S 200 W		SALEM	UT	84653
FICKLIN, KAYLOR (ET AL)		188 E 300 S		SALEM	UT	84653
BROWN, WILLIAM NEIL & CHRIS		747 N MAIN ST		GENOLA	UT	84655
GRAY, TYRELL		8651 S 1150 E		SPANISH FORK	UT	84660
HARDMAN, LORI A		863 W 425 N		SPRINGVILLE	UT	84663
AMANN, KENT & SHARON		1930 S PURPLE SAGE DR		WASHINGTON	UT	84780
HAMBERLIN, ALAN D		414 N PHEASANT CT		GILBERT	AZ	85234
MC EWEN, KASON R & MO YIN		3543 E TERRACE AV		GILBERT	AZ	85234
BRYANT, THOMAS & MARILYN A		PO BOX 2118		PAGE	AZ	86040
JONES, ROBERT I & EARLENE B		2120 N APACHE DR		KINGMAN	AZ	86401
WIESE, JERRY A II & KRISTINE D		7131 SUDLEY CT		LAS VEGAS	NV	89131
MPIRE LAND HOLDINGS LLC		2735 BARROW DOWNS ST		LAS VEGAS	NV	89135
MILLS, JOHN CLAY & SALLY (ET		780 SHEEP CREEK RD		BATTLE MOUNT	NV	89820
KARWANDE, SARINA		1640 E MOUNTAIN AVE		PASADENA	CA	91104
WILKINSON, KEVIN LYNN & SHA		1099 1ST ST UNIT 420		CORONADO	CA	92118
SANDERS, DAVID L		15097 OSCEOLA RD		APPLE VALLEY	CA	92307
SMITH, MARK & AMY P		8121 SVL BOX		VICTORVILLE	CA	92395
HOLDING, TINA RENEE		709 MARINELLA ISLE		IRVINE	CA	92606
WARD, BENJAMIN M & BROOKE		14305 SPYGLASS CIR		CHOWCHILLA	CA	93610
ATHERLY, WILLIAM SCOTT & PE		4403 BONNEVILLE CIR		ROCKLIN	CA	95677
HOLLAND, CINDY B (ET AL)		1600 GROVE CREEK CT		ROSEVILLE	CA	95747
BELNAP, STEVEN P & HIROKO H		PSC 76 BOX 7567		APO	AP	96319

TEJADA, MICHAEL P & JUANITA	PO BOX 118		KAHUKU	HI	96731
KAIWI, CLINT (ET AL)	96 PUEO DR		KULA	HI	96790
SUMMERS, DAVID & LEUTE	4999 KAHALA AVE APT 241		HONOLULU	HI	96816
COLE, DARIN FUHRIMAN	2142 NW ROBIN HOOD ST		CORVALLIS	OR	97330
MOUNTAIN VALLEY INVESTMEN	713 HIGHLAND DR		LA GRANDE	OR	97850
MYERS, JOELLYN	18008 29TH DR SE		BOTHELL	WA	98012
BEESON, SAMUEL M	21635 NE 14TH PL		SAMMAMISH	WA	98074

Agenda Item 3.5 is a request by Development Services to forward a positive recommendation to amend portions of the Orem General Plan including updating the Land Use Map and the Pedestrian and Bike Path Map pertaining to the Southwest area of the city.

Staff Presentation: The southwest area was annexed by the City in 2015. At the time of annexation, a general plan map was adopted by the city and generally included a light industrial designation on the west side of Geneva Road and low density designation on the east side of Geneva road.

With the announcement of the Temple site located generally at 1471 South Geneva Road and the additional interest in development in the general area, the City Council asked staff to review the current general plan for the area. Based on our review process, staff is proposing several changes to the General Plan for the southwest area.

Staff held an online neighborhood meeting on May 13, 2020 to discuss the proposed amendments. A total of 2,455 notices were mailed to the entire Lakeview neighborhood, with 38 participating in the online meeting. Many comments were received through the process which are part of the staff report for your review. During the online meeting staff presented four options relating to land use. Based on comments received, staff developed a preferred option which was also presented to the City Council in a work session on May 26, 2020 for discussion. In addition to the land use designations, staff also proposed the addition of several trails within the southwest area as shown on the Pedestrian and Bike Path Plan.

The proposed changes include an update to the Land Use Map that will include a new land use designation of Low Density Residential/Southwest (LDR/SW) this new designation would allow a density between 4-8 units per gross acre. Based on this new land use designation, a modified Planned Residential Development ordinance will be developed for the LDR/SW designation that would be reviewed at a later date. Several areas are proposed to be designated as LDR/SW as shown on the proposed land use map.

In addition, two commercial areas will be designated on the revised general plan including at the corner of 2000 South Geneva Road and at the crossroads of the future Lakeview Parkway and Geneva Road as shown.

The proposed Land Use Map also shows future areas not part of the City; the intent of the map indicates future land use designations if those properties are annexed in the future. The overall density including future areas are included in the overall calculations pertaining to all applicable utilities.

The current general plan designations for the southwest area were calculated at a total density of 1,248 equivalent residential units (ERUs). The proposed amendments to the general plan for the area will increase the ERUs to 2,500 as shown on the density table provided for your review. Once the General Plan is amended the City plans to update the Impact Fee Analysis (IFA) and Impact Fee Facilities Plan (IFFP) and amend the impact fees based on the increased ERUs for the southwest area subject to the revised studies.

The Pedestrian and Bike Path Plan will also be updated showing the trails added to the southwest area including the Lakeview Parkway trail, The Geneva Trail, the Rail Trail, and the Wakara Way Trail. These trails are included on the proposed map and additional language added to the general plan outlining the requirement to install these trails when they are applicable to any development in the area.

Recommendation: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission forward a positive recommendation amending portions of Chapter 2 *Land Use* and Chapter 6 *Transportation* of the Orem General Plan updating the Land Use Map and Pedestrian and Bike Path Map and language pertaining to the southwest area.

Chair Cochran asked if the Planning Commission had any questions for Mr. Bench. Mr. Spencer asked how conservation and agriculture easements work. Mr. Bench said the County has an option for a farmer to put his property into an agricultural easement which gives them some protection from utility companies going across their property. They can rescind that when they are ready to sell or develop. A conservation easement is where the property owner sells or gives the rights for that property development to a conservation association and they hold those conservation rights in the conservation easement. This property (designated on the zoning map) will remain some kind of open

space. Mr. Spencer said he is surprised there is any light industrial remaining in this area as people will be living next to it. Mr. Bench said the commercial development in the area will be located more to the south. There is a wider landscaping requirement, fencing, design in separation of uses and in some areas separation with a park between. It will be more clean industrial, not heavy industrial.

Mr. Spencer said he did not see any high density in this plan. Mr. Bench said this plan will allow for a PRD with slightly higher density of up to a maximum of eight units per acre. Apartment buildings will not be permitted in this area, it will be twin homes, town houses or single-family homes. Mr. Spencer asked how this impacts traffic on Geneva Road. Mr. Kelly said Geneva Road was proposed in a previous environmental report to be widened down to 2000 South. That is recently being reevaluated because Lakeview Parkway will be a five-lane road. Geneva Road is most likely being widened to three lanes. As these parcels develop, the City will do what it can to make sure there are other north/south roadways in that area. As these sites come through, they will be required to submit traffic impact studies, staff will have to mitigate how many accesses they have. Developers may only be able to build so many units in the first phase until there are other routes available. They cannot just come in and build without a traffic plan.

Ms. Jensen said that looks like a lot of people living in this area and she asked if the sewer infrastructure can handle all of that new development. Mr. Bench said the City is currently in the process to upsize the sewer lift stations to accommodate this. Before that was not what the city considered but the going forward plan is now being looked at and the need to upsize these lift stations is in the works now. This is the direction the City wants to go, making a plan so this does not come back in a few years and have to be done again. The capacity will be there based on improved infrastructure.

Chair Cochran then opened the public hearing and invited those who wanted to make a comment on this item to send in their comments via email or chat.

Mr. Clark read a comment from Byron Taylor: see full comment attached to the end of this record and recording.

When there were no comments/chats, Chair Cochran 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 amending portions of Chapter 2 *Land Use* and Chapter 6 *Transportation* of the Orem General Plan updating the Land Use Map and Pedestrian and Bike Path Map and language pertaining to the southwest area. Ms. Jensen seconded the motion. Those voting aye: Mickey Cochran, Camille Jensen, Barry Roberts, Haysam Sakar, Ross Spencer and Mike Staker. The motion passed unanimously.

Agenda Item No: 9.2

City Council Agenda Item Report

Meeting Date: August 11, 2020
Submitted by: Grant Allen
Submitting Department: Development Services
Item Type: Public Hearing
Agenda Section:

Subject:
PUBLIC HEARING
RESOLUTION – Adopting the Sunset Heights East-West and Lakeview-Cherry Hill Neighborhood Plans and amending the Orem City General Plan to include the Sunset Heights East-West Neighborhood Plan and the Lakeview-Cherry Hill Neighborhood Plan in Appendix "Z" of the Orem General Plan.

Suggested Action:
The Planning Commission recommends the City Council, by resolution, adopt the Sunset Heights East and West Neighborhood Plan and the Lakeview and Cherry Hill Neighborhood in Appendix "Z" of the Orem General Plan.

Presenter:
Grant Allen

Background:
The Sunset Heights East and West Neighborhood Plan and the Lakeview and Cherry Hill 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 Sunset Heights East and West neighborhood and one for the Lakeview and Cherry Hill neighborhood. These advisory committees met nine 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 character of the neighborhood, ensuring that the neighborhoods stay safe, clean, and family-friendly. Other themes included working to improve their neighborhoods through better walkability, increasing multi-modal transportation options and improving green space, and overall better environmental practices. Lastly, residents expressed desire in ensuring that new development is responsible and encouraged a stronger working relationship for UVU future development to balance with the neighborhood concerns.

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 nine advisory committee meetings that were held, two neighborhood meetings were held; one at the beginning, where we had approximately 120 attendees, and one at the end, where we had 59 participants (due to Covid-19 restrictions the second meeting was held through an online webinar format). Notices for these open houses were sent to every resident in the neighborhood and the meetings had over one hundred residents in attendance. There 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 and representatives from UVU.

Potentially Affected Area:
Sunset Heights East & West; Lakeview & Cherry Hill

Attachments:
Agenda-NeighborhoodPlan-SunsetHeights.docx

Resolution-NeighborhoodPlan-SunsetHeights.docx

Neighborhood Plans PC Minutes 7.15.20.docx

Sunset Heights_East and West_Plan.pdf

Lakeview and Cherry Hill_Plan.pdf

Neighborhood_Meeting_6.23.2020_Q_A.pdf

Notice_Neighborhood_Plan_Meeting.pdf

Comments_received_for_Neighborhood_Plans.pdf

CITY OF OREM CITY COUNCIL MEETING AUGUST 11, 2020	
REQUEST:	**RESOLUTION** – Adopting the Sunset Heights East and West and Lakeview-Cherry Hill Neighborhood Plans and amending the Orem City General Plan to include the Sunset Heights East and West Neighborhood Plan and the Lakeview-Cherry Hill Neighborhood Plan in Appendix "Z" of the Orem General Plan.
APPLICANT:	Development Services Department
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 6,197 notices on 06/11/2020 to all residents and businesses within the neighborhoods

SITE INFORMATION:

General Plan Designation:
N/A

Current Zone(s):
N/A

Acreage:
N/A

Neighborhoods:
Sunset Heights East & West, Lakeview, and Chery Hill

PLANNING COMMISSION RECOMMENDATION
Vote: 7-0 for approval

PREPARED BY:
Grant Allen Orem City Planner

REQUEST: The Development Services Department requests that the City Council adopt the Sunset Heights East and West Neighborhood Plan and the Lakeview and Cherry Hill Neighborhood Plan as part of Appendix "Z" of the Orem General Plan.

BACKGROUND: The Sunset Heights East and West Neighborhood Plan and the Lakeview and Cherry Hill Neighborhood Plan were created by participating neighborhood residents and Orem City planning staff. They were developed to record residents' vision for their neighborhoods and potential ways to achieve their vision, as well residents' concerns about how their neighborhoods are 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 Sunset Heights East and West neighborhoods and one for the Lakeview and Cherry Hill neighborhoods. These advisory committees met nine 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 neighborhood vision statements included maintaining the character of the neighborhoods and ensuring that the neighborhoods stay safe, clean, and family-friendly. Other themes included working to improve neighborhoods through better walkability, increasing multi-modal transportation options and improving green space and overall better environmental practices. Lastly, residents expressed the desire to ensure that new development is responsible and they also would like to see a stronger working relationship with UVU regarding future development and consideration of neighborhood concerns.

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 nine advisory committee meetings that were held, two neighborhood meetings were held; one at the beginning, where we had approximately 120 attendees, and one at the end, where we had 59 participants (due to Covid-19 restrictions the second meeting was held through an online webinar format). 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 and representatives from UVU.

RECOMMENDATION: The Planning Commission recommends the City Council, by resolution, adopt the Sunset Heights East-West and Lakeview-Cherry Hill Neighborhood Plans and amend the Orem City General Plan to include the Sunset Heights East-West Neighborhood Plan and the Lakeview-Cherry Hill Neighborhood Plan in Appendix "Z" of the Orem General Plan.

RESOLUTION NO.

A RESOLUTION OF THE OREM CITY COUNCIL ADOPTING THE SUNSET HEIGHTS EAST AND WEST NEIGHBORHOOD PLAN AND THE LAKEVIEW AND CHERRY HILL NEIGHBORHOOD PLAN AS PART OF APPENDIX "Z" OF THE OREM GENERAL PLAN

WHEREAS on June 29, 2020, the Department of Development Services filed an application to adopt the Sunset Heights East and West Neighborhood Plan and the Lakeview and Cherry Hill 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 July 15, 2020; and

WHEREAS the City Council held a public hearing to consider the request on August 11, 2020; 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; the effect upon 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 adoption of the two proposed neighborhood plans as part of the Orem General Plan is in the best interest of the City.
2. The City Council hereby adopts the Sunset Heights East and West Neighborhood Plan and the Lakeview and Cherry Hill 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. This resolution shall take effect immediately upon passage.
4. If any part of this resolution shall be declared invalid, such decision shall not affect the validity of the remainder of this resolution.

PASSED AND APPROVED this 11th day of August 2020.

_____
Richard F. Brunst, Jr., Mayor

ATTEST:

_____
JoD'Ann Bates, City Recorder

COUNCILMEMBER	AYE	NAY	ABSTAIN
Mayor Richard F. Brunst	□	□	□
Jeff Lambson	□	□	□
Debby Lauret	□	□	□
Tom Macdonald	□	□	□
Terry Peterson	□	□	□
David Spencer	□	□	□
Brent Sumner	□	□	□

Exhibit "A"

Agenda Item 3.6 is a request by Development Services for the Planning Commission to forward a positive recommendation to City Council to adopt the Sunset Heights East and West Neighborhood Plan and the Lakeview and Cherry Hill Neighborhood in Appendix "Z" of the Orem General Plan.

Staff Presentation: The Sunset Heights East and West Neighborhood Plan and the Lakeview and Cherry Hill 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 Sunset Heights East and West neighborhood and one for the Lakeview and Cherry Hill neighborhood. These advisory committees met nine 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 character of the neighborhood, ensuring that the neighborhoods stay safe, clean, and family-friendly. Other themes included working to improve their neighborhoods through better walkability, increasing multi-modal transportation options and improving green space, and overall better environmental practices. Lastly, residents expressed desire in ensuring that new development is responsible and encouraged a stronger working relationship for UVU future development to balance with the neighborhood concerns.

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 nine advisory committee meetings that were held, two neighborhood meetings were held; one at the beginning, where we had approximately 120 attendees, and one at the end, where we had 59 participants (due to Covid-19 restrictions the second meeting was held through an online webinar format). Notices for these open houses were sent to every resident in the neighborhood and the meetings had over one hundred residents in attendance. There 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 and representatives from UVU.

Recommendation: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission forward a positive recommendation to City Council to adopt the Sunset Heights East and West Neighborhood Plan and the Lakeview and Cherry Hill Neighborhood in Appendix "Z" of the Orem General Plan.

Chair Cochran asked if the Planning Commission had any questions for Mr. Allen. Mr. Spencer said these plans are a wish list for these neighborhoods, but what bite does this have with City Council. Mr. Bench said the plans are a reference document for the Council and staff will reference them when a project comes forward. Staff has spent the last six years doing this and these are the last two neighborhood plans. They will be active and a living document where goals can be evaluated regularly. It is an active plan where improvement can be shown and they will be used as a stepping stool moving forward.

Chair Cochran then opened the public hearing and invited those who wanted to make a comment on this item to send in their comments via email or chat. Mr. Allen said there were comments after the neighborhood meetings that were addressed.

When there were no comments/chats, Chair Cochran 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. Spencer moved to forward a positive recommendation to City Council to adopt the Sunset Heights East and West Neighborhood Plan and the Lakeview and Cherry Hill Neighborhood Plan in Appendix "Z" of the Orem General Plan. Mr. Cochran seconded the motion. Those voting aye: Mickey Cochran, Camille Jensen, Barry Roberts, Haysam Sakar, Ross Spencer and Mike Staker. The motion passed unanimously.

Sunset heights East and West



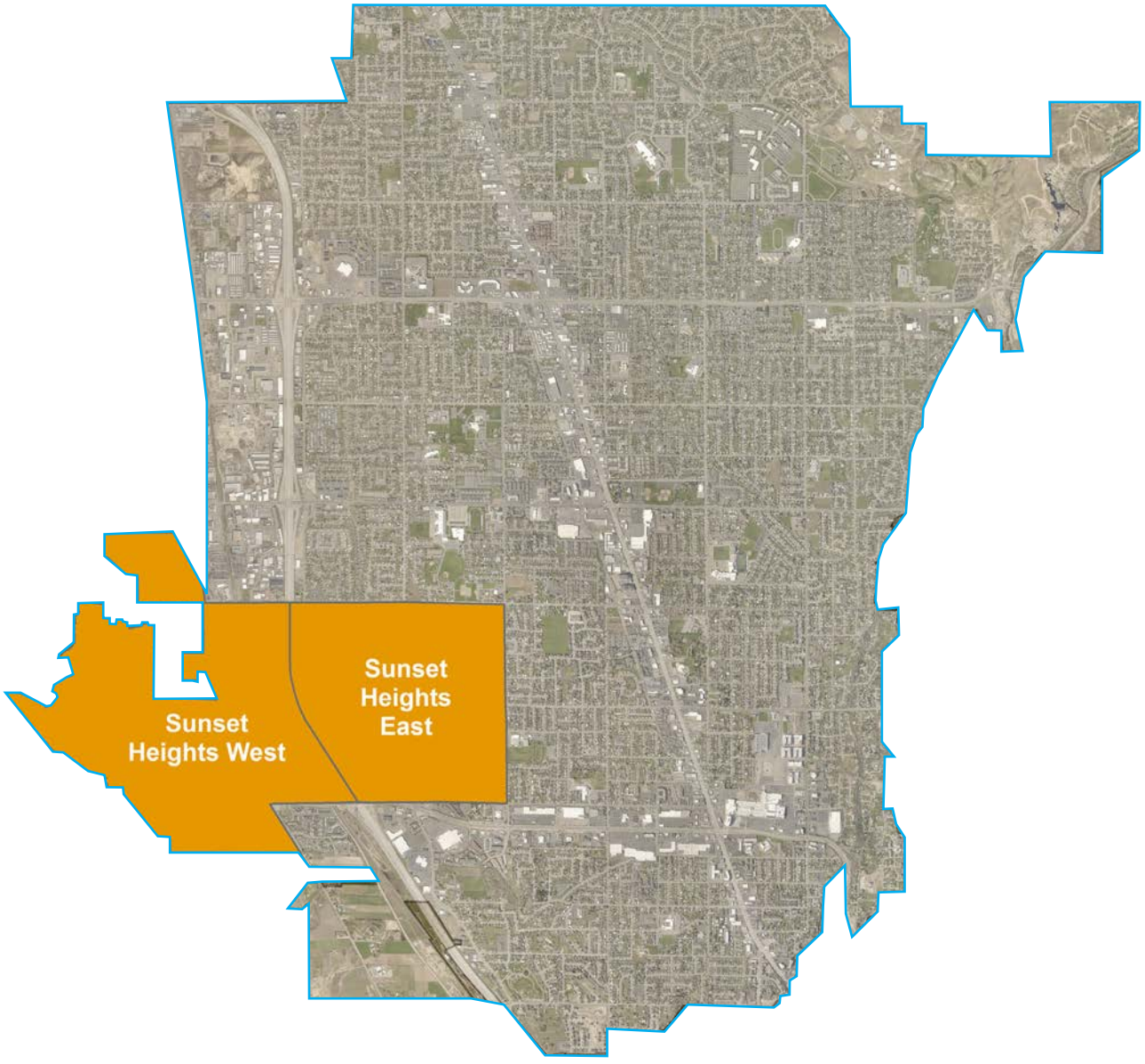
OREM

Sunset Heights East and West

Neighborhood Plan

Spring 2020

OREM NEIGHBORHOODS



NEIGHBORHOOD ADVISORY COUNCIL

Janet Campbell, Sunset Heights East
Fred Cook, Sunset Heights West
Craig Doxey, Sunset Heights
David Frame, Sunset Heights East
Jason Herlievi, Sunset Heights East
Janna Hyatt, Sunset Heights
Sydney James, Sunset Heights
Cordyn James, Sunset Heights
Stephen Jones, Sunset Height West
Kehaulani Jones, Sunset Heights West
Sara Lewis, Sunset Heights
Murray Low, Sunset Heights
Cinzia Noble, Sunset Heights
Jacqueline Steffes, Sunset Heights
Wendy Tippets, Sunset Heights
Mark Tippets, Sunset Heights
Paul Wakefiled, Sunset Heights

OREM CITY STAFF

Grant Allen, Long Range Planner
Matt Taylor, 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



TABLE OF CONTENTS

1 Introduction 1

2 Demographics 7

3 Land Use 15

4 Transportation 23

5 Economic Conditions 33

6 Public Works 41

7 Neighborhood Preservation 47

8 Implementation 51

INTRODUCTION 1

Vision Statement

"The SSH neighborhood is a strong, vibrant thriving community adjacent to a strong, vibrant, growing university – Utah Valley University. UVU and its neighbors respect and value each other and peacefully co-exist and thrive for the betterment of all constituents. We will support and embrace tight-knit neighborhood that is car independent, bicycle friendly, walkable and green."

Sunset Heights East and West Neighborhood Residents

1.1 PURPOSE

The Sunset Heights East and West 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 fertile 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.

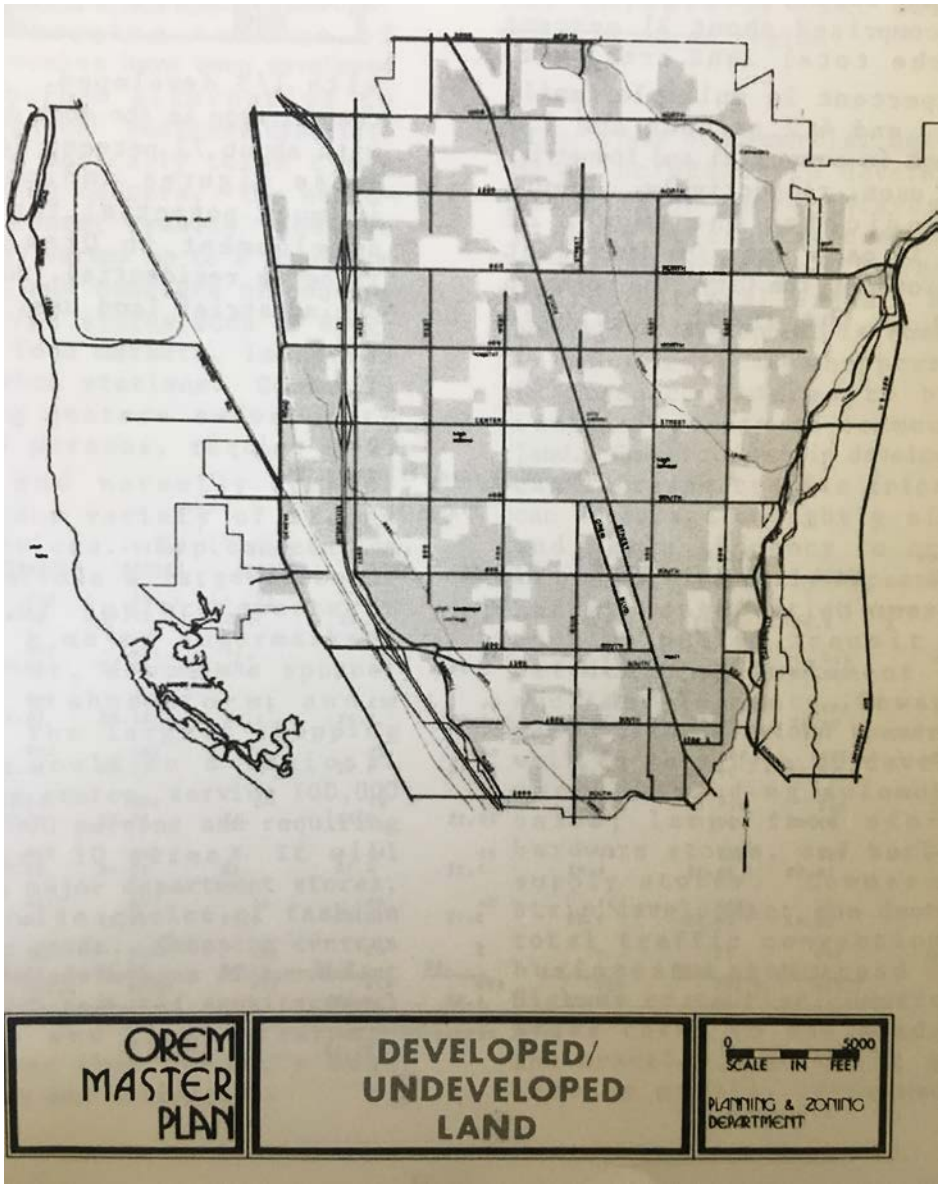
Men working in the rural farmlands of the "Provo Bench."



Man standing by a concrete water level marker near Utah Lake.



Figure 1.1 Developed and Undeveoped Land in Orem in 1981



Today, the Sunset Heights East and West neighborhoods still contain some of Orem's oldest residential and industrial 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 Sunset Heights East and West neighborhoods have continued to flourish with the development of Utah Valley University and the Sleepy Ridge Golf Course. During these times, the predominantly agricultural lands seen in the Sunset Heights East and West neighborhoods were transformed from orchards and fields to single family residential homes, education meccas, and manufcaturing hubs. Figure 1.1 is 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 1981. Today, developable

Figure 1.2 Photograph of the Powell Slough Wildlife Management Area



Photo taken by Jane Merritt, 2013.

land is limited within the Sunset Heights East and West neighborhoods with the majority of the remaining vacant sites being located along the western border of the City near Utah Lake, as shown in Figure 1.2 above.

1.3 NEIGHBORHOOD VISION

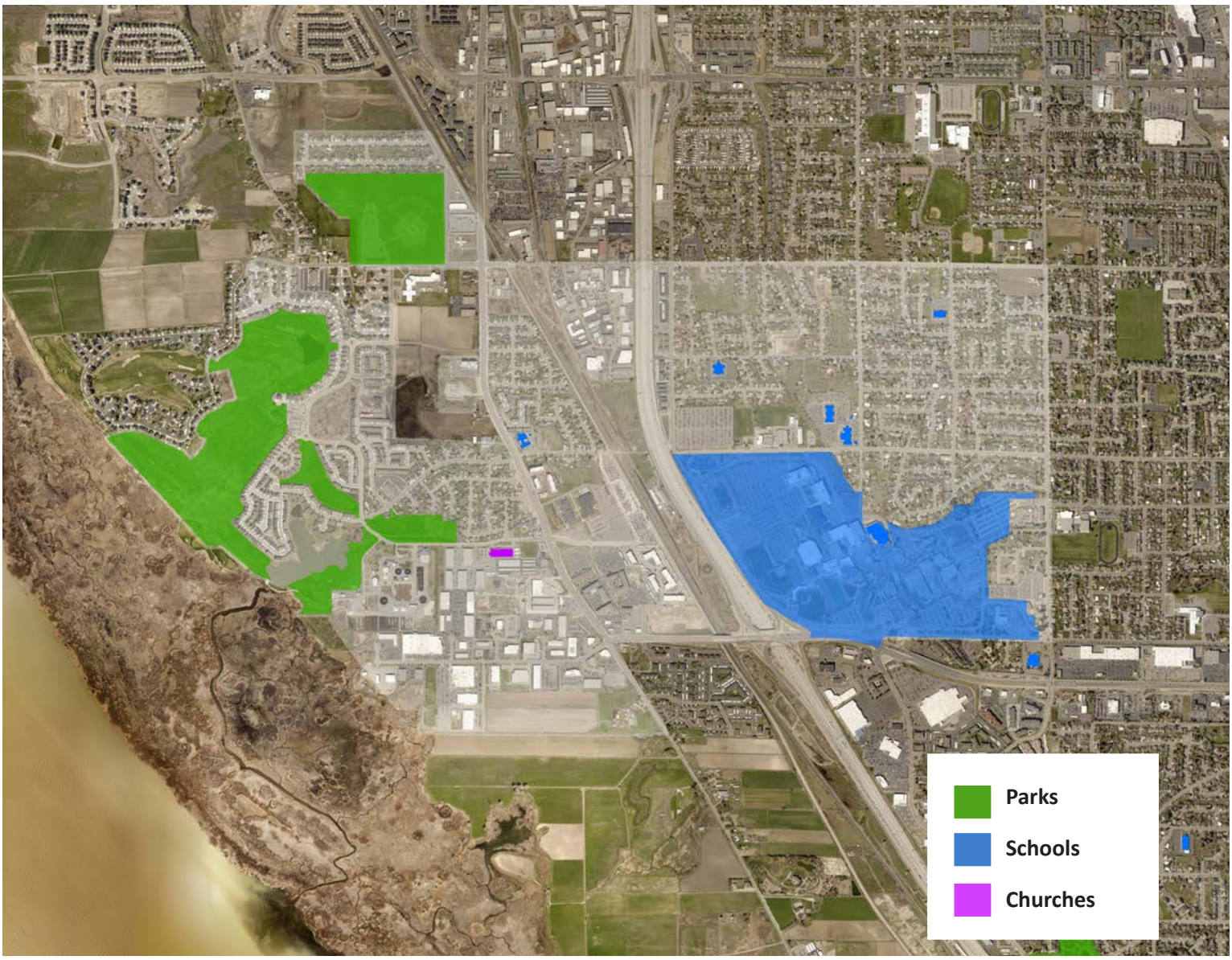
The City of Orem's motto is "Family City USA." Over the years, Orem has become just that. In 2018, Money Magazine ranked the City as one of the best places to live in Americ a.[1] Claudia Wallis, editor of TIME's book Healthiest places to Live, called Orem one of the best places in America for spiritual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

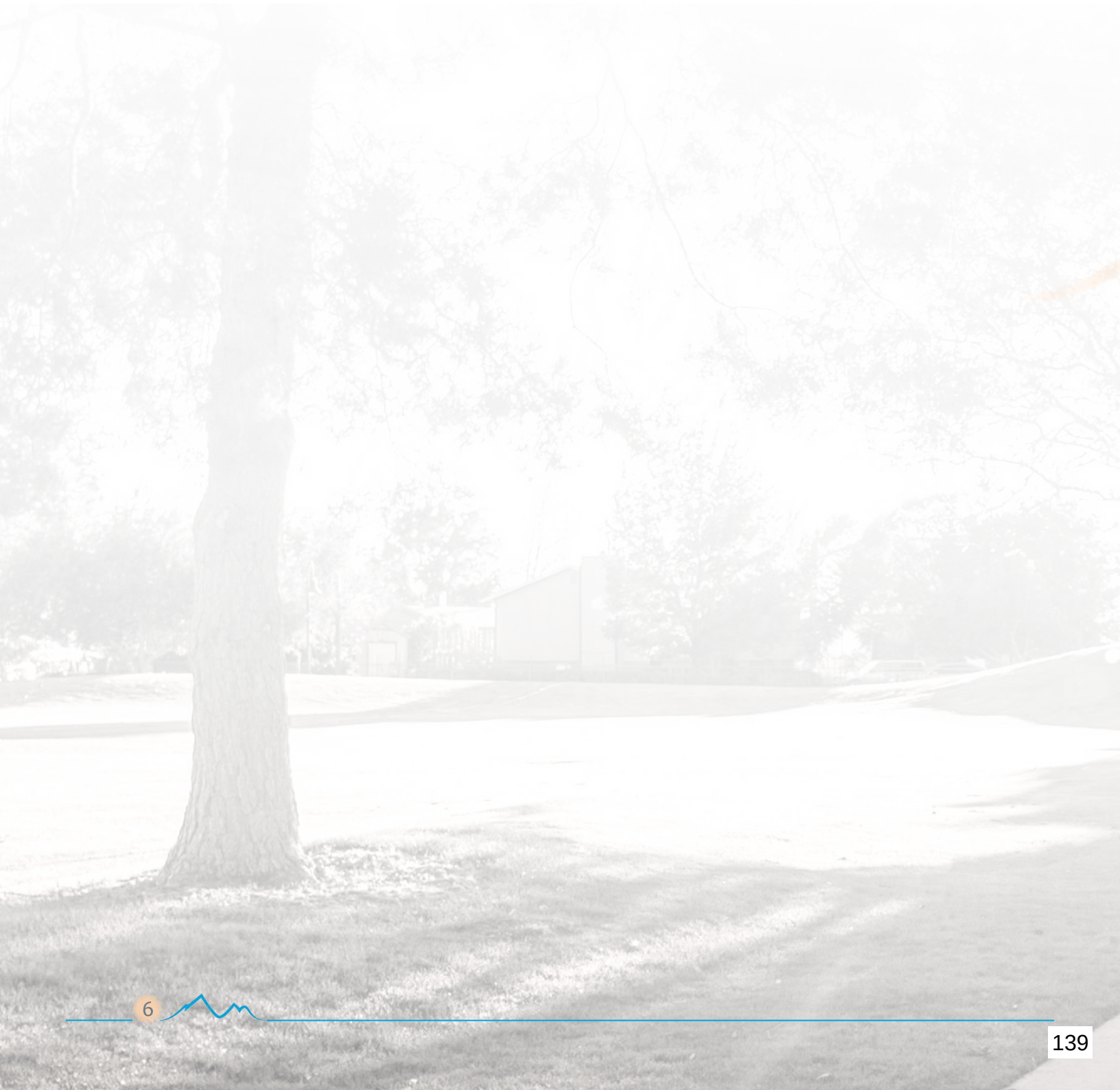
The Sunset Heights East and West neighborhoods have helped establish this reputation. As Figure 1.3 shows, the neighborhoods have a mix of neighborhood resources and amenities that provide a great quality of life, not only for families but for all residents. The neighborhood plan identifies the following 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 maintain public safety on busy streets and promote public transit accessibility. We are dedicated to improving the connectivity and

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





DEMOGRAPHICS 2

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 Sunset Heights East and West 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 section is five year data presented at the block group level and released in 2017 and 2018.

2.2 POPULATION

Figure 2.1 displays population characteristics for Sunset Heights East and West on the basis of age and sex. The total population for the neighborhood is 9100, with approximately 51% male and 49% female. As is evident from the chart, the population is fairly evenly distributed throughout all age groups.

The largest age groups are male 25-29 years old followed by female 85 years and older. This distribution also shows a large youth population, as well as more middle-aged females than males. The percentage of population under age 20 is 31.5%, which is consistent with the population trends seen in Utah County.

Figure 2.2 displays population characteristics for Sunset Heights East and West on the basis of race and ethnicity. As is evident from the figure, the majority of the population in the neighborhood is white (86%), 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 14%.

Figure 2.1 Population Characteristics

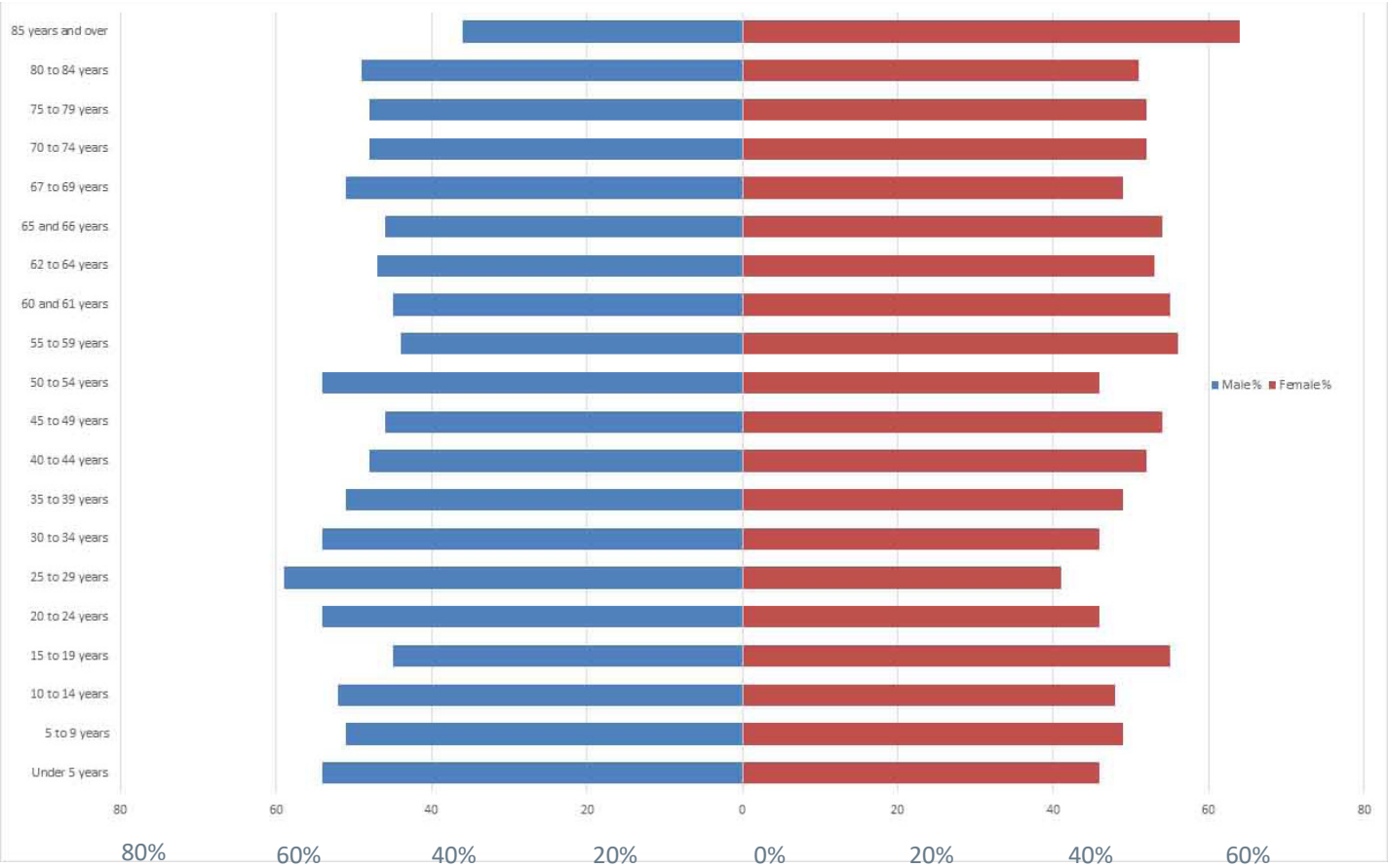


Figure 2.3 displays the range of median household incomes seen in Sunset Heights East and West. As is evident, there is a range in median household income from less than $10,000 per year to greater than $200,000 per year. The median household income bracket with the highest percentage of residents is $75,000 to $100,000 at 22% of the neighborhood population.

Figure 2.2 Population Characteristics - Race and ethnicity

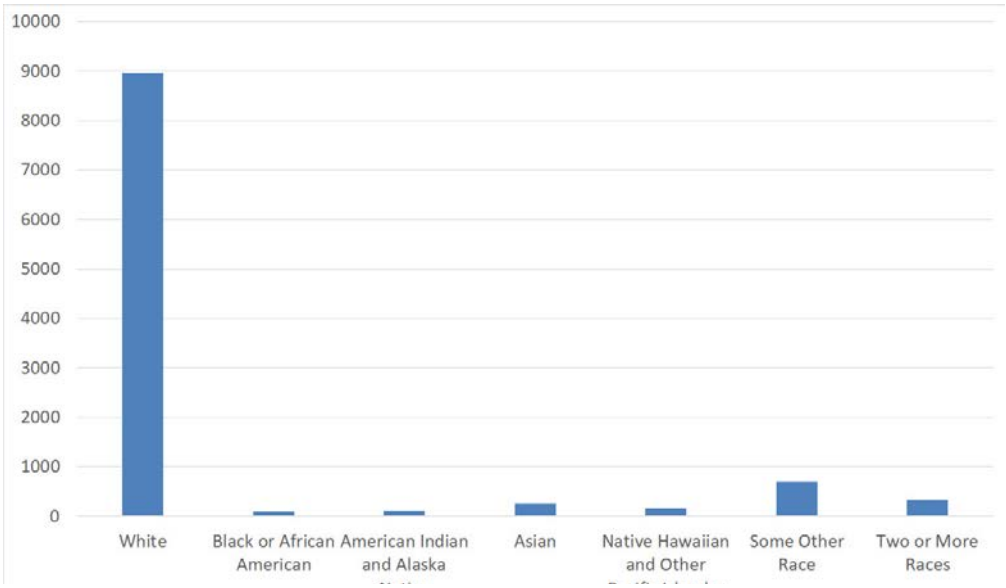


Figure 2.3 Population Characteristics - Median Household Income

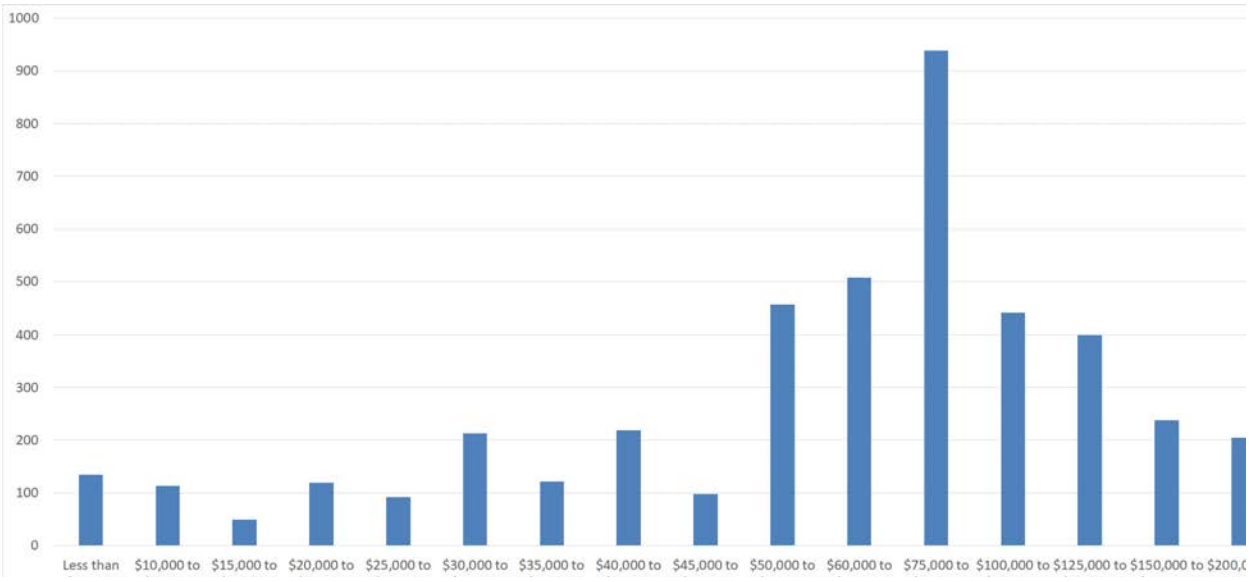
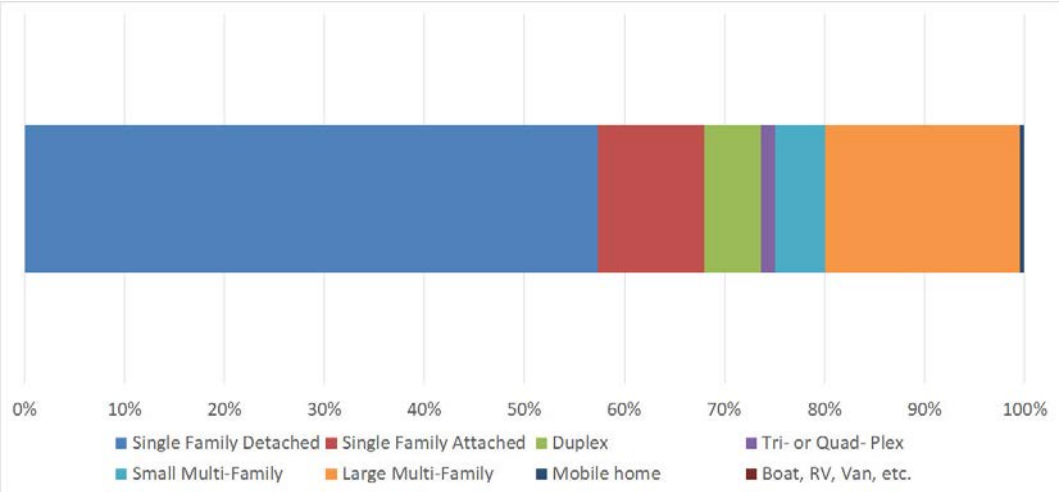


Figure 2.4 Housing Characteristics



2.2 HOUSING

There are an estimated 4,050 housing units in Sunset Heights East and West. Figure 2.4 displays the housing characteristics in the neighborhood in terms of housing typology. The majority of houses in the neighborhood are large multi-family (57%), followed long after by large multi-family (19%).

Figure 2.5 displays housing characteristics in the neighborhood in terms of house year built. The majority of housing units in the neighborhood were built recently, after 2014, but the neighborhood does contain a considerable number of houses that were built between 1970 and 2013.

Figure 2.5 Housing Characteristics

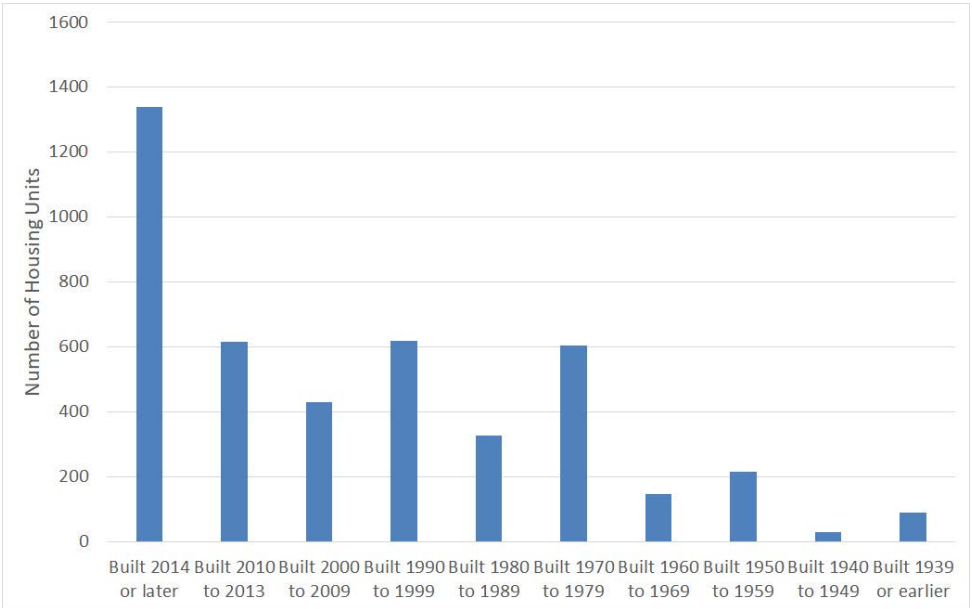


Figure 2.6 displays housing characteristics in the neighborhood in terms of occupancy rates. As would be expected with the Sunset Heights East and West neighborhoods being such popular areas to live, the occupancy rate is very low with a 95% occupancy rate and 5% vacancy rate. The national average vacancy rate was approximately 10% in 2017, showing that Sunset Heights East and West do have low vacancy rates. This typically means that rents are relatively high in the area due to the increased demand and lack of supply. This is the case for most of Orem and Utah Valley in general where the demand is high for both rentals and for-sale homes. This is due to a lack of supply, particularly for affordable but quality rentals and starter for-sale homes.

Figure 2.8 displays housing characteristics in the neighborhood in terms of tenure – i.e. owner vs. renter occupied. Properties in Sunset Heights East and West are predominantly owner occupied (63%) vs. renter occupied (37%).

Figure 2.6 Housing Occupancy Rates

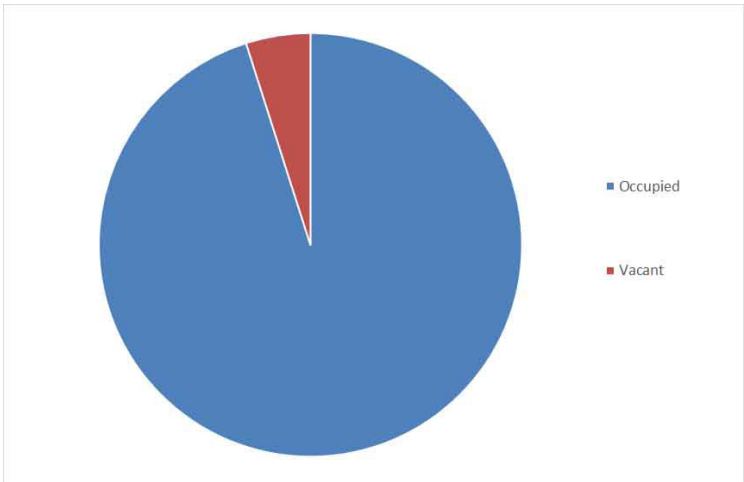
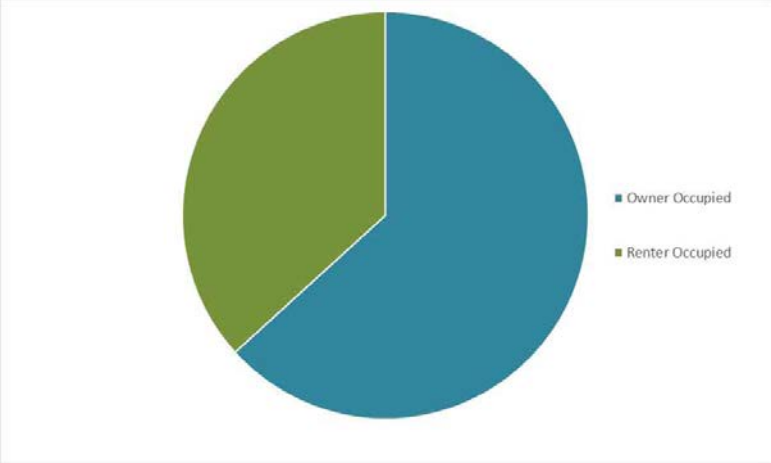


Figure 2.8 Housing Tenure



View of the Neighborhoods from above





LAND USE

3

Goals

1. Explore development density requirements in neighborhoods, lot size and unit sizes and opportunities to reduce lot sizes

2. Encourage pocket parks and more green spaces in neighborhoods

3. Support the City's Rental Licensing program.

4. Consider opportunity along railroad tracks for a greenway.

5. Support married student housing for UVU

6. Support exploring zoning options that will encourage 'missing middle' housing types, such as tiny homes.

7. Support City staff in methods to address affordable housing.

3.1 CURRENT LAND USE

The Sunset Heights East and West neighborhoods contain a mix of uses (see Figure 3.1). Alongside the Geneva Road and the University Parkway corridors, uses are predominantly commercial as well as institutional with Utah Valley University. There is also a concentration of multi-family and elsewhere in the neighborhoods, low density residential.

Much of the residential development in the neighborhoods was built prior to 2010, (see Figure 2.5). The neighborhoods added residential dwellings steadily between 1971 and 2010. Since 2010, most of the new residential development has been new multi-family housing located along Geneva Road and to the west of Geneva Road.

3.2 CURRENT ZONING

The Sunset Heights East and West 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 (http://online.encodeplus.com/regs/orem-ut/).

- Commercial - The Commercial zone contains two different zones: C1 and C2. The C1 zone was

Figure 3.1 Current Land Use Designations

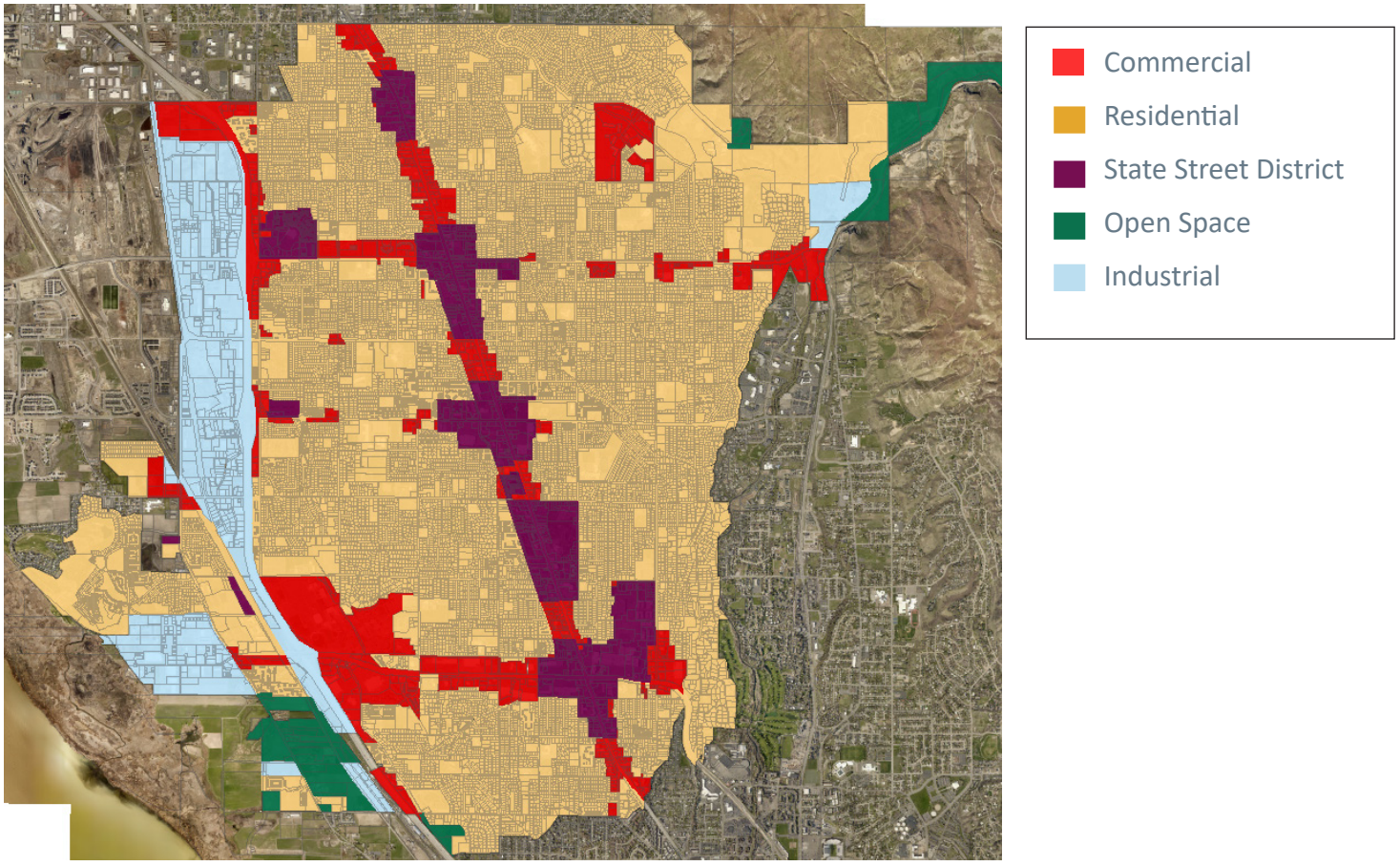
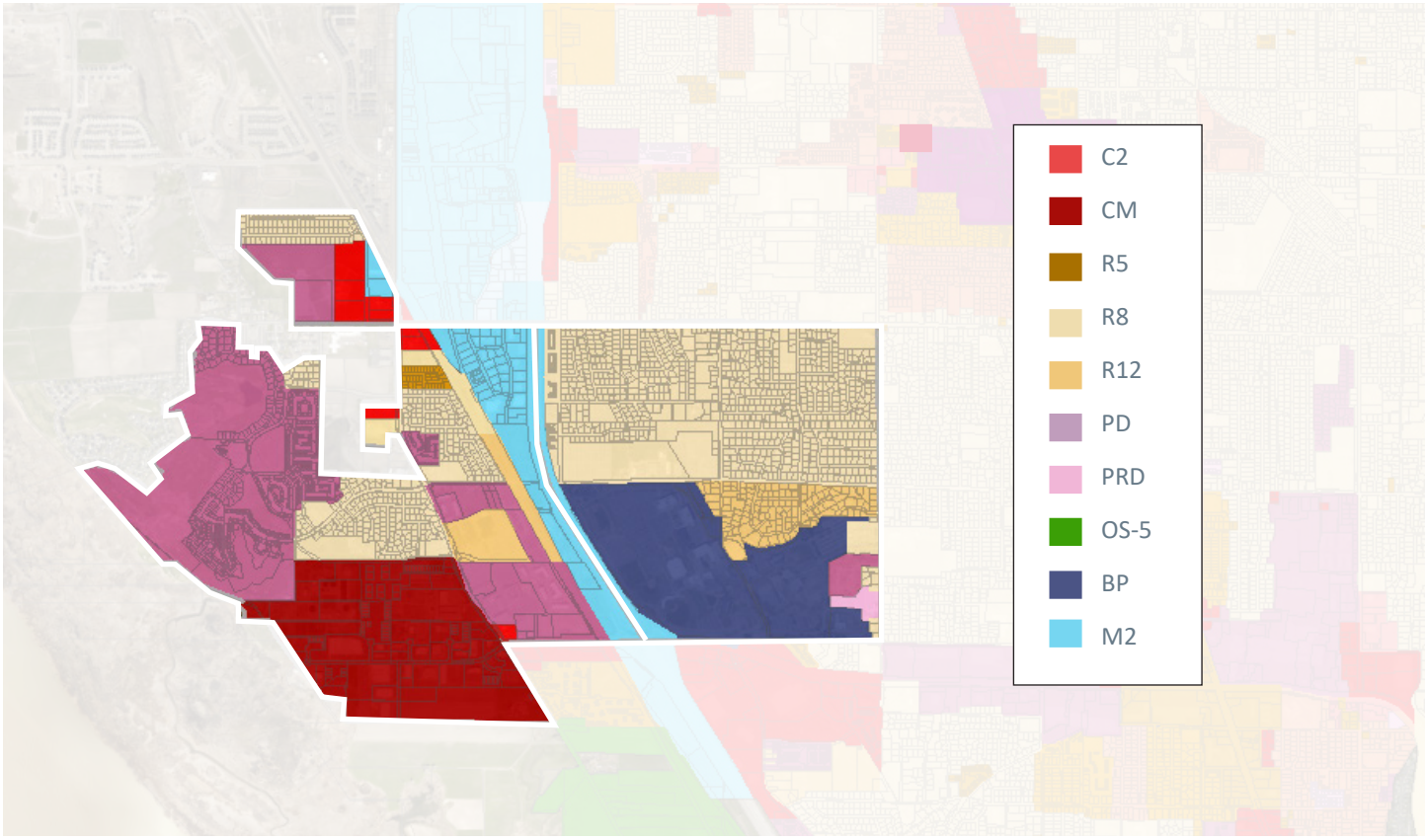


Figure 3.2 Current zoning



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.

- Industrial - The manufacturing zone contains three different zones: M1, M2, and CM. The M1 zone was established to provide areas where light intensity industrial activities and uses can be developed. The M2 zone was established to provide areas where heavy intensity industrial activities and uses can be developed. The CM zone was established to provide areas where planned manufacturing parks may be developed. The zone is designed to provide for such uses on well-landscaped sites such that they can be located in proximity to residential uses.
- PD - The purpose of Planned Development (PD) zone 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. PD Zones can incorporate both commercial and residential land uses.
- PRD - The Planned Residential Development (PRD) zone is designed to create diverse and quality housing. These zones allow for higher densities than

a typical residential development; and establish standards for landscaping, building and site design, public safety, parking, and aesthetics so that these developments fit into the surrounding areas.

- 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.
- 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.
- BP - The BP zone is established to provide areas for scientific research, development and training, offices, and manufacturing incidental and accessory to such uses. The zone is designed to provide for such uses in a low intensity manner on well-landscaped sites.

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).

Geneva Road Area-Wide Plan, 2019

The Geneva Road Area-Wide Plan was adopted by the City in the summer of 2019. Using Environmental



Thousands Attended the 2017 Orem Harvest Fesitival at the Orem Community Hospital.

Figure 3.4 Urban Sidewalk Design from the Orem General Plan 2011



Protection Agency (EPA) grant funds, this plan responds to Orem's unique brownfield challenges along the Geneva Road corridor and provides a basis for facilitating multiple benefits throughout the community, including cultivation of community involvement, creation of jobs, and increases in property values. Collaboration with community stakeholders was key to the development of the plan and brought about the goals and redevelopment concepts shown in the plan. These goals are protective of public health and the environment, economically viable, reflective of the community vision for the area, and provide measurable steps for redeveloping this corridor into a vibrant commercial and manufacturing hub.

As part of this plan, three specific areas of the Geneva Road corridor were recognizes as vital manufacturing hubs. This areas will have focused zoning ordinances and development standards to ensure sustainable urban industrial development. Some of these standards will include:

- Concentrating new growth and redevelopment in the nodes while maintaining existing zoning on other parts of the Geneva Road corridor.
- Provide the flexibility to incorporate future transit on the regional corridor and develop safe pedestrian access.
- Encourage development with a focus of providing key manufacturing services to residents. This would include maintaining existing uses and services while

also developing opportunities for appropriate office users such as medical 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 also promoting pedestrian access and walkability.

While many of the steps necessary to realize the redevelopment of identified brownfield sites depend on actions taken in the private market, the City and its partners are taking steps to prepare the sites for the end use envisioned. In June 2019, the U.S. Environmental Protection Agency awarded Orem an additional $300,000 in brownfield assessment grant funds to further the momentum garnered from the Area-Wide Plan process and continue to invest in strategies for the remediation and redevelopment of this important corridor.

Figure 3.5 Geneva Road Area-Wide Plan Process Continues until 2022

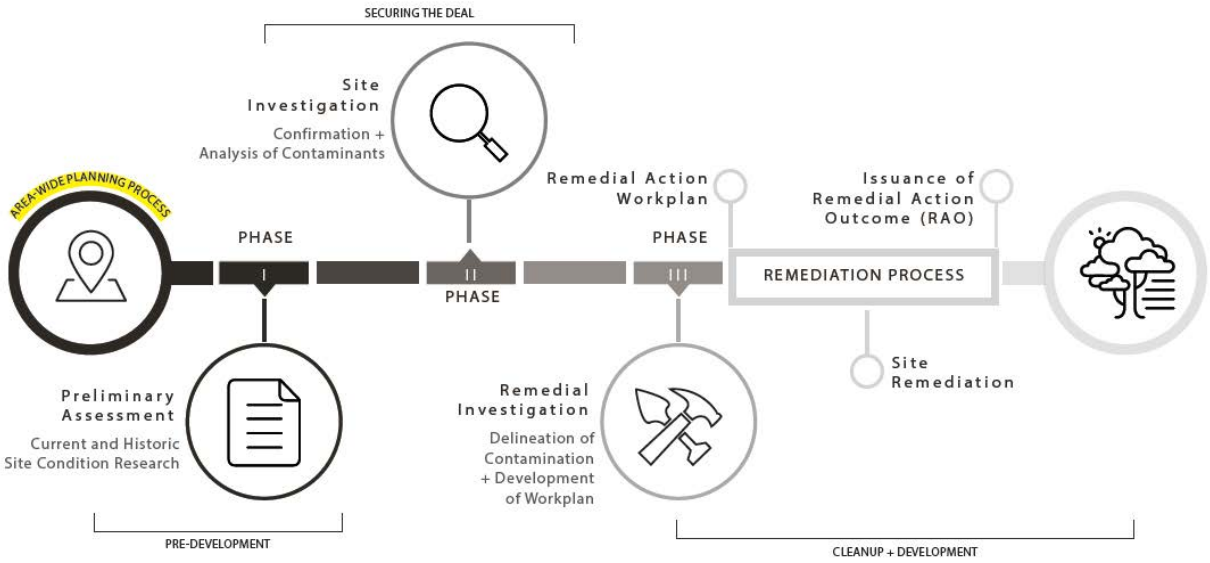
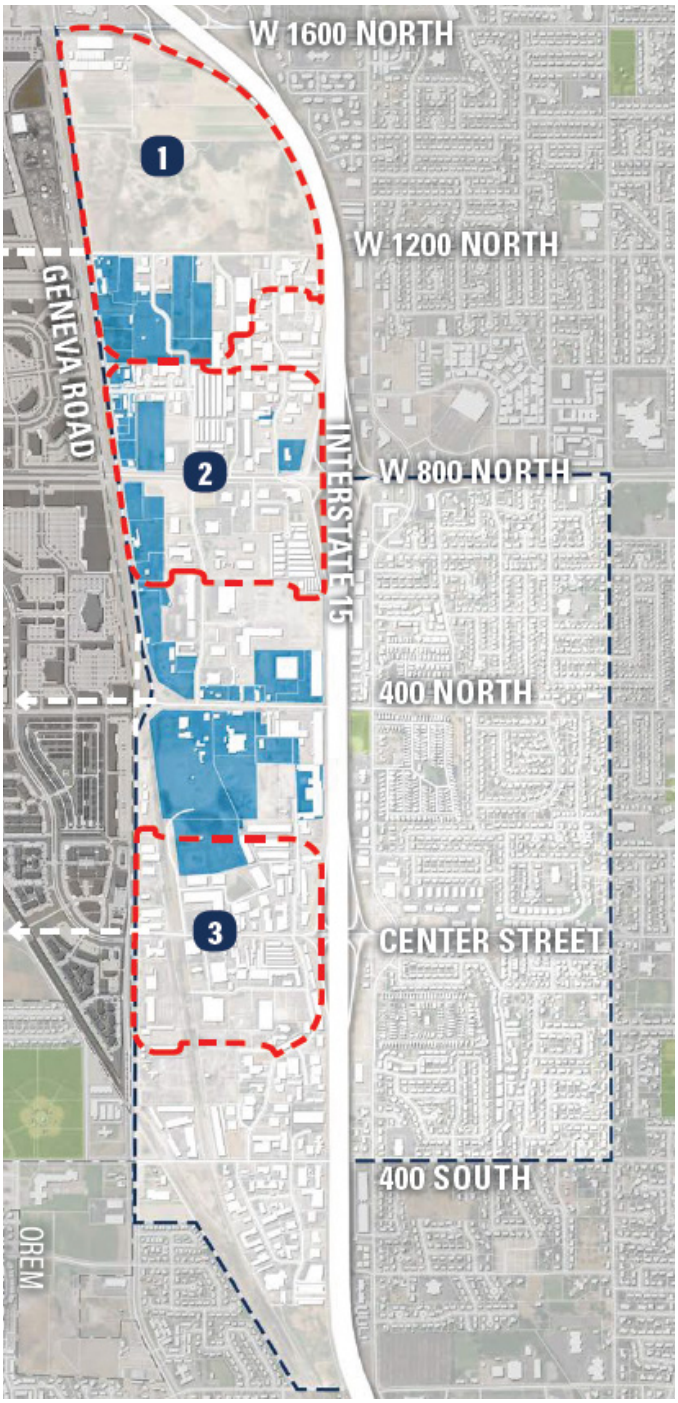


Figure 3.6 Geneva Road Proposed Districts



3.4 Goals

The major goals of the Sunset Heights East and West neighborhoods related to land use are:

1. Explore development density requirements in neighborhoods, lot size and unit sizes and opportunities to reduce lot sizes.

2. Encourage pocket parks and more green spaces in neighborhoods.

3. Support the City's Rental Licensing program.

4. Consider opportunity along railroad tracks for a greenway.

5. Support married student housing for UVU.

6. Support exploring zoning options that will encourage 'missing middle' housing types, such as tiny homes.

7. Support City staff in methods to address affordable housing.



TRANSPORTATION 4

Goals

1. Consider the installation of a Crosswalk- 800 South between 400 and 800 West (around 600 or 724 West)
2. Evaluate the speeds down 800 South - Work with Traffic Engineer and Police Department to evaluate methods of traffic calming including the possibility of electronic speed signs.
3. Consider improvements to parking enforcement through identifying areas of no parking (725 West to 800 West)
4. Support the consideration for 800 South overpass bridge for busses.
5. Support the installation of traffic lights at 800 South 800 West, 400 West 800 South, & 400 South 400 West
6. Consider expanding 400 South- from 400 West to Geneva for a bike lane
7. Support the Northbound I-15 exit, design like Sandy City exit (Underpass to UVU
8. Support an expanded train schedule
9. Consider a protected bike lane or other options relating to bike safety along 400 South.
10. Consider installing Sidewalk on 400 South from 1200 to Geneva Rd
11. Explore ways to Restrict parking at the 400 South underpass
12. Support a stronger active transportation plan, for improving walkability, encourage more scooters, bikeshare to the city, bike lanes and bike racks.
13. Address the clear vision area around the UVU maintenance yard at 400 West, across street from JR. High School.
14. Support the Park and ride on the west side of I-15. Make sure there is enough to support pedestrian over pass.
15. UTA- explore more transit routes from campus, to park and ride, and to existing system
16. Consider increasing parking for the ball fields by Orem Elementary
17. Support the relocation of the spur train track line -
18. Explore one-way street options throughout the City
19. Hybrid traffic circles- support option explored by UVU campus.

4.1 EXISTING NETWORK

As with other parts of Orem, the Sunset Heights East and West 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, Geneva Road 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

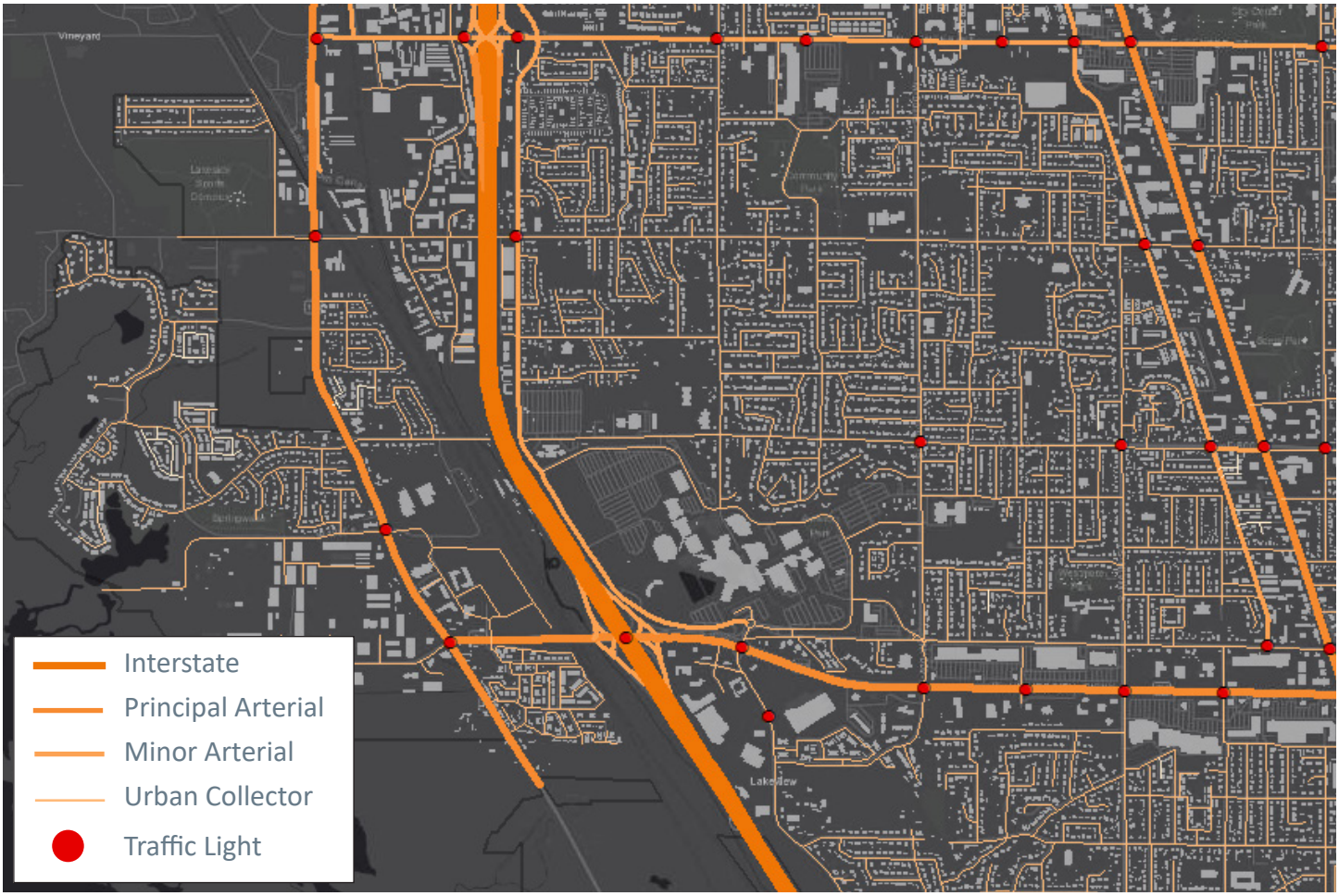
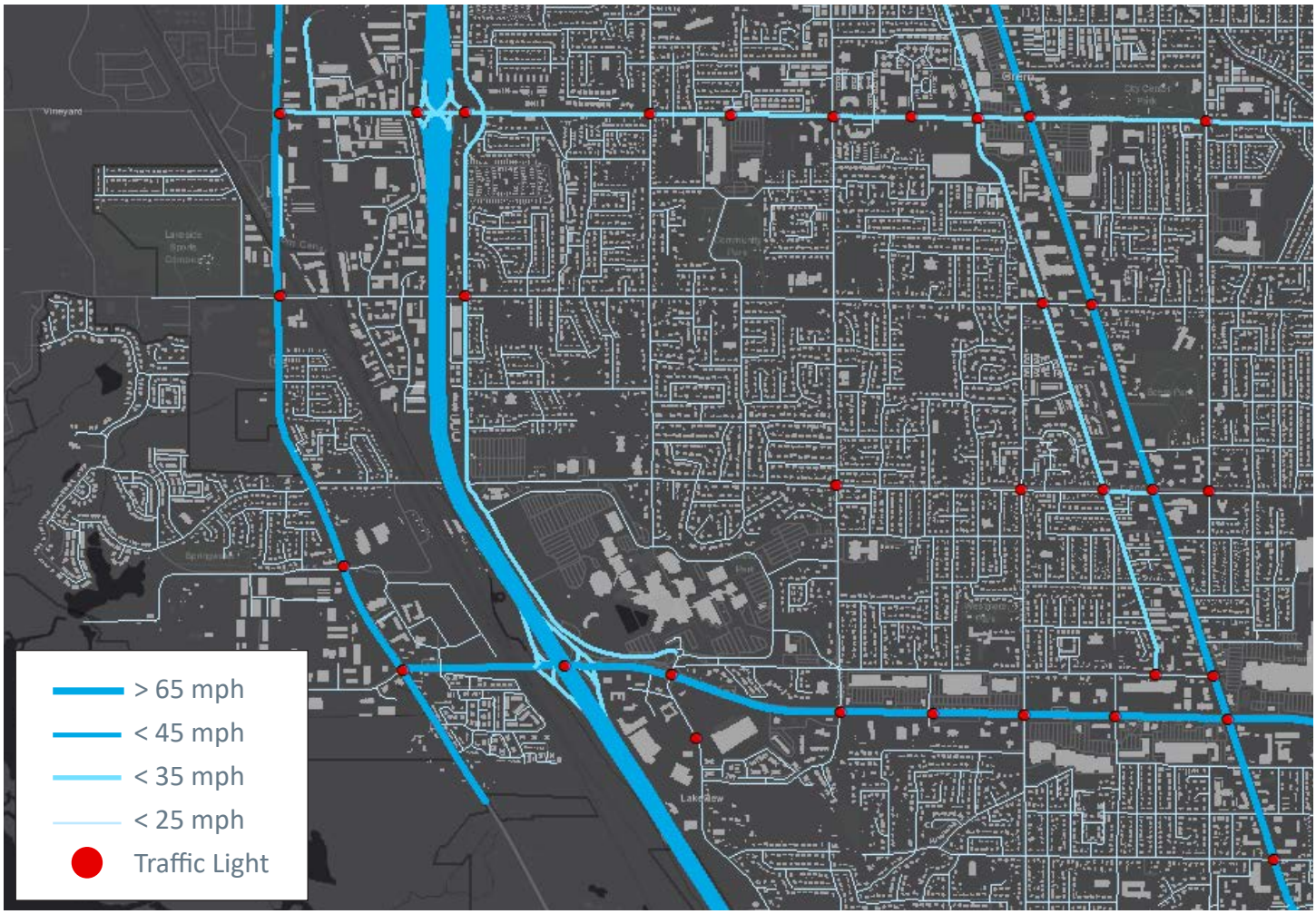


Figure 4.2 Roadway Speed Limits

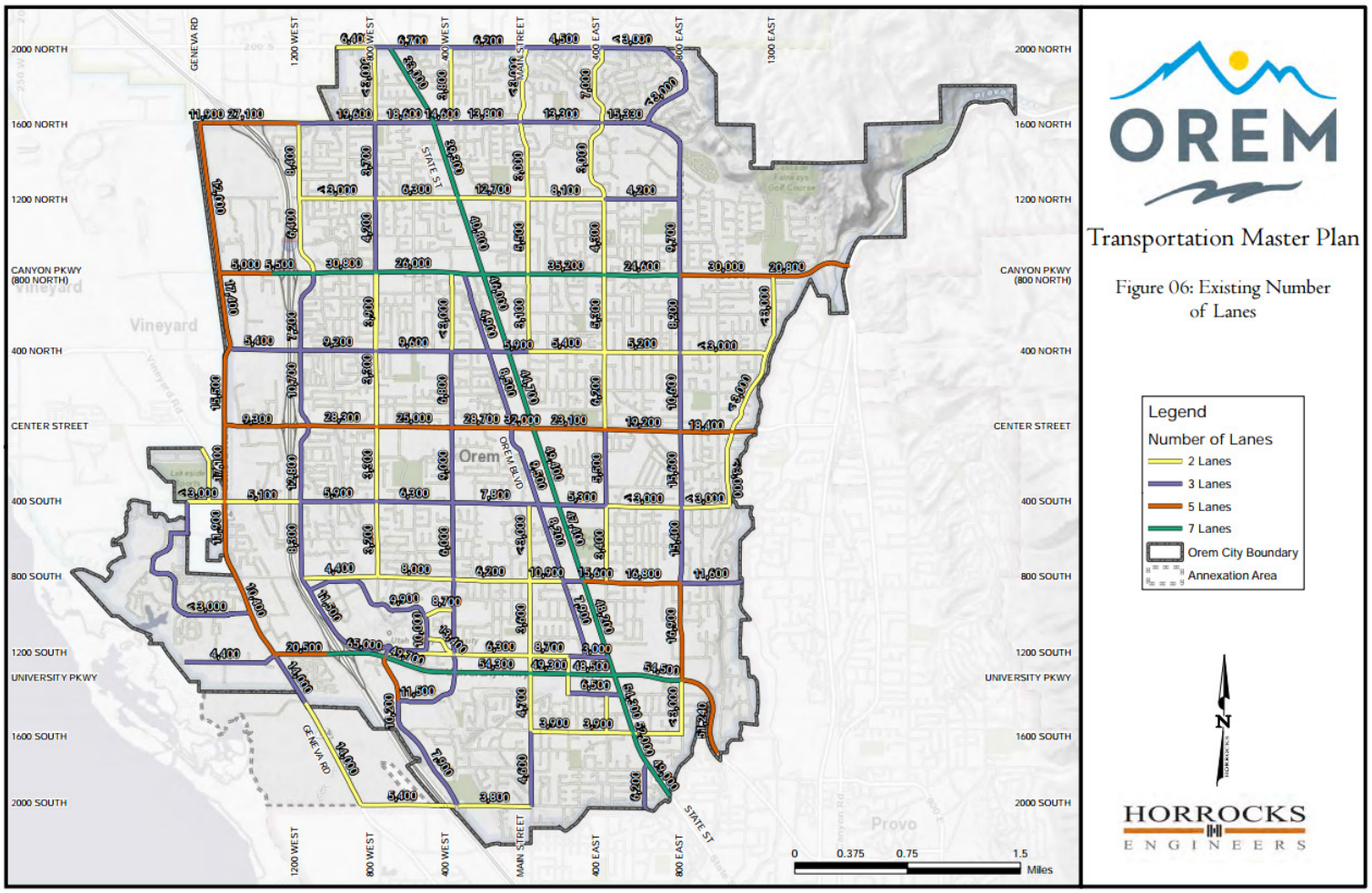


East are all urban collectors. All other roadways are considered local roads. Figure 4.2 illustrates the speed limits on all roadways in the Neighborhoods. Typically, the functional classification system displayed in Figure 4.1 will correspond with varying speed limits. Urban collectors often have a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

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

Figure 4.3 Annual Average Daily Traffic Counts, 2015

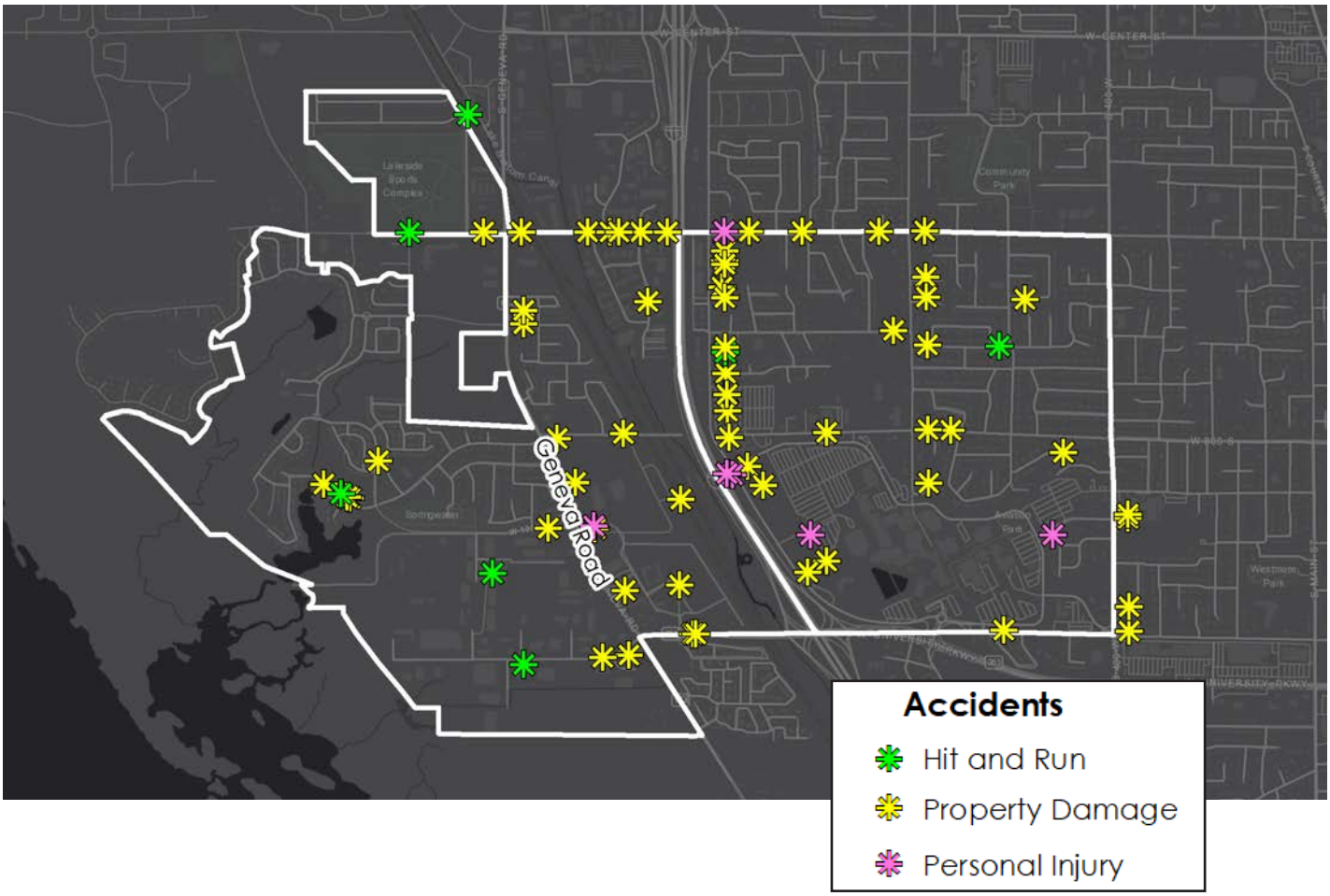


have occurred in the neighborhoods over the course of a year (2015).

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 is 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 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 would be beneficial (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 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 the following pages) 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 somewhta limited, with bike lanes only around UVU and partially east up 800 South and along 1200 South. There are plans for this network to be expanded, with bike lanes proposed to continue up 800 South to State Street, and a bike route along Geneva Road. As this expansion occurs, residents expressed the desire for improvements to be high quality and safe, specifically along Geneva Road. More than just paint on the road, residents want to see traffic calming improvements that make bicyclist and pedestrians feel invited and safe, such as buffering with both medians and landscaping.

Figure 4.5 Street Connection Master Plan

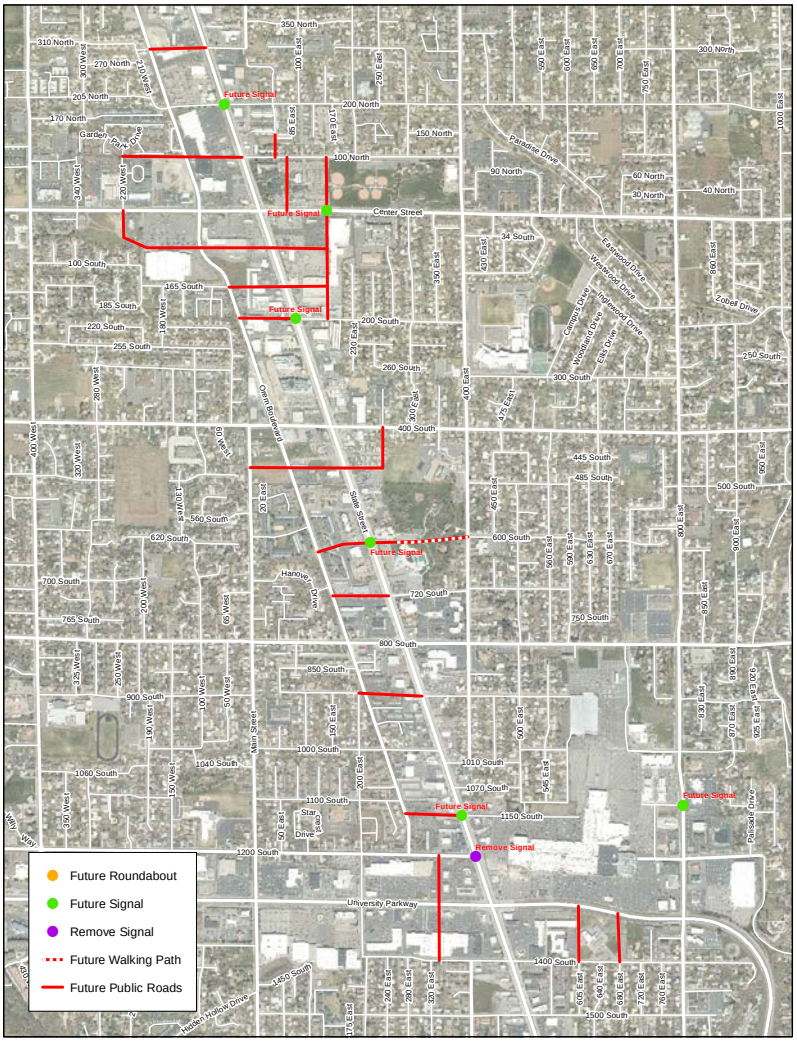


Figure 4.6 Transportation Master Plan 2040 Proposed Roadway Network

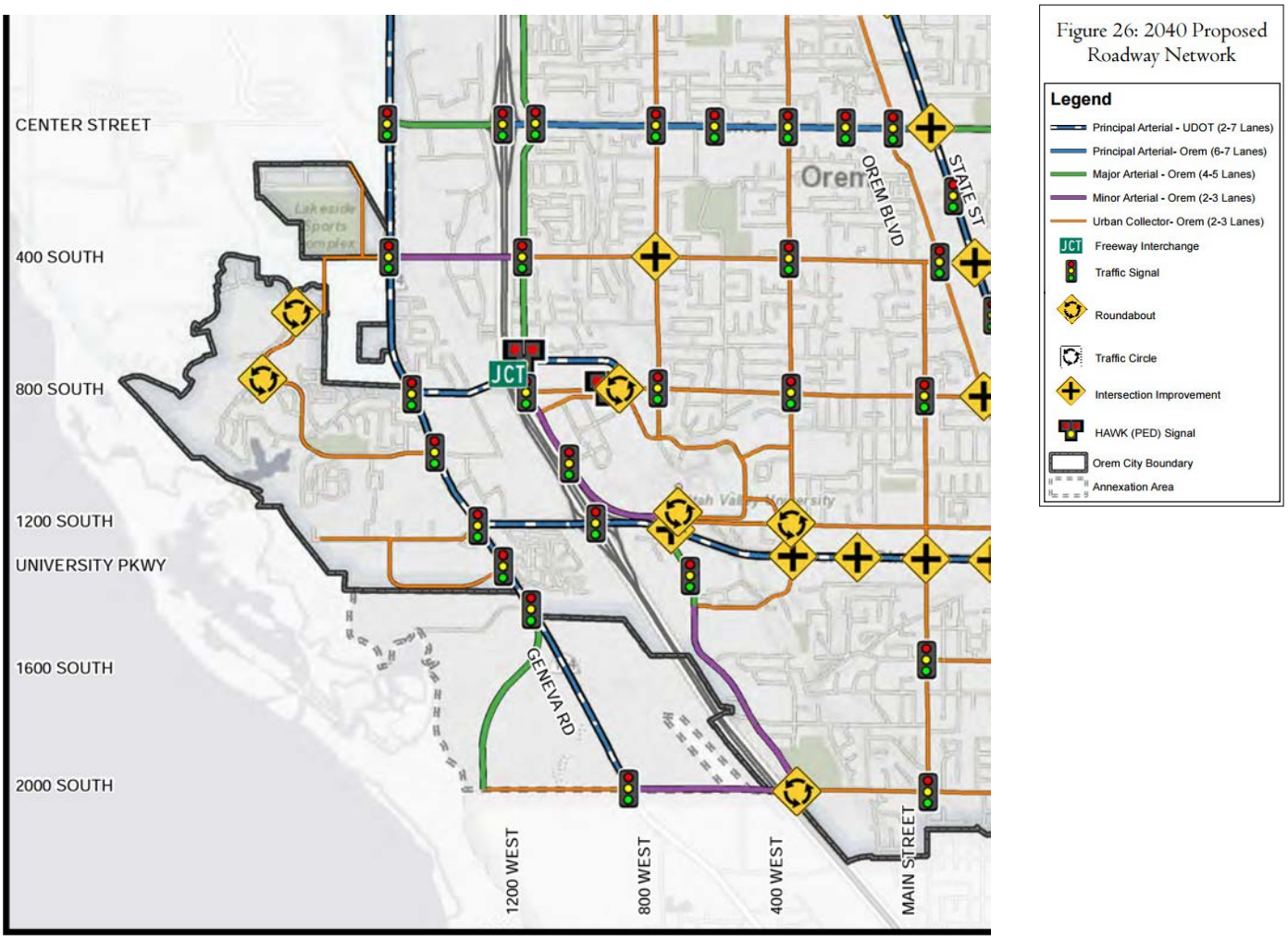
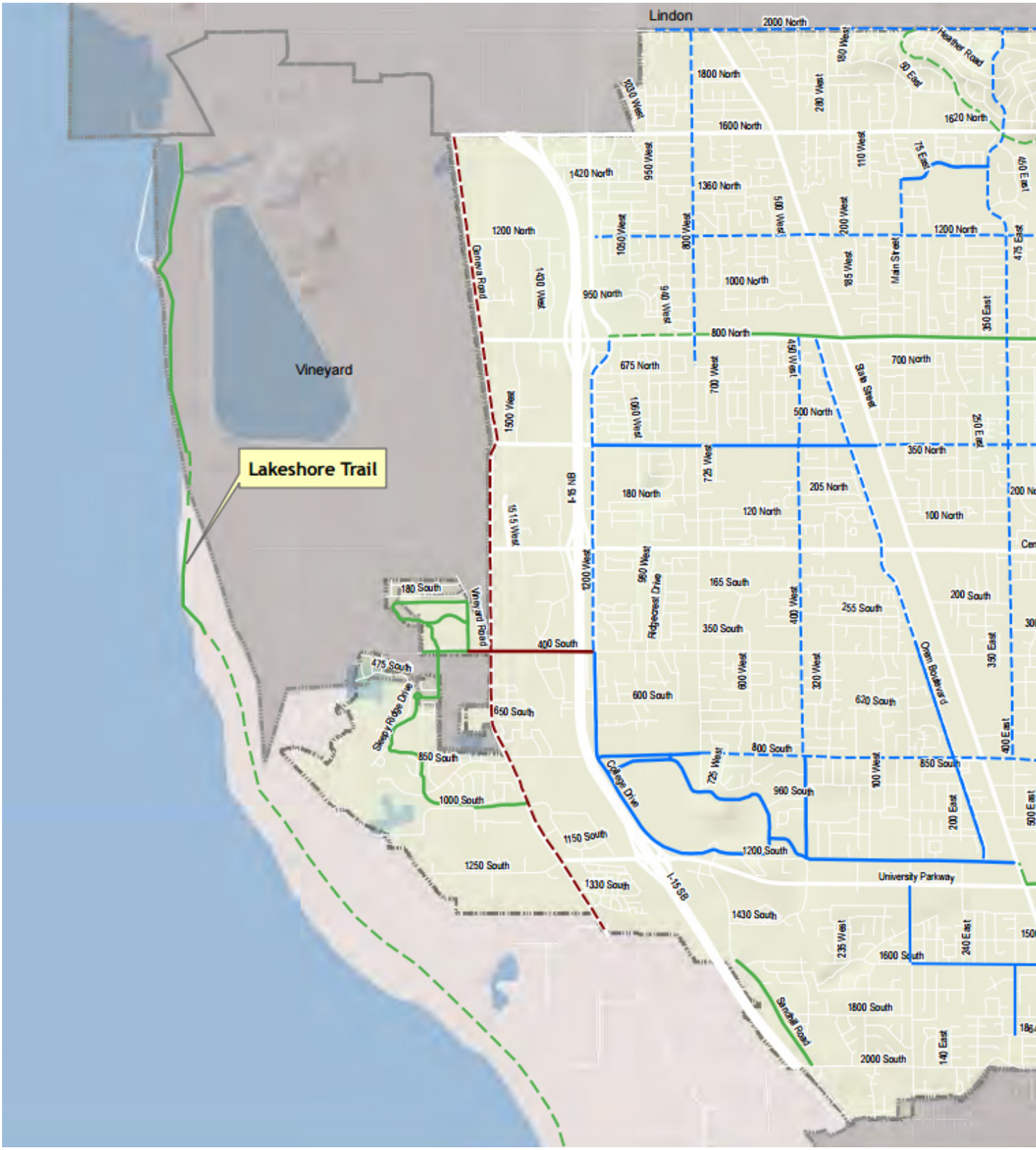
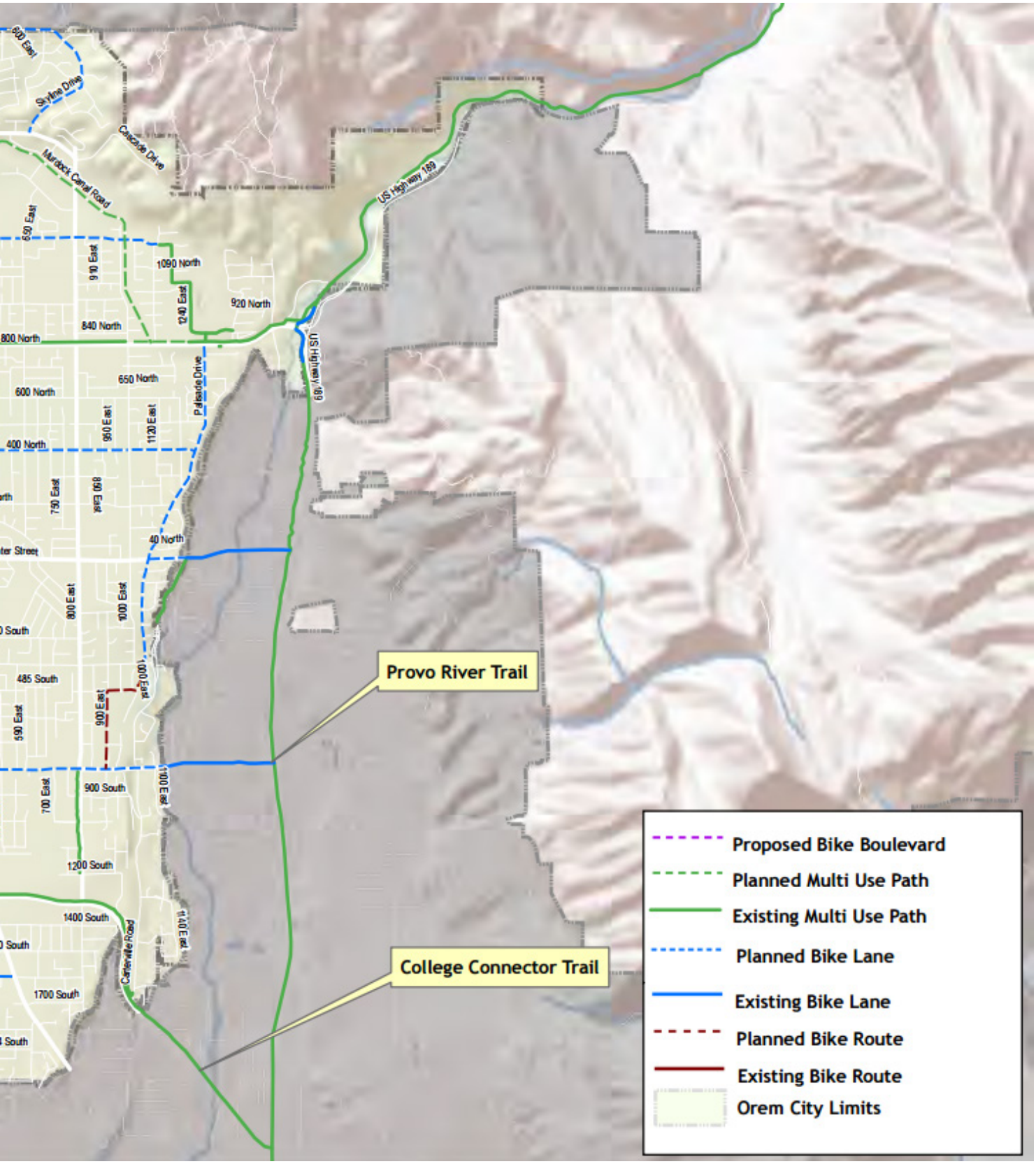


Figure 4.7 Bicycle and Pedestrian Plans




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
Shrine Drive
Cascade Drive
Murdock Canal Road
US Highway 189
1090 North
920 North
840 North
800 North
650 North
600 North
400 North
40 North
Palisade Drive
910 East
1240 East
950 East
1120 East
750 East
850 East
800 East
1000 East
485 South
900 East
700 East
900 South
1200 South
1400 South
1700 South
Carterville Road

4.4 Goals

The major goals of the Sunset Heights East and West neighborhoods related to transportation are:

• Consider the installation of a Crosswalk- 800 South between 400 and 800 West (around 600 or 724 West)

• Evaluate the speeds down 800 South - Work with Traffic Engineer and Police Department to evaluate methods of traffic calming including the possibility of electronic speed signs.

• Consider improvements to parking enforcement through identifying areas of no parking (725 West to 800 West)

• Support the consideration for 800 South overpass bridge for busses.

• Support the installation of traffic lights at 800 South 800 West, 400 West 800 South, & 400 South 400 West

• Consider expanding 400 South- from 400 West to Geneva for a bike lane

• Support the Northbound I-15 exit, design like Sandy City exit (Underpass to UVU

• Support an expanded train schedule

Transportation Goals Continued:

• Consider a protected bike lane or other options relating to bike safety along 400 South.

• Consider installing Sidewalk on 400 South from 1200 to Geneva Rd

• Explore ways to Restrict parking at the 400 South underpass

• Support a stronger active transportation plan, for improving walkability, encourage more scooters, bikeshare to the city, bike lanes and bike racks.

• Address the clear vision area around the UVU maintenance yard at 400 West, across street from JR. High School.

• Support the Park and ride on the west side of I-15. Make sure there is enough to support pedestrian over pass.

• UTA- explore more transit routes from campus, to park and ride, and to existing system

• Consider increasing parking for the ball fields by Orem Elementary

• Support the relocation of the spur train track line -

• Explore one-way street options throughout the City

• Hybrid traffic circles- support option explored by UVU campus

ECONOMICS

5

Goals

1. Seek to establish opportunities with UVU and BYU for business startups
2. Explore retail business opportunities along Geneva Road
3. Research and identify food deserts in City; encourage a Grocery Store location on Geneva Road
4. Support lifetime housing within neighborhoods
5. Seek out opportunities for more eateries and food establishments.
6. Consider opportunities to distinguish Orem and Vineyard boundary.

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 and industrial properties near the Geneva Road corridor. 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 three approaches to value which are considered

Figure 5.1 Total Taxable Value by Parcel, 2016

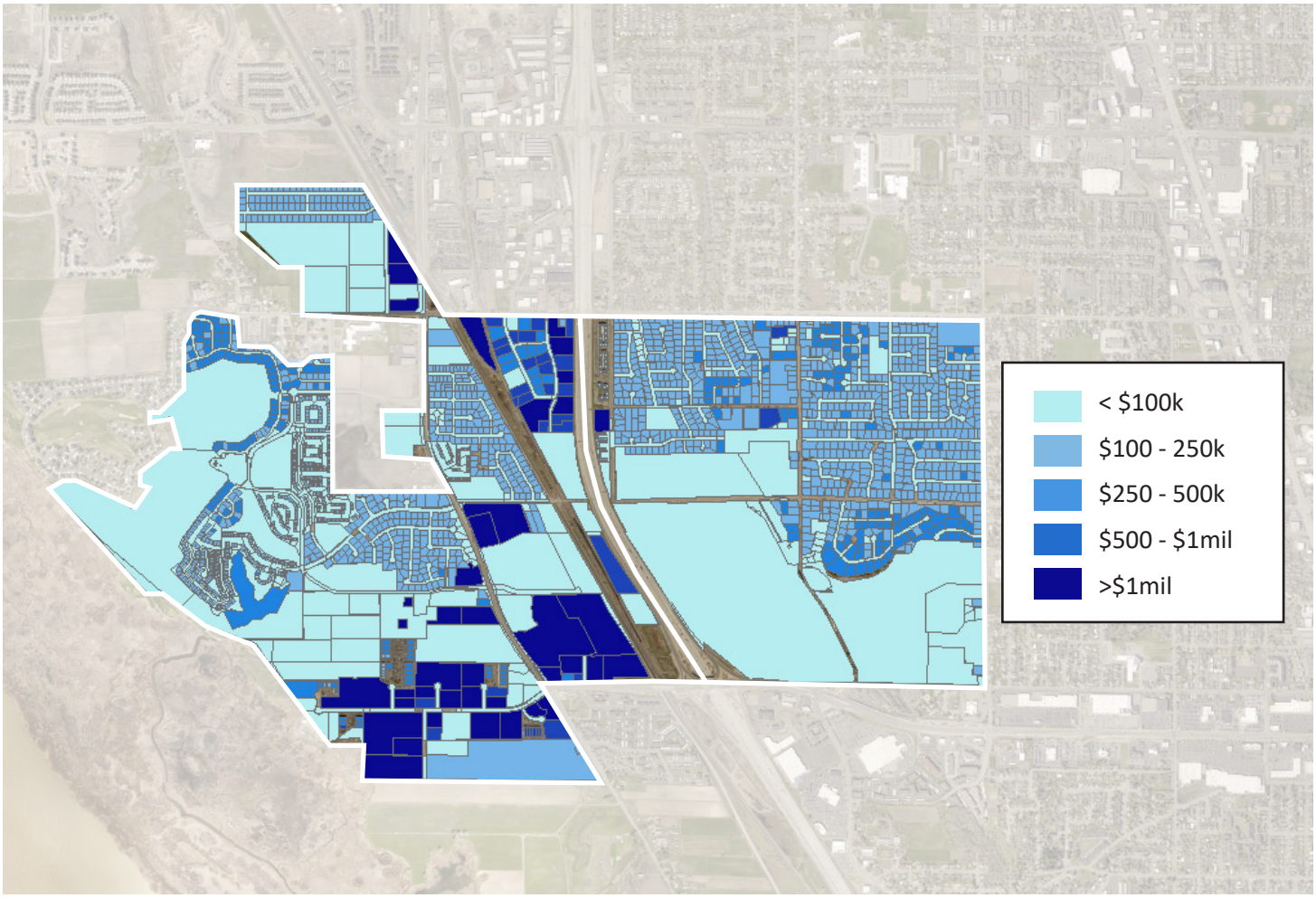


Figure 5.2 Property Tax Valuation



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:

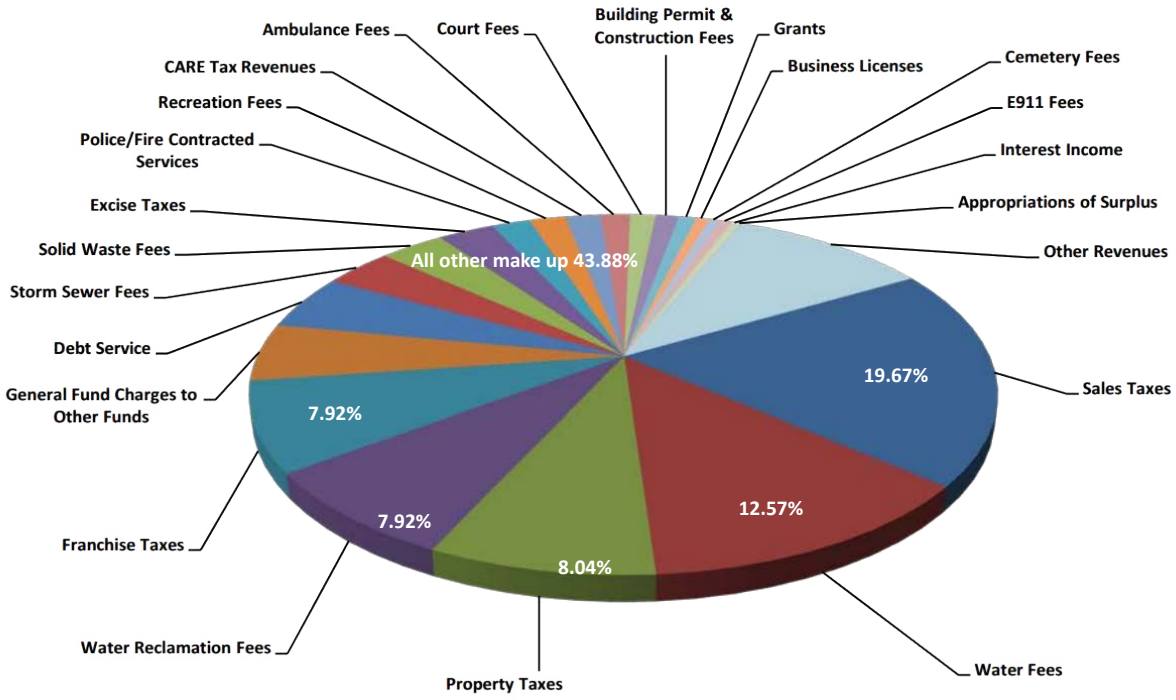
- The Alpine School District
- Orem City
- Utah County
- Special Districts
- Central Water District

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 projected 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.

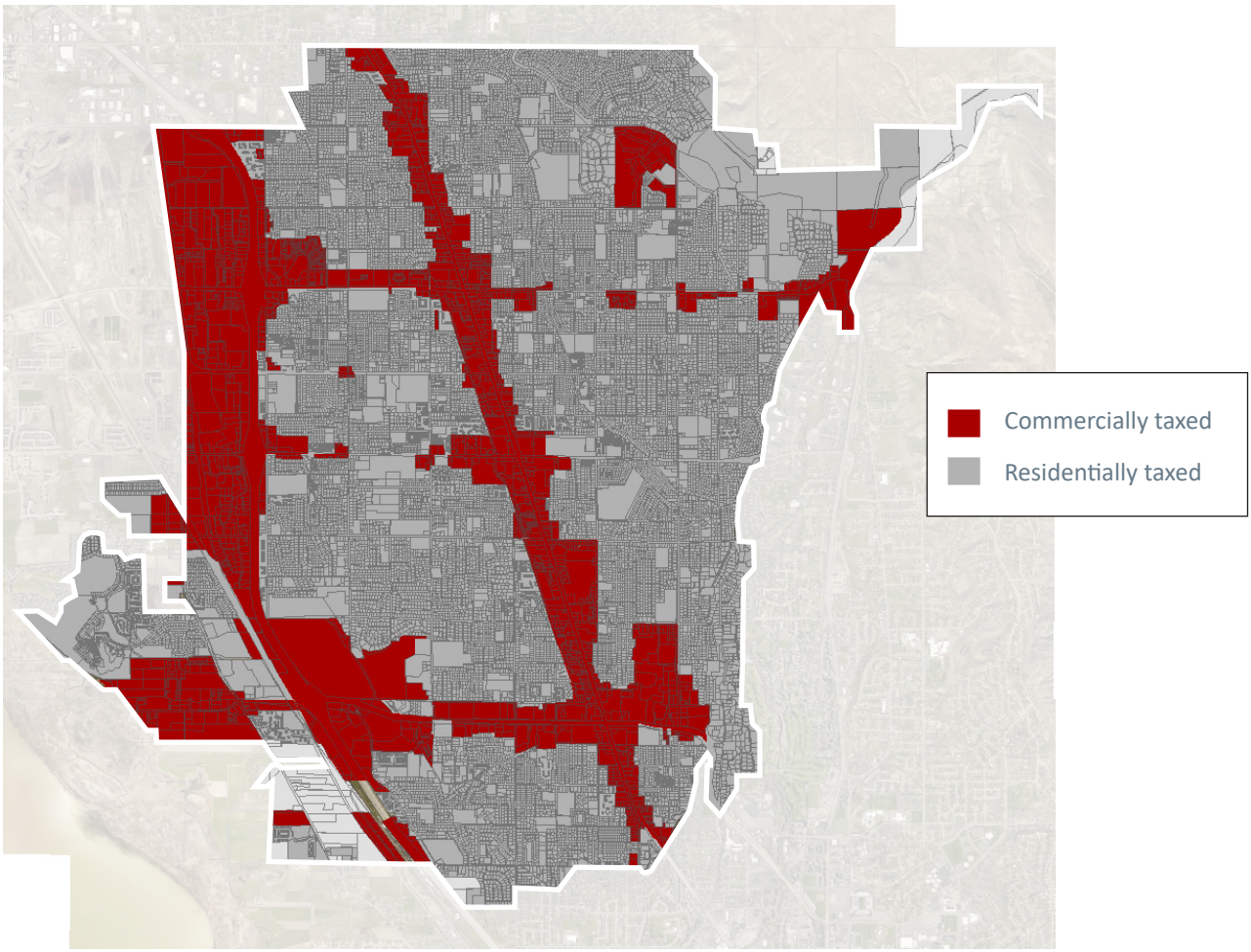
Figure 5.3 Expected Orem City Property Revenues, Fiscal Year 2016-2017



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 many jobs associated with the industrial uses near the Geneva Road corridor, as well as hundreds of skilled jobs associated with technical businesses located along State Street.

Figure 5.4 Commercially Taxed Parcels and Buildings

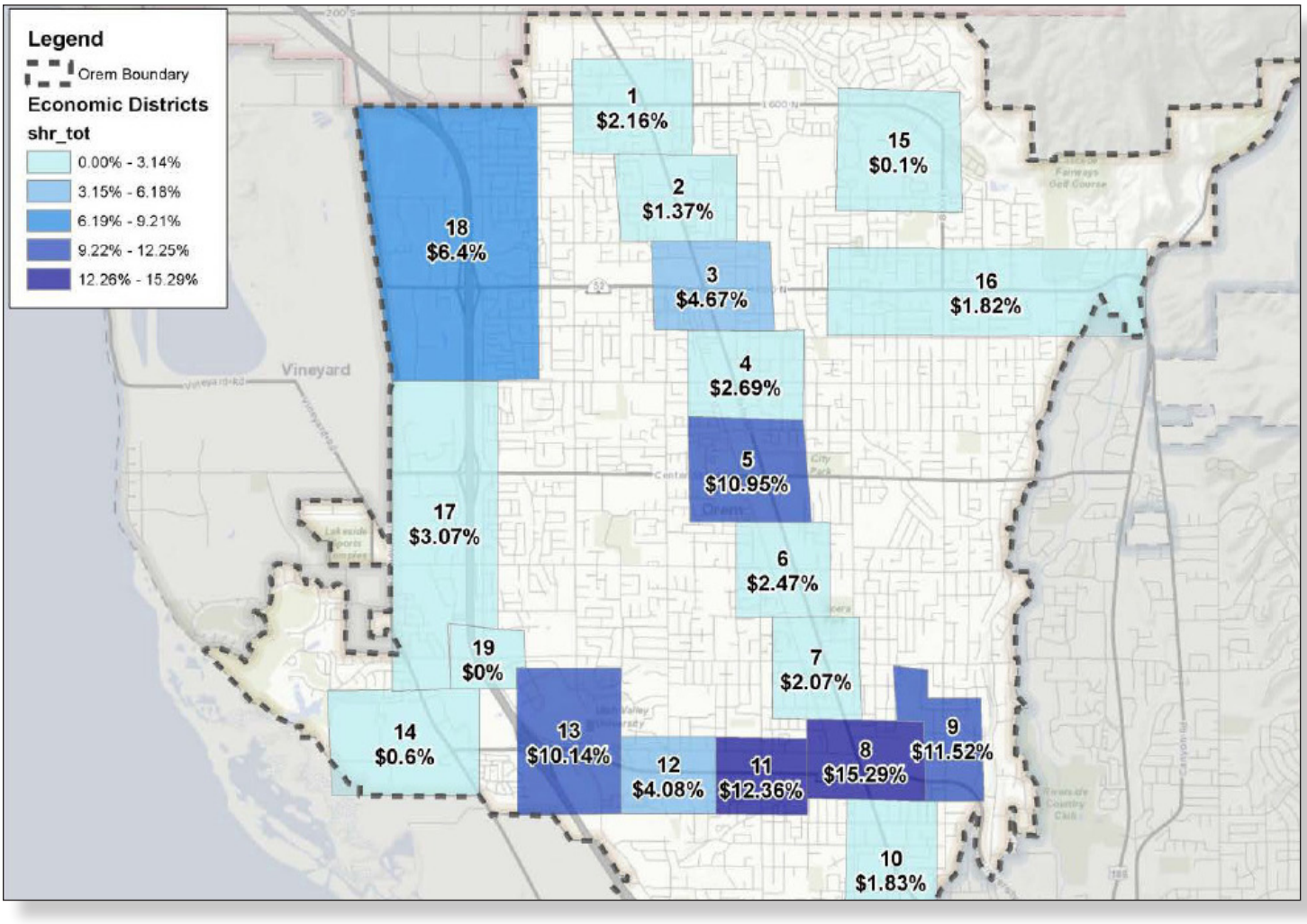


The neighborhoods recognize the importance of supporting these local businesses as they are a source of revenue and jobs for the City.

While residents recognize the benefit of having these businesses close to the neighborhoods, they also worry about possible negative consequences. 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

Figure 5.5 Share of Retail Sales by Economic District, 2014



live and 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.

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 the north end of Geneva Road, particularly those at the intersections, provide important goods and services for the local population as well as the traveling population and are an important economic 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 Sunset Heights East and West neighborhoods related to economic conditions are:

1. *Seek to establish opportunities with UVU and BYU for business startups*
2. *Explore retail business opportunities along Geneva Road*
3. *Research and identify food deserts in City; encourage a Grocery Store location on Geneva Road*
4. *Support lifetime housing within neighborhoods*
5. *Seek out opportunities for more eateries and food establishments.*
6. *Consider opportunities to distinguish Orem and Vineyard boundary.*



PUBLIC WORKS

6

Goals

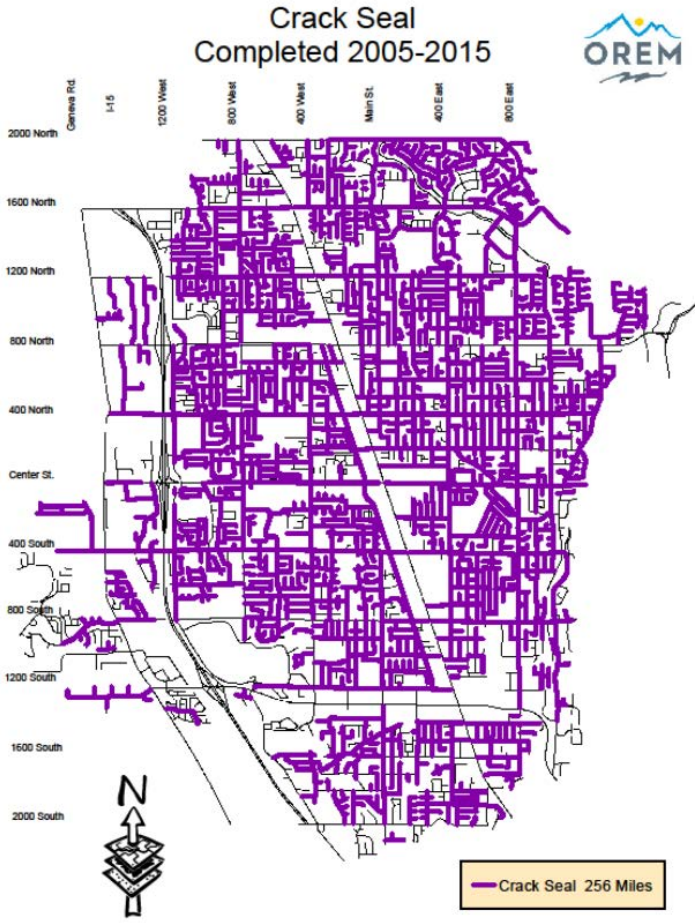
1. *Support a new stoplight at 1200 West and 600 South*
2. *Evaluate the installation of a crosswalk at 600 West 800 South*
3. *Install sidewalk on 400 South from 1200 West to Geneva*
4. *Explore parking enforcement underneath Freeway (parking trucks, RVs, Trailers)*
5. *Evaluate the Installation of a traffic light at 400 South and 400 West*
6. *Work with UVU on parking ideas/ incentives for students to ride more transit*
7. *Encourage more regular meetings with UVU/City/Neighborhood*
8. *Support composting in the neighborhood, and a partnership with the City*
9. *Encourage dark skies plan with city lighting in neighborhoods at with UVU*
10. *Support efforts for future bike/pedestrian plan update*
11. *Encourage stronger water conservation efforts by improving landscaping requirement further than 50% green requirement*
12. *Consider protected bike lanes on 400 South.*
13. *Encourage more scooters in the city*
14. *Support the installation of more parking for students on the west side of I-15 near FrontRunner station?*
15. *Support regulations for water conservation measures for carwashes.*
16. *Support focused effort to keep bike lanes on Geneva Road cleared and clean*
17. *Supports efforts to keep sidewalks from being overgrown by weeds.*

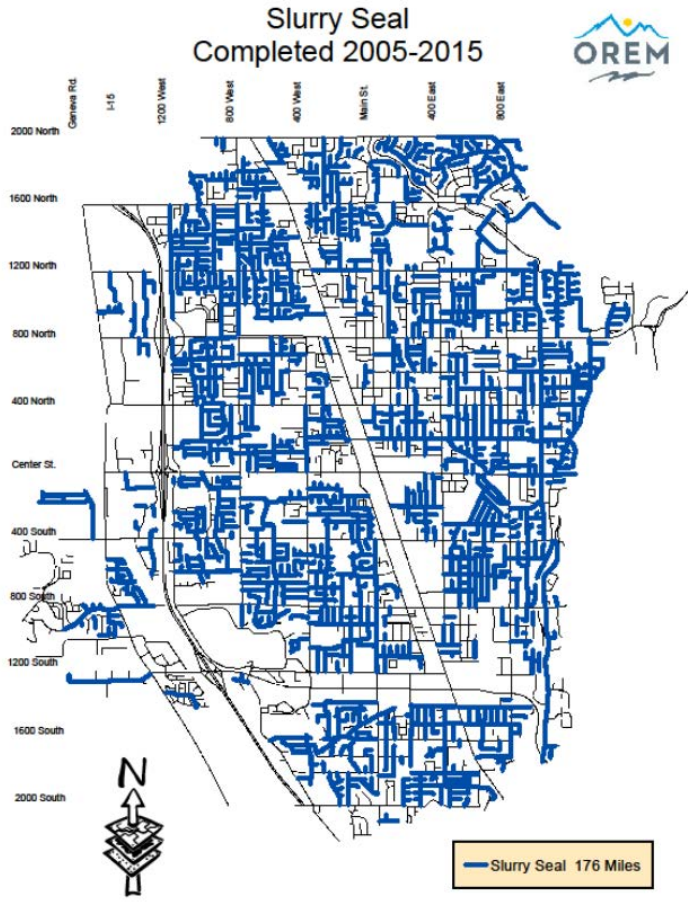
6.1 PUBLIC WORKS

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 6.4 (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 Sunset Heights East and West 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. As Figure 6.4 shows, there are several improvements planned for the Sunset Heights East and West neighborhood.

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 6.3 Scera Park in Sharon



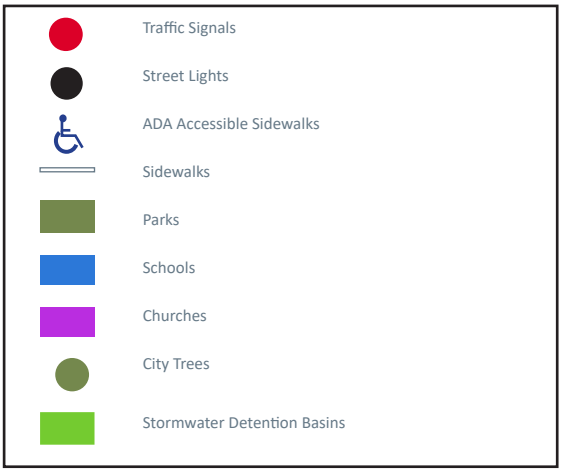
6.5 Goals

The major goals of the Sunset Heights East and West neighborhoods related to public works are:

1. *Support a new stoplight at 1200 West and 600 South*
2. *Evaluate the installation of a crosswalk at 600 West 800 South*
3. *Install sidewalk on 400 South from 1200 West to Geneva*
4. *Explore parking enforcement underneath Freeway (parking trucks, RVs, Trailers)*
5. *Evaluate the Installation of a traffic light at 400 South and 400 West*
6. *Work with UVU on parking ideas/ incentives for students to ride more transit*
7. *Encourage more regular meetings with UVU/City/ Neighborhood*
8. *Support composting in the neighborhood, and a partnership with the City*
9. *Encourage dark skies plan with city lighting in neighborhoods at with UVU*
10. *Support efforts for future bike/pedestrian plan update*
11. *Encourage stronger water conservation efforts by improving landscaping requirement further than 50% green requirement*
12. *Consider protected bike lanes on 400 South.*
13. *Encourage more scooters in the city*
14. *Support the installation of more parking for students on the west side of I-15 near FrontRunner station?*
15. *Support regulations for water conservation measures for carwashes.*
16. *Support focused effort to keep bike lanes on Geneva Road cleared and clean*
17. *Supports efforts to keep sidewalks from being overgrown by weeds.*

Figure 6.4 Selection of Public Works Improvements







7 NEIGHBORHOOD PRESERVATION

Goals

1. *Support measures for allocating more resources for NPU/Police and suggest simplifying police/fire career ladder system*
2. *Support parking enforcement division formation, and option for non-police code enforcement, including a neighborhood parking permit plan*
3. *Focus on better education for snow-removal on sidewalks*
4. *Consider campaign in neighborhood to address noise ordinance.*
5. *Consider revisions to the accessory apartment ordinance, ways to remove burden on creation, methods to address absentee landlords through owner occupied definition of accessory apartment*
6. *Identify methods to build better neighborhood unity*
7. *Support Property All-Star program from City*
8. *Address off-leash dogs in neighborhood*
9. *Consider developing neighborhood app for reporting problems*
10. *Explore options to encourage better property maintenance.*

7.1 NEIGHBORHOOD PRESERVATION

The Sunset Heights East and West neighborhoods are highly valued by those who live and work in the area. These two neighborhoods are characterized by a mix of land uses including residential, commercial, and industrial. 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 also particularly concerned with the increased high density development associated with the massive influx in student residents within the past few years.

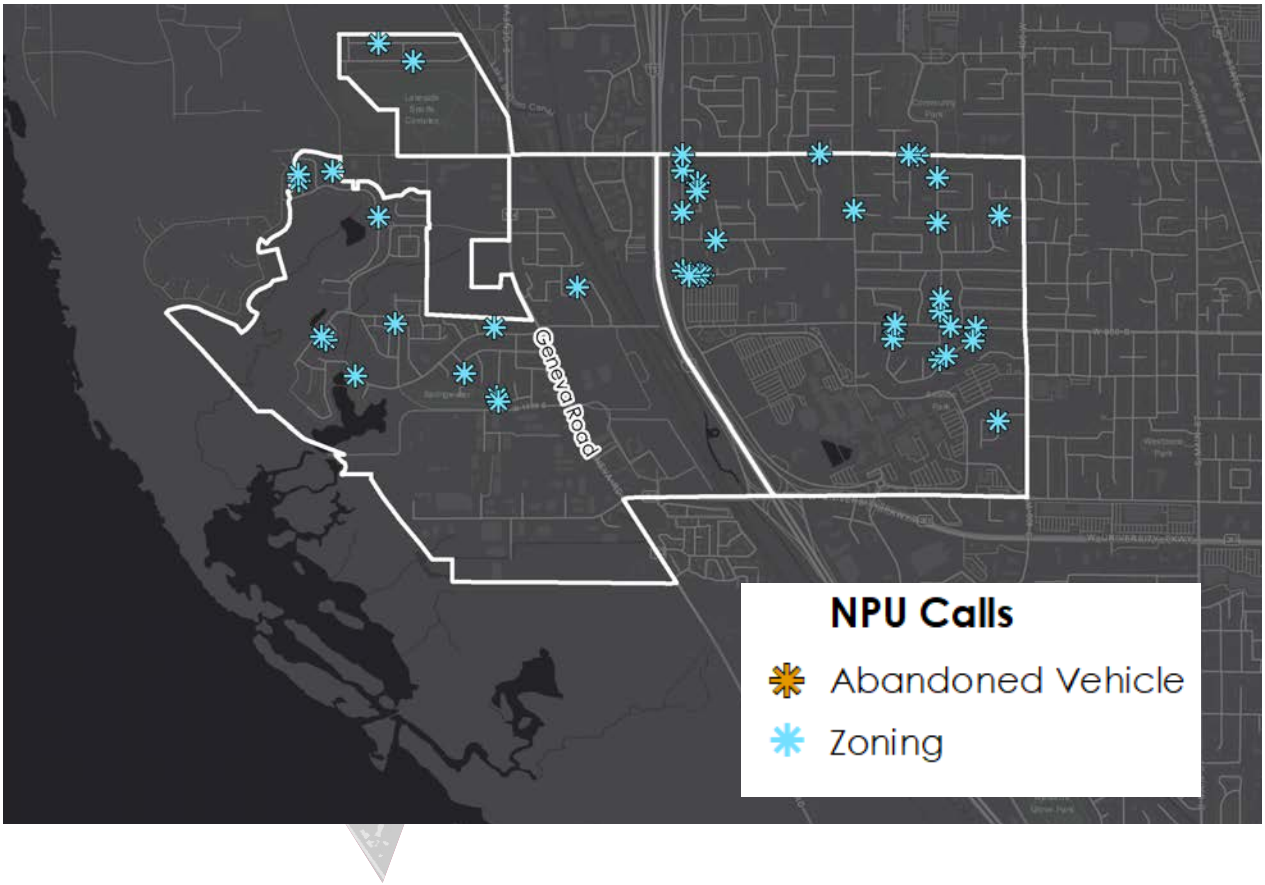
7.2 CODE ENFORCEMENT

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 Neighborhood Preservation Unit (NPU). The NPU consists of a special 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 Sunset Heights East and West neighborhoods related to public works are:

1. *Support measures for allocating more resources for NPU/Police and suggest simplifying police/fire career ladder system*
2. *Support parking enforcement division formation, and option for non-police code enforcement, including a neighborhood parking permit plan*
3. *Focus on better education for snow-removal on sidewalks*
4. *Consider campaign in neighborhood to address noise ordinance.*
5. *Consider revisions to the accessory apartment ordinance, ways to remove burden on creation, methods to address absentee landlords through owner occupied definition of accessory apartment*
6. *Identify methods to build better neighborhood unity*
7. *Support Property All-Star program from City*
8. *Address off-leash dogs in neighborhood*
9. *Consider developing neighborhood app for reporting problems*
10. *Explore options to encourage better property maintenance.*



IMPLEMENTATION 8

Vision Statement

"The SSH neighborhood is a strong, vibrant thriving community adjacent to a strong, vibrant, growing university – Utah Valley University. UVU and its neighbors respect and value each other and peacefully co-exist and thrive for the betterment of all constituents. We will support and embrace tight-knit neighborhood that is car independent, bicycle friendly, walkable and green."

Orem, Sharon, and Hillcrest Neighborhood Residents

The Sunset Heights East and West 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 an appendix. 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 stateparks.utah.gov.

Implementation

In previous neighborhood plans, an implementatoin chart of goals was included in the neighborhood plan as a guide for the implementation of the goals

identfied throught the plan process. The Sunset Heights East and West plan is one of last plans being adopted as part of a five year effort to develop plans for all Orem Neighborhoods. Along with the conclusion of this effort, we are launching a new neigbhorhood plans web site. This site will include adopted neighborhood plans, information summaries from selected sections (such as demographic udpateds) and most importantly, the goals.

The goals implementation guide will be updated and trackable as goals are completed. Efforts are already in motion to identify methods for goals to prioritized, fast-tracked, and implemented as quickly as possible.

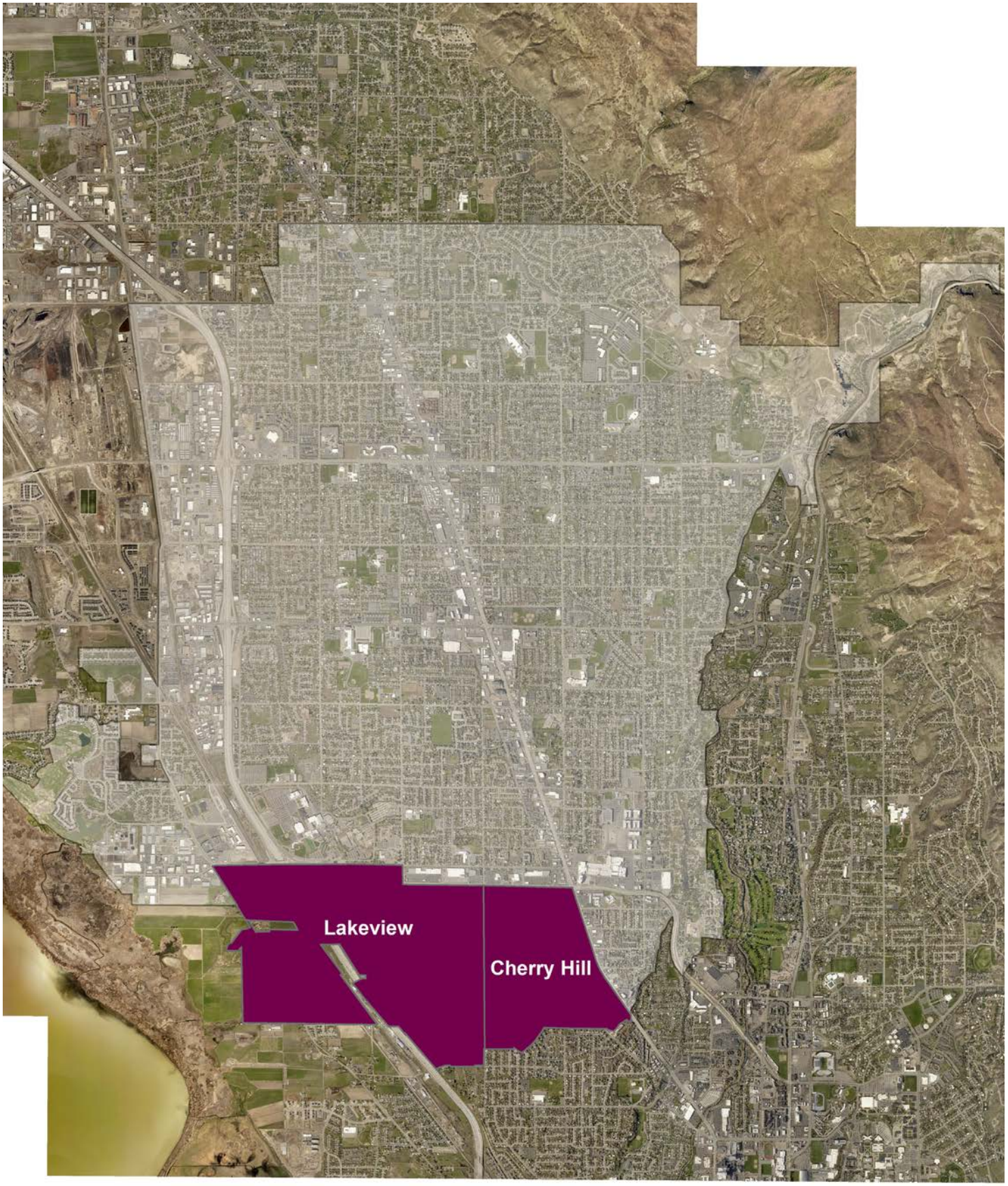


OREM

LAKEVIEW AND CHERRY HILL

NEIGHBORHOOD PLAN

SPRING 2020


Lakeview
Cherry Hill

NEIGHBORHOOD ADVISORY COUNCIL

Edward Axley, Lakeview resident
Chelsea Concidine, Lakeview resident
Jonathan Concidine, Lakeview resident
Denise Gibb, Cherry Hill resident
Kim Kappen, Cherry Hill resident
Tony Kretchmer, Cherry Hill resident
Ferrell Mallory, Cherry Hill resident
Carolyn McCartney, Cherry Hill resident
Diane Morley, Cherry Hill resident
Gary Morley, Cherry Hill resident
Mark Porter, Lakeview resident
Noelani Porter, Lakeview resident
Dan Pulver, Cherry Hill resident
Lisa Pulver, Lakeview resident
Jolene Santamaria, Cherry Hill resident
Brad Stevens, Lakeview resident
Nick Stevens, Lakeview resident
Bruce Tellerch, Cherry Hill resident
Kenni Wilcox, Cherry Hill resident

OREM CITY STAFF

Grant Allen, Long Range Planner
Matt Taylor, Long Range Planner
Jason Bench, AICP, Planning Division Manager
Ryan Clark, Development Services Director
Kathi Lewis, Economic Development Director
Paul Goodrich, Transportation Engineer
Sgt. Eric Ahlborn Orem PD Neighborhood Preservation Unit
Chris Tschirki, Public Works Director
Neal Winterton, Water Resource Division Manager



TABLE OF CONTENTS

1 Introduction 1

2 Demographics 7

3 Land Use 15

4 Transportation 23

5 Economic Conditions 33

6 Public Works 41

7 Neighborhood Preservation 47

8 Implementation 51



INTRODUCTION

1

Vision Statement

"We thrive as a neighborhood of owners taking care of property, being responsible landlords, and maintaining a community feel. We desire to maintain our neighborhood character through responsible development and growth. Our focus is on encouraging green space, water conservancy, and clean environmental practices. We are dedicated to a safe, walkable neighborhood for all through prioritizing multi-modal transportation choices."

Lakeview and Cherry Hill Neighborhood Residents

1.1 PURPOSE

The Lakeview and Cherry Hill 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.

Men working in the rural farmlands of the "Provo Bench."



Historic photo of the University Mall, taken in the 1970s. The Mall was only one-story at this point and was the first mall in the Provo-Orem area. Two main stores anchored the mall during this time: ZCMI and JCPenny.

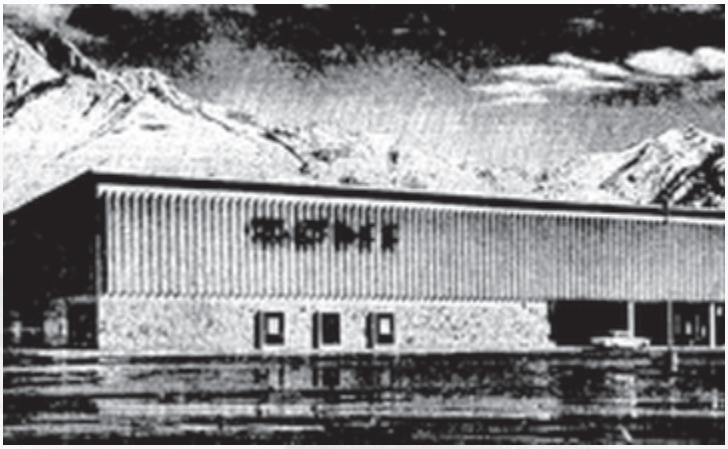
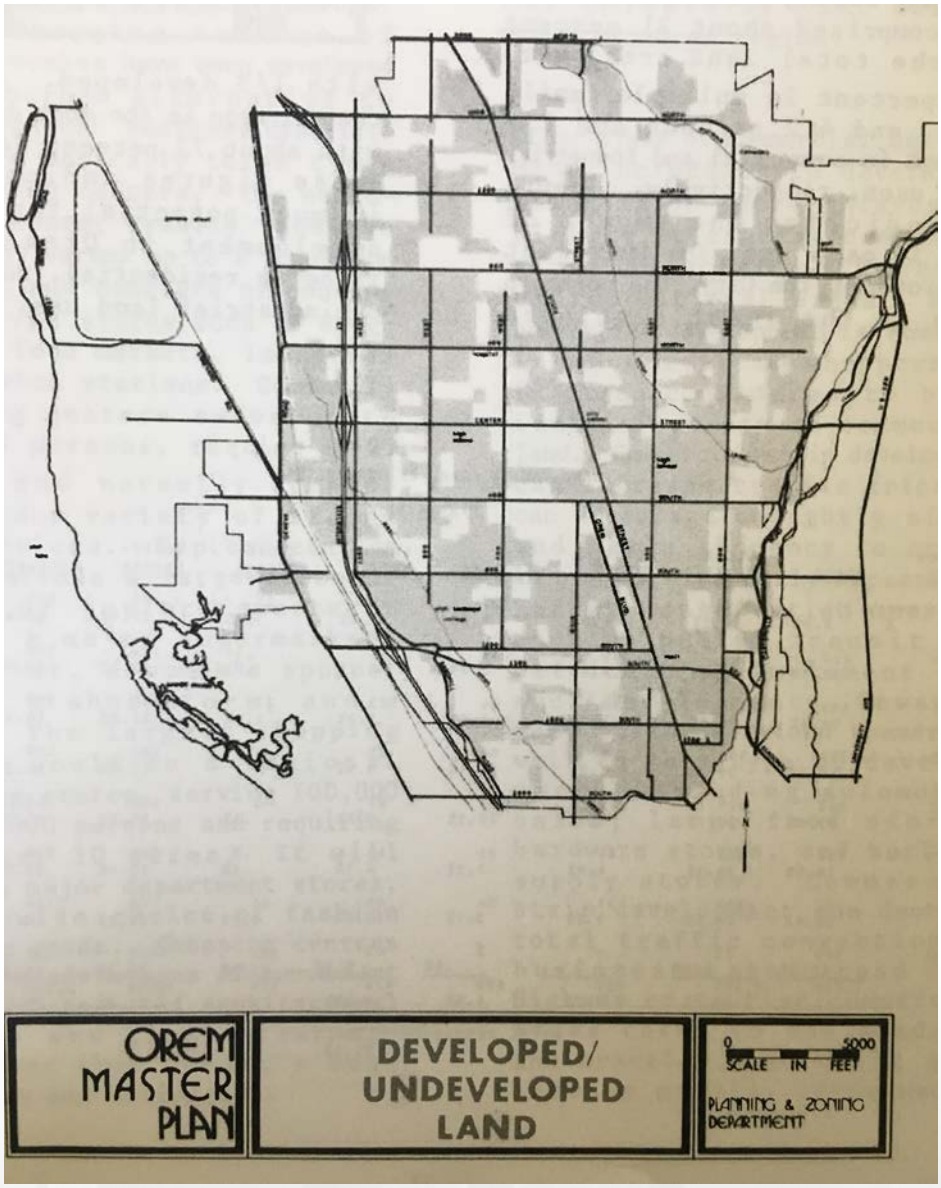


Figure 1.1 Developed and Undeveoped Land in Orem in 1981



Today, the Lakeview and Cherry Hill neighborhoods still contain some of Orem's newer residential, industrial, and commercial properties, as well as a few remaining orchards and farmlands from earlier times. The few older houses that are located in these neighborhoods were built as farmhouses on large plots of agricultural land. The Lakeview and Cherry Hill neighborhoods have flourished in recent years with the development of Utah Valley University and the University Mall. During these times, the predominantly agricultural lands seen in the Lakeview and Cherry Hill neighborhoods were transformed from orchards and fields to single-family residential homes, commercial corridors, and manufacturing hubs. Figure 1.1 is 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 1981. Today, developable land is limited

Figure 1.2 Photograph of the Powell Slough Wildlife Management Area



Photo taken by Jane Merritt, 2013.

within the Lakeview and Cherry Hill neighborhoods and the majority of the remaining vacant sites are located in the western part of the City near Utah Lake (as seen in Figure 1.2 above).

1.3 NEIGHBORHOOD VISION

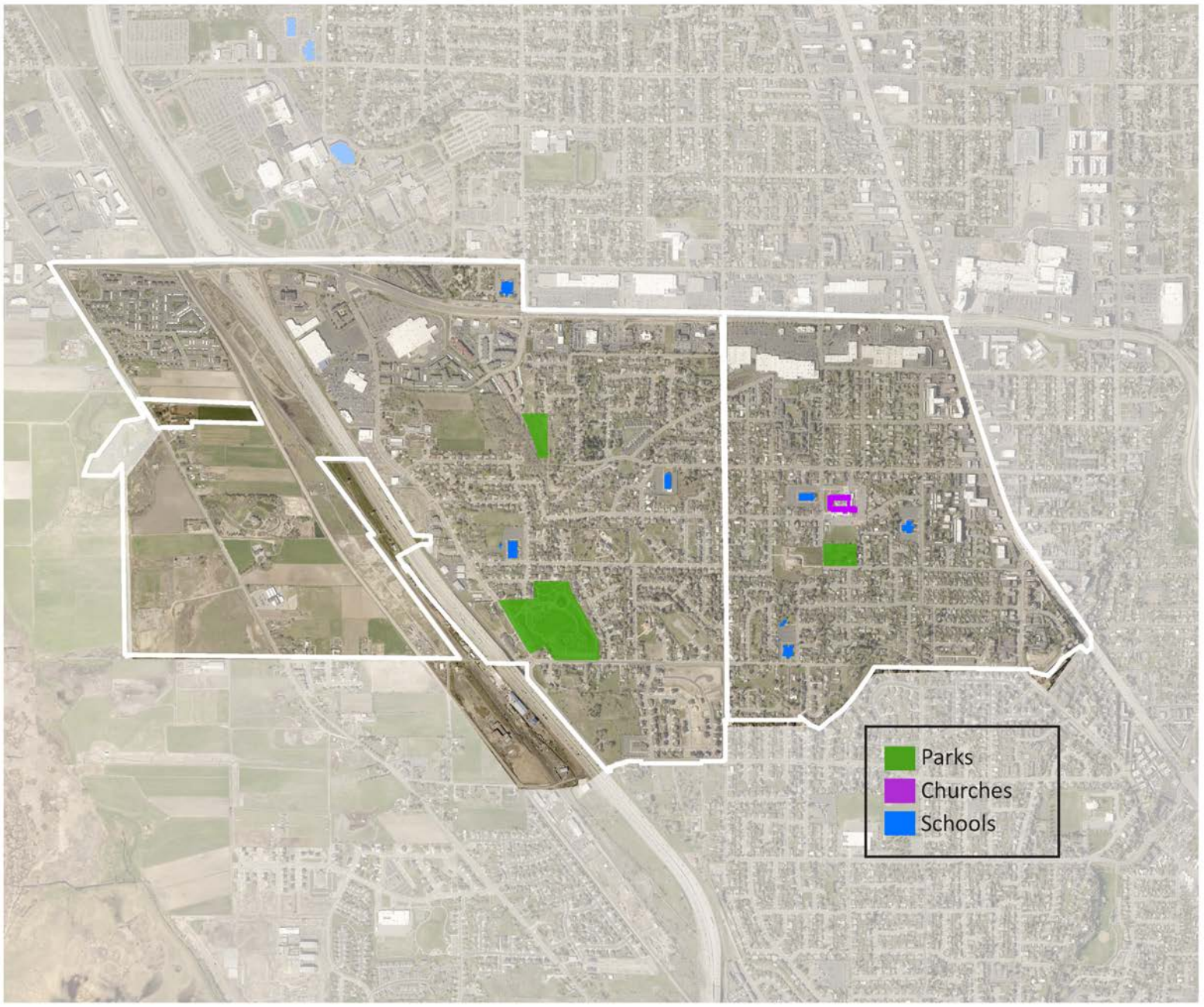
The City of Orem's motto is "Family City USA." Over the years, Orem has become just that. In 2018, Money Magazine ranked the City as one of the best places to live in Amerca.[1] Claudia Wallis, editor of TIME's book Healthiest places to Live, called Orem one of the best places in America for spiritual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

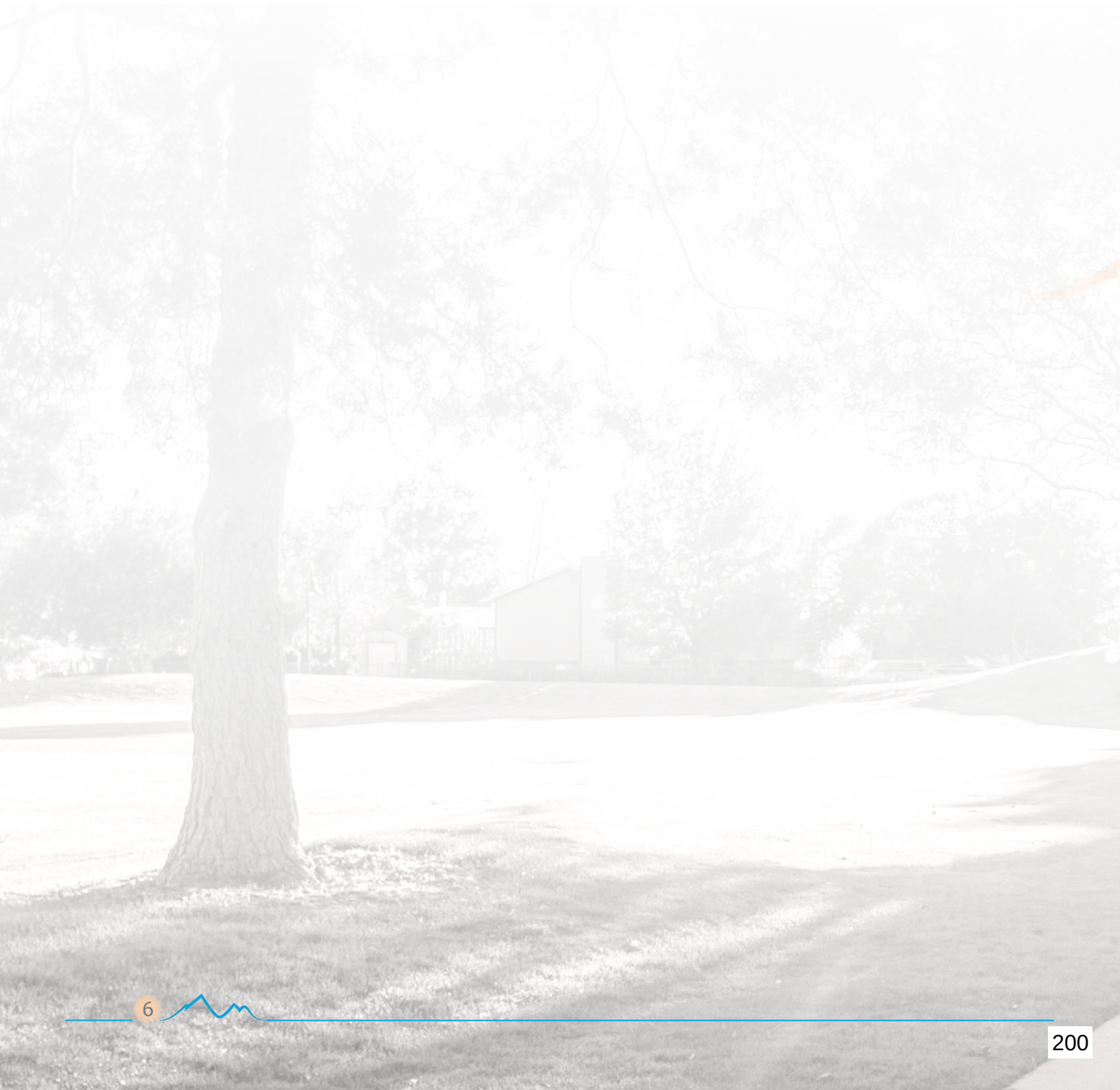
The Lakeview and Cherry Hill neighborhoods have helped establish this reputation. As Figure 1.3 shows, the neighborhoods have a mix of neighborhood resources and amenities that provide a great quality of life, not only for families but for all residents. The neighborhood plan identifies the following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

"We thrive as a neighborhood of owners taking care of property, being responsible landlords, and maintaining a community feel. We desire to maintain our neighborhood character through responsible development and growth. Our focus is on encouraging green space, water conservancy, and clean environmental practices. We are dedicated to a safe, walkable neighborhood for all through prioritizing multi-modal transportation choices."

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 Lakeview and Cherry Hill 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 section is five-year data presented at the block group level and released in 2012.

2.2 POPULATION

Figure 2.2 displays population characteristics for Lakeview and Cherry Hill on the basis of age and sex. The total population for the neighborhood is 10,599, with approximately 50% male and 50% female. As is evident from the chart, the population is fairly evenly distributed throughout all age groups.

Figure 2.3 displays population characteristics for Lakeview and Cherry Hill on the basis of race and ethnicity. As is evident from the figure, the majority of the population in the neighborhood is white (85%), 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 15%.

Figure 2.4 displays the range of median household incomes seen in Lakeview and Cherry Hill. As is evident, there is a range in median household income 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 15% of the neighborhood population.

Figure 2.2 Population Characteristics

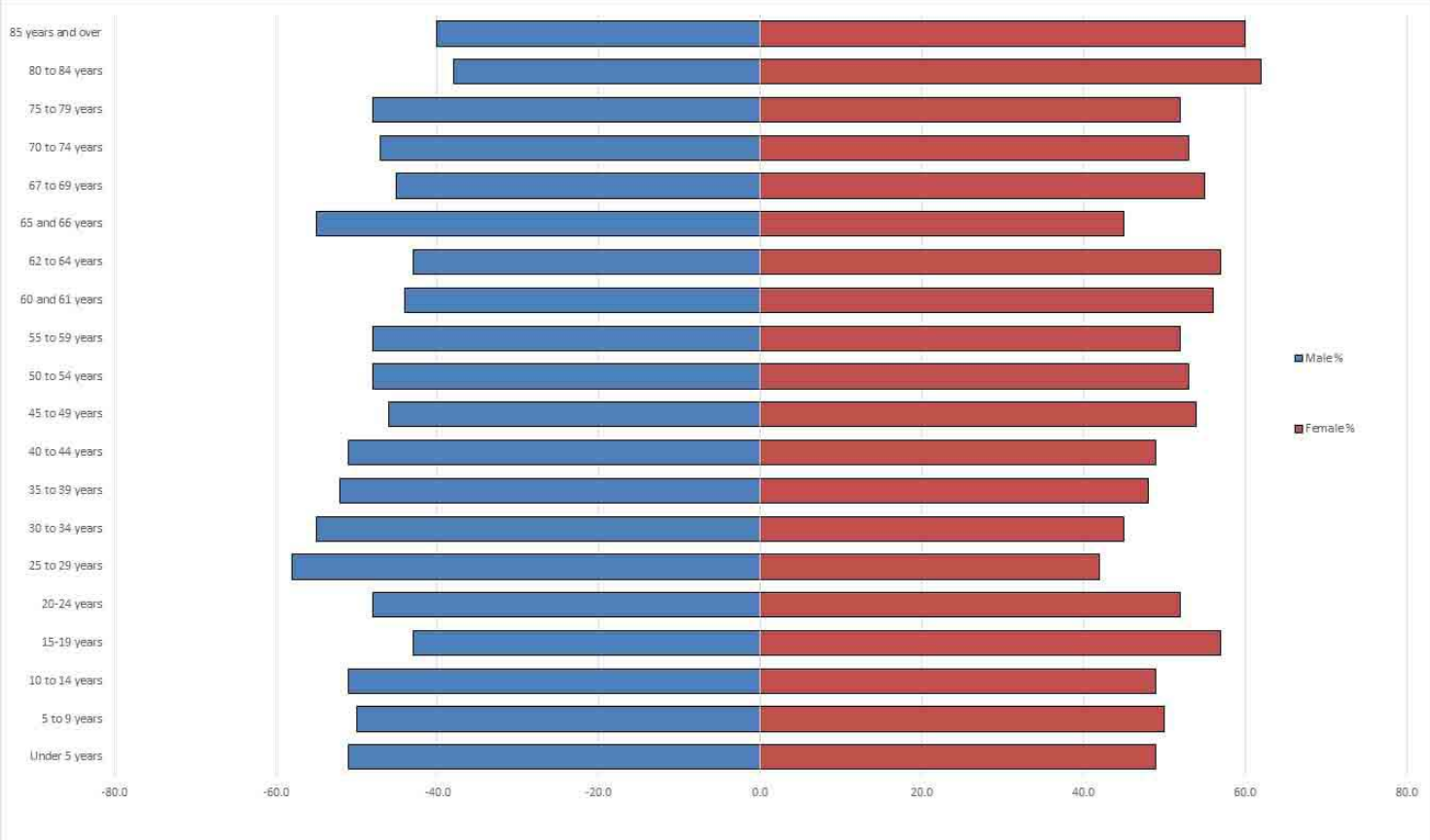


Figure 2.3 Population Characteristics - Race and ethnicity

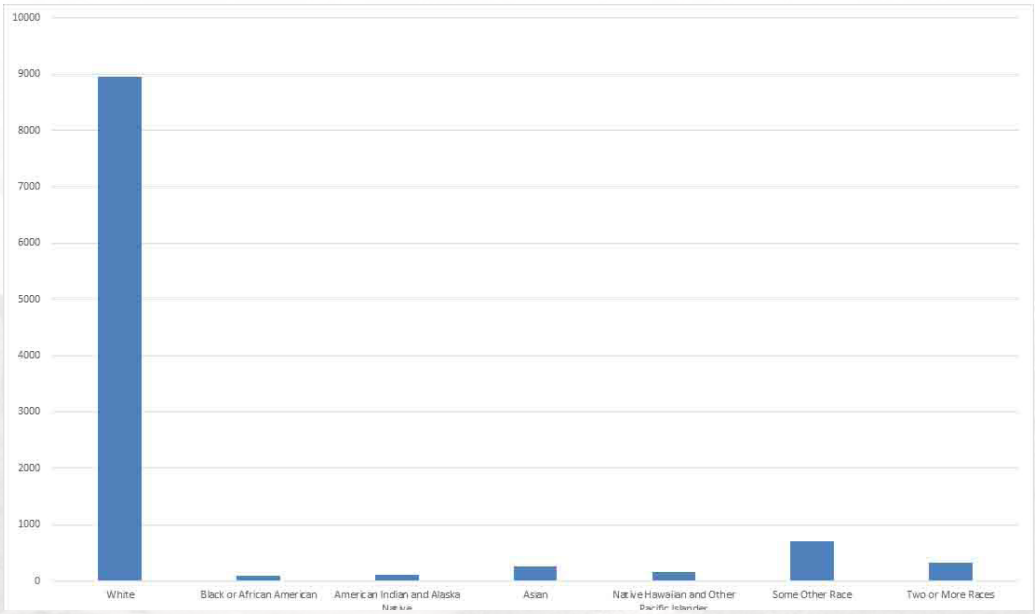
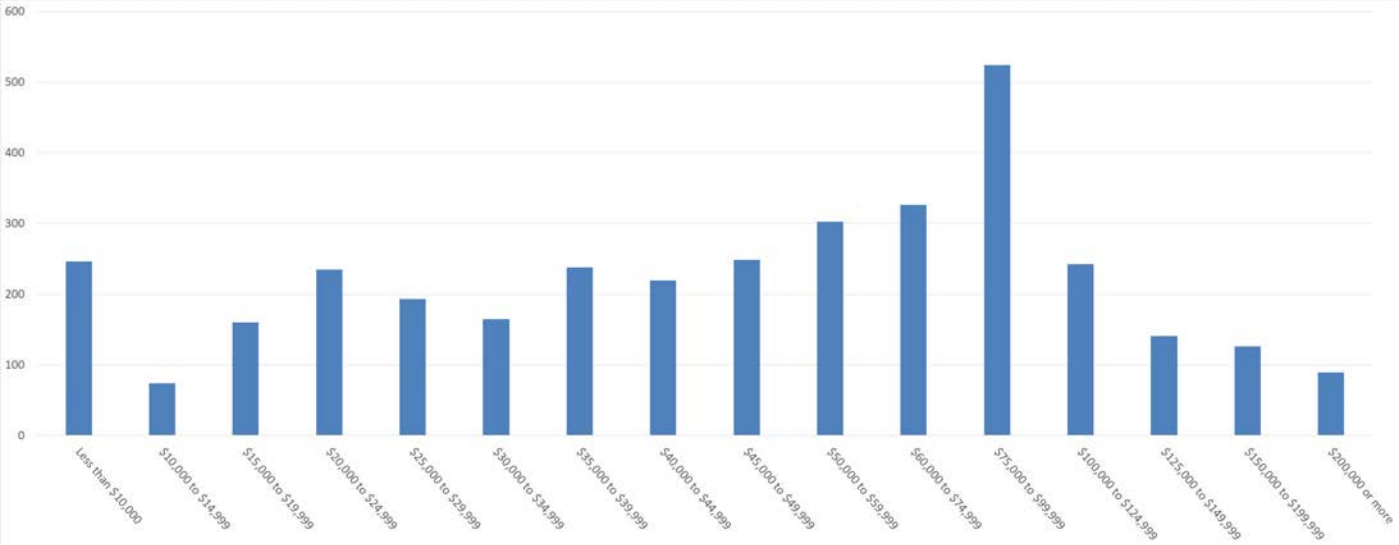


Figure 2.4 Population Characteristics - Median Household Income



2.3 HOUSING

There are an estimated 3,740 housing units in Lakeview and Cherry Hill. Figure 2.5 displays the housing characteristics in the neighborhood in terms of housing typology. The majority of housing type is single-family detached (41%), followed by large multi-family (28%).

Figure 2.6 displays the number of housing units organized by when they were built. The majority of houses in the neighborhood were built between 1990 and 1999, but the neighborhood does contain a considerable number of houses that were built between 1950 and 2009. This attests to the neighborhood's history as well to the considerable development the area has seen recently.

Figure 2.5 Housing Characteristics

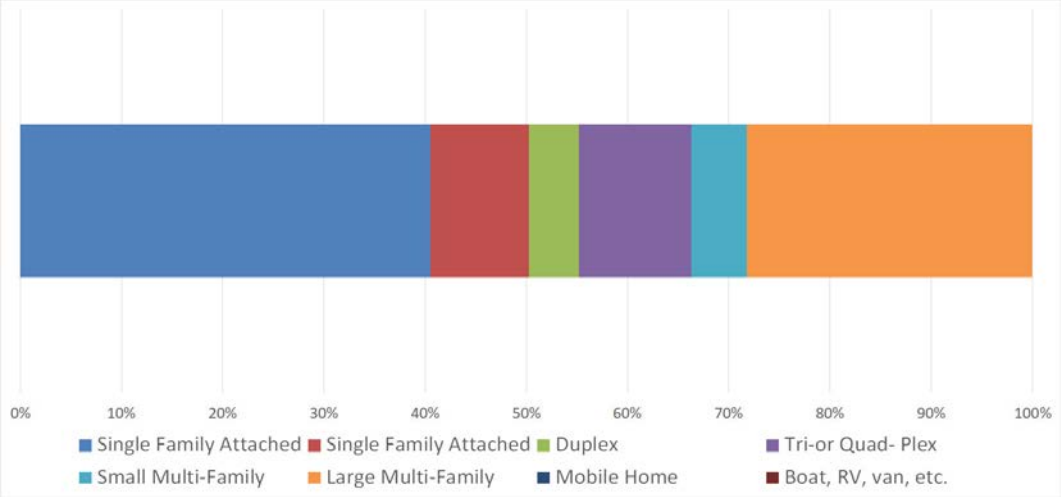


Figure 2.6 Housing Characteristics

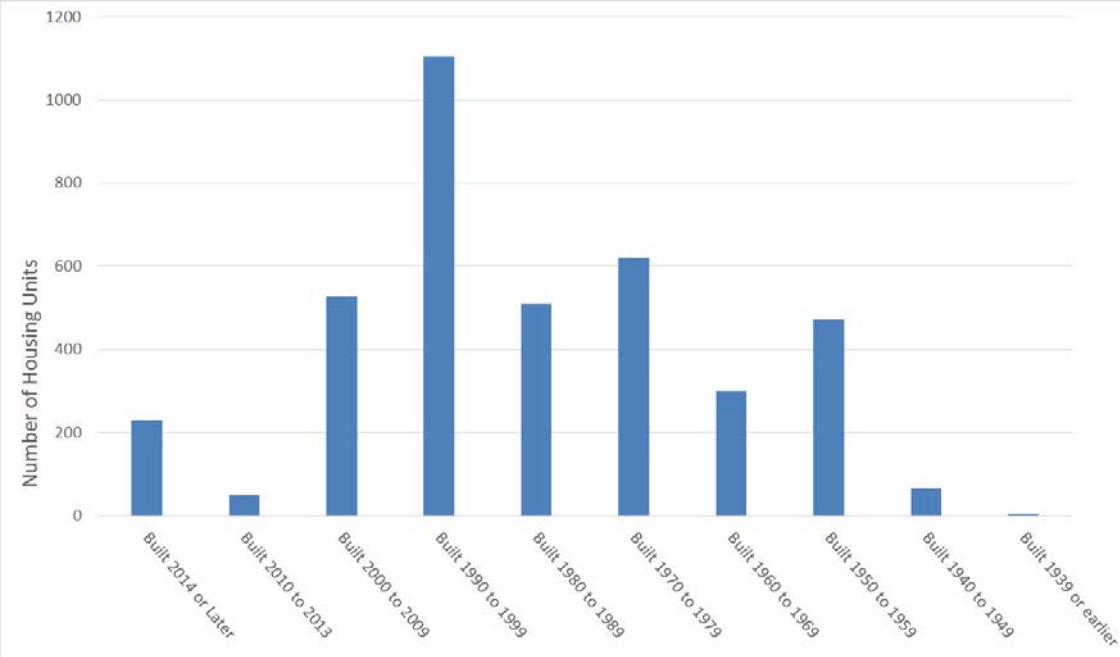
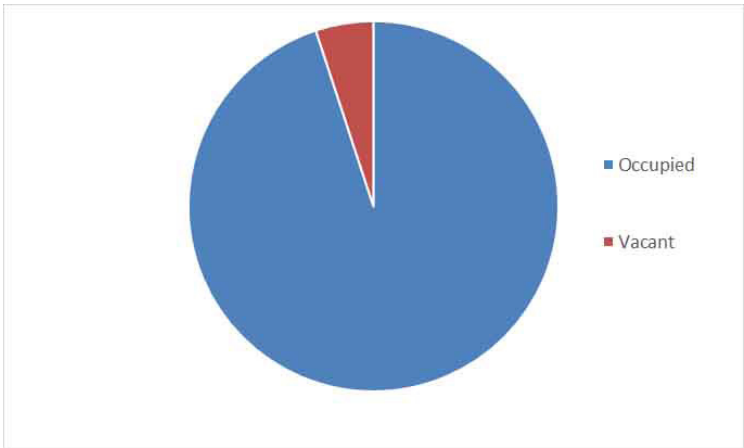
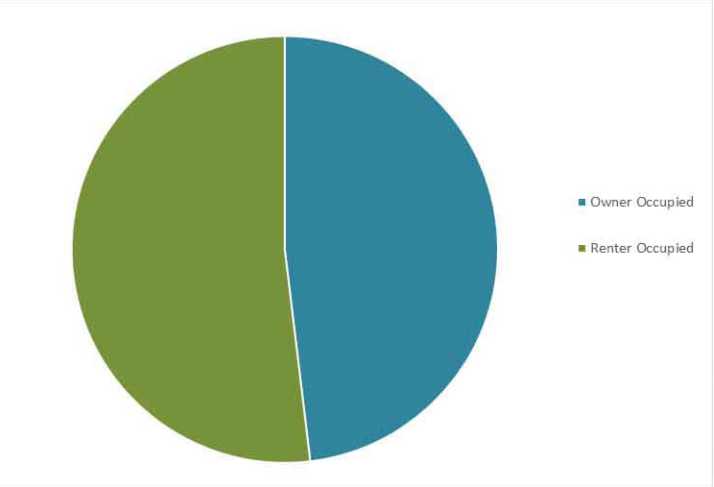


Figure 2.7 displays housing characteristics in the neighborhood in terms of occupancy rates. As would be expected with the Lakeview and Cherry Hill neighborhoods being such popular areas to live, the occupancy rate is very high with a 95% occupancy rate and 5% vacancy rate. The national average vacancy rate was approximately 10% in 2017, showing that Lakeview and Cherry Hill do have low vacancy rates. This typically means that rents are relatively high in the area due to the increased demand and lack of supply. This is the case for most of Orem and Utah Valley in general where the demand is high for both rentals and for-sale homes. This is due to a lack of supply, particularly for affordable but quality rentals and starter for-sale homes.

Figure 2.8 displays housing characteristics in the neighborhood in terms of tenure – i.e. owner vs. renter occupied. Properties in Lakeview and Cherry Hill have a slightly higher renter occupancy at 52% as opposed to a 48% owner-occupied rate.

Figure 2.7 Housing Occupancy Rates





View of the Neighborhoods from above





LAND USE

3

Goals

1. Prioritize and support high-density mixed-use apartment and office developments by University Parkway and encourage redevelopment or repurposing of vacated big box stores.
2. Support and encourage mixed use, transit-oriented development along UVX Corridor.
3. Explore options for installing a linear park and greenway as a buffer zone between apartments and neighborhoods.
4. Support City's efforts to address affordable housing through rezoning to allow smaller lots and accessory dwelling units.
5. Explore options to educate the community on accessory apartments and options to improve the process of creating a legal accessory apartment that is in compliance with nuisance laws.
6. Inform the community of new City information through utility bills and email with the city newsletter.
7. Address residential parking requirements citywide, specifically related to higher density developments.
8. Explore options to educate property owners about development options and resources.

3.1 CURRENT LAND USE

The Lakeview and Cherry Hill 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 Lakeview and Cherry Hill 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 goal of these districts is to promote higher density development, with a focus on well-designed residential and mixed use 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 Figure 2.6). 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 Center Street and State Street.

Figure 3.1 Current Land Use Designations

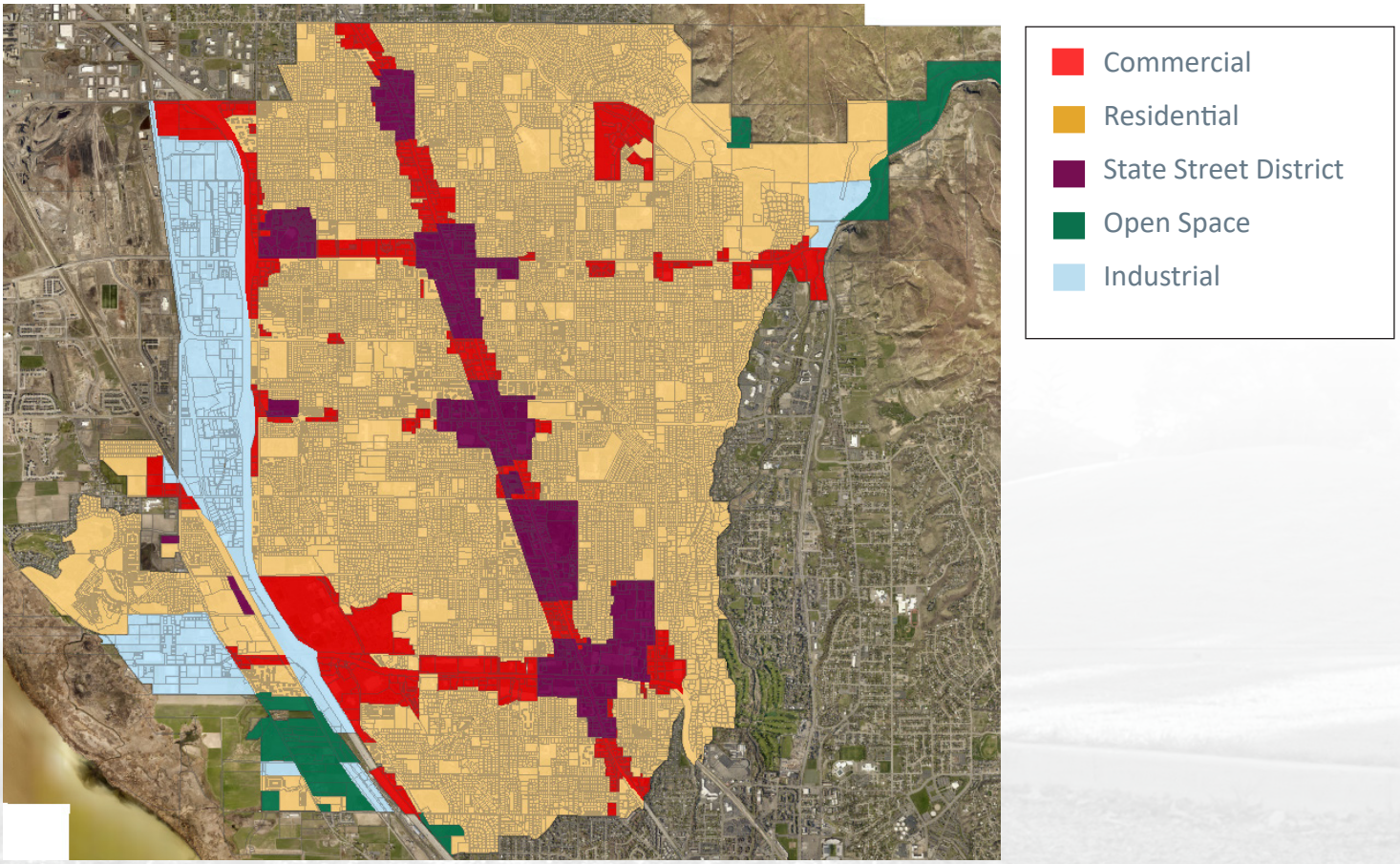
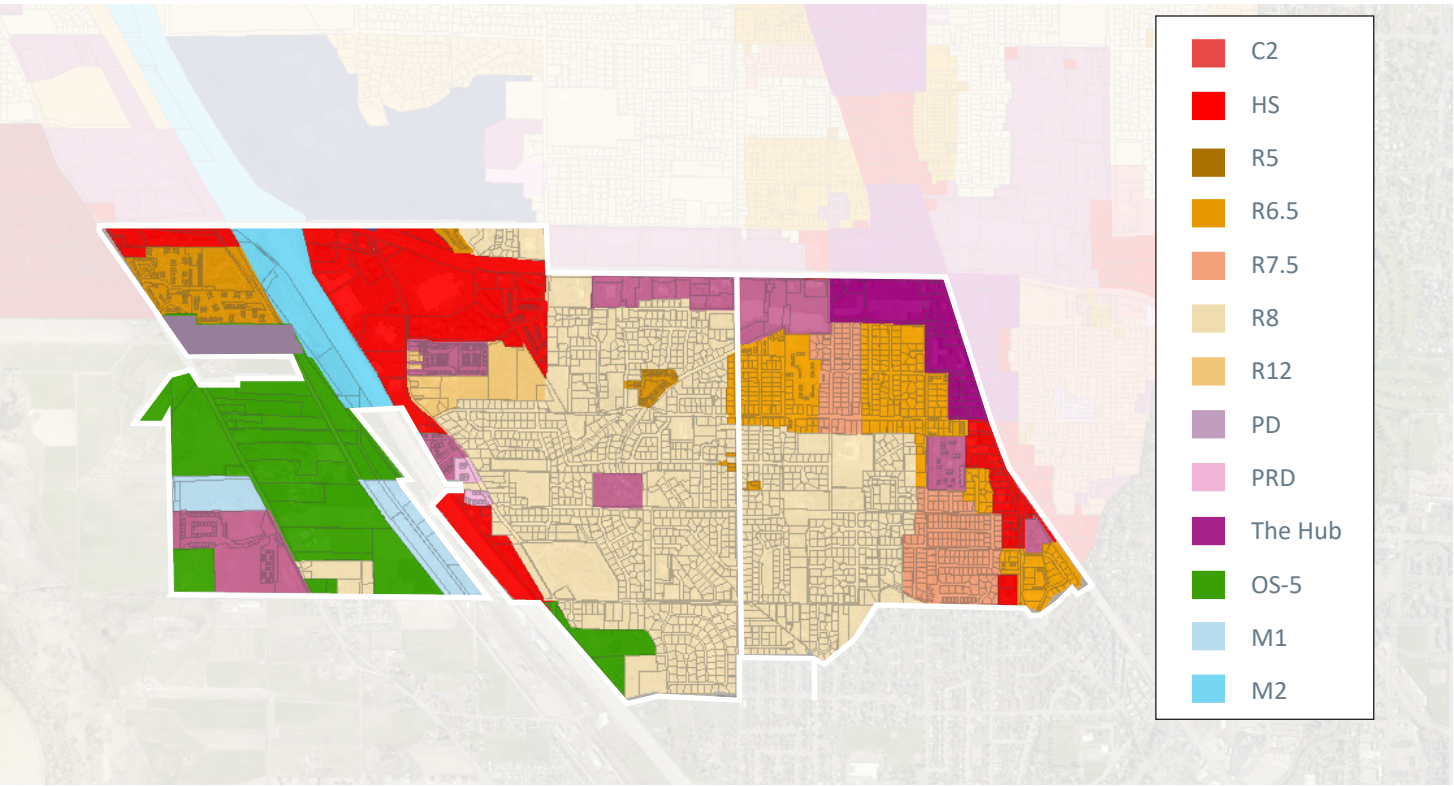


Figure 3.2 Current zoning



3.2 CURRENT ZONING

The Lakeview and Cherry Hill 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 (http://online.encodeplus.com/regs/orem-ut/).

- Commercial - The Commercial zone contains two different zones: C2 and HS. The C2 zone was established to promote commercial and service uses for general community shopping. The HS zone was established to promote uses most commonly associated with the traveling public and general community shopping.
- State Street Districts ("the Hub") - 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 inclusion of public space areas to create desirable nodes within the State Street corridor. More details on the State Street Districts are in the next section.
- Industrial - The manufacturing zone contains two different zones: M1 and M2. The M1 zone was established to provide areas where light intensity industrial activities and uses can be developed. The M2 zone was established to provide areas where heavy intensity industrial activities and uses can be developed.
- PD - The purpose of Planned Development (PD)

zone 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. PD Zones can incorporate both commercial and residential land uses.

- PRD - The Planned Residential Development (PRD) zone is designed to create diverse and quality housing. These zones allow for higher densities than a typical residential development; and establish standards for landscaping, building and site design, public safety, parking, and aesthetics so that these developments fit into the surrounding areas.
- 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.
- R6 - The R6 zone was established to promote medium density residential uses with minimum lot sizes from 6,000 square feet.
- R7.5 - The R7.5 zone was established to promote low-medium density residential uses with minimum lot sizes from 7,500 square feet.
- R8 - The R8 zone was estalished to promote low density residential uses with minimum lot sizes from 8,000 square feet.
- R12 - The R12 zone was estalished to promote low density residential uses with minimum lot sizes from 12,000 square feet.
- OS-5 - The OS-5 zone was established to promote large lot developments with a minimum lot size of five acres and to promote the preservation of open space by allowing clustered developments.

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



Thousands Attended the 2017 Orem Harvest Festival at the Orem Community Hospital in the Suncrest Neighborhood

Figure 3.4 Urban Sidewalk Design from the Orem General Plan 2011



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.

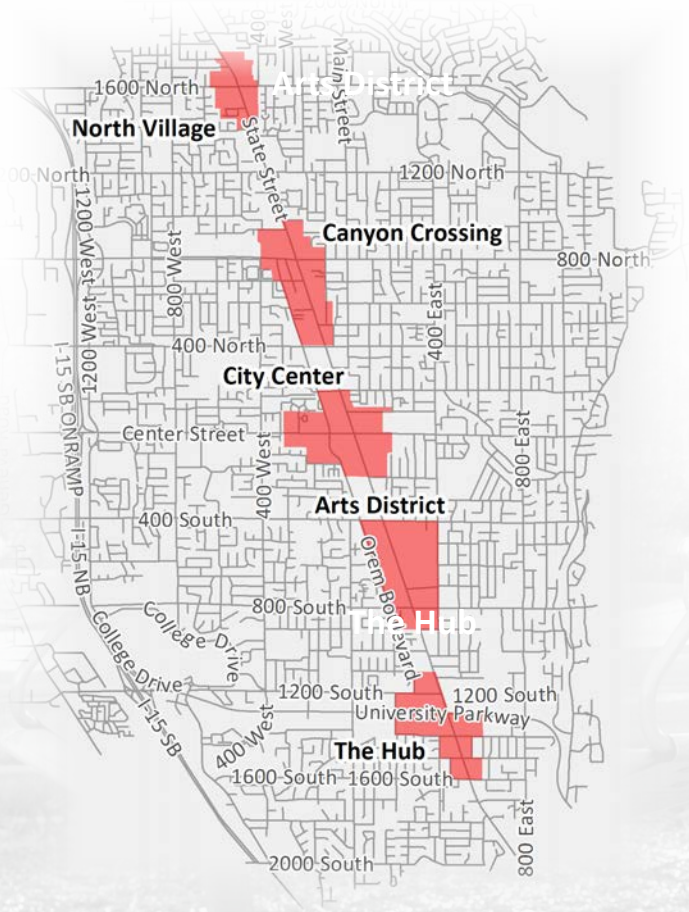
The plan addresses topics such as transportation, housing, economic development, infrastructure improvements, urban design, transit, and open space. Some of the key elements of the plan relevant to these neighborhoods include:

- Creation of the Hub District at 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 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.

- Provide the flexibility to incorporate future transit on the regional corridor and develop a safe and complete bike-way along State Street.
- Encourage 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 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 single family character of neighborhoods wherever possible.

Figure 3.5 State Street Master Plan Districts

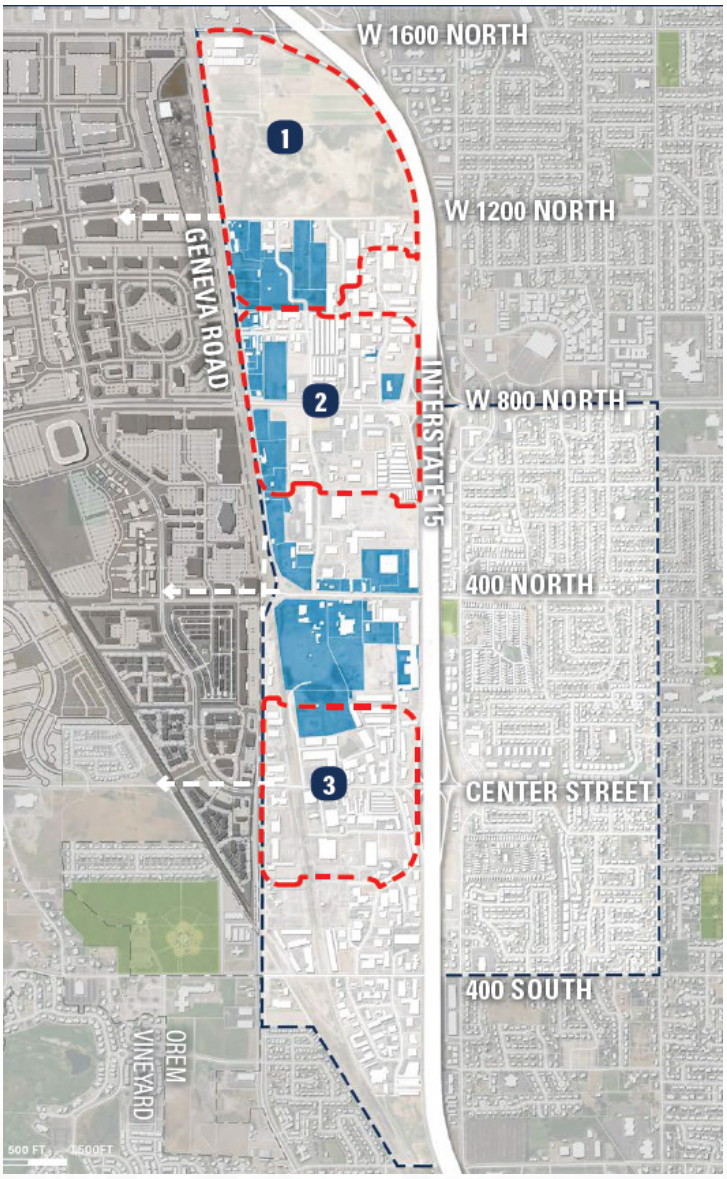


Geneva Road Area-Wide Plan, 2019

The Geneva Road Area-Wide Plan was adopted by the City in the summer of 2019. Using Environmental Protection Agency (EPA) grant funds, this plan responds to Orem's unique brownfield challenges along the Geneva Road corridor and provides a basis for facilitating multiple benefits throughout the community, including cultivation of community involvement, creation of jobs, and increases in property values. Collaboration with community stakeholders was key to the development of the plan and brought about the goals and redevelopment concepts shown in the plan. As part of this plan, three specific areas of the Geneva Road corridor were recognizes as vital manufacturing hubs. These areas will have focused zoning ordinances and development standards to ensure sustainable urban industrial development. Some of these standards will include:

- Concentrating new growth and redevelopment in the nodes while maintaining existing zoning on other parts of the Geneva Road corridor.
- Provide the flexibility to incorporate future transit on the regional corridor and develop safe pedestrian access.
- Encourage development with a focus of providing key manufacturing services to residents. This would include maintaining existing uses and services while also developing opportunities for appropriate office users such as medical or professional office space.

Figure 3.6 Geneva Road Proposed Districts



- 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 also promoting pedestrian access and walkability.

3.4 Goals

1. Prioritize and support high-density mixed-use apartment and office developments by University Parkway and encourage redevelopment or repurposing of vacated big box stores.
2. Support and encourage mixed use, transit-oriented development along UVX Corridor.
3. Explore options for installing a linear park and greenway as a buffer zone between apartments and neighborhoods.
4. Support City's efforts to address affordable housing through rezoning to allow smaller lots and accessory dwelling units.
5. Explore options to educate the community on accessory apartments and options to improve the process of creating a legal accessory apartment that is in compliance with nuisance laws.
6. Inform the community of new City information through utility bills and email with the city newsletter.
7. Address residential parking requirements citywide, specifically related to higher density developments.
8. Explore options to educate property owners about development options and resources.



TRANSPORTATION 4

Goals

1. Explore possible alternatives for queuing at Sandhill Road and University Parkway, such as adjusting the duration of the light and/or number of turning lanes.
2. Support efforts to finish sidewalk connections for improved walkability; particularly on both sides of 2000 South and Columbia Road.
3. Explore alternatives to a four way stop at the intersection of Main Street and 1200 South.
4. Explore resolutions for 400 East and 1600 South to address public parking by red curbing the street.
5. Collaborate with UTA & Union Pacific the possibility of installing automatic arms at train crossings to address sound nuisance of train horn.
6. Consider options to make 1200 South safer, such as a traffic light at the intersection of 200 East and stop signs to allow for safer left-hand turns.
7. Encourage UDOT and UTA to assess traffic signal timing on University Parkway and State Street.
8. Support UDOT's plan for 800 South Multi-Modal Bridge for pedestrians, buses, cyclist, and automobiles.
9. Address in the Transportation Master Plan the 'S' curve on 2000 South. Exploring options to widen the shoulder, add guardrails, and other measures to deter speeding.

4.1 EXISTING NETWORK

As with other parts of Orem, the Lakeview and Cherry Hill 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 East are all urban collectors. All other roadways are

Figure 4.1 Roadway Classifications

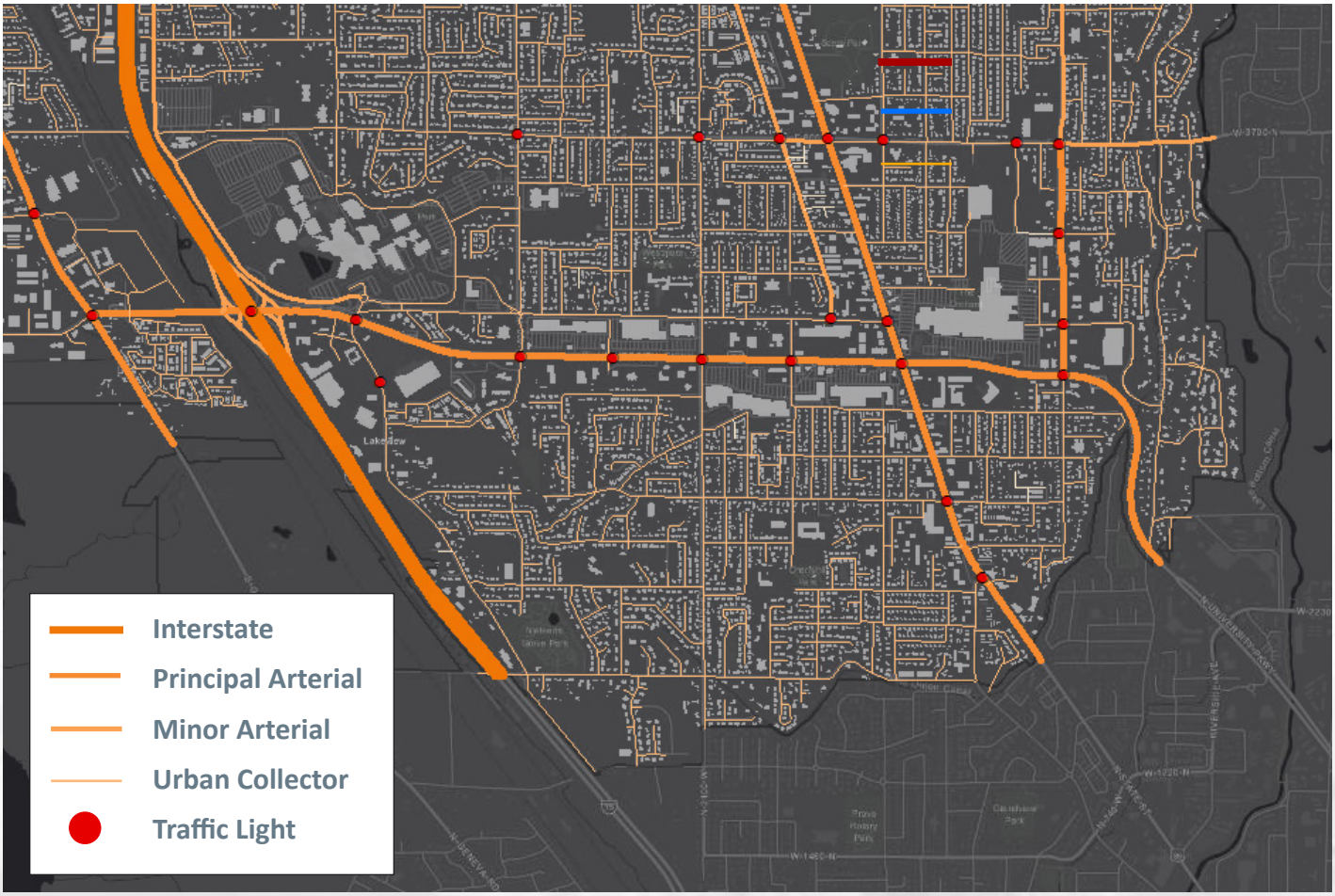
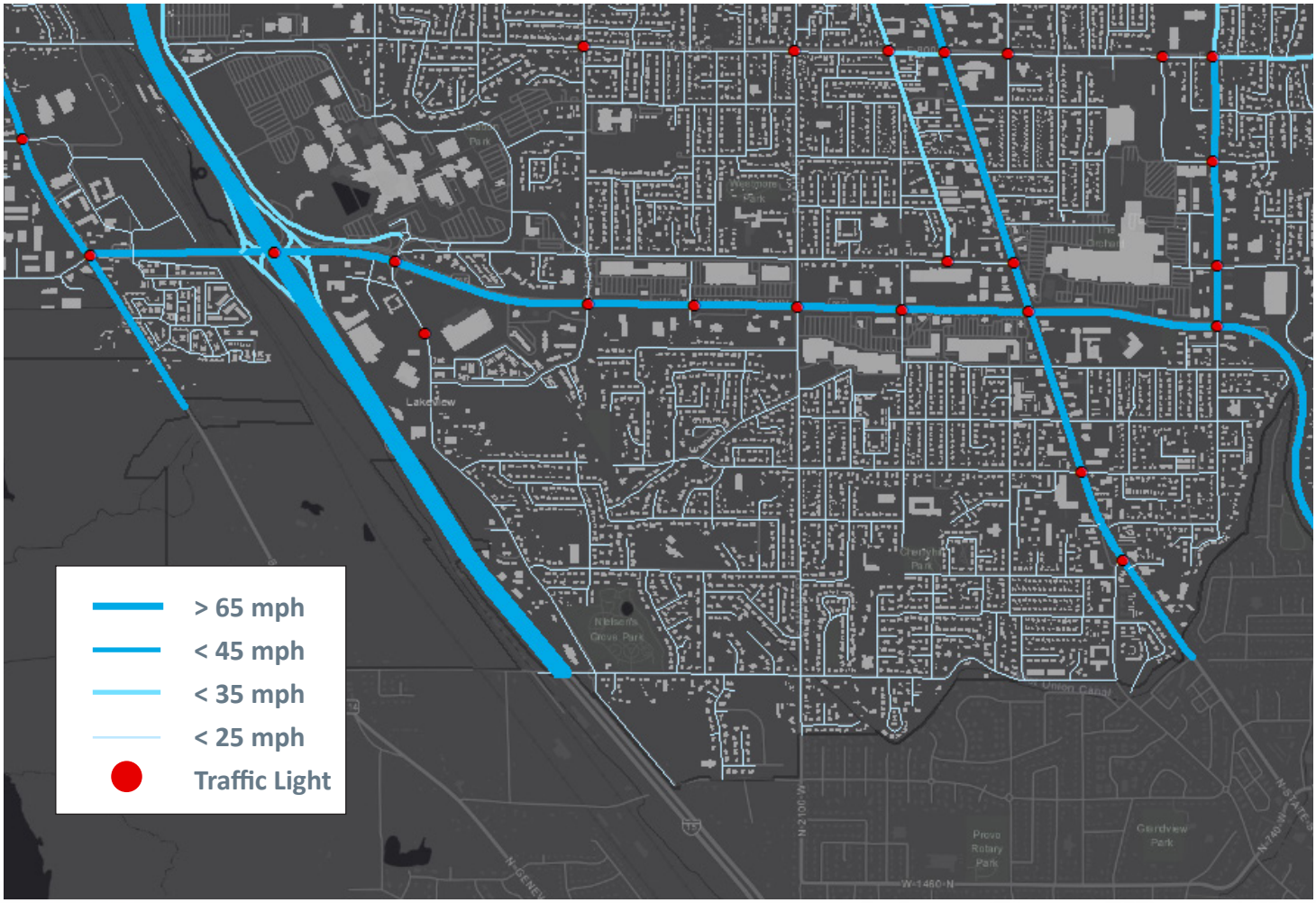


Figure 4.2 Roadway Speed Limits

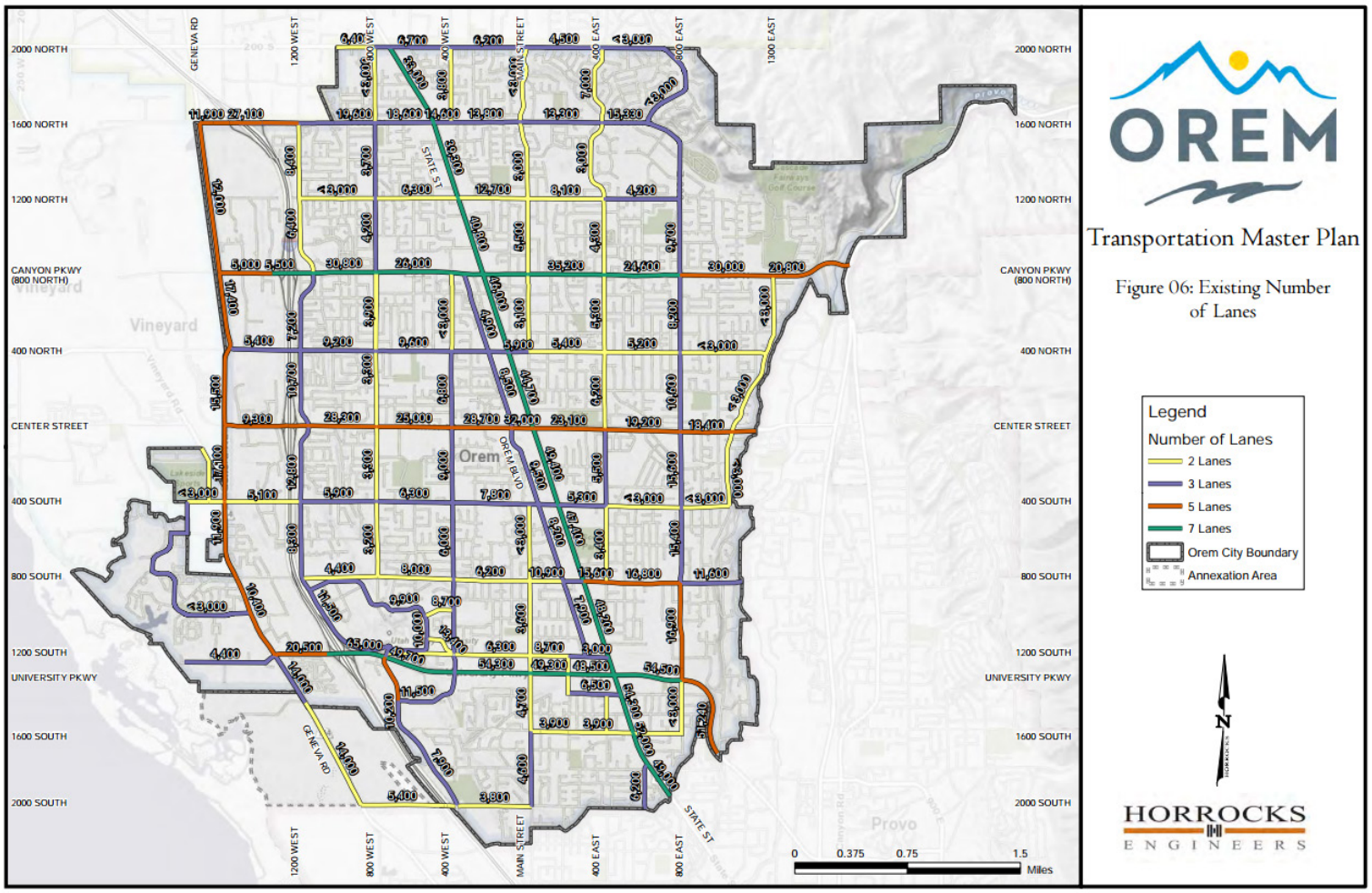


considered local roads. Figure 4.2 illustrates the speed limits on all roadways in the Neighborhoods. Typically, the functional classification system displayed in Figure 4.1 will correspond with varying speed limits. Urban collectors often have a speed limit of 30 MPH or less, being designed wider than local roads with the ability to safely handle higher traffic volumes and speeds.

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

Figure 4.3 Annual Average Daily Traffic Counts, 2015



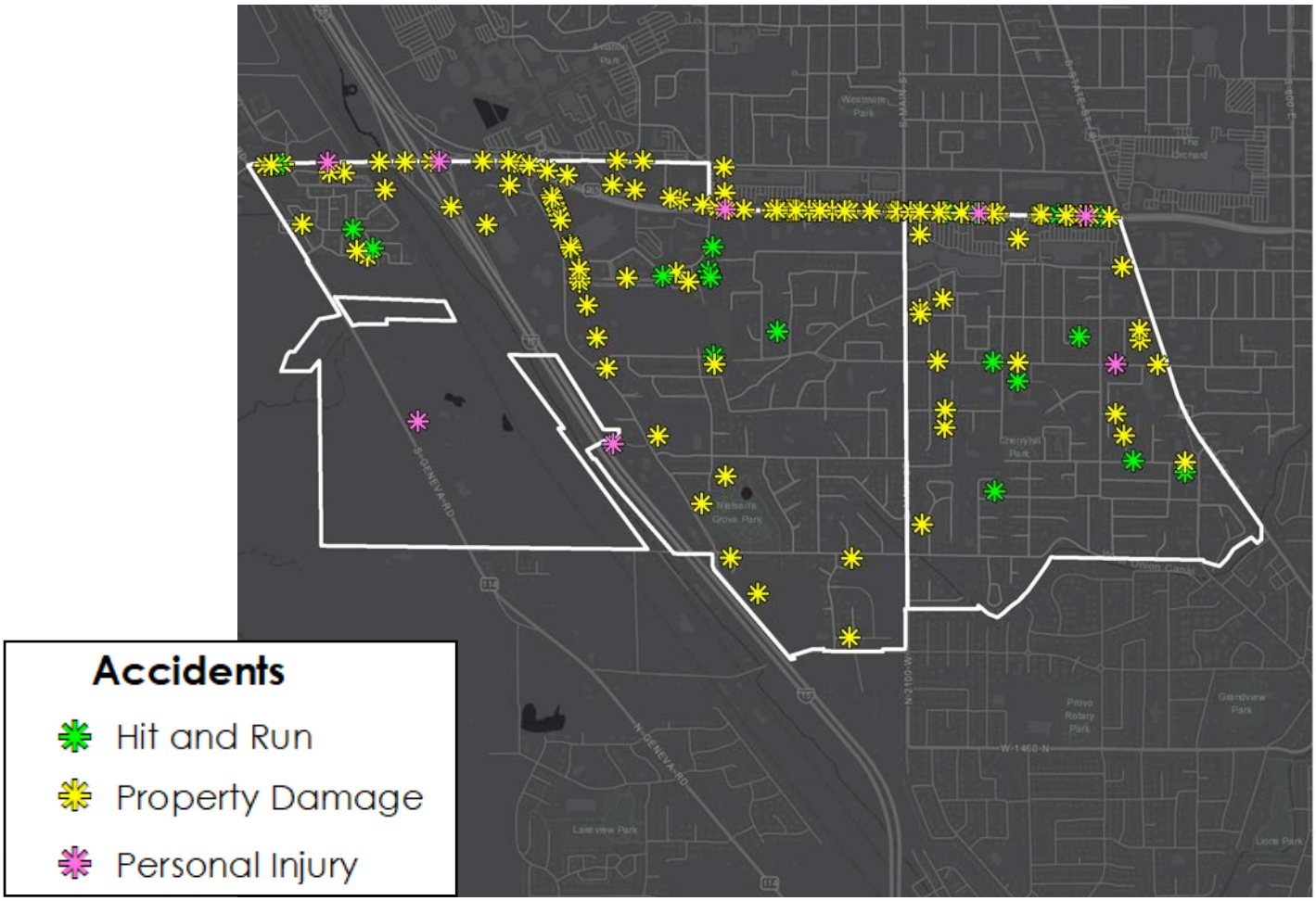
of a year (2015).

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 is exploring the possibility of adding medians in the future along portions of State Street.

4.2 FUTURE PLANS

Figure 4.4 Reported Accidents, 2015



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 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 would be beneficial (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 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 the following page) 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 bicyclist and pedestrians feel invited and safe, such as buffering with both medians and landscaping.

Figure 4.5 Street Connection Master Plan

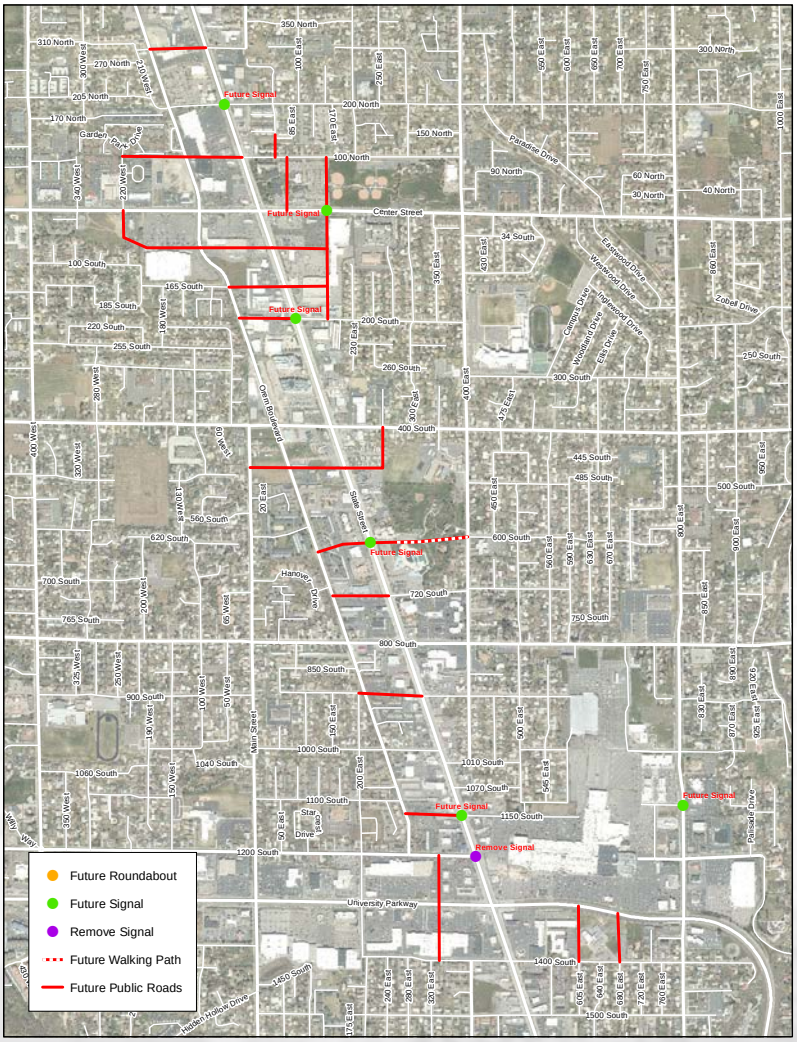
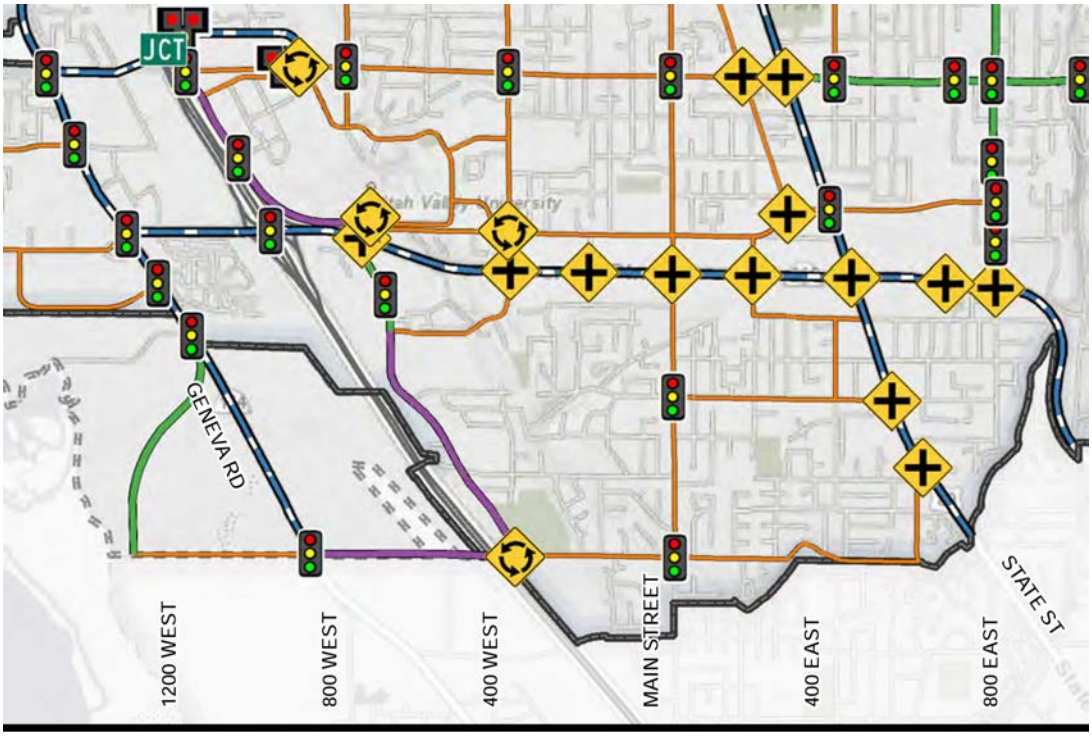
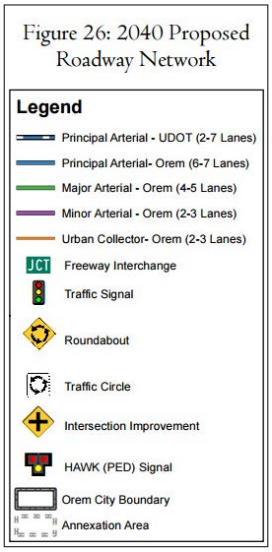


Figure 4.6 Transportation Master Plan 2040 Proposed Roadway Network





4.4 Goals

The major goals of the Lakeview and Cherry Hill neighborhoods related to transportation are:

Explore possible alternatives for queuing at Sandhill Road and University Parkway, such as adjusting the duration of the light and/or number of turning lanes.

Support efforts to finish sidewalk connections for improved walkability; particularly on both sides of 2000 South and Columbia Road.

Explore alternatives to a four way stop at the intersection of Main Street and 1200 South.

Explore resolutions for 400 East and 1600 South to address public parking by red curbing the street.

Collaborate with UTA & Union Pacific the possibility of installing automatic arms at train crossings to address sound nuisance of train horn.

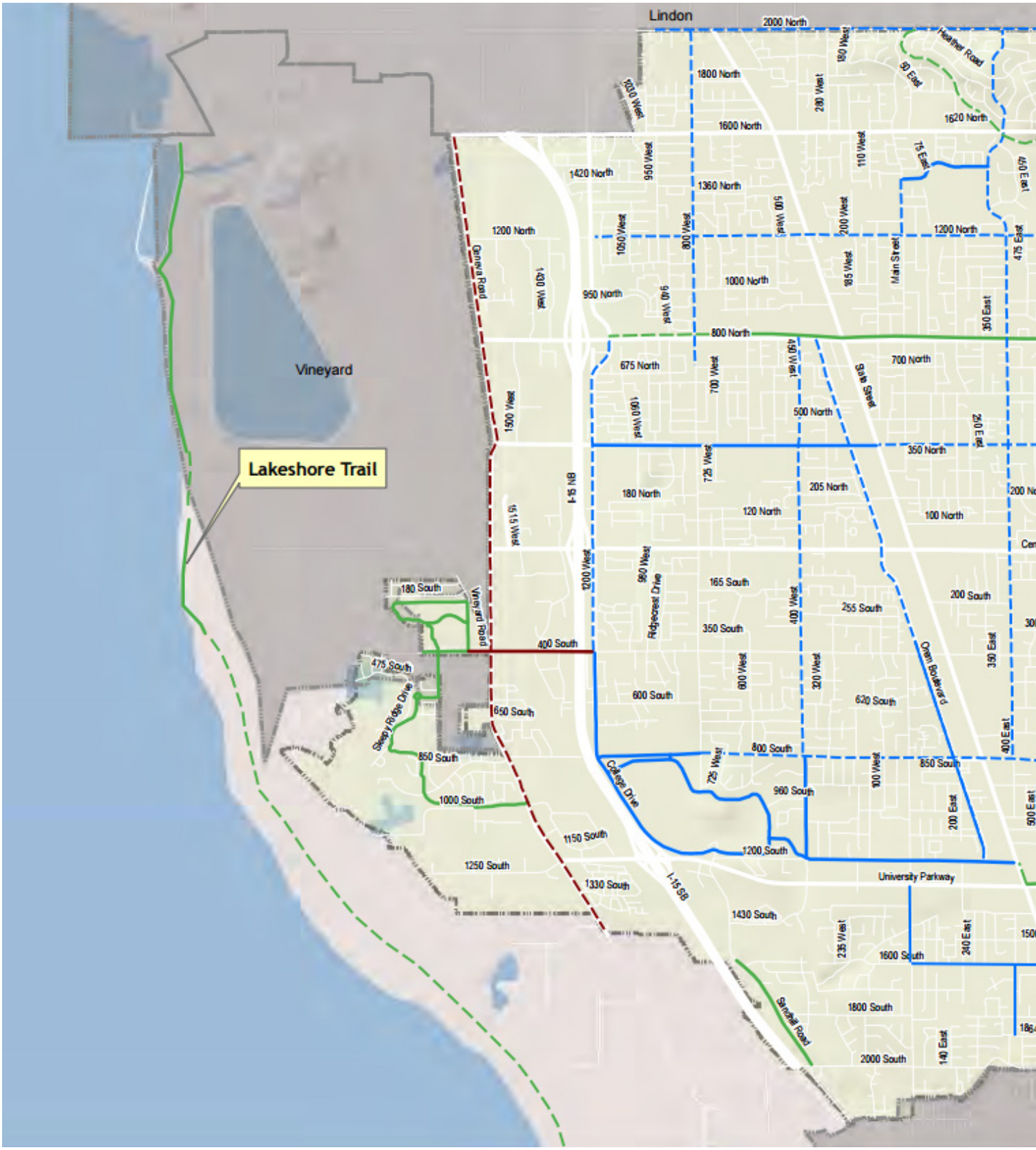
Consider options to make 1200 South safer, such as a traffic light at the intersection of 200 East and stop signs to allow for safer left-hand turns.

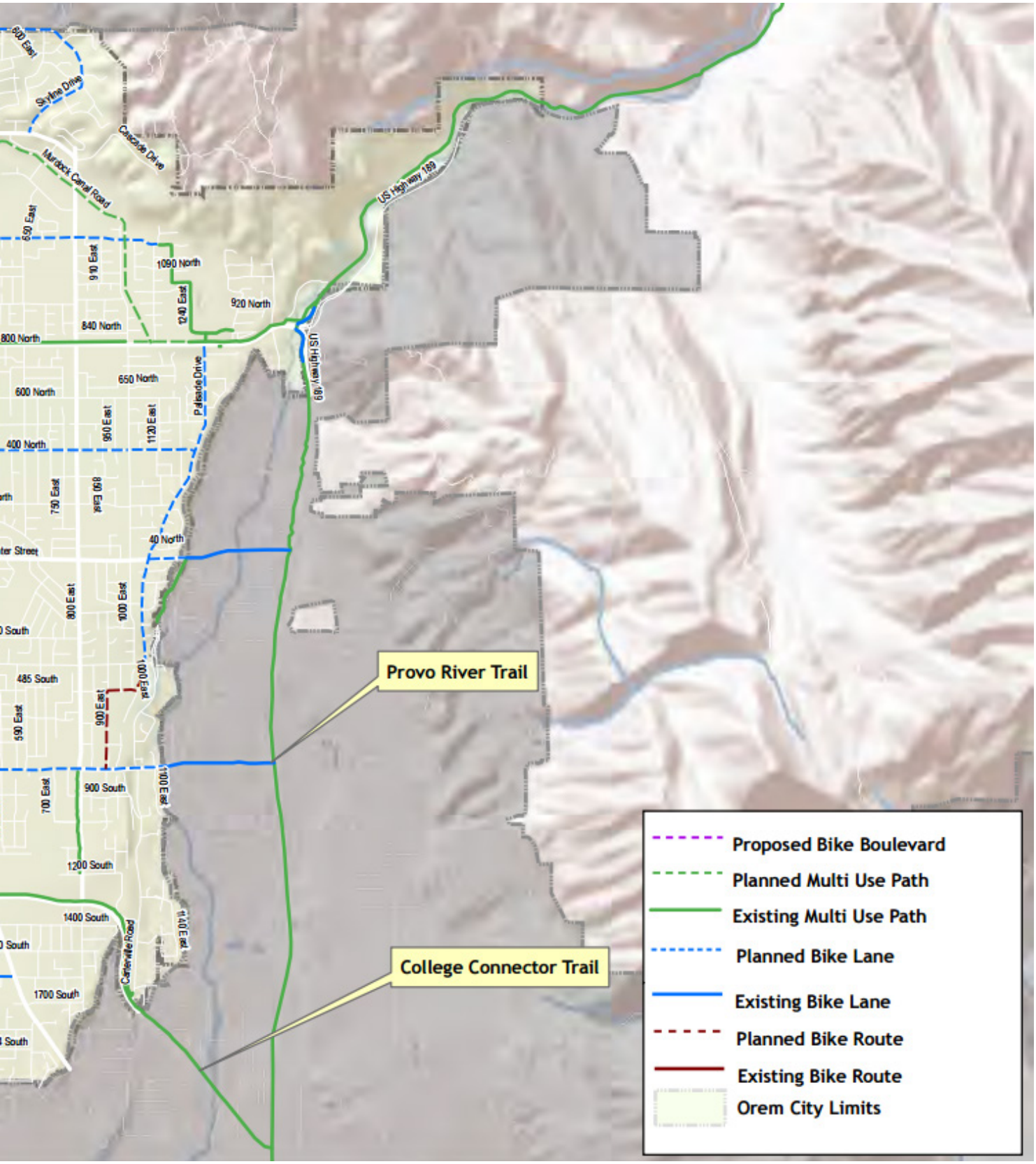
Encourage UDOT and UTA to assess traffic signal timing on University Parkway and State Street.

Support UDOT's plan for 800 South Multi-Modal Bridge for pedestrians, buses, cyclist, and automobiles.

Address in the Transportation Master Plan the 'S' curve on 2000 South. Exploring options to widen the shoulder, add guardrails, and other measures to deter speeding.

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
Carterville Road
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
900 East
1000 East
1100 East
1200 East
1240 East
1120 East
950 East
850 East
800 East
750 East
700 East
590 East
910 East
650 East



ECONOMICS

5

Goals

1. Support efforts to strengthen University Parkway by addressing vacancy rate of businesses.
2. Support City's efforts in the new Geneva Road District Zones.
3. Encourage commercial businesses that support the neighborhood to come to the city, such as a grocery store and other missing uses.
4. Support efforts in the Southwest Annexation Area for a balance between residential and commercial uses, building vertical development to preserve open space.
5. Revitalize neighborhoods to preserve family friendly feel by minimizing commercial impact into the neighborhood.
6. Support efforts to rehabilitate housing stock and clean up the area by helping elderly residents with their homes.
7. The Lakeview Neighborhood supports PRD type developments, such as twin homes, to diversify home choice.
8. Cherry Hill Neighborhood is content with the diversity of housing options and would like to prioritize single-family housing in the core of the neighborhood.
9. Encourage rentals to be maintained by landlords to preserve curb appeal.

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

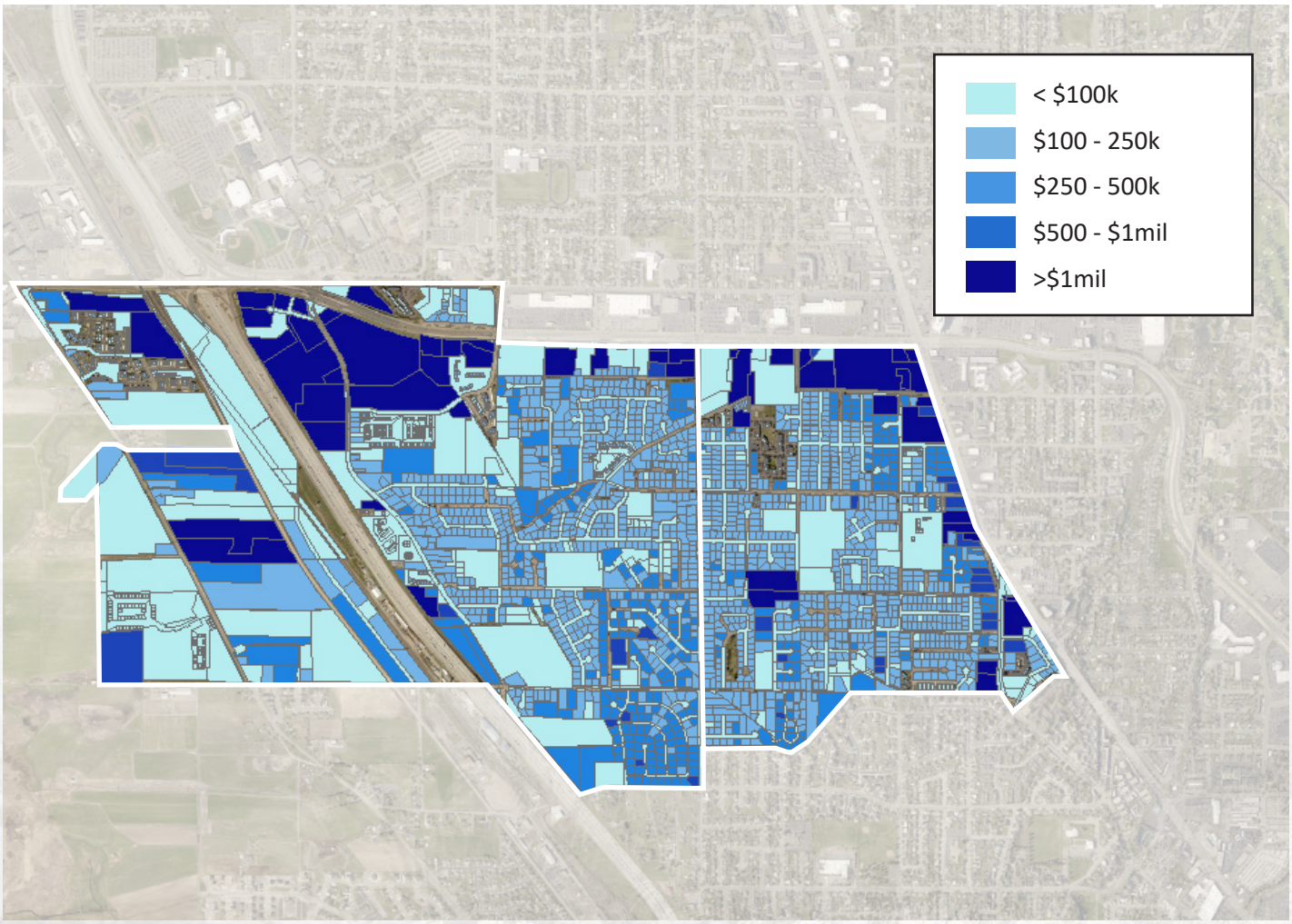


Figure 5.2 Property Tax Valuation



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:

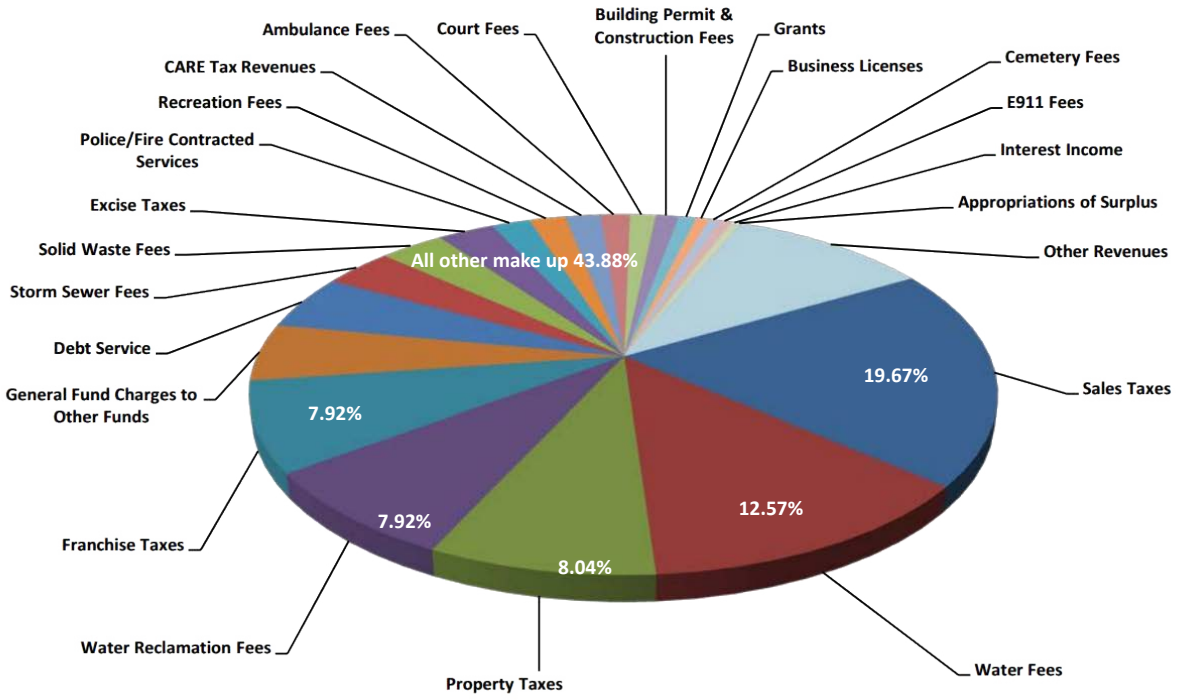
- The Alpine School District
- Orem City
- Utah County
- Special Districts
- Central Water District

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 total projected 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.

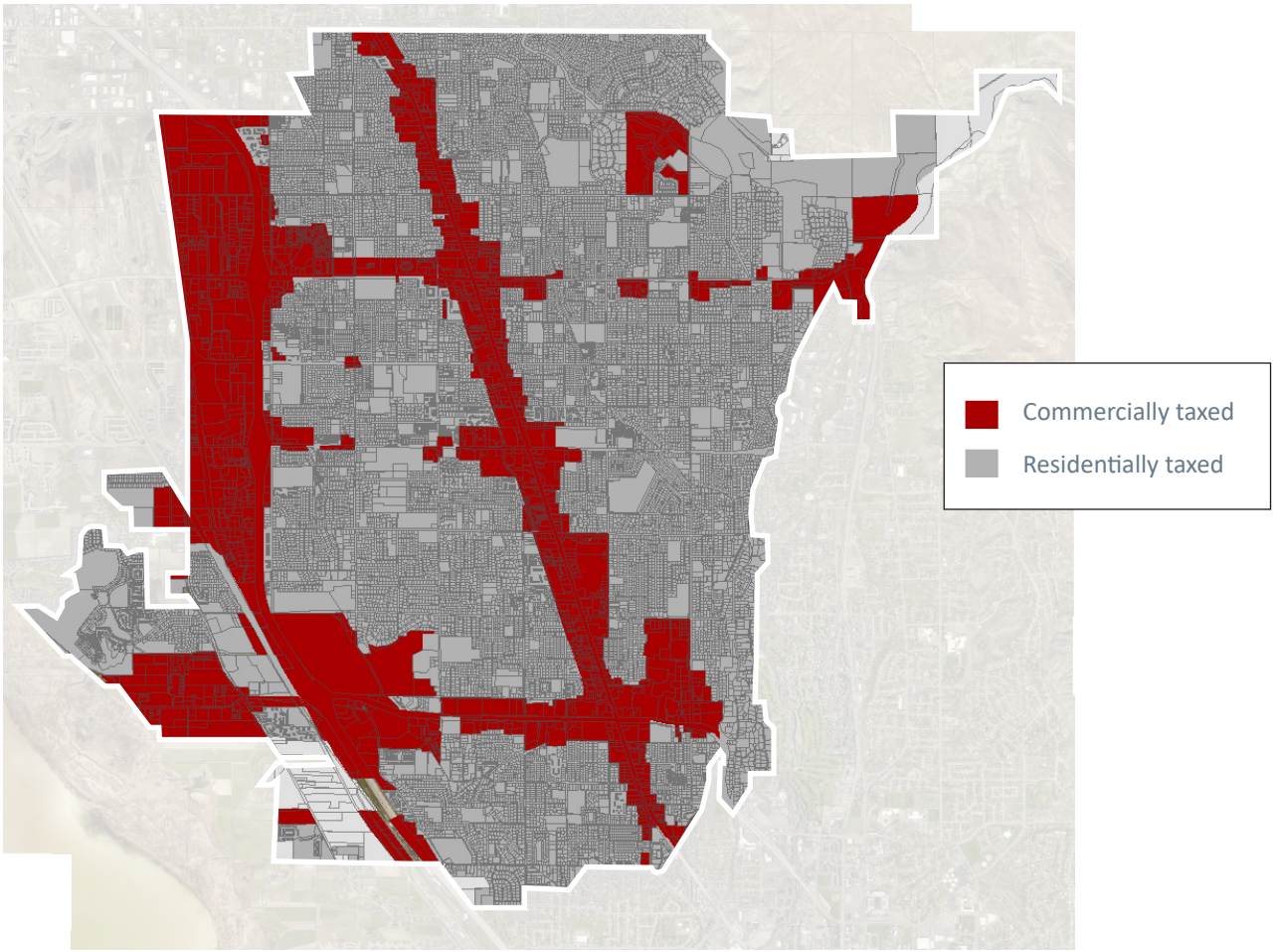
Figure 5.3 Expected Orem City Property Revenues, Fiscal Year 2016-2017



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 highskilled and well paid, being associated with medical due to the nearby hospital, and office uses near University Parkway along State Street. There are also many jobs associated with the industrial uses near the Geneva Road corridor, as well as hundreds of skilled jobs associated with technical businesses located along State Street.

Figure 5.4 Commercially Taxed Parcels and Buildings

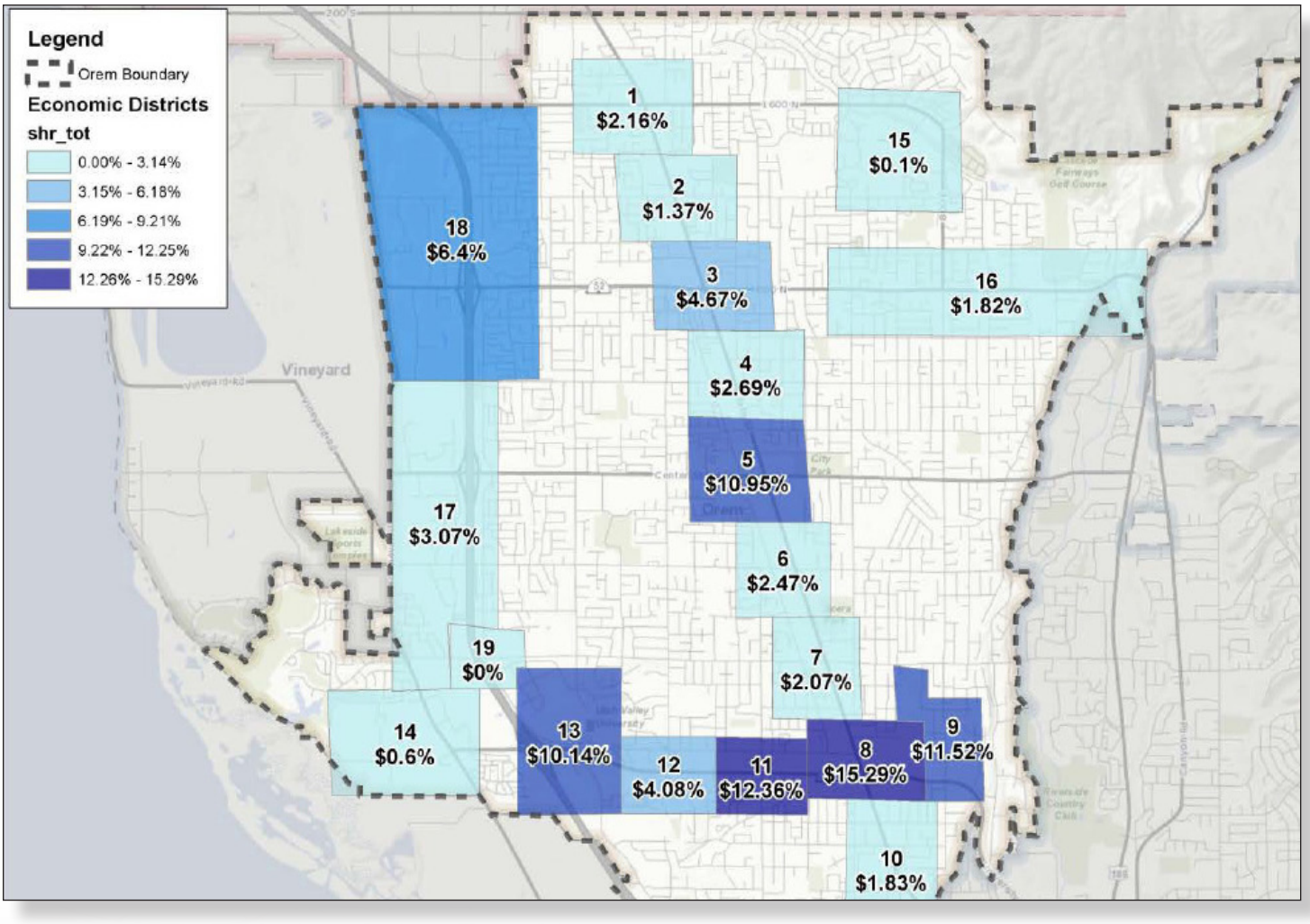


The neighborhoods recognize the importance of supporting these local businesses as they are a source of revenue and jobs for the City.

While residents recognize the benefit of having these businesses close to the neighborhoods, they also worry about possible negative consequences. 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 and Geneva Road, 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

Figure 5.5 Share of Retail Sales by Economic District, 2014



live and 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.

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 the north end of Geneva Road, particularly those at the intersections, provide important goods and services for the local population as well as the traveling population and are an important economic 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 Lakeview and Cherry Hill 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 udpate 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 in the neighborhood to promote neighborhood stewardship.*
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 hip urban centers on State Street and University Parkway.*



6 PUBLIC WORKS

Goals

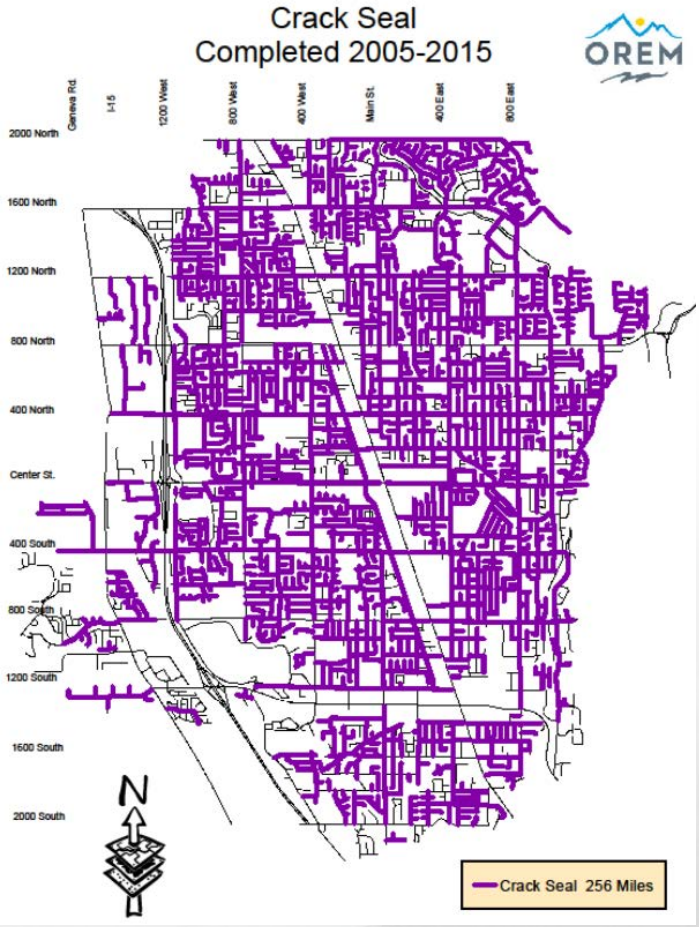
1. Explore new park areas, and provide green space for High Density Areas such as Lake Ridge Condos.
2. Support City endeavor to create Southwest Annexation area trail network.
3. Explore the potential of planting more shade trees in Nielsens Grove Park.
4. Explore possibility of reflective land tape on Orem City Streets to improve public safety.
5. Endevor to improve air quality through the proper queuing and signal timing at intersections to reduce idling time.
6. Explore city park ideas in the Lakeview area as well as pocket park locations on both sides of I-15.
7. Explore the idea of future park designed with more trees to play under, hills and berms for natural play spaces, and provide shade for play equipment to prevent burns from hot play equipment.
8. Support the installation and maintenance of street lights, particularly along Geneva road to enhance pedestrian and automotive safety.
9. Support and encourage installation of more public recreation amentities in the neighborhood, such as pickle ball courts.
10. Encourage educational oportunities for water conservation, such as education of different grass types which use less water.

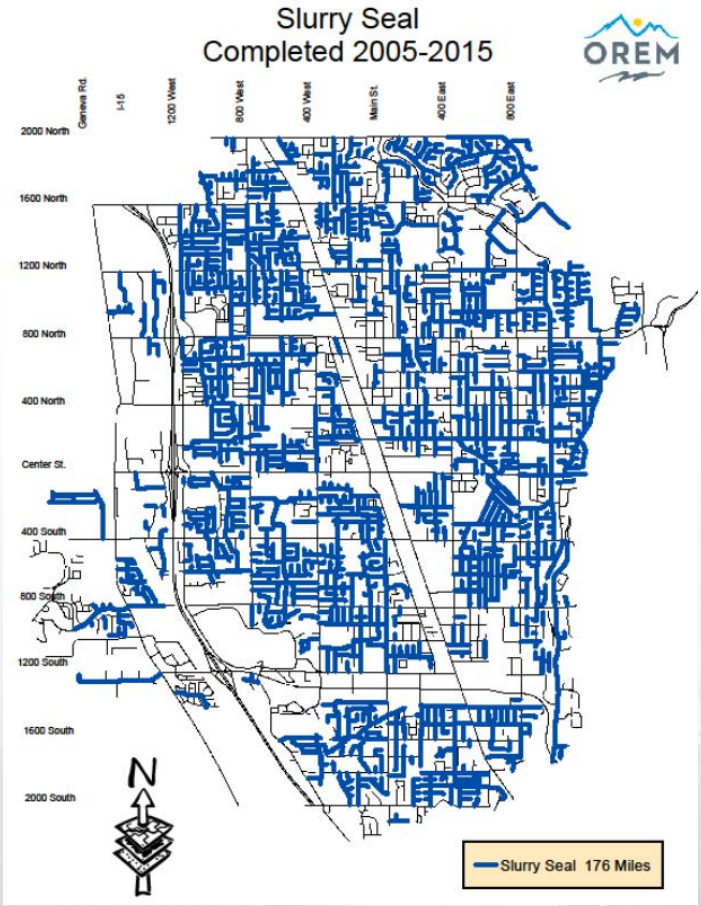
6.1 PUBLIC WORKS

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 6.2 (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 Lakeview and Cherry Hill advisory committee and residents expressed their desire for continued efforts and coordination to maintain existing and create future parks. As Figure 6.4 shows, there are several improvements planned for the Orem, Sharon, and Hillcrest neighborhood, including the addition of a bike lane on 400 East and the creation of nodes at key State Street junctions.

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 6.3 Scera Park in Sharon

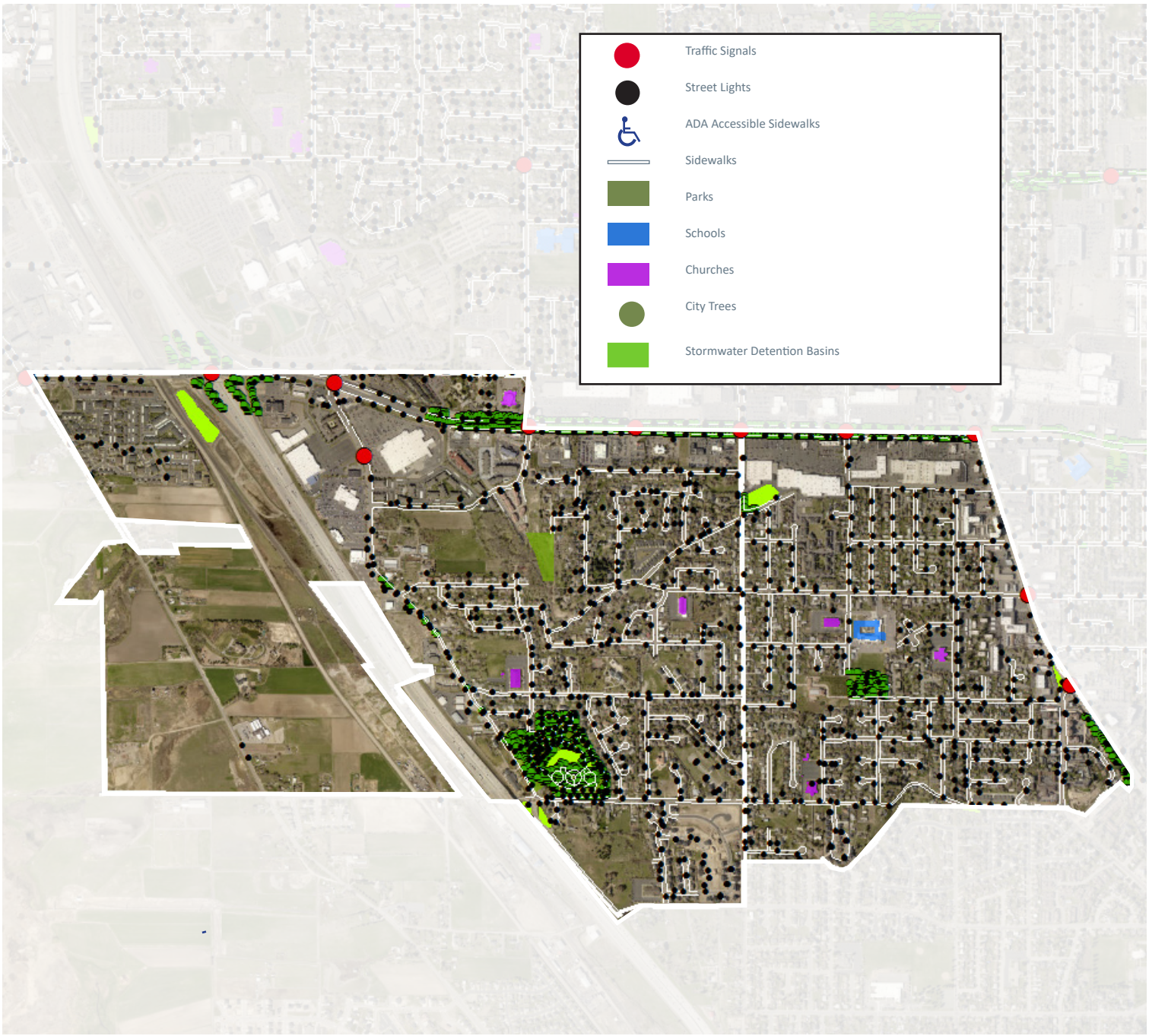


6.5 Goals

The major goals of the Lakeview and Cherry Hill neighborhoods related to public works are:

1. Explore new park areas, and provide green space for High Density Areas such as Lake Ridge Condos.
2. Support City endeavor to create Southwest Annexation area trail network.
3. Explore the potential of planting more shade trees in Nielsens Grove Park.
4. Explore possibility of reflective land tape on Orem City Streets to improve public safety.
5. Endevor to improve air quality through the proper queuing and signal timing at intersections to reduce idling time.
6. Explore city park ideas in the Lakeview area as well as pocket park locations on both sides of I-15.
7. Explore the idea of future park designed with more trees to play under, hills and berms for natural play spaces, and provide shade for play equipment to prevent burns from hot play equipment.
8. Support the installation and maintenance of street lights, particularly along Geneva road to enhance pedestrian and automotive safety.
9. Support and encourage installation of more public recreation amentities in the neighborhood, such as pickle ball courts.
10. Encourage educational oportunities for water conservation, such as education of different grass types which use less water.

Figure 6.4 Selection of Public Works Improvements





7 NEIGHBORHOOD PRESERVATION

Goals

1. Provide information to help educate citizens on NPU resources, explain differences between 311 and Dispatch, and encourage residents to join Citizen Academy.
2. Encourage a strong community network through knowing all your neighbors, regardless of religious affiliations, and understanding their needs.
3. Encourage citizens to help each other first, then call police for larger issues.
4. Explore options for mitigating transient problem along University Parkway and Sandhill Road.
5. Increase neighborhood awareness through encouraging more involvement in community events such as the Police picnics.
6. Educate residents regarding anonymous reporting to address problem properties.
7. Support City Council's efforts in addressing overburdened NPU officers.

7.1 NEIGHBORHOOD PRESERVATION

The Lakeview and Cherry Hill 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. 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

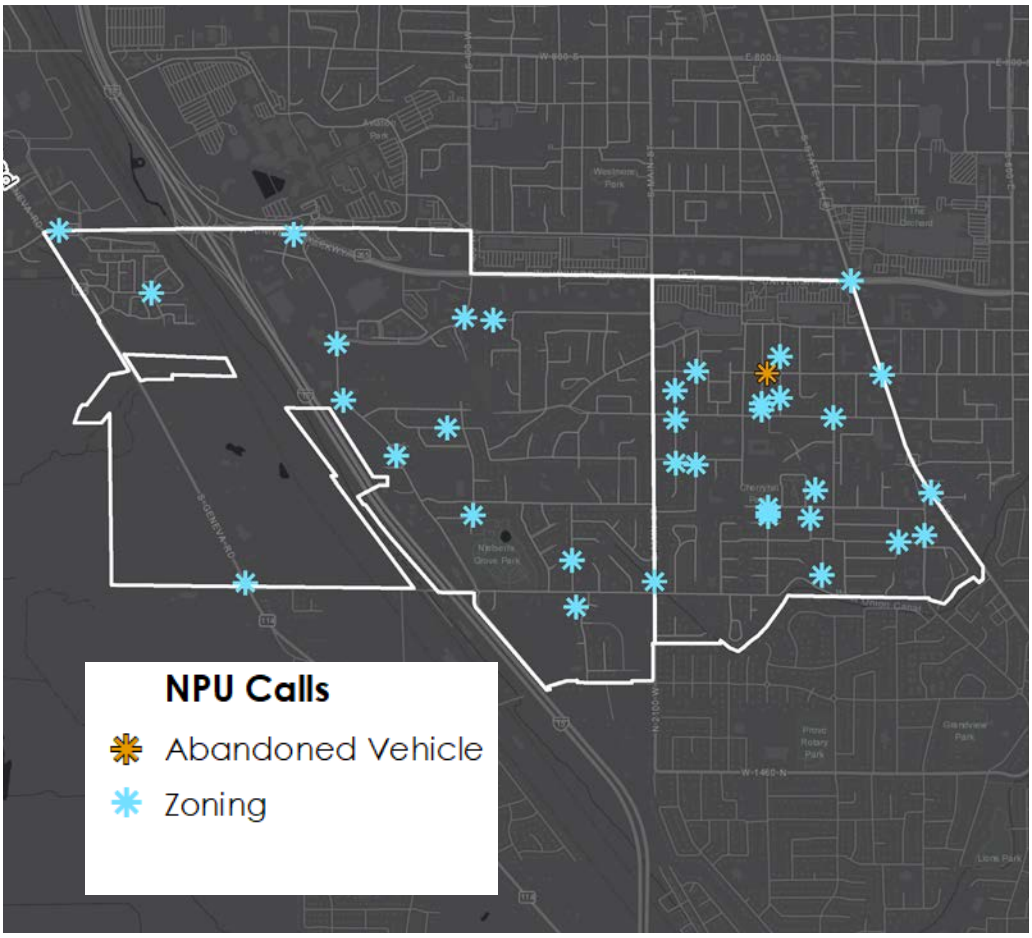
Several comments at neighborhood meetings involved code and law enforcement concerns. Residents expressed concerns regarding homes and businesses that were not being maintained or used as intended.

These concerns can be mitigated through working with the Neighborhood Preservation Unit (NPU). The NPU consists of a special 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 Lakeview and Cherry Hill 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 3-1-1'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 thrive as a neighborhood of owners taking care of property, being responsible landlords, and maintaining a community feel. We desire to maintain our neighborhood character through responsible development and growth. Our focus is on encouraging green space, water conservancy, and clean environmental practices. We are dedicated to a safe, walkable neighborhood for all through prioritizing multi-modal transportation choices."

Lakeview and Cherry Hill Neighborhood Residents

The Lakeview and Cherry Hill 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 an appendix. 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 stateparks.utah.gov.

Implementation

In previous neighborhood plans, an implementatoin chart of goals was included in the neighborhood plan as a guide for the implementation of the goals

identfied throught the plan process. The Lakeview & Cherry Hill plan is one of the last plans being adopted as part of a 5 year effort to develop plans for all Orem Neighborhoods. Along with the conclusion of this effort, we are launching a new neighborhood plans web site. This site will include adopted neighborhood plans, information summaries from selected sections (such as demographic updates) and most importantly, the goals.

The goals implementation guide will be updated and trackable as goals are completed. Efforts are already in motion to identify methods for goals to prioritized, fast-tracked, and implemented as quickly as possible.





Neighborhood Meeting Q/A - 6/23/2020 Neighborhood Plan

- I have attempted to download the Sunset Heights working plan from the website but can only see the title page image. Is it available now to review? I assume your link will work?
- **In the lakeview area, along Sandhill road, condos were approved with resident opposition. These condos didn't have an HOA or it may be there, but not functional. And it now looks like an upcoming neglected housing unit. Can we work on these areas and will we in the future require high density housing to have an HOA that budgets for the maintenance of these housing units?
- West of Orem Temple area, can we put in some large high end housing to focus on a desirable high end lake side neighborhoods as there is a great deal of low cost affordable housing has been largely placed in the south west Orem area?
- DOES THE CITY PLAN TO WIDEN 400 WEST FROM CENTER TO UNIVERSITY PARKWAY?
- *Are there plans to widen 800 South?
- We're seeing homes in our neighborhood near UVU being purchased and then rented out to 5-6 students. What is the city code regarding the legality of this?
- One suggestion to help deter speeding along 2000 South would be to explore options to install a 3-way stop at 250 East.
- Are these [public] meetings (pc/cc) going to be virtual?
- Will there be opportunities for citizen comment in virtual meetings as there are in face to face meeting?
- Could you please identify the website to review the different properties?
- What is being done for these housing units (high density) and others that do not have What is being done to make these units have better parking so that it does not spill into the streets?
- What are the plans to connect 1600 South at 300 W to 1600 S at 400 W? ... so that traffic is not having to travel down Hidden Hollow? The hidden hollow road is too small fore the amount of traffic that is using the road? Maybe explore options to widen Hidden Hollow to accommodate the amount of traffic using it.
- Clarification on location of the apartments -- 1500 South State "the roads surrounding these apartments are really bad"

For more information, contact
Grant Allen at (801) 229-7095
or grallen@orem.org

OREM

PRESORTED
1st CLASS MAIL
US POSTAGE
PAID
OREM UT
PERMIT 8

Electronic Meeting, 56 N State Street

Neighborhood Meeting
Tue, Jun 23, 2020
6:00 pm

Residents of the Sunset Heights East & West, and Cherry Hill and Lakeview neighborhoods are invited to attend an online neighborhood meeting on June 23, 2020 @ 6:00 p.m. to discuss the draft of the neighborhood plans. The primary purpose of the neighborhood meeting will be to address the major goals and objectives of the neighborhood plan. The City will be holding a Zoom online meeting (Webinar) to discuss the neighborhood plans. Additional information can be viewed at https://orem.org/neighborhoodplans (See note on back)

6 **********SCH 5-DIGIT 84057 T 1

JASON BENCH
1911 N MAIN ST
OREM UT 84057-2101

RECEIVED
6/13/2020

This meeting will be an all-electronic meeting. There will be no public access to the meeting. Those desiring to view or participate in the meeting must do so electronically. You can participate in the meeting using Zoom by using the link provided to you at https://orem.org/neighborhoodplans

The Zoom meeting will be recorded, and comments can be submitted during the meeting with the Q & A feature on Zoom or by emailing comments to planning@orem.org. Staff will not be taking verbal questions during the meeting but will try to address questions received through email at planning@orem.org and the Q & A feature during the webinar on Zoom.

Comments received for Neighborhood Plan -

Hi Orem Planning Division,

I've read the Lakeview/Cherry Hill Neighborhood Plan and have some comments and questions. I'm a Lakeview resident and I am on the Neighborhood Advisory Council.

There is a lot to like in the Neighborhood Plan. Promoting housing development, redevelopment of University Parkway, transit-oriented development, and multi modal transportation options will all help the neighborhood to develop economic strength and a better sense of place. However, I think these important goals are sometimes undercut by contradicting goals also in the plan. For example, goal number 9 in the transportation section says, "Address in Transportation Master Plan the 'S' curve on 2000 South. Exploring options to widen the shoulder, add guardrails, and other measures to deter speeding." Widening the shoulder directly acts to increase vehicular speed. People drive slower when the lanes are narrower. Giving drivers more room to be sloppy will result in more crashes. This goal should be re-evaluated in light of actual crash statistics on that stretch of road.

I was confused by the structure of the plan. At the beginning of each section are the goals that the Neighborhood Advisory Council came up with. However, each section ends with another Goals section, but these are different. Which are the plan's actual goals? It is the plan's biggest flaw.

Some parts of the plan don't seem to say anything at all. The subsection in 5.3, titled "Orem Affordable Housing Plan," leaves me no closer to understanding what the Orem Affordable Housing Plan actually is at the end of the paragraph than when I started. This section should be replaced with actual substance before it is presented to the City Council.

I have serious concerns with the Southwest Area Plan. First, the lack of alternate routes into and out of the proposed Geneva Road community commercial district sounds like a recipe for gridlock. Additional, parallel streets would help relieve traffic on Geneva. Without more options to travel, the Southwest Area is dead on arrival. Second, greenfield development on the edge of town will add to sprawl, increasing Orem's maintenance liability and providing financial strain. Especially where the coronavirus has impacted sales tax revenue, Orem does not need more liabilities caused by sprawl. Instead, why not focus on brownfield and greyfield development? There's plenty of underutilized space to go around, even on University Parkway!

Finally, I believe that Orem needs to take a hard look at the Orem PD's neighborhood preservation unit. The police's job is to protect the people from crime, not to mediate disputes between neighbors. Funneling resources into trivial cases is a poor use of scarce resources, and serves to make the neighborhood less safe when NPU officers are armed. Much of the issues the NPU handles can be dealt with by unarmed city employees. And in actuality, many of the calls that come in to the NPU would be just fine with no enforcement whatsoever. Citizens will always want to outsource the difficult work of talking to their neighbors - but that doesn't make it wise for a city to take it on.

Please call or email me to talk through my thoughts on any aspect of the draft plan.

Thank you,

Jonathan Concidine
385-230-8211

Sent from my iPhone

Mayor Brunst and Members of the Orem City Council,
Please consider our concerns regarding the Lakeview and Cherry Hill Neighborhood draft plan.

The annexation of the Lakeview area on Geneva Road was a difficult process. Nobody got exactly what they wanted but it was accomplished through compromise. Affordable housing was part of those annexation discussions. The 2012 data referenced to support affordable housing in the Lakeview and Cherry Hill draft plan would have been available when Lakeview was annexed. Is it fair to those of us who were forced to accept higher density then to accept even higher density now? Since “rezoning to allow smaller lots” is now a goal and plays perfectly into the hands of developers, do those seeking to constrain residential density have a voice in this discussion?

Developers like to point out that Lakeview is unappealing to those seeking lower density neighborhoods. If this is the case, why did they purchase property in Lakeview with full knowledge of the lower density zoning? Their quest for maximum profit should not come at the expense of those who want Lakeview to be a desirable place for a long-term residence.

Developers like to explain that low density properties on Geneva Road result in an average lower density for the entire area, and thus enabling their own higher density developments. This demonstrates a total disregard for comprehensive planning that is beneficial to the area as a whole. They want to pretend that traffic volume produced by their higher density developments will not adversely affect farm operations on Geneva Road. It is troubling enough that developers want to force higher density into our community. That they want those of us who are committed to open space and agriculture to enable their higher profits is unconscionable.

Traffic is already a problem on Geneva Road. When this issue was raised at a meeting in May we were assured that traffic analyses will be performed. If this is true, and if that work means anything, all decisions pertaining to any changes in the city plan should be deferred until the study has been completed and published. Complex problems such as this typically require a variety of actions. Please consider that a significant no-cost measure will be to constrain residential traffic volume on Geneva Road by abiding by the zoning agreed to at the time of annexation.

We attended the city council meeting where a developer presented a plan for storage construction across Geneva Road from our farm. We voiced our opposition to this development with a request that the parcel in question be considered for single family homes. We were reminded that it was zoned for light industrial. Fair enough. However, the city council and city staff went on to explain in some detail why the sewer could not support additional residential density. Why was sewer-sizing an indisputable showstopper then and not now?

Text in the Vision Statement such as “Our focus is on encouraging green space” and “creation of aesthetically pleasing neighborhoods” is not consistent with our experience. We have honestly tried to think of any time when Orem City has focused on encouraging green space in Lakeview. Until we read the draft plan, we would have said the density compromises at the time of annexation were at least a gesture in that direction. We cannot say that now. At one annexation meeting our farm, with its conservation easements, was identified as a problem that was hindering the process.

Those seeking higher density are quick to state that landowners can still farm. They choose to ignore the obvious, that urban sprawl and farming do not mix well as traffic volume, trespassing, and other risks escalate. As stated in the draft plan “Utah leaders encouraged settlers to live in the city center and cultivate farmland outside the City's limits.” We have come to accept the inevitability of urban sprawl into Lakeview. We are simply requesting a plan that is less invasive and with lower risk to ongoing farming operations and the green space they provide.

Sincerely,
Byron & Cindy Taylor

When the apartments were proposed across the street (4th West) from Lakeridge Jr High school the neighbors were promised by Orem City, the developer and UVU that it would not increase the traffic by the school. Is this still your promise?

Agenda Item No: 9.3

City Council Agenda Item Report

Meeting Date: August 11, 2020
Submitted by: Jake Harding
Submitting Department: Development Services
Item Type: Text Amendment
Agenda Section:

Subject:
PUBLIC HEARING
ORDINANCE – Enacting Section 22-14-21(D) and Standard Land Use Code 5945 Orem City Code pertaining to requirements for retail tobacco specialty businesses.

Suggested Action:
The Planning Commission recommends that the City Council, by ordinance, enact Section 22-14-21(D) and Standard Land Use Code 5945 Orem City Code pertaining to requirements for retail tobacco specialty businesses.

Presenter:
Jason Bench

Background:

Potentially Affected Area:
Citywide

Attachments:
Agenda-RetailTobaccoSpecialty-Limit.docx

Resolution-RetailTobaccoSpecialty-Limit.docx

22-14-21(D) Retail Tobacco Specialty Business.pdf

Planning Commission Minutes (Draft).pdf

Data from other Cities - Data Table.pdf

Vape Shops in Orem_Map.pdf

CITY OF OREM

CITY COUNCIL MEETING

AUGUST 11, 2020

REQUEST:	**ORDINANCE**– Enacting Section 22-14-21(D) and Standard Land Use Code 5945 of the Orem City Code pertaining to requirements for retail tobacco specialty businesses.
APPLICANT:	Development Services for Business Licensing
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

SITE INFORMATION:
● Citywide Impact

PLANNING COMMISSION RECOMMENDATION
Vote: 4-2 for approval

PREPARED BY:
Jake Harding
Associate Planner

REQUEST:
The Division of Business Licensing requests the City Council enact Section 22-14-21(D) and Standard Land Use Code 5945 of the Orem City Code pertaining to requirements for retail tobacco specialty businesses.

BACKGROUND:
Recently, there has been a surge of retail tobacco specialty businesses coming into the City. Currently there are at least eight businesses that are operating as retail tobacco specialty businesses in Orem (some of which staff believe are doing so illegally). In contrast, Provo has four such businesses, Pleasant Grove has two and Lehi has one. Staff is concerned about the proliferation of such businesses in the City and feels that the over-concentration of such businesses in Orem is not in the best interest of the City.

The Utah County Health Department is also concerned about the increasing number of retail tobacco specialty businesses both in Orem and the rest of the county. The county is concerned about increasing usage of tobacco products (including vaping) in the county and particularly among minors. County representatives believe that reducing the visibility and accessibility of tobacco/vaping products will help mitigate the increasing usage of such products.

To address these concerns, staff has proposed an ordinance amendment to limit the total number of retail tobacco specialty businesses that may locate in the City. This is similar to what the City did with check cashing businesses several years ago. The proposed amendment would limit the number of retail tobacco specialty businesses to one per 15,000 residents which would mean a limit of six based on the City's current population.

According to information from the county, several other cities in the state have already adopted ordinances limiting the number of retail tobacco specialty businesses including Murray (one per 10,000), West Valley City (one per 10,000), and Lehi (one per 50,000). Other cities such as Provo allow these businesses only in industrial zones.

Information regarding what surrounding cities are doing/have done about these businesses is included in a table as part of the agenda summary.

RECOMMENDATION: The Planning Commission recommends the City Council, by ordinance, enact Section 22-14-21(D) and Standard Land Use Code 5945 of the Orem City Code pertaining to requirements for retail tobacco specialty businesses.

D R A F T

ORDINANCE NO. _____

AN ORDINANCE BY THE OREM CITY COUNCIL ENACTING SECTION 22-14-21(D) AND STANDARD LAND USE CODE 5945 OF THE OREM CITY CODE PERTAINING TO REQUIREMENTS FOR RETAIL TOBACCO SPECIALTY BUSINESSES

WHEREAS on March 4, 2020, the Division of Business Licensing filed an application requesting the City enact Section 22-14-21(D) and Standard Land Use Code 5945 of the Orem City Code pertaining to requirements for retail tobacco specialty businesses; and

WHEREAS a public hearing considering the subject application was held by the Planning Commission on July 15, 2020, and the Planning Commission recommended the City Council approve the application; and

WHEREAS a public hearing considering the subject application was held by the City Council on August 11, 2020; and

WHEREAS the agendas of the Planning Commission meeting and the City Council meeting at which the application was heard were posted in the Orem Public Library, the Orem City Webpage, and the City Offices at 56 N 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 it is in the best interest of the City to limit the number of retail tobacco specialty businesses in order to prevent the over-concentration of such businesses in the City and in order to reduce the visibility and accessibility of tobacco/vaping products.

2. The City Council hereby enacts Section 22-14-21(D) and Standard Land Use Code 5945 Orem City Code pertaining to requirements for retail tobacco specialty businesses 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 of Orem.

D R A F T

PASSED, APPROVED and ORDERED PUBLISHED this **11th** day of **August** 2020.

Richard F. Brunst, Jr., Mayor

ATTEST:

JoD'Ann Bates, City Recorder

COUNCILMEMBER	AYE	NAY	ABSTAIN
Mayor Richard F. Brunst	□	□	□
Jeff Lambson	□	□	□
Debby Lauret	□	□	□
Tom Macdonald	□	□	□
Terry Peterson	□	□	□
David Spencer	□	□	□
Brent Sumner	□	□	□

22-14-21(D)
Retail Tobacco Specialty Business

1. **Definition.** Pursuant to Utah Code Section 10-8-41.6, retail tobacco specialty business means a commercial establishment in which:
    a. sales of tobacco products, electronic cigarette products, and nicotine products account for more than 35% of the total quarterly gross receipts for the establishment;
    b. 20% or more of the public retail floor space is allocated to the offer, display, or storage of tobacco products, electronic cigarette products, or nicotine products;
    c. 20% or more of the total shelf space is allocated to the offer, display or storage of tobacco products, electronic cigarette products, or nicotine products;
    d. the commercial establishment:
        i. holds itself out as a retail tobacco specialty business; and
        ii. causes a reasonable person to believe the commercial establishment is a retail tobacco specialty business;
    e. any flavored electronic cigarette product is sold; or
    f. the retail space features a self-service display for tobacco products, electronic cigarette products, or nicotine products.
2. **Separation Requirement.** Pursuant to Utah Code Section 10-8-41.6(4), no retail tobacco specialty business may be located within:
    a. 1,000 feet of a community location;
    b. 600 feet of another retail tobacco specialty business; or
    c. 600 feet from property used or zoned for agricultural or residential use.

    The proximity requirements above shall be measured in a straight line from the nearest entrance of the retail tobacco specialty business to the nearest property boundary of a location described in Subsections (2)(a) through (c), without regard to intervening structures or zoning districts.
3. No more than one retail tobacco specialty business shall be allowed for every 10,000 citizens living in the City of Orem.
4. For purposes of this subsection 22-14-21(D), each separate physical location shall count as a retail tobacco specialty business.

****NEW SLU code created:**

SLU		R5	R6	R6.5	R7.5	R8	R12	R20	OS5/ ROS	PO	C1	C2	C3	HS	M1	M2	CM	BP
5940	Retail Tobacco Specialty Business	N	N	N	N	N	N	N	N	N	N	**P – subject to the requirements of 22-14-21(D)**		N	**P – subject to the requirements of 22-14-21(D)**		N	N

22-14-21(D)
Retail Tobacco Specialty Business

1. **Definition.** Pursuant to Utah Code Section 10-8-41.6, retail tobacco specialty business means a commercial establishment in which:
    a. sales of tobacco products, electronic cigarette products, and nicotine products account for more than 35% of the total quarterly gross receipts for the establishment;
    b. 20% or more of the public retail floor space is allocated to the offer, display, or storage of tobacco products, electronic cigarette products, or nicotine products;
    c. 20% or more of the total shelf space is allocated to the offer, display or storage of tobacco products, electronic cigarette products, or nicotine products;
    d. the commercial establishment:
        i. holds itself out as a retail tobacco specialty business; and
        ii. causes a reasonable person to believe the commercial establishment is a retail tobacco specialty business;
    e. any flavored electronic cigarette product is sold; or
    f. the retail space features a self-service display for tobacco products, electronic cigarette products, or nicotine products.
2. **Separation Requirement.** Pursuant to Utah Code Section 10-8-41.6(4), no retail tobacco specialty business may be located within:
    a. 1,000 feet of a community location;
    b. 600 feet of another retail tobacco specialty business; or
    c. 600 feet from property used or zoned for agricultural or residential use.

    The proximity requirements above shall be measured in a straight line from the nearest entrance of the retail tobacco specialty business to the nearest property boundary of a location described in Subsections (2)(a) through (c), without regard to intervening structures or zoning districts.
3. No more than one retail tobacco specialty business shall be allowed for every 10,000 citizens living in the City of Orem.
4. For purposes of this subsection 22-14-21(D), each separate physical location shall count as a retail tobacco specialty business.

****NEW SLU code created:**

SLU		R5	R6	R6.5	R7.5	R8	R12	R20	OS5/ ROS	PO	C1	C2	C3	HS	M1	M2	CM	BP
5940	Retail Tobacco Specialty Business	N	N	N	N	N	N	N	N	N	N	**P – subject to the requirements of 22-14-21(D)**		N	**P – subject to the requirements of 22-14-21(D)**		N	N

Draft Minutes from July 15, 2020 Planning Commission

Agenda Item 3.1 is a request by Orem City Business Licensing to enact Section 22-14-21(D) and Standard Land Use Code 5945 Orem City Code pertaining to requirements for retail tobacco specialty businesses.

Staff Presentation: Recently, there has been a surge of retail tobacco specialty businesses coming into Orem City. The Department of Business Licensing has determined that it would be in the best interest of the City to impose additional restrictions on retail tobacco specialty businesses because they pose a potential health risk to residents. Additionally, it has been determined that Orem has more vape shops per capita than any other city in Utah except for Salt Lake City. These proposed restrictions would help curb this trend.

A summary of the proposed text is provided below. The complete text is provided in an attachment to this report.

The proposed restrictions put limitations on these businesses in two ways.

1. **Separation** - The proposed text would require that these businesses be at least 1,000 feet away from community locations, at least 600 feet away from another retail tobacco specialty business, and at least 600 feet away from properties used or zoned for residential or agricultural uses. This language is taken directly from the Utah State Code. Business Licensing is proposing that Orem City adopt these restrictions as part of its own code in order to make it easier for potential businesses to understand and abide by these laws.

2. **Per Capita** - The proposed text sets the maximum number of these businesses in the City at 1 per 10,000 citizens. This language is taken from Orem City Code 22-14-21(A)(3) regarding check cashing and other credit services. The City placed this per capita limit on check cashing businesses in order to prevent being overrun by them and preserve the neighborhood feel of the City. Business Licensing is proposing that this same per capita limit be applied to retail tobacco specialty businesses.

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 enact Section 22-14-21(D) and Standard Land Use Code 5945 of the Orem City Code pertaining to requirements for retail tobacco specialty businesses.

Chair Cochran asked if the Planning Commission had any questions for Mr. Harding. There was a discussion regarding the following points:

- Would this code apply to any other businesses other than the check cashing businesses
    - This is a new ordinance for tobacco products.
- There are six of these in the City now, if they are limited to 1 business per 10,000 citizens and we have 100,000 citizens and we are already the highest in the State, it seems the City is going in the wrong direction.
    - Orem is not the highest in the State, but the highest in Utah County. If the Planning Commission feels like that ratio is not appropriate, you can consider changing that, for example if you want to limit it to 1 in 15,000 it would limit the number to six.
- This ordinance is limiting the number of vape shops in the City, is there a cap on any other business
    - Yes, it is done for check cashing businesses.
- It does not seem appropriate to limit businesses, why are check cashing businesses limited
    - Two reasons and they would apply to these specialty tobacco businesses
        - They are seen as predatory at the State level. Orem was becoming a magnet for those types of businesses.
        - There is still a legitimate concern for those types of businesses. Does it make sense to have a concentration of those businesses in Orem or should they be spread out throughout the County
- Do surrounding cities limit how many tobacco businesses they can have in their cities.
    - Staff will do research to see what restrictions surrounding cities have and what the specifics are.

- Ms. Merritt said cities work with Utah County and the vape shops have to get permits from the County. The county has encouraged all cities to have some kind of control in order to respond to what the County has asked them to do.
- Mr. Cochran said Orem can also be a leader and take control of our own commercial businesses. It was the same with the self-storage businesses. Mr. Earl said with the check cashing businesses, Orem was the first city to limit number of businesses and after that other cities followed and did the same thing.
- Another question was if there is any evidence that there is more vaping by children of Orem than other cities.
    - The information presented was County-wide (increase of 553%) and not specific to Orem.
    - The Planning Commission members decided they would like to have more information on what other cities are doing.
    - Mr. Earl said the primary motivation of this limitation is not to reduce the convenience of vaping locations, but the primary motivation is if the proliferation of these businesses is in the best interest of the City. Not sure these dominating our commercial areas is in the best interest of the City.

Chair Cochran then opened the public hearing and invited those who wanted to make a comment on this item to send in their comments via email or chat.

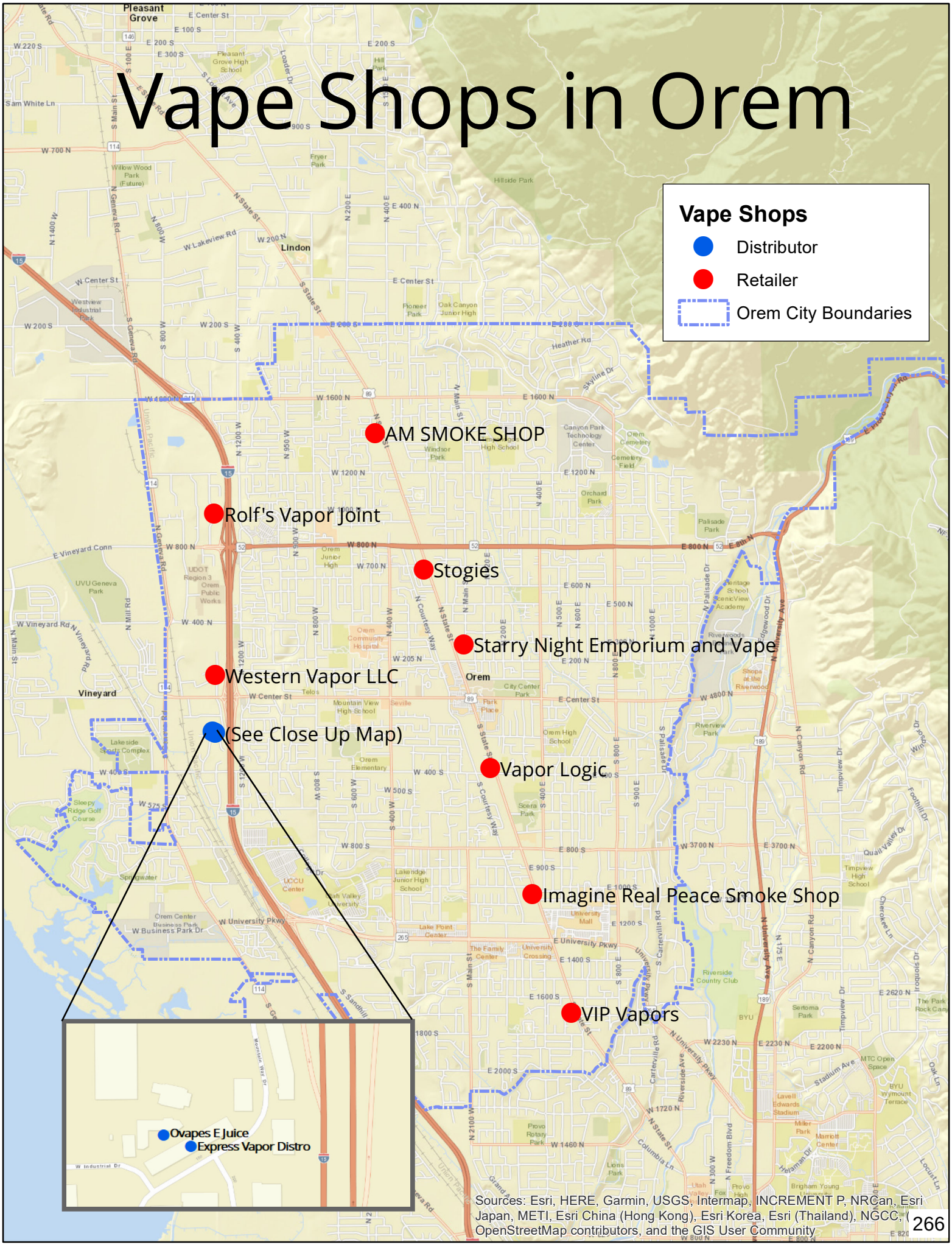
When there were no comments/chats, Chair Cochran closed the public hearing and asked if the Planning Commission had any more questions for the applicant or staff. When none did, he called for a motion on this item.

Planning Commission Action: Mr. Spencer moved to forward a positive recommendation to the City Council to enact Section 22-14-21(D) and Standard Land Use Code 5945 of the Orem City Code pertaining to requirements for retail tobacco specialty businesses subject to the stipulation that more information and statistics be gathered from the surrounding cities concerning the proliferation of these types of businesses and that a suggestion of 1 business per 15,000 residents be the ratio. Mr. Cochran seconded the motion. Those voting aye: Mickey Cochran, Camille Jensen, Ross Spencer and Mike Staker. Those voting nay: Barry Roberts and Haysam Sakar. The motion passed.

City	Population (2019)	Number of Vape Shops	Has additional restrictions?	Summary of Restrictions	Link to Ordinance
Orem	97,828	8*	No	* - There are 2 businesses within the City that are not licensed as these types of businesses but are acting like them. Business Licensing is dealing with them at this time. **Technically, we have 10 within the City.**	n/a
Provo	116,618	4	Yes	Not allowed in Downtown District.	14-21(A) & 14-21(B)
Vineyard	11,866	0	No	n/a	n/a
Lindon	11,100	0	No	n/a	n/a
Pleasant Grove	38,258	2	No	n/a	n/a
Springville	33,310	0	No	n/a	n/a
American Fork	33,161	2	No	n/a	n/a
Spanish Fork	40,913	1	No	n/a	n/a
Lehi	69,724	1	Yes	A per capita cap at 1 per 50,000 residents, essentially allowing only one in the entire city. They also have additional design standards for the building including some aesthetic requirements and a strict sign requirement.	12.130(I)
Payson	20,303	2	Yes	Only allowed in “General Commercial” and “Highway Commercial” zones.	“Other Retail Sales - 24”

Saratoga Springs	33,282	0	Yes	Only allowed in the industrial zone.	19.04.11
Riverton	44,440	4	Yes	Applicants cannot have been convicted of a Felony within seven years, a Class A misdemeanor involving controlled substances within the last five years, or a Class B misdemeanor related to the sale of tobacco or alcohol products within the last three years.	5.35.090
Murray	48,917	4	Yes	A per capita cap at 1 per 10,000 citizens; several additional distancing requirements are also added.	17.42.020
West Valley	135,248	10	Yes	A per capita cap at 1 per 10,000 citizens; also additional proximity requirements beyond what the state requires.	7-7-125
Hurricane	19,074	0	Yes	No businesses of this nature are allowed anywhere within the limits of Hurricane City. State Code does allow for cities to impose this limitation.	3-12-4

Vape Shops in Orem



Agenda Item No: 9.4

City Council Agenda Item Report

Meeting Date: August 11, 2020
Submitted by: Cheryl Vargas
Submitting Department: Development Services
Item Type: Public Hearing
Agenda Section:

Subject:
PUBLIC HEARING
ORDINANCE - Street Vacation; Vacating a portion of 450 West south of 500 North to approximately 475 North in the R7.5 zone

Suggested Action:
Staff recommends the City Council, by ordinance, vacate a portion of 450 West south of 500 North to approximately 475 North in the R7.5 zone.

Presenter:
Jason Bench

Background:

Potentially Affected Area:
Geneva Heights

Attachments:
Agenda-StreetVacation-450West.docx

Vicinity Map.pdf

Map.pdf

Street Vacation.pdf

Preliminary Plat.pdf

Street View.pdf

20200804_1_MailerFront.pdf

20200804_1_MailerBack.pdf

20200804_1_Labels.docx

Resolution-StreetVacation-450West.docx

CITY OF OREM CITY COUNCIL MEETING AUGUST 11, 2020	
REQUEST:	**ORDINANCE**--Vacating a portion of 450 West south of 500 North to approximately 475 North in the R7.5 zone.
APPLICANT:	David V. Thomas
FISCAL IMPACT:	None

NOTICES:
-Posted in 2 public places
-Posted on City webpage
-Posted on the State noticing website
-Faxed to newspapers
-Mailed 2 notices to the owner and north property owners.

SITE INFORMATION:
General Plan Designation: **Medium Density Residential**
Current Zone: R7.5
Acreage: **0.109**
Neighborhood: **Geneva Heights**

PLANNING COMMISSION RECOMMENDATION
N/A

PREPARED BY:
Cheryl Vargas
Associate Planner

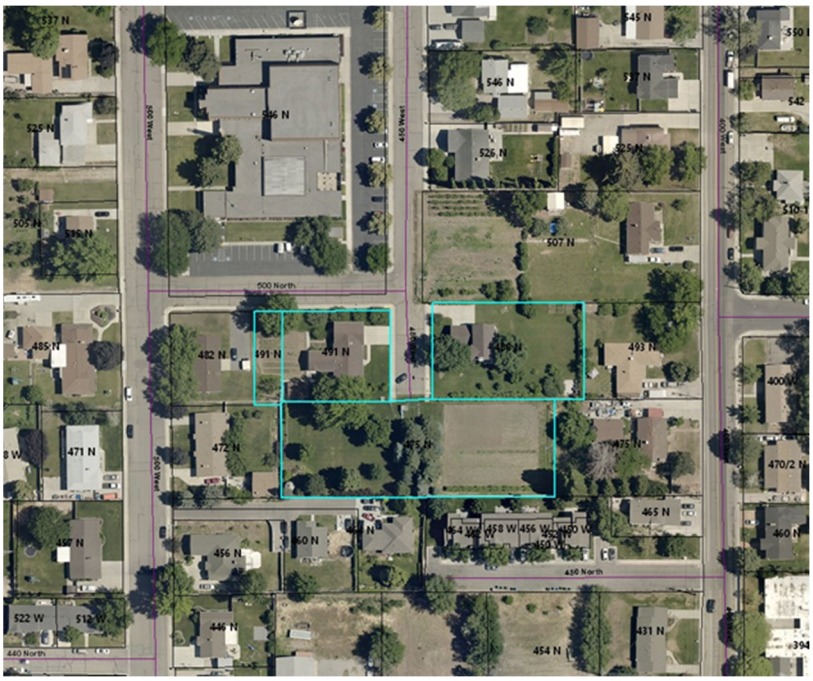
REQUEST: David V. Thomas requests the City Council vacate a portion of 450 West south of 500 North to approximately 475 North in the R7.5 zone.

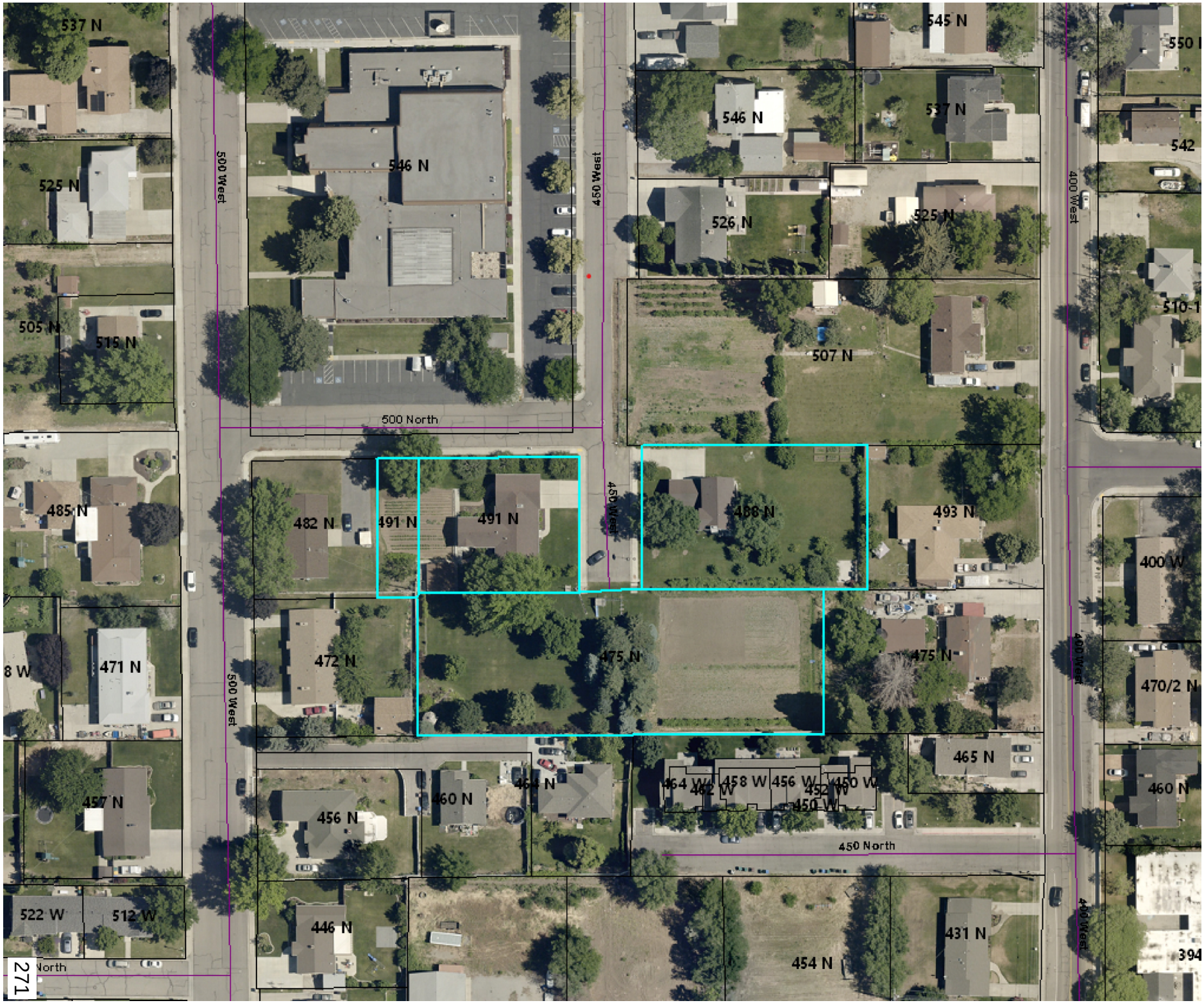
BACKGROUND: The applicant desires to vacate a portion of 450 West located south of 500 North in order to allow for the creation of four deep lots. The applicant received approval of a preliminary plat (Thomasville Plat B) from the Planning Commission on July 15, 2020 which shows the portion of 450 West he is asking to be vacated being used as a private drive that will provide access to four lots in the subdivision. The preliminary plat approval was made subject to the condition that the proposed portion of 450 West be vacated by the City Council. Lot 1 in the preliminary plat has an existing house on it while lots 3, 4 and 5 are currently lots of record and are currently undeveloped.

If the desired portion of 450 West is vacated, a "knuckle" will be constructed at the intersection of 500 North and 450 West to a wider turn radius and driveway access for Lot 2.

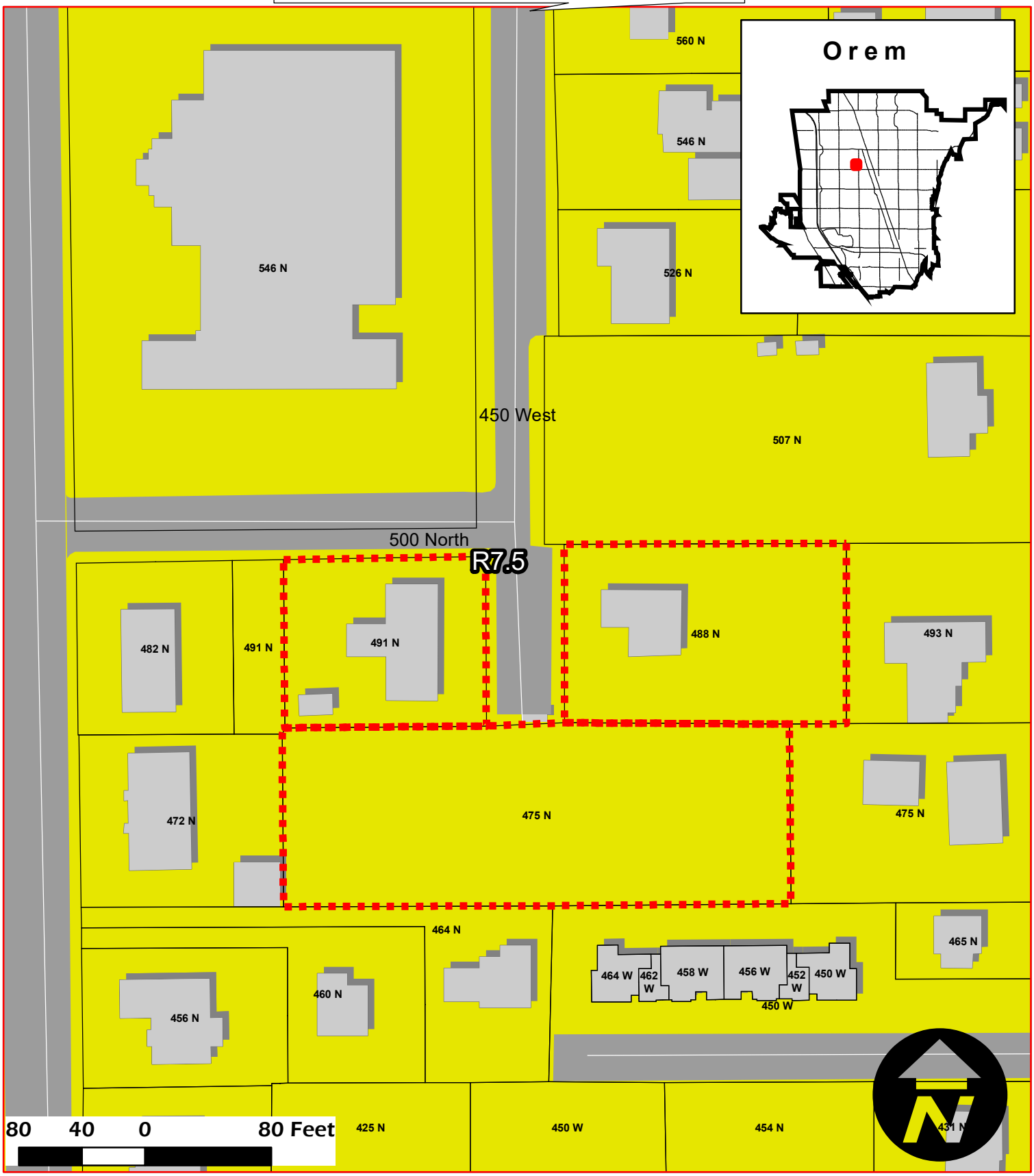
The City Council may vacate the requested portion of 450 West if it finds (1) there is good cause for the vacation, and (2) the vacation will not be detrimental to the public interest. If the City Council agrees to vacate the requested portion of 450 West, the Council should reserve a public utility easement in the area of the vacated street. The Council should also require the applicants to record a subdivision plat that combines the area of the vacated street with the rest of their property.

RECOMMENDATION: Staff recommends the City Council, by ordinance, vacate a portion of 450 West south of 500 North to approximately 475 North in the R7.5 zone subject to the reservation of a public utility easement in the area of the street vacation. .


537 N
545 N
546 N
526 N
525 N
507 N
500 North
485 N
482 N
491 N
493 N
471 N
472 N
475 N
465 N
460 N
456 N
450 North
522 W
512 W
446 N
440 North
454 N
431 N


537 N
546 N
525 N
505 N
515 N
500 West
450 West
400 West
500 North
450 North
545 N
546 N
537 N
542
526 N
525 N
510-1
507 N
485 N
482 N
491 N
491 N
488 N
493 N
400 W
471 N
472 N
475 N
475 N
470/2 N
465 N
460 N
457 N
456 N
460 N
464 W
462 W
458 W
456 W
452 W
450 W
522 W
512 W
446 N
454 N
431 N
394
271

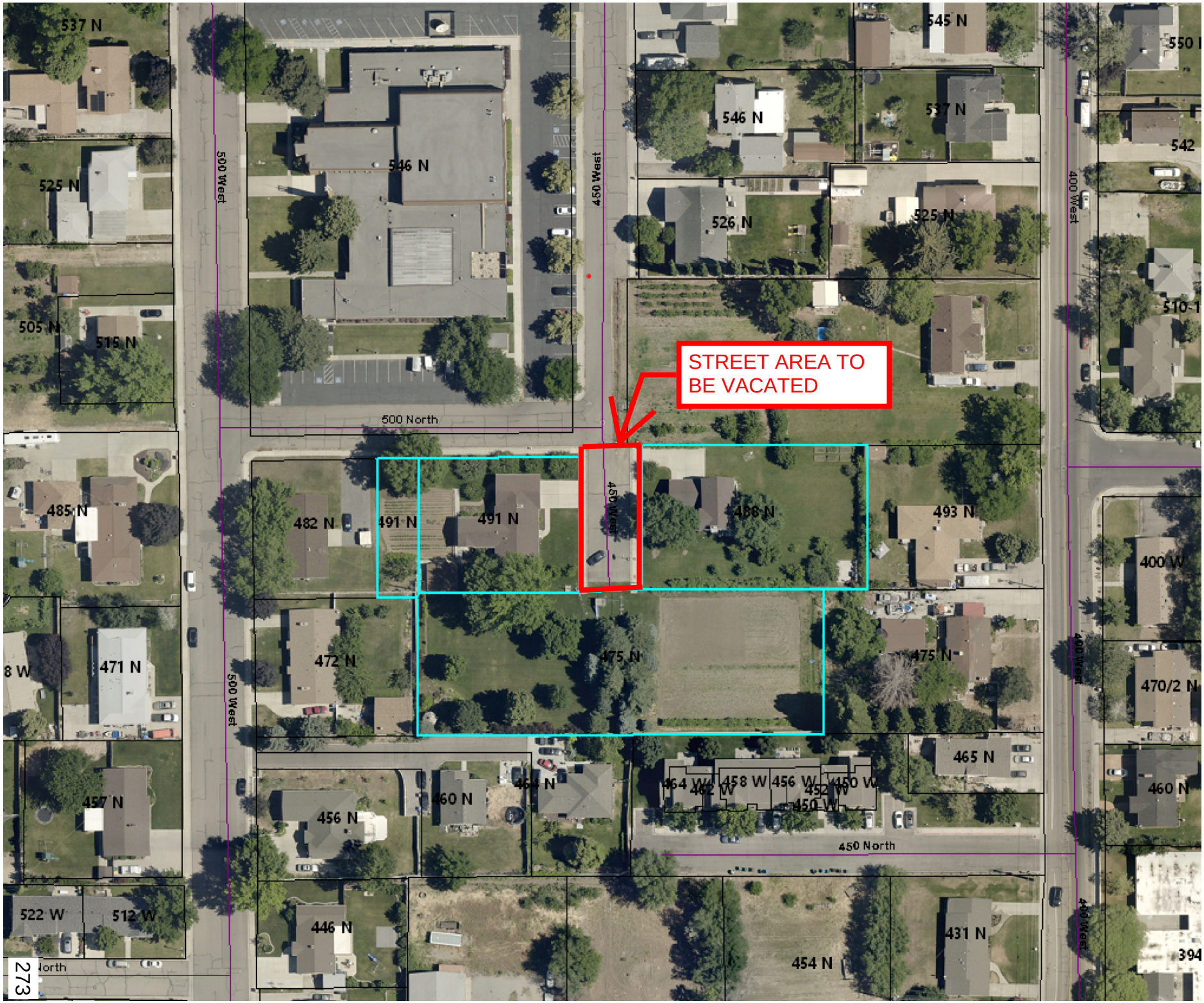
Thomasville, Plat B



Preliminary Plat
R7.5
1.71 Acres

NEIGHBORHOOD
Sunset Heights West

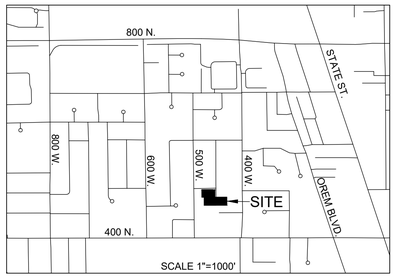
Legend
Parcels selection 2
Parcels
Buildings


STREET AREA TO BE VACATED
500 North
450 North
500 West
450 West
400 West
537 N
546 N
525 N
505 N
515 N
526 N
542
510-1
485 N
482 N
491 N
488 N
493 N
400 W
471 N
472 N
475 N
470/2 N
457 N
456 N
460 N
465 N
464 W
462 W
458 W
456 W
452 W
450 W
522 W
512 W
446 N
454 N
431 N
394

THOMASVILLE "B"
PRELIMINARY PLAT

PRELIMINARY PLAT

VICINITY MAP



BOUNDARY DESCRIPTION

Beginning at a point located North 89°52'32" West along the Section line 190.13 feet and North 420.87 feet from the South Quarter Corner of Section 10, Township 6 South, Range 2 East, Salt Lake Base and Meridian; thence South 89°32'21" West 151.22 feet; thence South 1°19'22" West 0.42 feet; thence South 89°47'04" West 168.84 feet; thence North 0°32'40" West 113.75 feet; thence South 89°30'24" West 31.96 feet; thence North 0°41'00" West 106.05 feet; thence North 89°04'45" East 160.63 feet; thence South 0°17'28" East 13.94 feet; thence along the arc of a 50.00 foot radius curve to the left 54.51 feet through a central angle of 62°27'57" (chord bears North 74°21'39" East 51.85 feet); thence North 0°17'28" West 7.68 feet; thence North 89°48'00" East 178.81 feet; thence South 114.52 feet; thence South 89°43'08" West 36.03 feet; thence South 0°30'39" East 113.47 feet to the point of beginning.

Area = 78,784 sq.ft. or 1.809 Acres
Basis of Bearing is North 89°52'32" West along Section line from the South Quarter Corner to the Southwest Corner of said Section 10.

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	CHORD	BEARING
C1	50.00	54.51	62°27'57"	51.85	N 74°21'39" E
C2	20.00	13.79	39°31'4"	13.52	S 71°9'43" E
C3	50.00	26.73	30°37'32"	26.41	S 66°42'58" E
C4	50.00	20.07	23°0'11"	19.94	S 62°54'17" E
C5	50.00	26.50	30°22'0"	26.19	N 82°47'16" E
C6	50.00	31.09	35°37'40"	30.59	N 49°47'26" E

PLAT LEGEND

- PLAT BOUNDARY
- LOT LINE
- NEIGHBOR TITLE LINE
- EASEMENT LINE
- BUILDING SETBACK
- BUILDING LINE
- CENTERLINE ROAD
- CONCRETE
- ASPHALT
- FENCE LINE
- WALL LINE
- SANITARY SEWER
- WATER LINE
- POWER LINE
- PHONE / FIBER OPTIC
- GAS LINE

OWNER:
JEANNINE THOMAS
491 NORTH 450 WEST
OREM, UT. 84057

SURVEYOR:
AZTEC ENGINEERING INC.
732 N. 780 W.
AMERICAN FORK, UT. 84003
AZTECENGINEERING@GMAIL.COM

PLAT "B"

THOMASVILLE
PRELIMINARY PLAT

OREM CITY — UTAH COUNTY, UTAH
SCALE: 1" = 20 FEET


STREET VIEW

For more information, contact
Cheryl Vargas at (801) 229-7183
or chvargas@orem.org

Electronic, 56 N State Street

City Council
Tue, Aug 11, 2020
6:00 pm

PUBLIC HEARING – Street Vacation of 450 West south of 500 North in the R7.5 zone.

ALLEN, LA VON C & NAN A
488 N 450 W
OREM, UT 84057

For more information, contact
Cheryl Vargas at (801) 229-7183
or chvargas@orem.org

Electronic, 56 N State Street

City Council
Tue, Aug 11, 2020
6:00 pm

PUBLIC HEARING – Street Vacation of 450 West south of 500 North in the R7.5 zone.

JENSEN, DONALD D
456 N 500 W
OREM, UT 84057

For more information, contact
Cheryl Vargas at (801) 229-7183
or chvargas@orem.org

Electronic, 56 N State Street

City Council
Tue, Aug 11, 2020
6:00 pm

PUBLIC HEARING – Street Vacation of 450 West south of 500 North in the R7.5 zone.

THOMAS, JEANNINE A
491 N 450 W
OREM, UT 84057

For more information, contact
Cheryl Vargas at (801) 229-7183
or chvargas@orem.org

Electronic, 56 N State Street

City Council
Tue, Aug 11, 2020
6:00 pm

PUBLIC HEARING – Street Vacation of 450 West south of 500 North in the R7.5 zone.

JENSEN, DONALD D
--OR CURRENT RESIDENT--
470 N 500 WEST
OREM, UT 84057

NOTICE OF ALL-ELECTRONIC MEETING

To minimize the potential spread of COVID-19, and as authorized by Utah Governor Gary Herbert's March 18, 2020 Executive Order, the Orem City Council meeting on August 11, 2020 will be an all-electronic meeting. There will be no public access to the Orem City Council chambers. Those desiring to view or participate in the meeting must do so electronically. You can view the meeting live at orem.org/meetings. If you want to make a comment, please use: orem.org/comments or CityCouncilPublicComments@orem.org

Comments will be accepted before and during the meeting. All comments received will be read into the record during the live meeting. Once an item has been voted on, that item will be closed to additional comments. Thank you for your cooperation during these challenging times.

NOTICE OF ALL-ELECTRONIC MEETING

To minimize the potential spread of COVID-19, and as authorized by Utah Governor Gary Herbert's March 18, 2020 Executive Order, the Orem City Council meeting on August 11, 2020 will be an all-electronic meeting. There will be no public access to the Orem City Council chambers. Those desiring to view or participate in the meeting must do so electronically. You can view the meeting live at orem.org/meetings. If you want to make a comment, please use: orem.org/comments or CityCouncilPublicComments@orem.org

Comments will be accepted before and during the meeting. All comments received will be read into the record during the live meeting. Once an item has been voted on, that item will be closed to additional comments. Thank you for your cooperation during these challenging times.

NOTICE OF ALL-ELECTRONIC MEETING

To minimize the potential spread of COVID-19, and as authorized by Utah Governor Gary Herbert's March 18, 2020 Executive Order, the Orem City Council meeting on August 11, 2020 will be an all-electronic meeting. There will be no public access to the Orem City Council chambers. Those desiring to view or participate in the meeting must do so electronically. You can view the meeting live at orem.org/meetings. If you want to make a comment, please use: orem.org/comments or CityCouncilPublicComments@orem.org

Comments will be accepted before and during the meeting. All comments received will be read into the record during the live meeting. Once an item has been voted on, that item will be closed to additional comments. Thank you for your cooperation during these challenging times.

NOTICE OF ALL-ELECTRONIC MEETING

To minimize the potential spread of COVID-19, and as authorized by Utah Governor Gary Herbert's March 18, 2020 Executive Order, the Orem City Council meeting on August 11, 2020 will be an all-electronic meeting. There will be no public access to the Orem City Council chambers. Those desiring to view or participate in the meeting must do so electronically. You can view the meeting live at orem.org/meetings. If you want to make a comment, please use: orem.org/comments or CityCouncilPublicComments@orem.org

Comments will be accepted before and during the meeting. All comments received will be read into the record during the live meeting. Once an item has been voted on, that item will be closed to additional comments. Thank you for your cooperation during these challenging times.

JASON BENCH
1911 N MAIN STREET
OREM, UT 84057-2101

KRISTIE SNYDER
56 N STATE STREET
OREM, UT 84057

JEFF LAMBSON
156 E 1060 N
OREM, UT 84057

BRENT SUMNER
744 WEST 550 SOUTH
OREM, UT 84058

DAVID SPENCER
899 NORTH 550 EAST
OREM, UT 84097

DEBBY LAURET
641 S 1920 W
OREM, UT 84059

ALLEN, LA VON C & NAN A
488 N 450 W
OREM, UT 84057

THOMAS MACDONALD
489 NORTH PALISADES DR
OREM, UT 84097

THOMAS, JEANNINE A
491 N 450 W
OREM, UT 84057

TERRY PETERSON
1125 LYNNWOOD DRIVE
OREM, UT 84097

MAYOR RICHARD F. BRUNST, JR.
900 E HIGH COUNTRY DRIVE
OREM, UT 84097-2389

D R A F T

ORDINANCE NO. _____

AN ORDINANCE BY THE OREM CITY COUNCIL VACATING A PORTION OF 450 WEST SOUTH OF 500 NORTH TO APPROXIMATLEY 475 NORTH

WHEREAS on July 8, 2020, David V. Thomas filed an application with the City of Orem requesting a street vacation of a portion of 450 West south of 500 North to approximately 475 North in the R7.5 zone; and

WHEREAS the applicant's request is to enable access to four deep lots, including one with an existing home; and

WHEREAS the street vacation would provide deep lot access to Lots, 1, 3, 4 and 5 of the Thomasville, Plat B subdivision; and

WHEREAS a public meeting considering the subject application was held by the City Council on August 11, 2020; 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; the compliance of the request with all applicable City ordinances; 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 that: (1) there is good cause for the vacation, and (2) the vacation will not be detrimental to the public interest.
2. The City Council hereby vacates a portion of 450 West south of 500 North to approximately 475 North in the R7.5 zone. The area of the street that is vacated is shown and more particularly described in Exhibit "A" which is attached hereto and by reference made a part hereof.
    A. The City reserves and retains a public utility easement over, under, across and through the entire area of the street vacated. The public utility easement shall be designated on the final plat that includes the vacated street area.
    B. David V. Thomas or successor owners(s) of the property located at approximately 491 North 450 West shall create and record a new subdivision plat that divides the vacated street area down the center line with one-half going to Lot 1 and one-half going to Lot 2 of the Thomasville, Plat B subdivision.

D R A F T

3. The City Manager is authorized to execute all documents related to the street vacation referred to herein and to carry out the intent of this ordinance.
4. If any part of this ordinance shall be declared invalid, such decision shall not affect the validity of the remainder of this ordinance.
5. This ordinance shall take effect immediately upon passage and publication in a newspaper of general circulation in the City.

PASSED, APPROVED and ORDERED PUBLISHED this **11th** day of **August** 2020.

_____
Richard F. Brunst, Jr., Mayor

ATTEST:

_____
JoD'Ann Bates, City Recorder

COUNCILMEMBER	AYE	NAY	ABSTAIN
Mayor Richard F. Brunst	□	□	□
Jeff Lambson	□	□	□
Debby Lauret	□	□	□
Tom Macdonald	□	□	□
Terry Peterson	□	□	□
David Spencer	□	□	□
Brent Sumner	□	□	□

D R A F T

EXHIBIT A

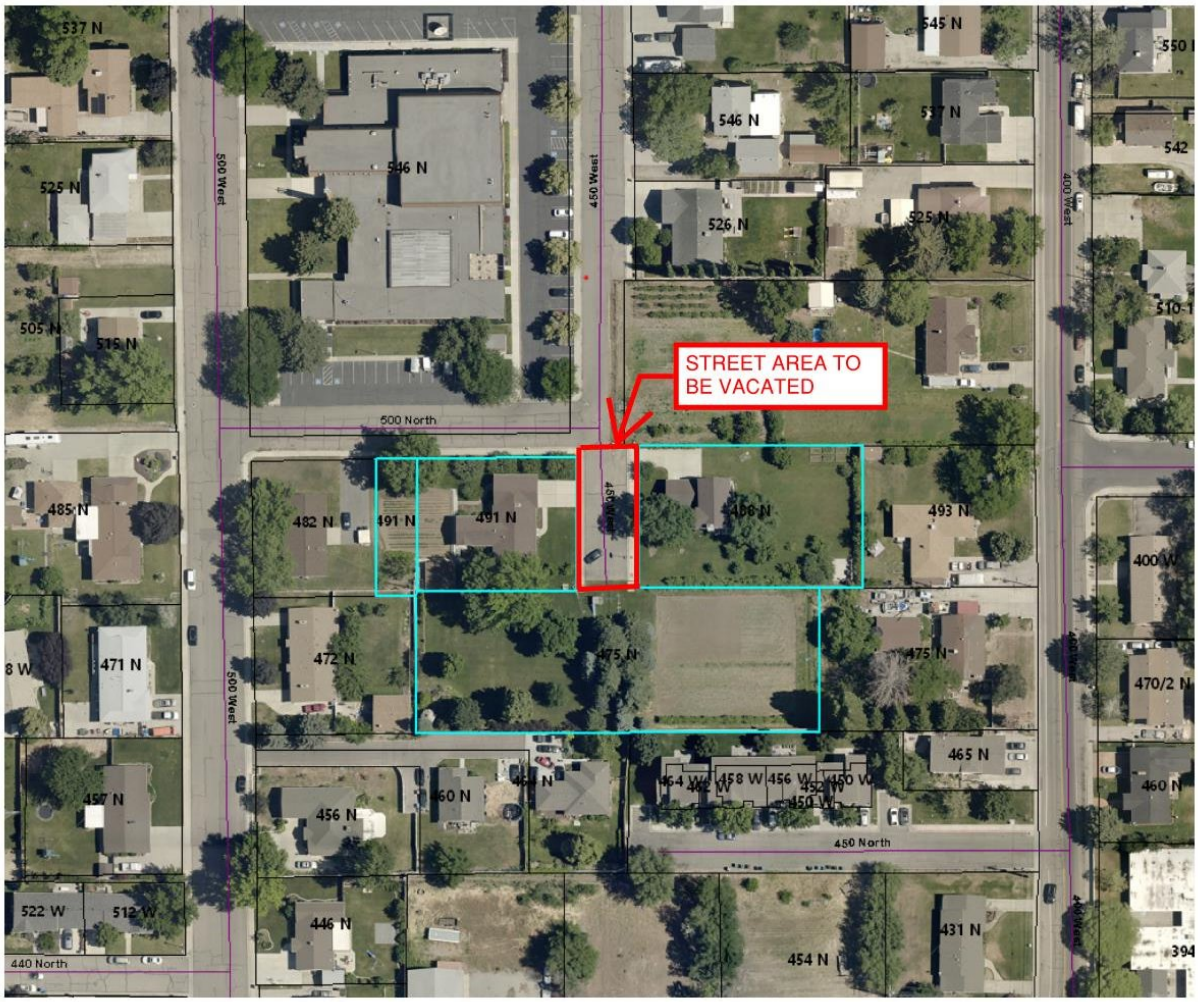
Thomasville Plat 'B' — 450 West road vacation description

A portion of 450 West Street as shown on Thomasville Plat "A" as recorded in the office of the Utah County Recorder.

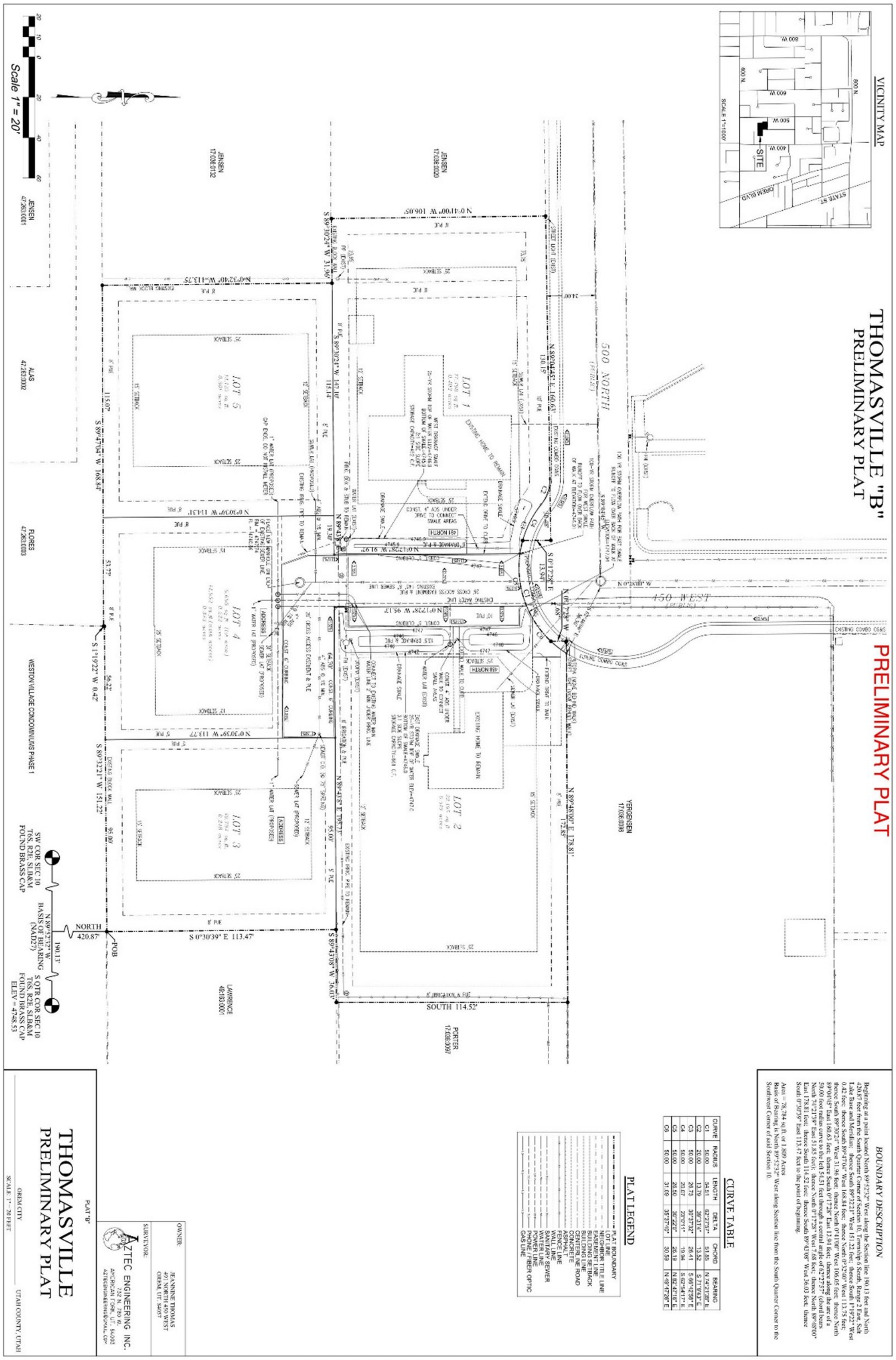
Beginning the Southeast Corner of Thomasville Plat "A" at a point located North 89°52'32" West along the Section line 333.34 feet and North 533.33 feet from the South Quarter Comer of Section 10, Township 6 South, Range 2 East, Salt Lake Base and Meridian; thence South 89°30'24" West 50.00 feet; thence North 0°17'28" West 93.54 feet; thence along the arc of a 50.00 foot radius curve to the left 54.51 feet through a central angle of 62°27'57" (chord bears North 74°21'39" East 51.85 feet); thence South 0°17'28" East 107.09 feet to the point of beginning.

Area = 4,762 sq. ft. or 0.109 Acres

Basis of Bearing is North 89°52'32" West along Section line from the South Quarter Comer to the Southwest Corner of said Section 10.



DRAFT


THOMASVILLE "B"
PRELIMINARY PLAT
PRELIMINARY PLAT
VICINITY MAP
Scale 1" = 20'
500 NORTH
450 WEST
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
BOUNDARY DESCRIPTION
CURVE TABLE
PLAT LEGEND
THOMASVILLE
PRELIMINARY PLAT
AZTEC ENGINEERING, INC.

CITY OF OREM
BUDGET REPORT FOR THE MONTH ENDED JUNE 2020
(Excludes Post-Closing Entries)

Percent of Year Expired: 100%

Fund	Current Appropriation	Monthly Total	Year-To-Date Total	Encumbrances	Balance	% To Date FY 2020	% To Date FY 2019	Notes
10 GENERAL FUND								
Revenues	54,769,908	3,740,258	50,450,406			92%		
Appr. Surplus - Current	593,896		593,896			100%		
Appr. Surplus - Prior Year	8,567,885	4,600,000	8,567,885			100%		
Std. Interfund Transactions	5,513,875		5,513,875			100%		
Total Resources	69,445,564	8,340,258	65,126,062		4,319,502	94%	97%	
Expenditures	69,445,564	9,905,018	61,609,489	244,566	7,591,509	89%	90%	
20 ROAD FUND								
Revenues	3,265,000	3,967	2,771,145			85%		
Appr. Surplus - Current	307,350		307,350			100%		
Appr. Surplus - Prior Year	1,928,582		1,928,582			100%		
Total Resources	5,500,932	3,967	5,007,077		493,855	91%	93%	
Expenditures	5,500,932	164,989	3,407,561	64,468	2,028,903	63%	76%	
21 CARE TAX FUND								
Revenues	2,300,000	172,914	1,951,990			85%		
Appr. Surplus - Prior Year	3,801,309		3,801,309			100%		
Total Resources	6,101,309	172,914	5,753,299		348,010	94%	97%	
Expenditures	6,101,309	41,296	2,912,360	3,004,000	184,949	97%	24%	1
30 DEBT SERVICE FUND								
Revenues	5,791,627	807,508	5,818,227			100%		
Appr. Surplus - Current	1,136,117		1,136,117			100%		
Appr. Surplus - Prior Year	5,953		5,953			100%		
Total Resources	6,933,697	807,508	6,960,297		-26,600	100%	104%	
Expenditures	6,933,697	3,274,283	6,928,140		5,557	100%	100%	
45 CIP FUND								
Revenues	7,217,060	4,904,573	6,302,470			87%		
Appr. Surplus - Prior Year	15,570,035		15,570,035			100%		
Total Resources	22,787,095	4,904,573	21,872,505		914,590	96%	101%	
Expenditures	22,787,095	573,411	4,074,937	2,745,192	15,966,966	30%	22%	
51 WATER FUND								
Revenues	21,955,740	2,182,749	21,870,826			100%		
Appr. Surplus - Current Year	625,000		625,000			100%		
Appr. Surplus - Prior Year	15,218,231		15,218,231			100%		
Total Resources	37,798,971	2,182,749	37,714,057		84,914	100%	102%	
Expenditures	37,798,971	1,088,099	13,076,041	210,658	24,512,272	35%	48%	
52 WATER RECLAMATION FUND								
Revenues	12,013,694	1,184,602	13,629,721			113%		
Appr. Surplus - Prior Year	7,781,881		7,781,881			100%		
Total Resources	19,795,575	1,184,602	21,411,602		-1,616,027	108%	110%	
Expenditures	19,795,575	527,016	7,925,462	910,378	10,959,735	45%	43%	
55 STORM WATER FUND								
Revenues	4,994,195	467,035	5,309,930			106%		
Appr. Surplus - Current Year	614,275		614,275			100%		
Appr. Surplus - Prior Year	3,866,519		3,866,519			100%		
Total Resources	9,474,989	467,035	9,790,724		-315,735	103%	105%	
Expenditures	9,474,989	132,361	3,119,670	284,848	6,070,471	36%	49%	
56 RECREATION FUND								
Revenues	1,682,300	729,837	1,515,203			90%		
Appr. Surplus - Prior Year	12,180		12,180			100%		
Total Resources	1,694,480	729,837	1,527,383		167,097	90%	95%	
Expenditures	1,694,480	108,323	1,195,820	4,135	494,525	71%	96%	
57 SOLID WASTE FUND								
Revenues	4,025,000	358,392	4,107,386			102%		
Appr. Surplus - Prior Year	168,851		168,851			100%		
Total Resources	4,193,851	358,392	4,276,237		-82,386	102%	102%	
Expenditures	4,193,851	412,684	4,035,191		158,660	96%	88%	

CITY OF OREM
BUDGET REPORT FOR THE MONTH ENDED JUNE 2020
(Excludes Post-Closing Entries)

Percent of Year Expired: 100%

Fund	Current Appropriation	Monthly Total	Year-To-Date Total	Encumbrances	Balance	% To Date FY 2020	% To Date FY 2019	Notes
58 STREET LIGHTING FUND								
Revenues	1,730,000	72,155	1,666,504			96%		
Appr. Surplus - Prior Year	864,329		864,329			100%		
Total Resources	2,594,329	72,155	2,530,833		63,496	98%	101%	
Expenditures	2,594,329	32,376	1,109,025	22,560	1,462,744	44%	38%	
61 FLEET MAINTENANCE FUND								
Revenues			1,810			100%		
Std. Interfund Transactions	830,000		830,000			100%		
Total Resources	830,000		831,810		-1,810	100%	100%	
Expenditures	830,000	51,934	768,078	357	61,565	93%	93%	
62 PURCHASING/WAREHOUSING FUND								
Revenues		15	180			100%		
Std. Interfund Transactions	395,000		395,000			100%		
Total Resources	395,000	15	395,180		-180	100%	100%	
Expenditures	395,000	330	326,040	43	68,917	83%	97%	
63 SELF INSURANCE FUND								
Revenues	772,000	46,553	604,777			78%		
Std. Interfund Transactions	1,345,000		1,345,000			100%		
Total Resources	2,117,000	46,553	1,949,777		167,223	92%	102%	
Expenditures	2,117,000	29,366	1,620,217		496,783	77%	106%	2
64 INFORMATION TECH FUND								
Revenues	8,200	678	10,064			100%		
Appr. Surplus - Current Year	211,000		211,000			100%		
Appr. Surplus - Prior Year	119,123		119,123			100%		
Std. Interfund Transactions	2,430,000		2,430,000			100%		
Total Resources	2,768,323	678	2,770,187		-1,864	100%	100%	
Expenditures	2,768,323	198,749	2,232,783	95,830	439,710	84%	89%	
74 CDBG FUND								
Revenues	1,090,003	22,110	871,066			80%		
Appr. Surplus - Prior Year	310,481		310,481			100%		
Total Resources	1,400,484	22,110	1,181,547			84%	44%	3
Expenditures	1,400,484	55,876	900,707		499,777	64%	37%	3
CITY TOTAL RESOURCES	193,831,599	19,293,346	189,098,577		4,514,085	98%	100%	
CITY TOTAL EXPENDITURES	193,831,599	16,596,111	115,241,521	7,587,035	71,003,043	63%	66%	

NOTES TO THE BUDGET REPORT FOR THE MONTH ENDED JUNE 2020:

1) The current year expenditures are higher in comparison to the prior year due to current year expenditures being significantly higher than in the prior fiscal year at this date in time. The increase is due to the Library Hall & Fitness Center projects.

2) The current year expenditures are lower in comparison to the prior year due to a reimbursement from our insurance carrier for a workers compensation claim in the current fiscal year that we did not have in the prior fiscal year.

3) Revenues and expenses for the current year are higher compared to the prior year due to the Geneva Park & Westmore Park renovation projects which had costs of $333,432 YTD compared to no such projects in the prior year. HUD reimbursed these costs.

Note: In earlier parts of a fiscal year, expenditures may be greater than the collected revenues in a fund. The City has accumulated sufficient reserves to service all obligations during such periods and does not need to issue tax anticipation notes or obtain funds in any similar manner. If you have questions about this report, please contact Brandon Nelson (229-7010).