

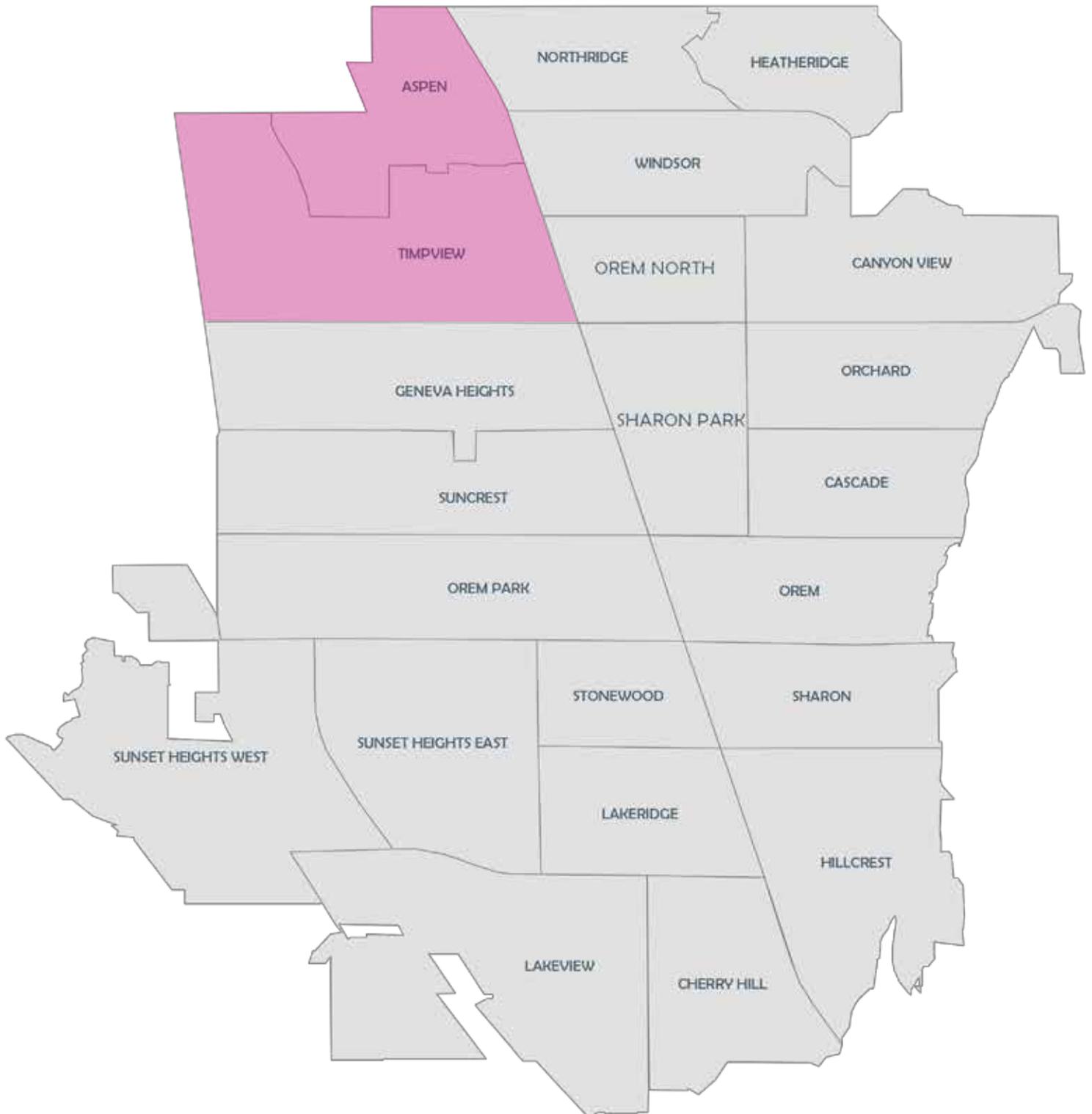
ASPEN & TAMPVIEW



ASPEN & TAMPVIEW
NEIGHBORHOOD PLAN
MAY 2017



OREM NEIGHBORHOODS



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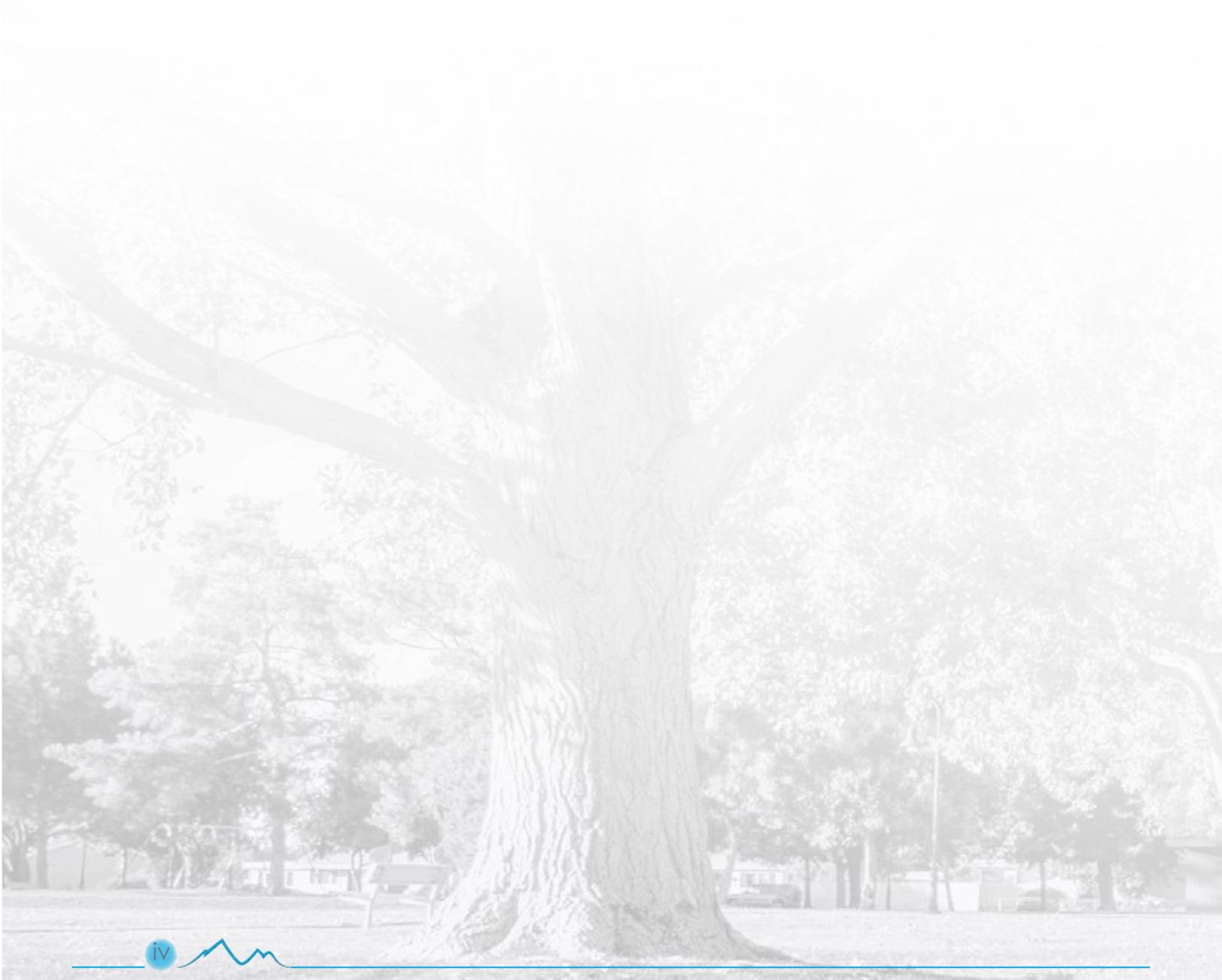
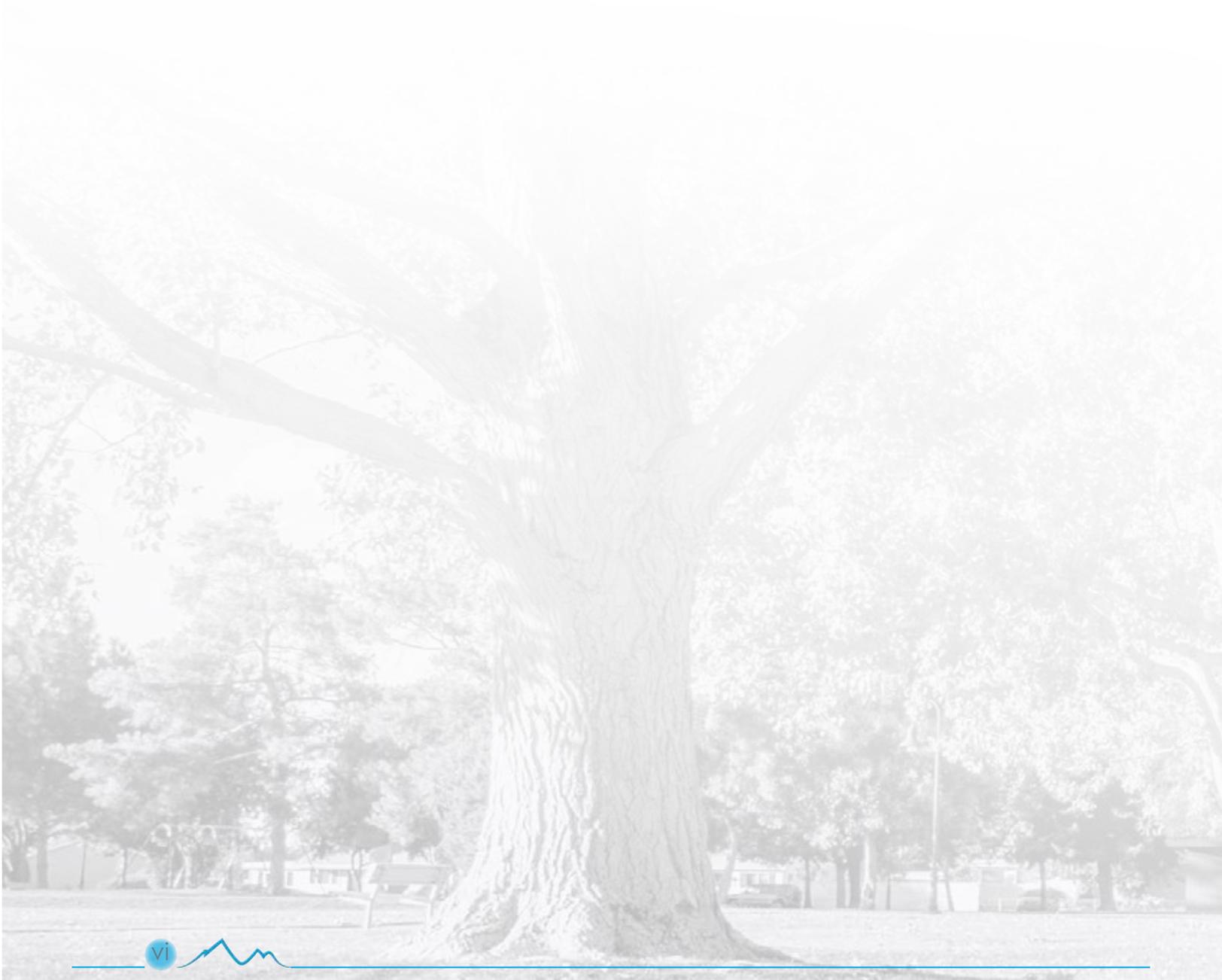


TABLE OF CONTENTS

	List of Figures.....	vii
	Introduction	1
	Demographics.....	9
	Land Use	17
	Transportation	27
	Economic Conditions	37
	Public Works	45
	Neighborhood Preservation.....	51
	Implementation	55



LIST OF FIGURES

Figure 1.1 Neighborhood Change	1
Figure 1.1 Geneva Road Area Plan Boundaries	3
Figure 1.1 Neighborhood Landmarks	6
Figure 2.1 Neighborhood Block Groups	10
Figure 2.2 Population Characteristics	11
Figure 2.3 Housing Characteristics	12
Figure 2.4 Housing Units by Type	12
Figure 2.5 Percent Owner Occupied	13
Figure 2.6 Household Characteristics	14
Figure 3.1 Current Land Use	18
Figure 3.2 Residential Year Built	19
Figure 3.3 Current Zoning	20
Figure 3.4 Urban Sidewalk Design from the Orem General Plan	23
Figure 3.5 State Street Master Plan Canyon Crossing and North Village Districts	24
Figure 3.6 State Street Master Plan Canyon Crossing District Hypothetical Growth	25
Figure 4.1 Roadway Classifications	28
Figure 4.2 Roadway Speed Limits	29
Figure 4.3 Annual Average Daily Traffic Counts	30
Figure 4.4 Reported Accidents	31
Figure 4.5 Street Connection Master Plan	32
Figure 4.6 Bicycle and Pedestrian Plans	34
Figure 5.1 Total Taxable Value by Parcel, 2016	38
Figure 5.2 Property Tax Valuation	39
Figure 5.3 Expected Orem City Property Revenues, Fiscal Year 2016-2017	39
Figure 5.4 Commercially Taxed Parcels and Buildings	41
Figure 5.5 Share of Retail Sales by Economic District, 2014	42
Figure 6.1 Selection of Public Works Improvements	48
Figure 7.1 Complaints Responded to by the NPU, 2016	53
Figure 8.1 Implementation Guide	58



INTRODUCTION

1

Vision Statement

Our vision is to preserve and improve the Aspen and Timpview neighborhoods by:

- Seeking opportunities to create safe, clean, and welcoming family neighborhoods through an appropriate mix of housing types;
- Preserving the existing neighborhood qualities of community, open space, and safety by utilizing appropriate buffering tools for new developments;
- Improving safety and connectivity through appropriate traffic mitigation practices, enhanced walking facilities, and a complete bike lane network; and
- Improving the character of the neighborhood by increasing the diversity of retail and housing options of State Street in a financially responsible manner.



1.1 PURPOSE

The Aspen & Timpview Neighborhood Plan (the plan) was created by participating neighborhood residents and Orem City planning staff. It was developed under the City's directive 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

The Aspen & Timpview neighborhoods, like much of Orem, were once covered by orchards and farms. The fruit tree industry grew rapidly in Orem because the soil and climate were perfect for this type of agriculture. Peaches were among the first major crop in the area in the late 1800's. Apples, cherries, pears, apricots, prunes, and others soon became popular crops as well.

For the first half of the 20th century, northwest Orem remained mostly agricultural in nature. A few dozen new homes were built on major corridors while State Street and Geneva Road saw a limited amount of commercial and industrial development. Significant residential development did not come until the

Packing Apples in Orem Area at the Turn of the Century





Figure 1.1 Neighborhood Change

1993



2016





1970s, when a large amount of agricultural land was platted and developed into subdivisions. Hundreds of new homes were added. Residential development continued steadily over the following decades, along with more commercial development on State Street and industrial development focusing in the Geneva Road area.

Figure 1.1 provides aerial imagery from 1993 and 2016. Over the last 20+ years, most of the remaining agricultural properties east of I-15 have been developed into residential or commercial properties. The parcel at approximately 700 W and 800N is the last large orchard in the neighborhoods.

West of I-15, the construction of the Geneva Steel mill in the 1940's (just outside of the neighborhoods and City boundaries) influenced development in the area towards more industrial uses, many of which continue to this day. However, the demand for new residential and commercial development is reshaping this area. Geneva Steel's 1,750 acres of land were sold in 2005

and the property is being developed into a master planned community, with a FrontRunner commuter rail station planned for the future.

The redevelopment of the Geneva Steel site in Lindon has sparked interest in the redevelopment of west Orem as well. However, many of these properties are considered brownfield sites and may potentially require costly environmental remediation. To help create a plan for the area and address the process of remediation, Orem recently applied for and was awarded a large grant by the U.S. Environmental Protection Agency. This grant will be used to create a master plan for the Geneva Road corridor and will help guide and encourage new development and redevelopment in the area (see figure Figure 1.2 showing the Geneva Road Area Plan boundaries).

1.3 NEIGHBORHOOD VISION

The City of Orem's motto is "Family City USA." Over the years, Orem has become just that. In 2010, Forbes

Orchard and Farmland at Approximately 700 W 800 N



Figure 1.2 Geneva Road Area Plan Boundaries



Magazine ranked the City as the fifth best place to raise a family.¹ Claudia Wallis, editor of TIME's book *Healthiest places to Live*, called it one of the best places in America for spiritual well-being.²

The Aspen and Timpview neighborhoods have helped establish this reputation. As Figure 1.3 shows, the neighborhoods have a mix of housing and amenities that provide a great quality of life, not only for families but for all types of residents. The neighborhood plan identifies a vision that preserves this quality of life for future generations. According to residents:

Our vision is to preserve and improve the Aspen and Timpview neighborhoods by:

- Seeking opportunities to create safe, clean, and

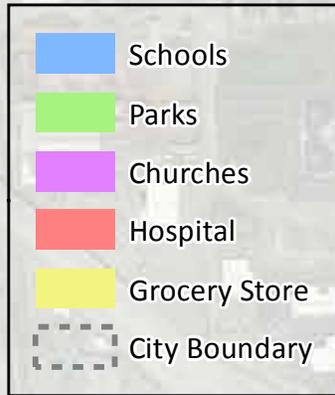
welcoming family neighborhoods through an appropriate mix of housing types;

- Preserving the existing neighborhood qualities of community, open space, and safety by utilizing appropriate buffering tools for new developments;
- Improving safety and connectivity through appropriate traffic mitigation practices, enhanced walking facilities, and a complete bike lane network; and
- Improving the character of the neighborhood by increasing the diversity of retail and housing options of State Street in a financially responsible manner.

1. Francesca Levy. America's Best Places to Raise a Family. <http://www.forbes.com/2010/06/04/best-places-family-lifestyle-real-estate-cities-kids.html>. 6/07/2010.
 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





**Aspen
Neighborhood**

**Timpview
Neighborhood**

2000 North

Lindon

Orem

Aspen
Elementary

Bonneville
Park

Bonneville
Elementary

800 West

1200 North

State Street

800 North

Orem
Junior
High



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 composition of these Neighborhoods. This section contains data gathered from various sources including the US Census and American Community Survey.



2.1 CENSUS DATA

This section provides a demographic overview for the Aspen and Timpview neighborhoods. The data in this section originates from the American Community Survey (ACS). The ACS is an ongoing, annual survey completed by the U.S. Census Bureau and is used by many public-sector, private-sector, and not-for-profit stakeholders to allocate funding, track shifting demographics, plan for emergencies, and learn about

local communities. This data provides demographic information that was previously available only every ten years when a decennial census was conducted.

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

Figure 2.1 Neighborhood Block Groups

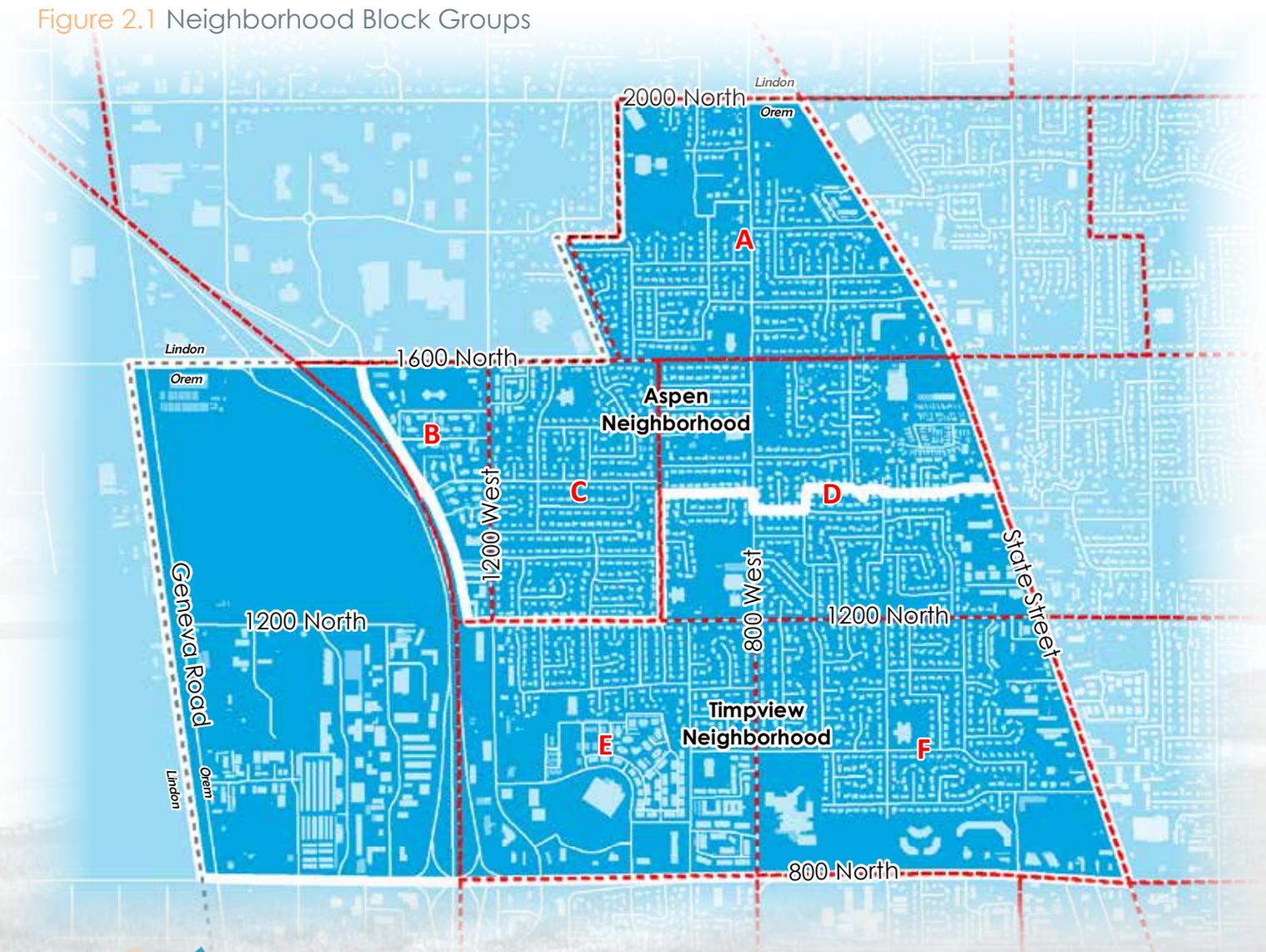


Figure 2.2 Population Characteristics

Block Group	Aspen			Timpview		
	A	B	C	D	E	F
Total Population	1803	752	1777	2012	1786	1402
Male	56.5%	40.4%	49.2%	55.7%	48.4%	48.8%
Female	43.5%	59.6%	50.8%	44.3%	51.6%	51.2%
Under 18	43.4%	18.6%	41.8%	29.1%	25.8%	27.1%
18 to 24	9.7%	33.9%	9.8%	15.7%	14.2%	11.3%
25 to 39	25.0%	41.2%	24.8%	16.5%	28.8%	19.0%
40 to 59	13.4%	3.9%	15.4%	19.8%	19.1%	30.6%
60 or Over	8.5%	2.4%	8.3%	18.9%	12.1%	12.1%
White	88.6%	81.3%	91.2%	72.7%	76.8%	91.0%
Hispanic	9.3%	18.8%	7.6%	23.8%	13.8%	7.8%
Asian	1.3%	0%	0.6%	0.2%	1.7%	0.6%
Pacific Islander	0.8%	0%	0%	0%	0%	0%
Native American	0%	0%	0%	0%	0%	0%
Black	0%	0%	0%	0%	7.7%	0.6%
Other	0%	0%	0.6%	3.3%	0%	0%

section is five year data presented at the block group level and released in 2015.

A block group is a geographical unit used by the Census Bureau and is between a tract and a block in size. Figure 2.1 depicts the six block groups associated with the resident population of the Aspen and Timpview neighborhoods. These block groups have been named A through F. The Aspen neighborhood contains block groups A, B, C, and part of D. The Timpview neighborhood contains block group E, F, and part of D. The block group which includes the area west of Interstate 15 is not included in the data, given that there are few if any residents located in this area.

2.2 POPULATION

Figure 2.2 displays population characteristics for the block groups associated with the neighborhoods. The total population of these block groups is 9,532. Of this total, it is estimated that 5,338 are in the Aspen neighborhood and 4,194 are in the Timpview neighborhood. The table also provides a breakdown of the population by sex, age, and race/ethnicity.

As the data shows, the Aspen neighborhood tends to have a younger population, with a higher percentage of younger adults in the 25 to 39 age range and a



higher percentage of children under the age of 18. The Timpview neighborhood has a higher share of older residents, particularly those aged 60 and over. The neighborhoods are fairly similar in terms of racial/ethnic makeup, although the Timpview neighborhood has slightly higher rates of diversity.

2.3 HOUSING

There are an estimated 2,869 housing units in the Aspen and Timpview neighborhoods. **Figure 2.3**

presents selected housing characteristics for the block groups associated with these neighborhoods. In both neighborhoods vacancies are low, while rents and median home owner values are relatively high in comparison to regional averages.

Figure 2.4 breaks down the housing units by type. As can be seen, single family detached housing is the predominant residential structure type in four of the six block groups. However, in block groups B and E, multifamily structures make up the majority

Figure 2.3 Housing Characteristics

Block Group	Aspen			Timpview		
	A	B	C	D	E	F
Housing Units	448	311	406	569	665	470
Median Year Built	1990	1996	1986	1979	1994	1983
Occupied	98.4%	89.7%	100.0%	95.8%	97.6%	100.0%
Owner Occupied	72.8%	30.9%	91.1%	79.4%	40.9%	80.6%
Renter Occupied	25.7%	58.8%	8.9%	16.3%	56.7%	19.4%
Vacant	1.6%	10.3%	0%	4.2%	2.4%	0%
Median Rent	\$988	\$985	-	-	\$1,148	\$1,020
Owner Home Value	\$231,500	\$125,000	\$196,200	\$222,600	\$173,000	\$223,200

Figure 2.4 Housing Units by Type

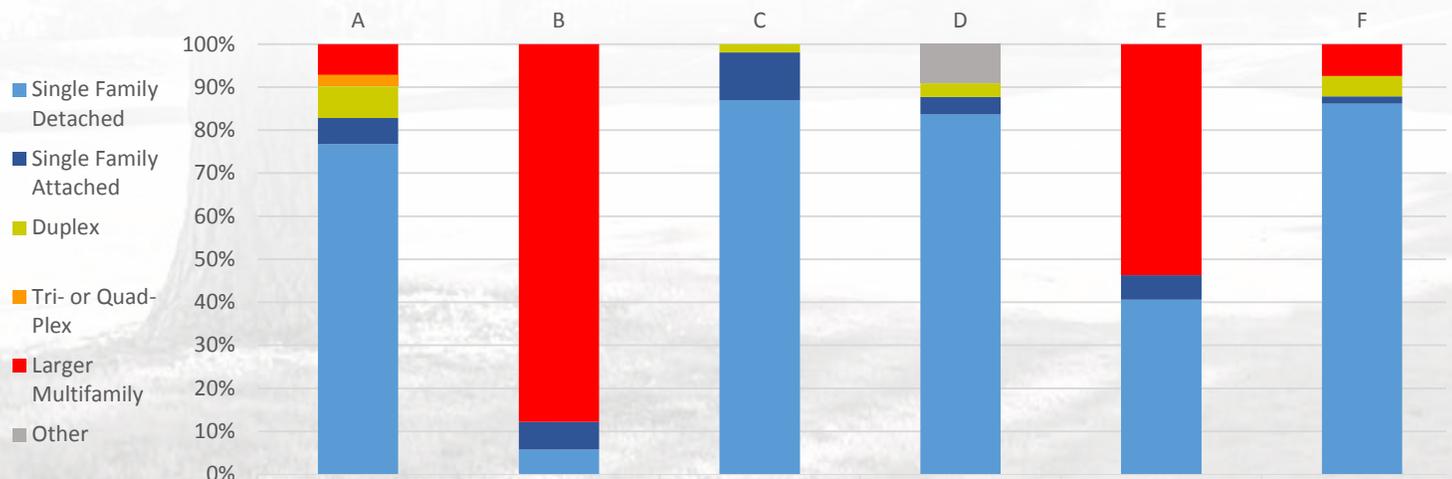
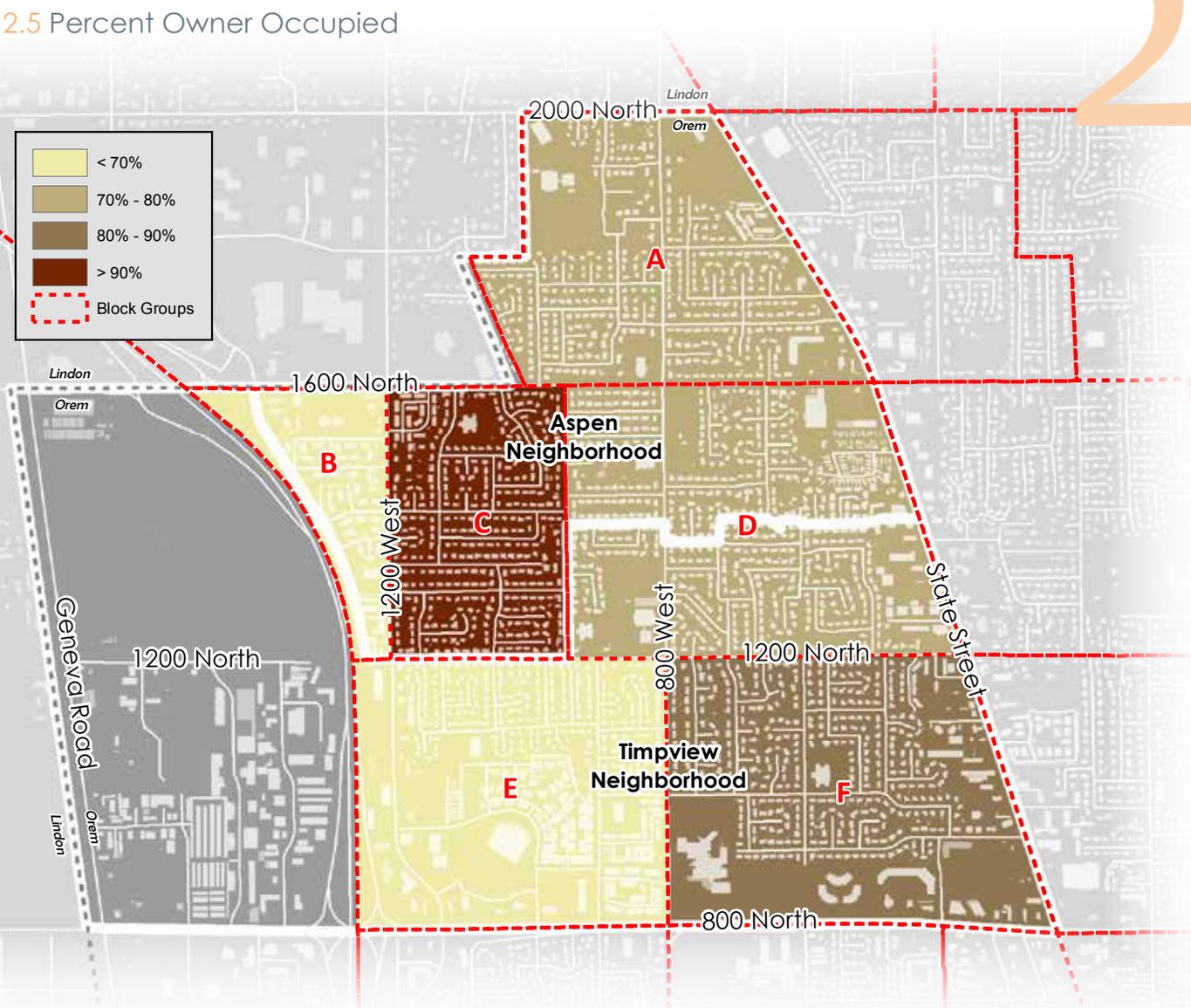
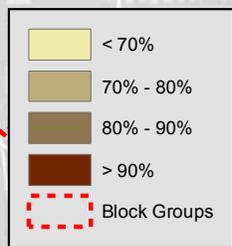




Figure 2.5 Percent Owner Occupied



of housing. Overall, the housing in the Aspen and Timpview neighborhoods is roughly two-thirds single family detached and on-third multifamily and other. This ratio is very similar to that of Orem as a whole.

Included in the "other" category are two mobile home parks located in the Aspen neighborhood near 1500 N and State St. There are roughly 70 mobile/manufactured homes located at these parks. Since

2006, mobile home parks have been excluded as a permissible land use by City ordinance. However, these parks have been "grandfathered" in.

Figure 2.5 displays the block groups by the percentage of owner occupied housing. While the block groups with more single family detached housing tend to be largely owner occupied, there are still a significant number of renters in these areas.



Figure 2.6 Household Characteristics

Block Group	Aspen			Timpview		
	A	B	C	D	E	F
Total Households	441	279	406	545	649	470
Family Households	85.5%	60.6%	88.4%	89.9%	56.7%	76.0%
Married no Children	31.7%	18.3%	24.1%	50.3%	21.0%	33.8%
Married with Children	45.6%	25.1%	49.5%	33.4%	17.9%	28.9%
Single Dad with Children	5.7%	2.2%	2.2%	2.8%	3.5%	0%
Single Mom with Children	2.5%	15.1%	12.6%	3.5%	14.3%	13.2%
Households with Children	53.7%	42.3%	64.3%	39.6%	35.7%	42.1%
Non Family Households	14.5%	39.4%	11.6%	10.1%	43.3%	24.0%
Single Person Households	7.0%	10.4%	8.9%	10.1%	34.7%	24.0%
Roommate Households	7.5%	29.0%	2.7%	0%	8.6%	0%
Median Household Income	\$66,750	\$46,458	\$64,028	\$66,289	\$60,052	\$62,632

Note: Children are referred to if under 18 and living in the household

2.4 HOUSEHOLDS

There are an estimated 2,790 households in the Aspen and Timpview neighborhoods. This number is slightly lower than the number of housing units presented previously. This is because not all housing units in the neighborhoods are occupied. It is worth noting that the overall vacancy rate in these neighborhoods is less than 3%, which is extremely low compared to a national average of roughly 10% in 2015 (this excludes seasonally vacant housing).

Figure 2.6 presents selected household characteristics for the block groups associated with the neighborhoods. Family households make up the majority of households in the neighborhoods. A family household includes a householder and one or

more other people living in the same household who are related to the householder by birth, marriage, or adoption. Despite family households being the majority, only 45% of households have children under 18 present.

Non family households make up roughly a quarter of all households in the neighborhoods. Non family households consist of units with single residents or units with multiple unrelated residents (roommates). These types of households have the highest concentration in block groups B and E, where a larger share of the larger multifamily complexes are located. However, in these block groups non family households are still outnumbered by family households, suggesting that the majority of rentals are occupied by families.



2

Single Family Homes near 1650 N and 800 W



New Single Family Home Construction near Aspen Elementary



Stonebrook Condominiums near 1200 W and 1420 N



Tuscan Villas Townhomes on 900 W



Charman Mobile Home Manor on State St



Monteval Apartments on State St





Objectives

- Within the neighborhoods:
 - Restrict uses to low density residential.
 - Buffer residential uses and protect privacy of neighbors along major corridors.
 - Limit encroachment of apartments.
 - Maintain / honor existing zoning.
- Along State Street:
 - Improve the aesthetic appeal of State Street.
 - Increase diversity of retail options on State Street.
 - Allow for a diversity of housing options and business types on State Street at the North Village District and the Canyon Crossing District.



3.1 CURRENT LAND USE

The primary current land use in the Aspen and Timpview neighborhoods is residential (see Figure 3.1). However, non residential uses are also prevalent, particularly along State Street, 800 North, and west of I-15. There are a few vacant and developable properties in the neighborhoods, the most significant of which is the property west of I-15 and north of 1200 North. Future land uses on these properties are likely to be similar to the existing land uses on nearby properties.

The largest portion of the residential development in the neighborhoods was built between 1960 and 1980 (see Figure 3.1). Several residential sections were added between 1980 and 2000. Since 2000, the largest additions have been single family homes north of 1600 North and the multifamily structures closer to 800 North. The Residences at Monteval located on State Street were completed in 2016 and added 131 class A rental units to the neighborhoods.

Most of the non residential development in the neighborhoods is older and some of these properties,

Figure 3.1 Current Land Use

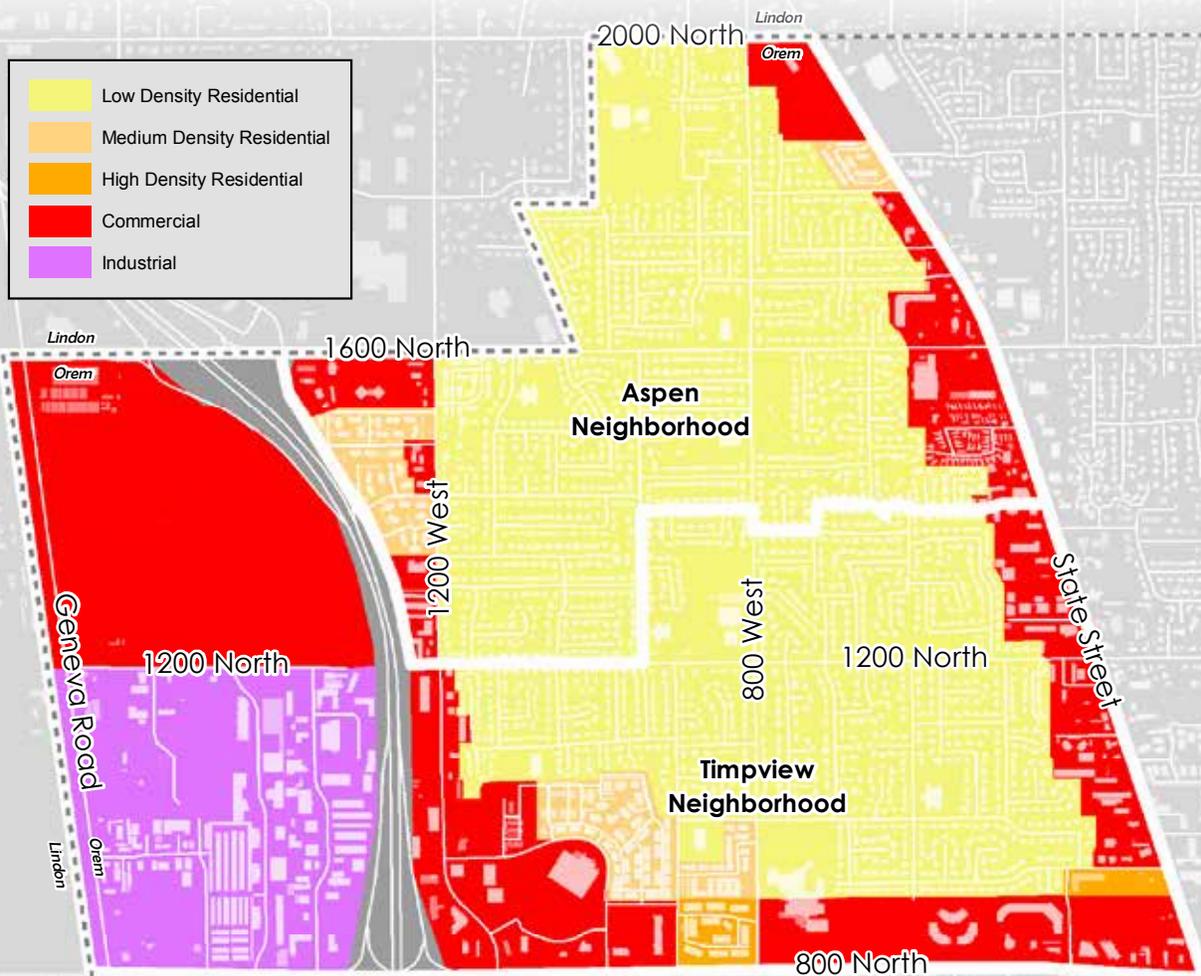
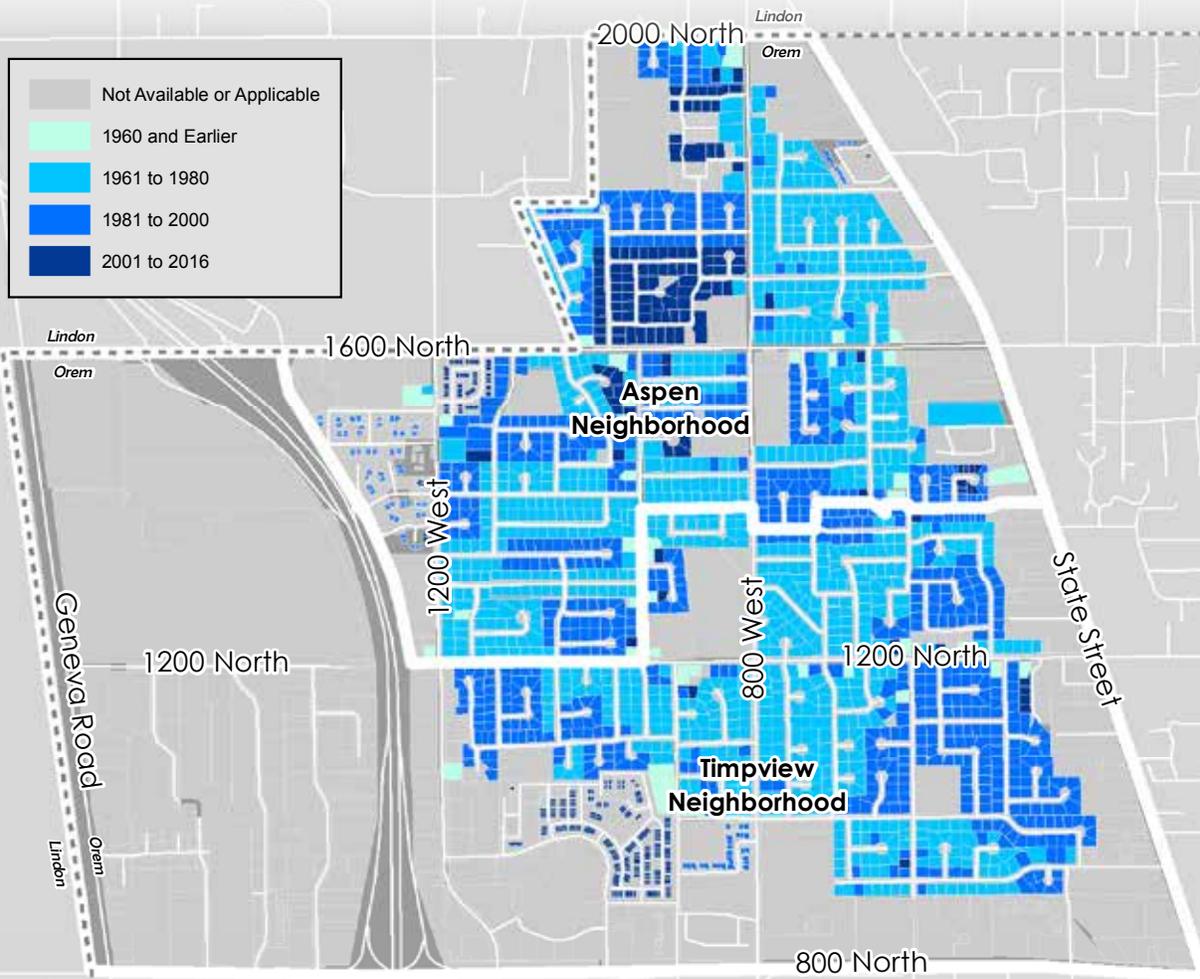


Figure 3.2 Residential Year Built



particularly those along State Street, are potential opportunities for redevelopment.

3.2 CURRENT ZONING

The Aspen and Timpview neighborhoods are primarily zoned R8, which requires a minimum 8,000 square foot residential lot. A few areas allow for higher density developments, although these areas are mostly built out. Figure 3.2 provides a larger scale 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.

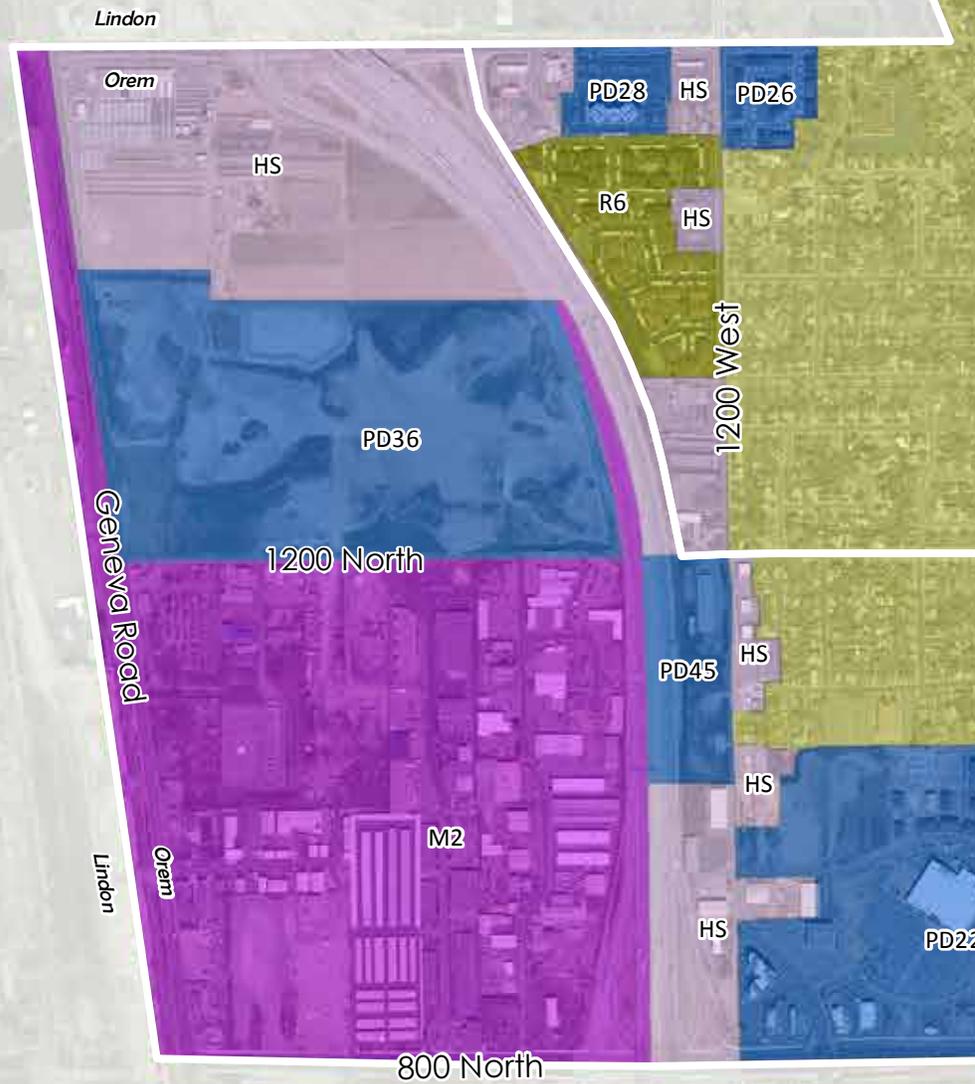
- C1 - The C1 zone is established to promote non retail commercial uses, such as offices and financial institutions, as the primary use and to encourage development in such a manner so as to be compatible with adjacent residential uses.
- C2 - The C2 zone is established to promote commercial and service uses for general community shopping.

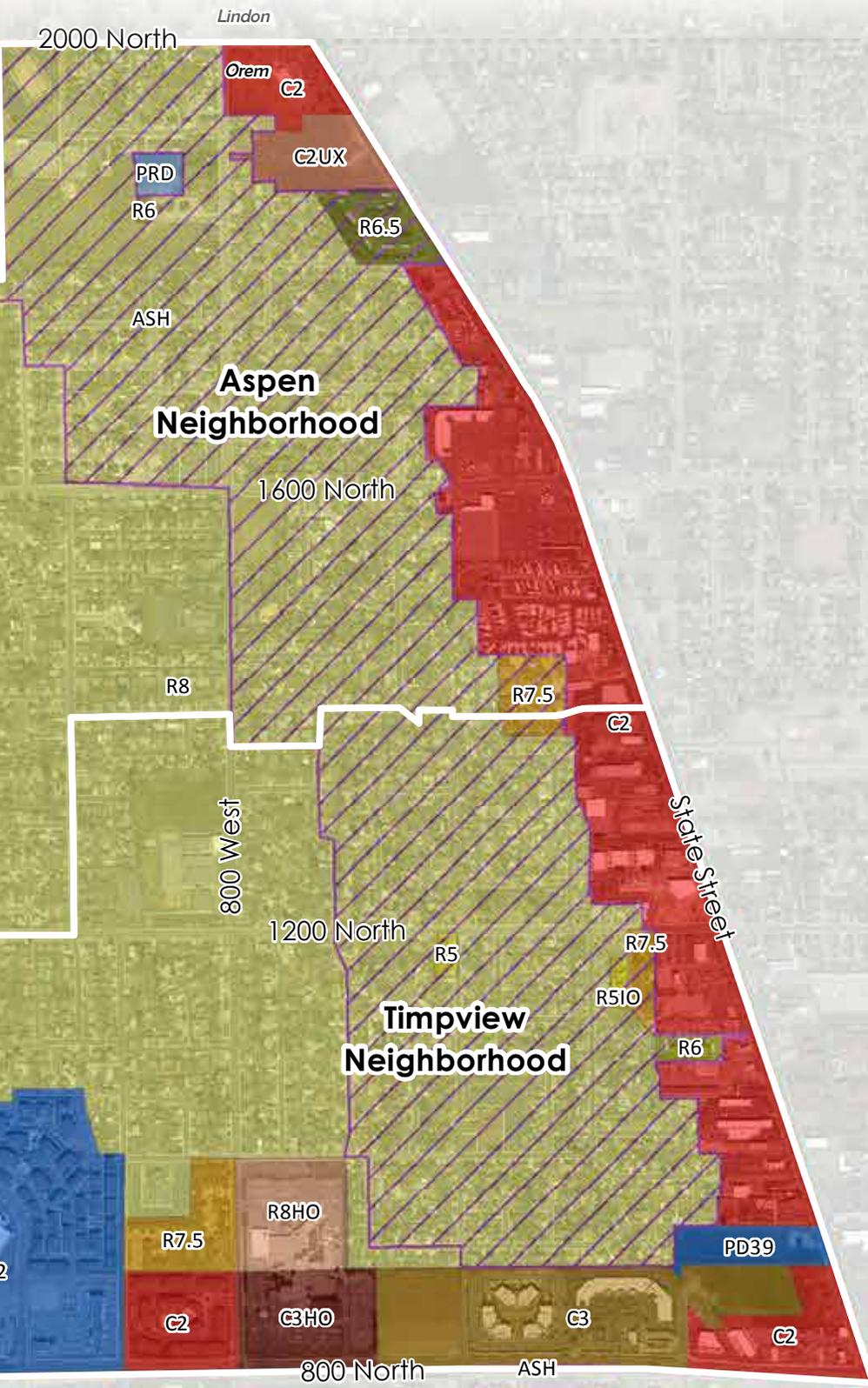


Figure 3.3 Current Zoning

Residential	R8HO	Planned Dev.
ASH	Commercial	PD
R5	C1	PRD
R6	C2	Other
R6.5	C2UX	HS
R7.5	C3	M2
R8	C3HO	

ASH = Affordable Senior Housing Overlay Zone







Coming up the Hill on 1200 North, Aspen Neighborhood on the Left, Timpview Neighborhood on the Right



- C2UX - The C2UX zone was formerly established as a C2 Zone allowing residential in a mixed use format. No new zone changes are made into this zone.
- C3 - The C3 zone is established to promote retail commercial and service uses on a regional basis.
- C3HO - The C3HO zone is established as a hospital overlay zone in a C3 zone.
- 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 commercial land uses.
- PRD - The purpose of Planned Residential Development (PRD) zone is to provide flexibility in the City’s zoning scheme in order to create diverse and quality housing, allowing for higher density housing that fits into the surrounding neighborhood. PRD zones are restricted to residential land uses only.
- ASH - The purpose of the ASH zone is to accommodate and encourage the development of affordable senior housing. Requirements of the ASH zone limit the size of developments and require them to fit into the surrounding neighborhood.
- 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 for a standard subdivision or a planned residential development. No new zone changes are made into this zone.
- R6 through R8 - The R6 through R8 zones were established to promote low and medium density residential uses with minimum lot sizes ranging from 6,000 to 8,000 square feet per lot, and to allow other selected uses which are compatible with the character of the zone.
- R8HO - The R8HO zone is established as a hospital overlay zone in an R8 zone.
- HS - The HS zone is established to promote uses most commonly associated with the traveling public and general community shopping. This zone is located near I-15.
- M2 - The M2 zone is established to provide areas where heavy intensity industrial activities and uses can be developed.



Figure 3.4 Urban Sidewalk Design from the Orem General Plan 2011



3.3 FUTURE LAND USE PLANS

City of Orem General Plan 2011

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

- Utilizing low density residential zones and single-family homes as the backbone of housing stock in the City.
- Supporting low density Planned Residential Development (PRD) zones to create diverse and

quality housing for citizens by supporting more development built to higher standards.

- Controlling the rapid increase of rental units by creating new legislation and creating a buffer between student housing and single-family homes.
- Promoting active transportation methods such as bicycle and foot 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



development to meet the needs of local residents and regional demands.

The plan seeks to address 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 North Village District at the intersection of 1600 North and State Street and the Canyon Crossing District at the intersection of 800 North and State Street (see Figure 3.5). A study will be completed in the future for each District, examining the possibility of new retail, office, and residential redevelopment. These studies will rely

on input from existing businesses and residents in nearby neighborhoods.

- Concentrating new growth and redevelopment in the Districts while maintaining existing zoning on other parts of the State Street corridor (see Figure 3.5).
- 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

Figure 3.5 State Street Master Plan Canyon Crossing and North Village Districts

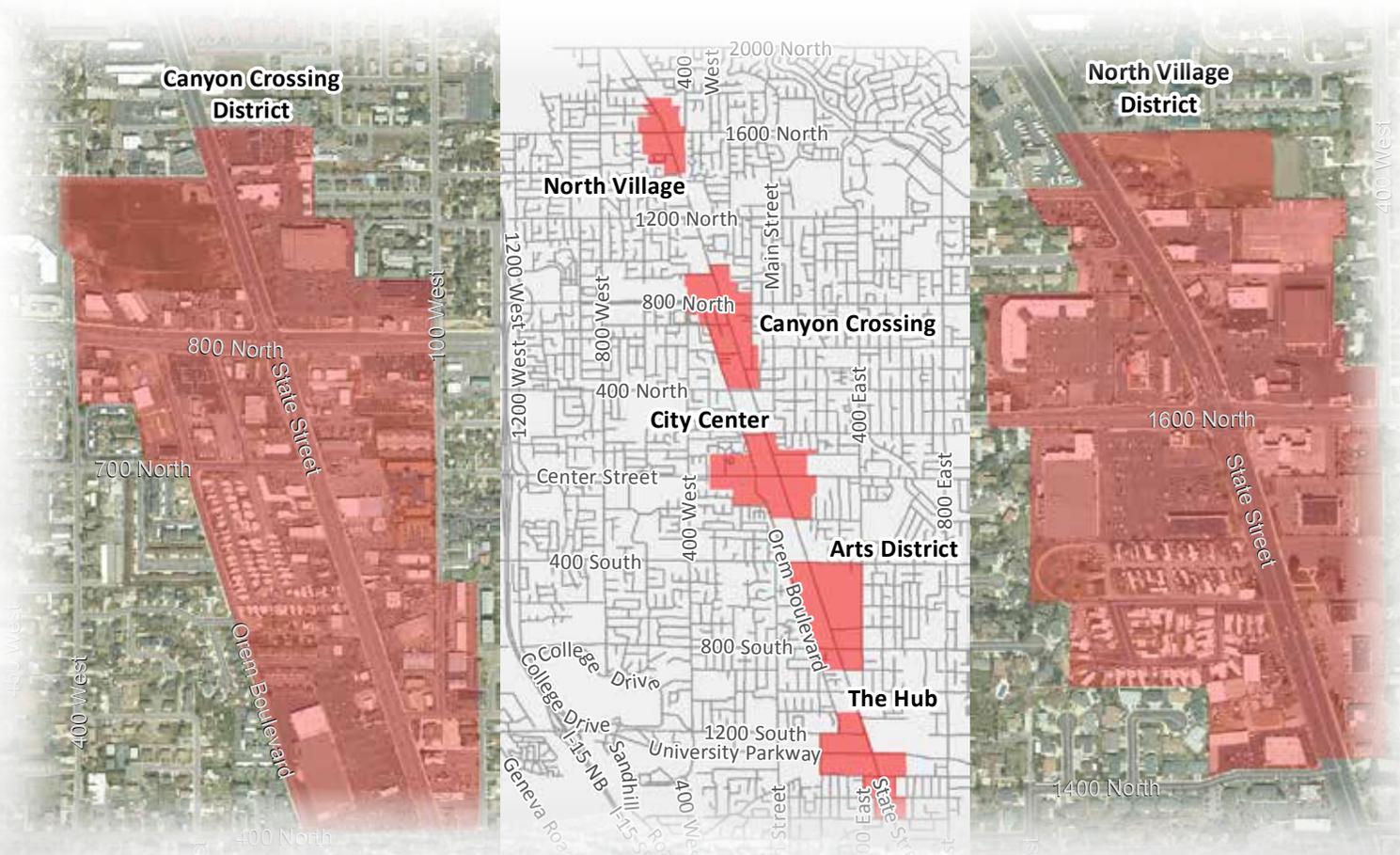


Figure 3.6 State Street Master Plan Canyon Crossing District Hypothetical Growth



- or professional office space.
- Appropriately buffer new developments from existing neighborhoods through a myriad of urban design tools, including building siting, setbacks, step downs, density restrictions, landscaping, signage, lighting, and other design elements. The goal is to allow for future growth while preserving the character of single family neighborhoods in Orem wherever possible.

3.4 CONCERNS & OBJECTIVES

The major concerns and objectives of residents in the Aspen and Timpview neighborhoods related to land use focused on the following points:

- Within the neighborhoods:
 - Restrict uses to low density residential.
- Along State Street:
 - Buffer residential uses and protect privacy of neighbors along major corridors.
 - Limit encroachment of apartments.
 - Maintain / honor existing zoning.
 - Improve the aesthetic appeal of State Street.
 - Increase diversity of retail options on State Street.
 - Allow for a diversity of housing options and business types on State Street at the North Village District and the Canyon Crossing District.



TRANSPORTATION

4

Objectives

- Increase roadway capacity through improvements along major corridors; prioritize 1600 N.
- Increase the network and improve the quality of bike and walking paths in the neighborhoods and along State Street.
- Make pedestrian safety in school zones a priority.
- Better access management for new developments; utilize major thoroughfares for traffic from new development.
- Deal with traffic and safety issues at congested intersections, particularly 1600 N & 1200 W.



4.1 EXISTING NETWORK

As with other parts of Orem, the Aspen and Timpview 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 and improving sidewalk amenities.

Along with State Street, 800 N is classified as a principle arterial. Geneva Road and 1600 N serve as

Figure 4.1 Roadway Classifications

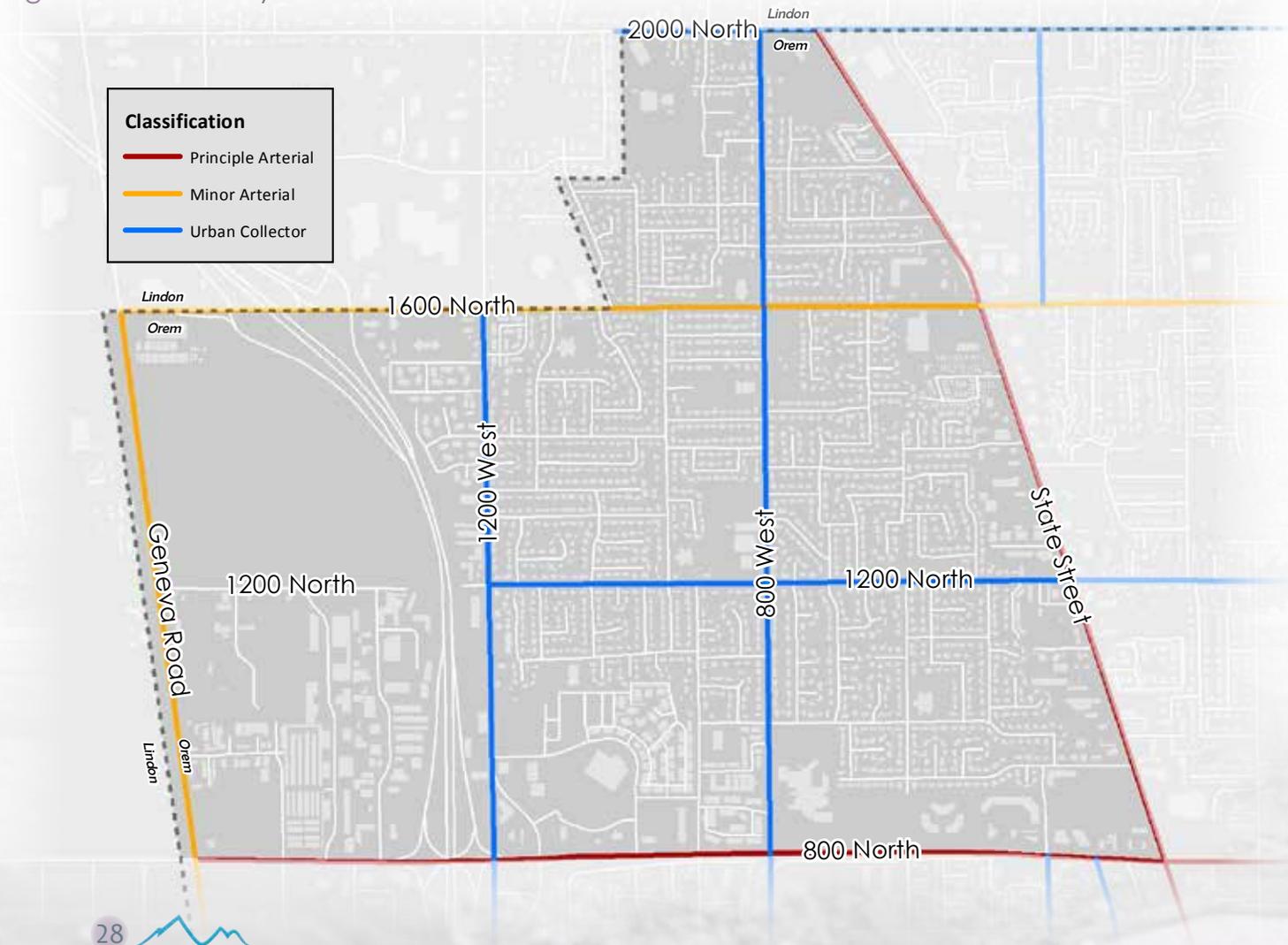
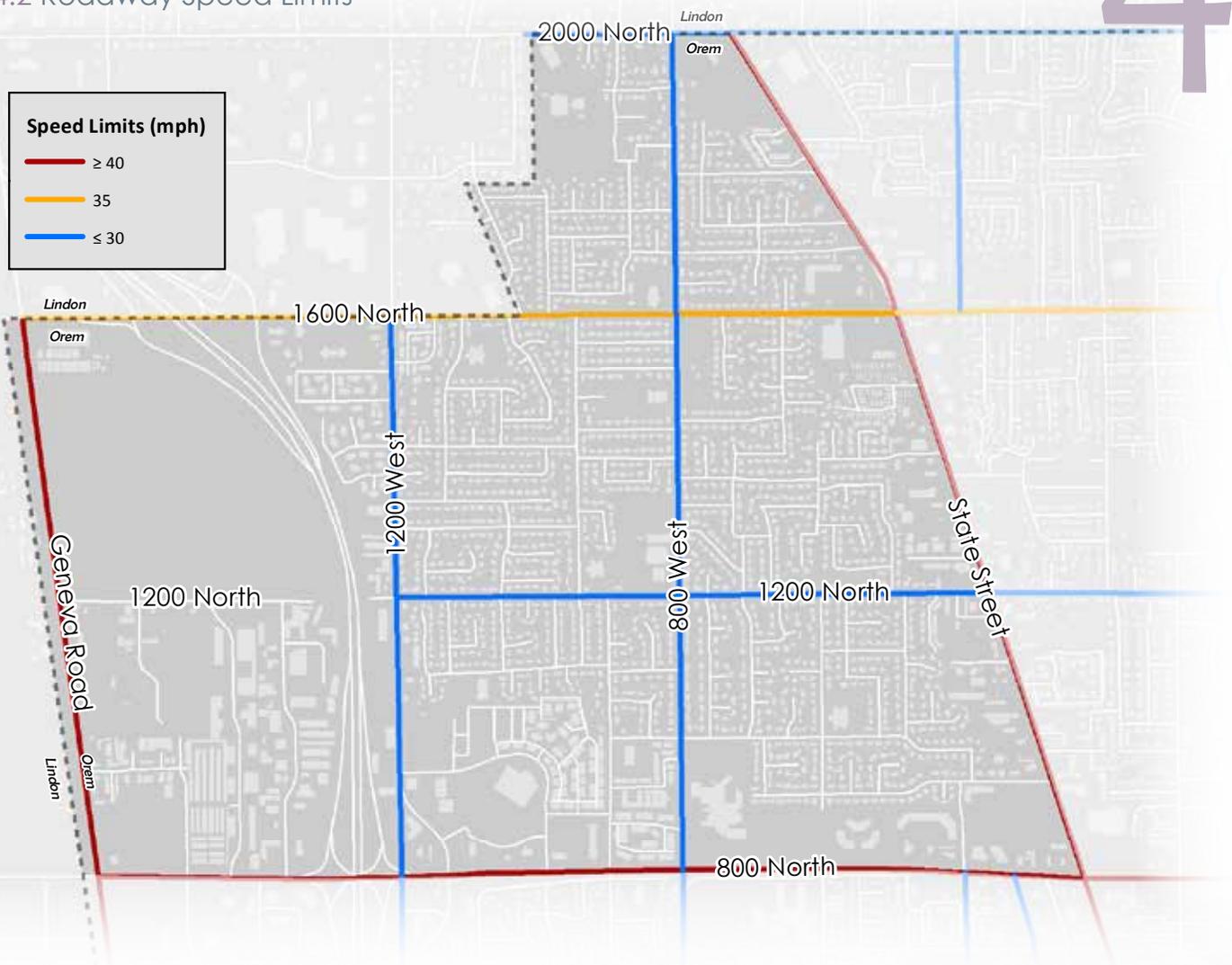


Figure 4.2 Roadway Speed Limits



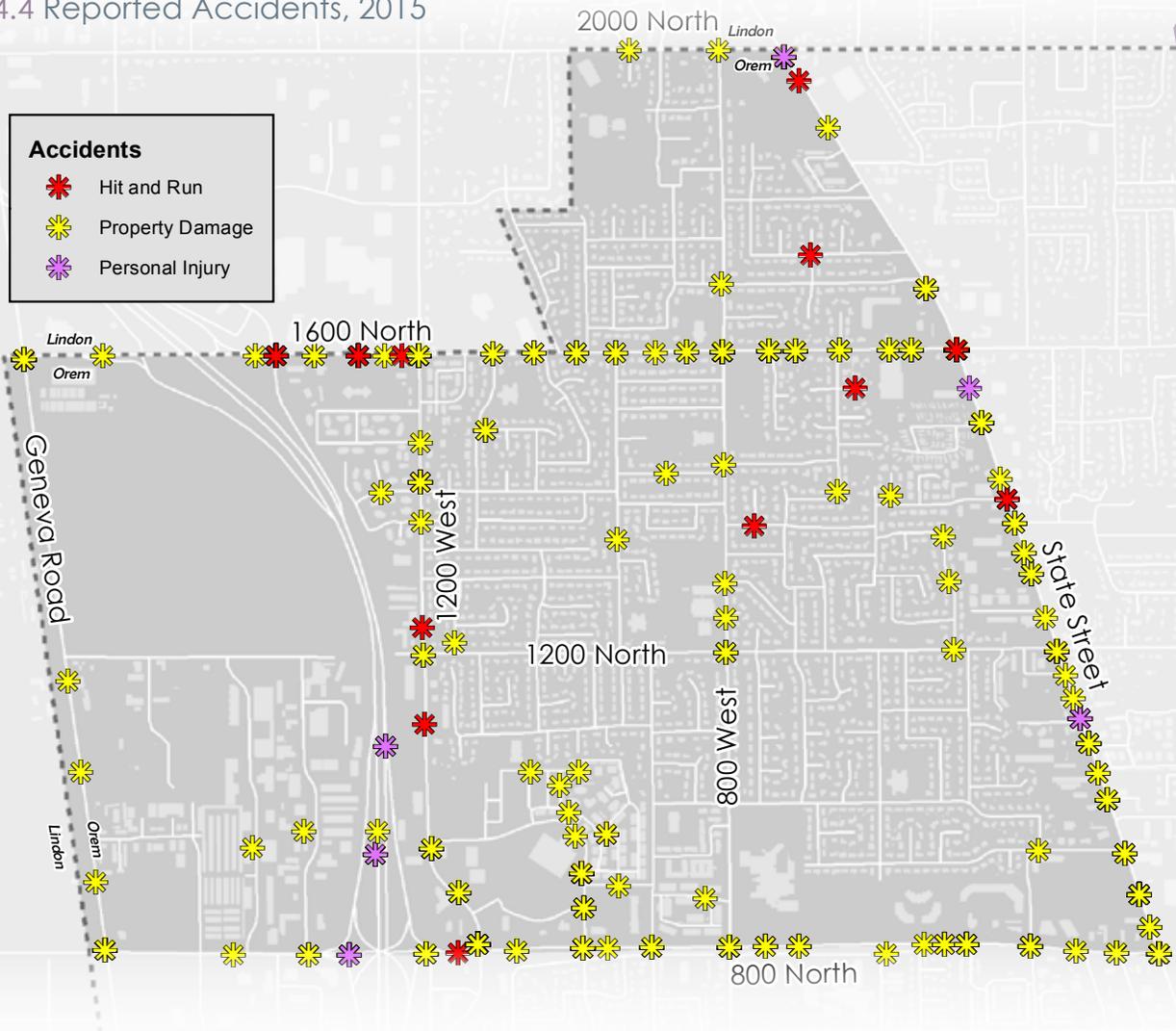
a minor arterials, whereas 2000 N, 1200 N, 1200 W, and 800 W are urban collectors. All other roadways are considered local roads. To accommodate future growth, the City is considering developing 1600 N into a principle arterial. To do so, right of way would need to be acquired for additional lanes. In 2017, the City plans to perform a study on 1600 N to determine the most effective way to pursue this expansion.

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. This is the case with State Street, Geneva Road, 800 N, and 1600 N, where the speed limits on these roads reflect their status as arterials. Urban collectors often have a speed limit of 30 MPH, 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

Figure 4.4 Reported Accidents, 2015



Many of the accidents which took place on these major corridors were reportedly right angle crashes resulting from left-turns across on coming traffic. Some residents expressed interest in adding raised medians, especially along State Street, to reduce the number of accidents related to cross traffic interference.

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 three locations in the neighborhoods where future

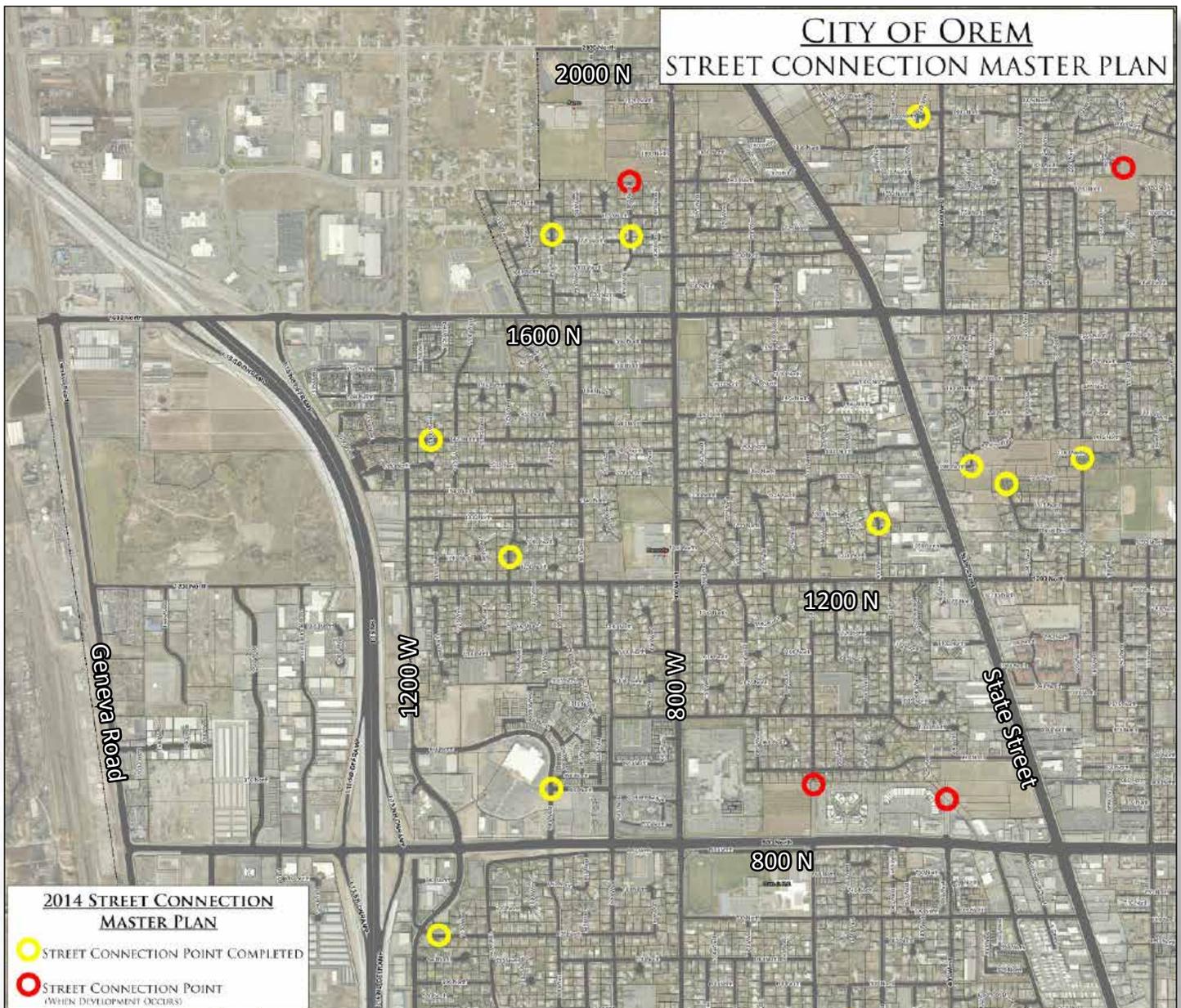


connections would be beneficial (see Figure 4.5). This plan will be updated in the in the future to address the possibility of new street connections. Future plans for the North Village District at the intersection of 1600 North and State Street and the Canyon Crossing District at the intersection of 800 North and State Street will likely include new street connections.

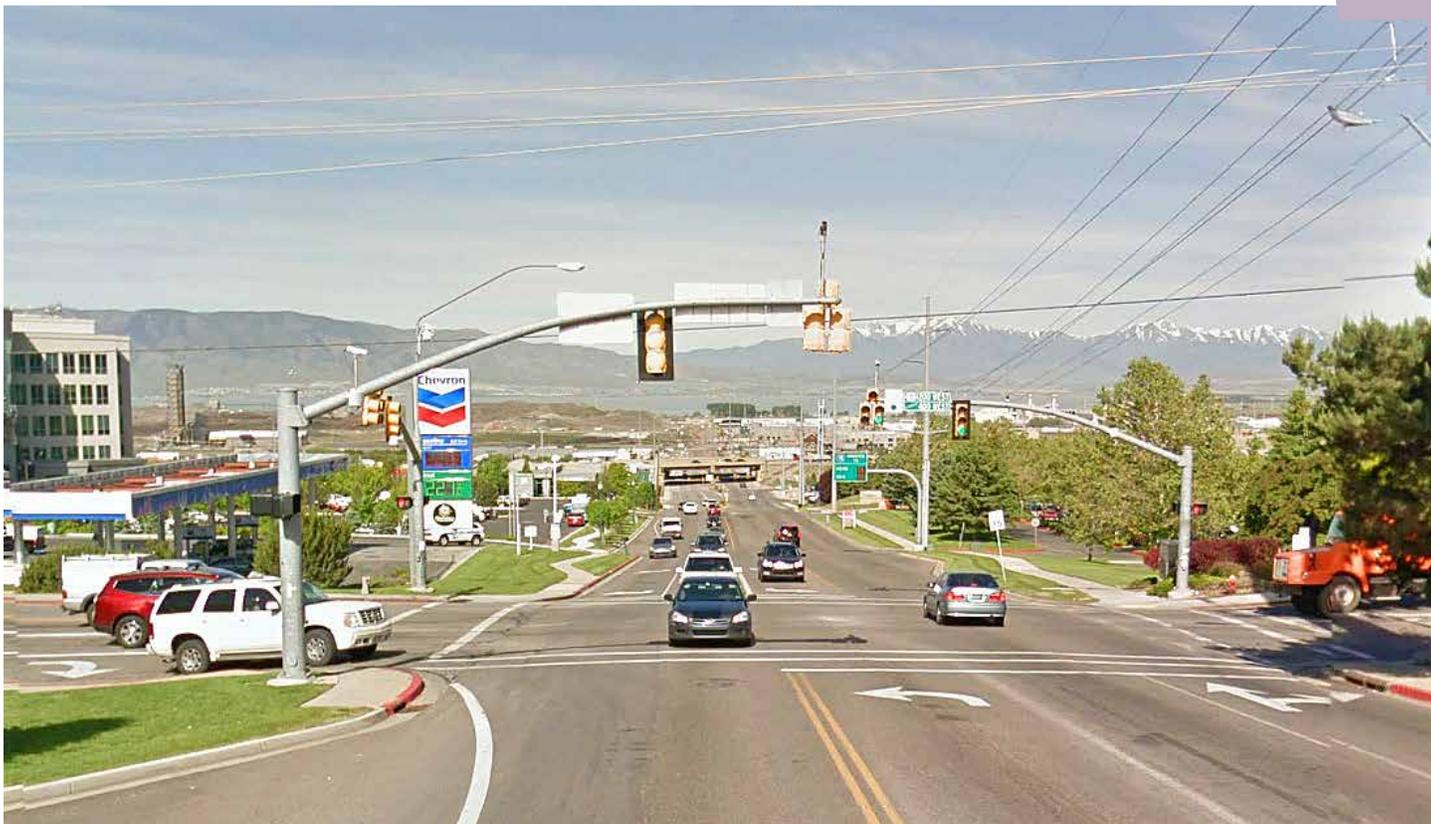
4.3 BICYCLES & PEDESTRIANS

Figure 4.6 shows the existing and future bicycle and pedestrian lanes, routes, and paths found in the neighborhoods. As the map indicates, the existing bicycle and pedestrian network is somewhat limited, with lengths along 1200 N and 800 N. There are

Figure 4.5 Street Connection Master Plan



Residents are Concerned with Traffic and Safety at Congested Intersections, Particularly 1600 N and 1200 W



plans for this network to be expanded considerably. The multi-use path along 800 N will be completed, and bike lanes will be added to all major roads in the neighborhoods.

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, particularly in areas close to schools.

4.4 CONCERNS & OBJECTIVES

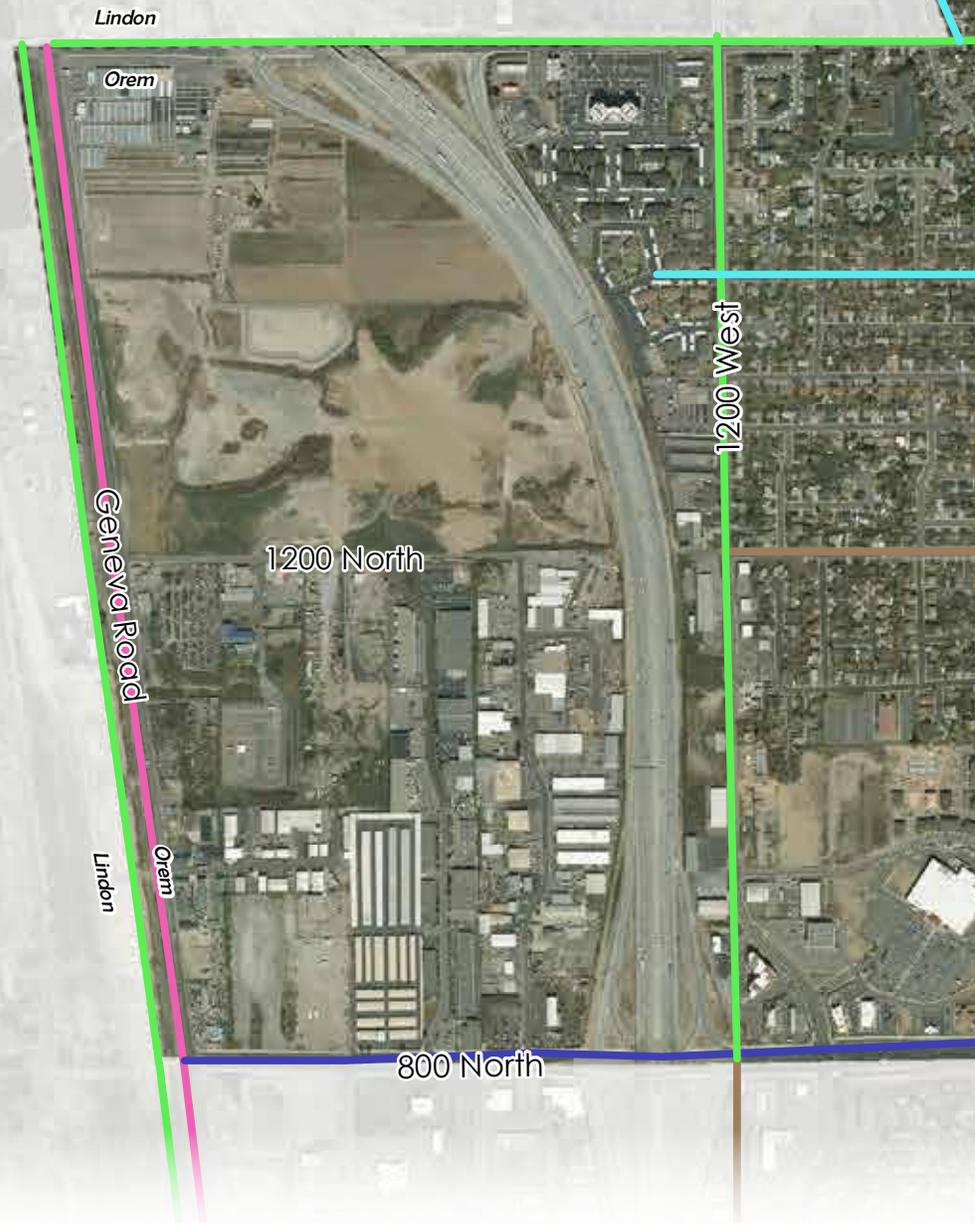
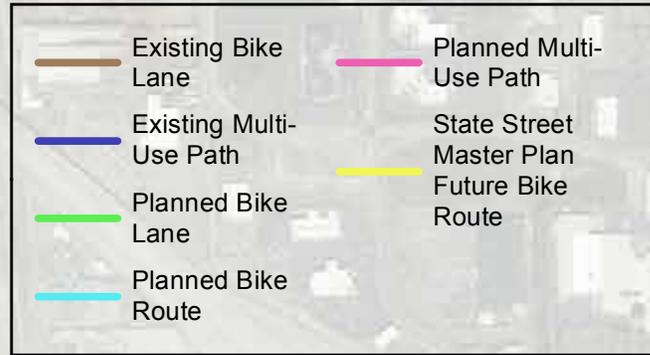
Transportation concerns were some of the most significant points of feedback received from the

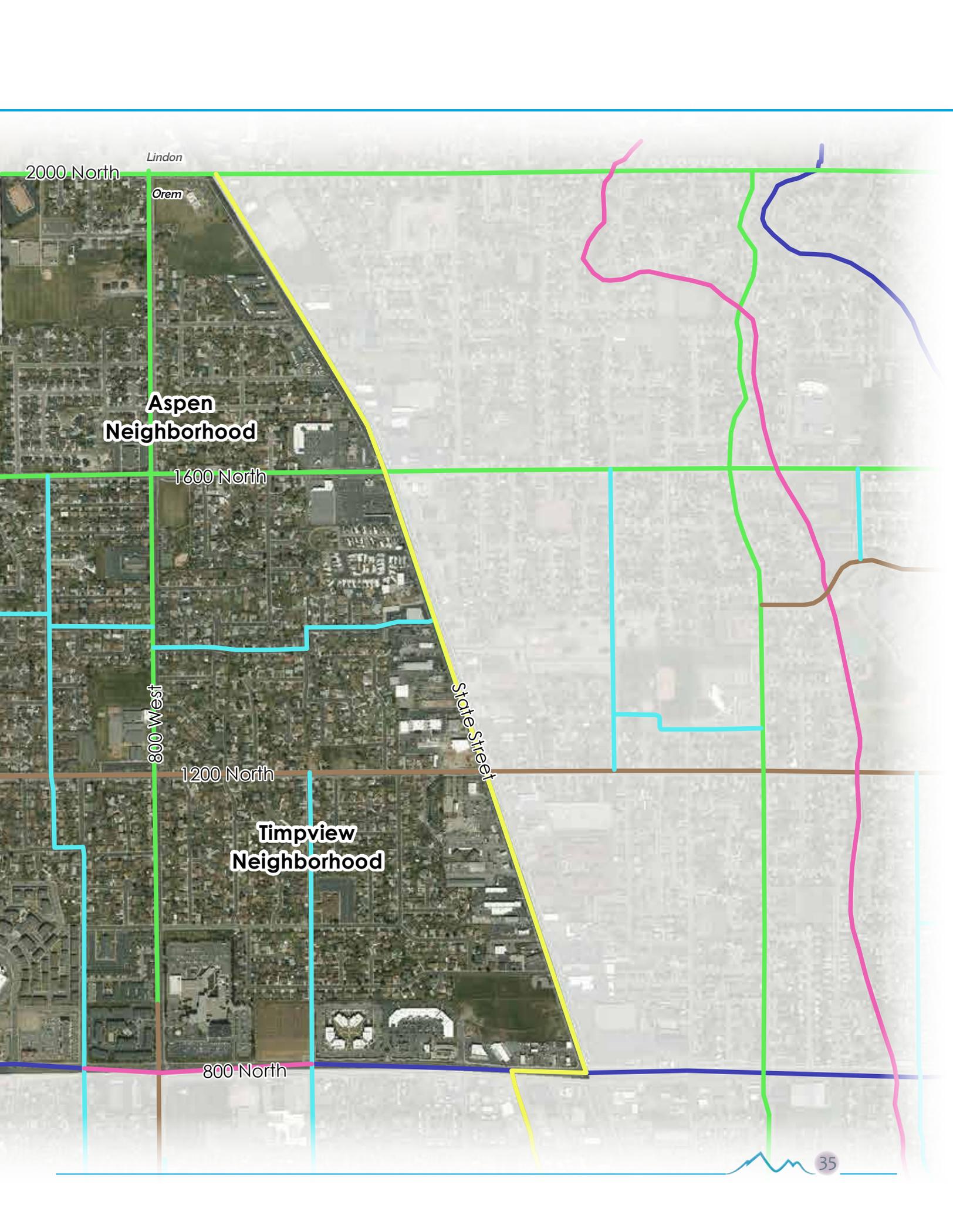
residents. A large portion of the feedback was related to automobile traffic, speed limits, traffic safety, and bicycle and pedestrian facilities. A consolidated list of feedback and recommendations is presented below:

- Increase roadway capacity through improvements along major corridors; prioritize 1600 N.
- Increase the network and improve the quality of bike and walking paths in the neighborhoods and along State Street.
- Make pedestrian safety in school zones a priority.
- Better access management for new developments; utilize major thoroughfares for traffic from new development.
- Deal with traffic and safety issues at congested intersections, particularly 1600 N & 1200 W.



Figure 4.6 Bicycle and Pedestrian Plans





2000 North

Lindon

Orem

**Aspen
Neighborhood**

1600 North

800 West

1200 North

**Timpview
Neighborhood**

800 North

State Street



Objectives

- Maintain property values by continuing to invest in public infrastructure, particularly transportation related infrastructure.
- Allow a study to be completed for the North Village District (1600 N and State Street) and Canyon Crossing District (800N and State Street) to consider a plan for new retail, office, and residential redevelopment.
- Improve the functioning and aesthetic appeal of State Street to ensure that high quality land uses want to locate in this area.



5.1 PROPERTY VALUES

State law mandates that all property is subject to taxation unless otherwise exempted. Your property taxes support necessary services provided to the residents of Orem and Utah County. These include city services, law enforcement, fire protection, education, parks and recreation, and other vital services. Property taxes are based on the market value of your property, which includes the value of both the land and improvements (such as a

house). The Utah County Assessor is responsible for appraising all property in the City of Orem. **Figure 5.1** displays the most recent assessment of total taxable value for parcels in the neighborhoods. Note that the highest assessed values are the commercial properties along State Street and in the Canyon Park Technology Center.

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

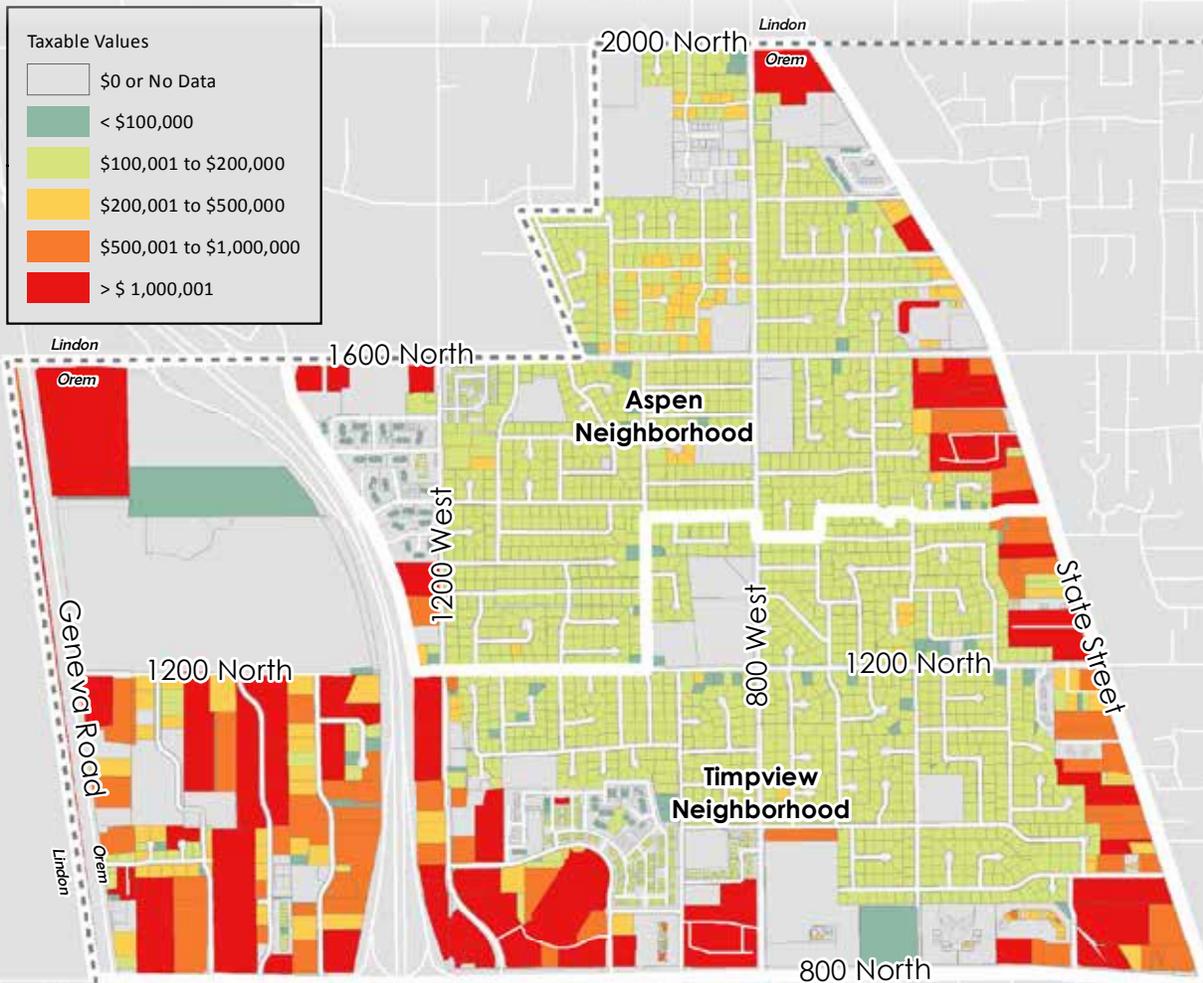


Figure 5.2 Property Tax Valuation



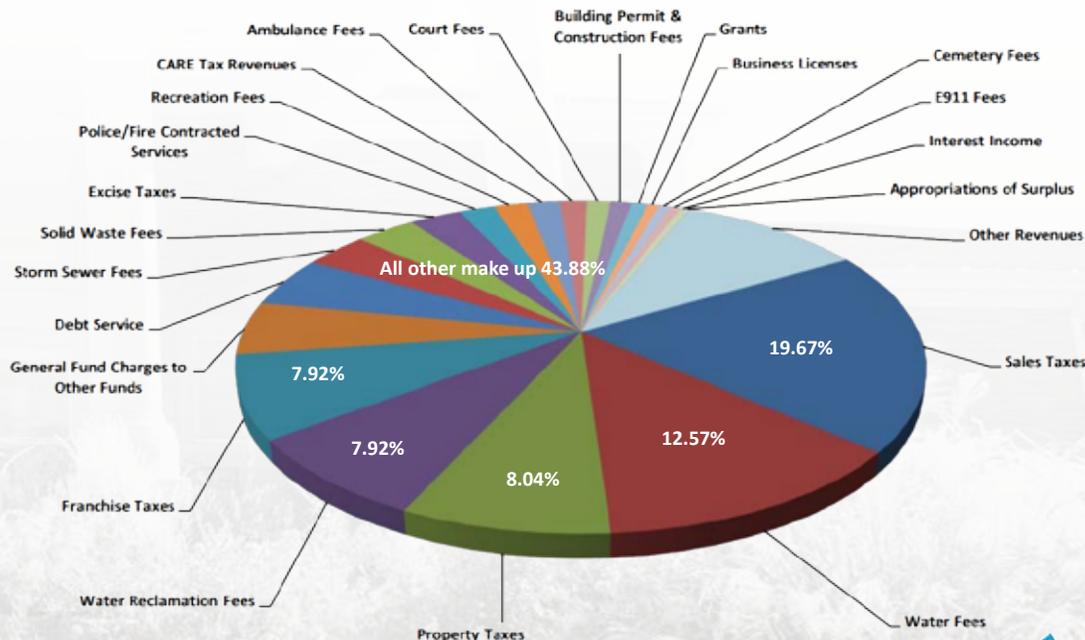
and used as appropriate. These approaches to value are based on:

- 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 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

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





895 N 980 W



800 N 900 W



1600 N State



750 W 800 N



1275 W 1600 N



1645 W 1600 N



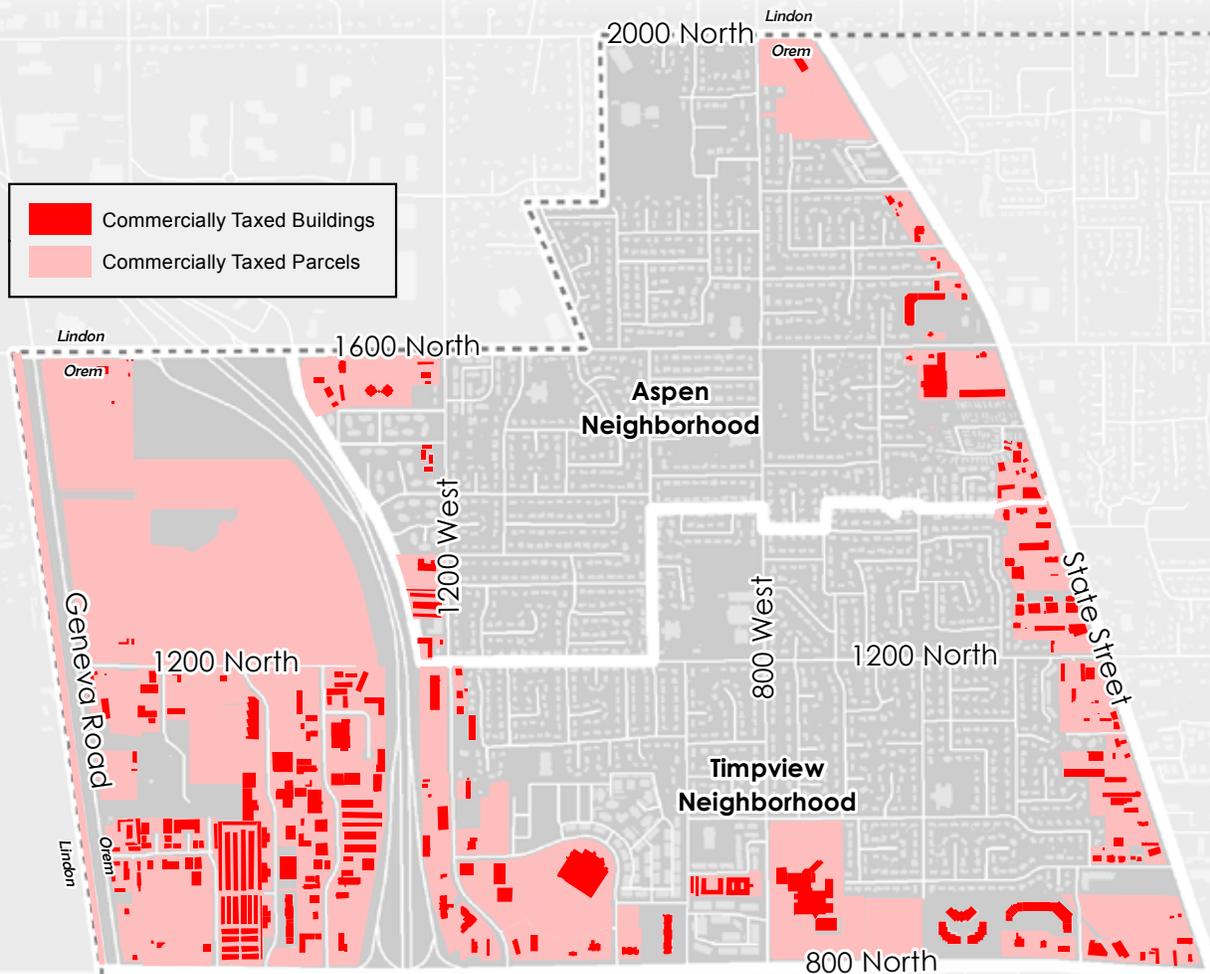
1000 N Industrial Park Rd



730 N 1500 W



Figure 5.4 Commercially Taxed Parcels and Buildings



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.

5.2 BUSINESSES AND JOBS

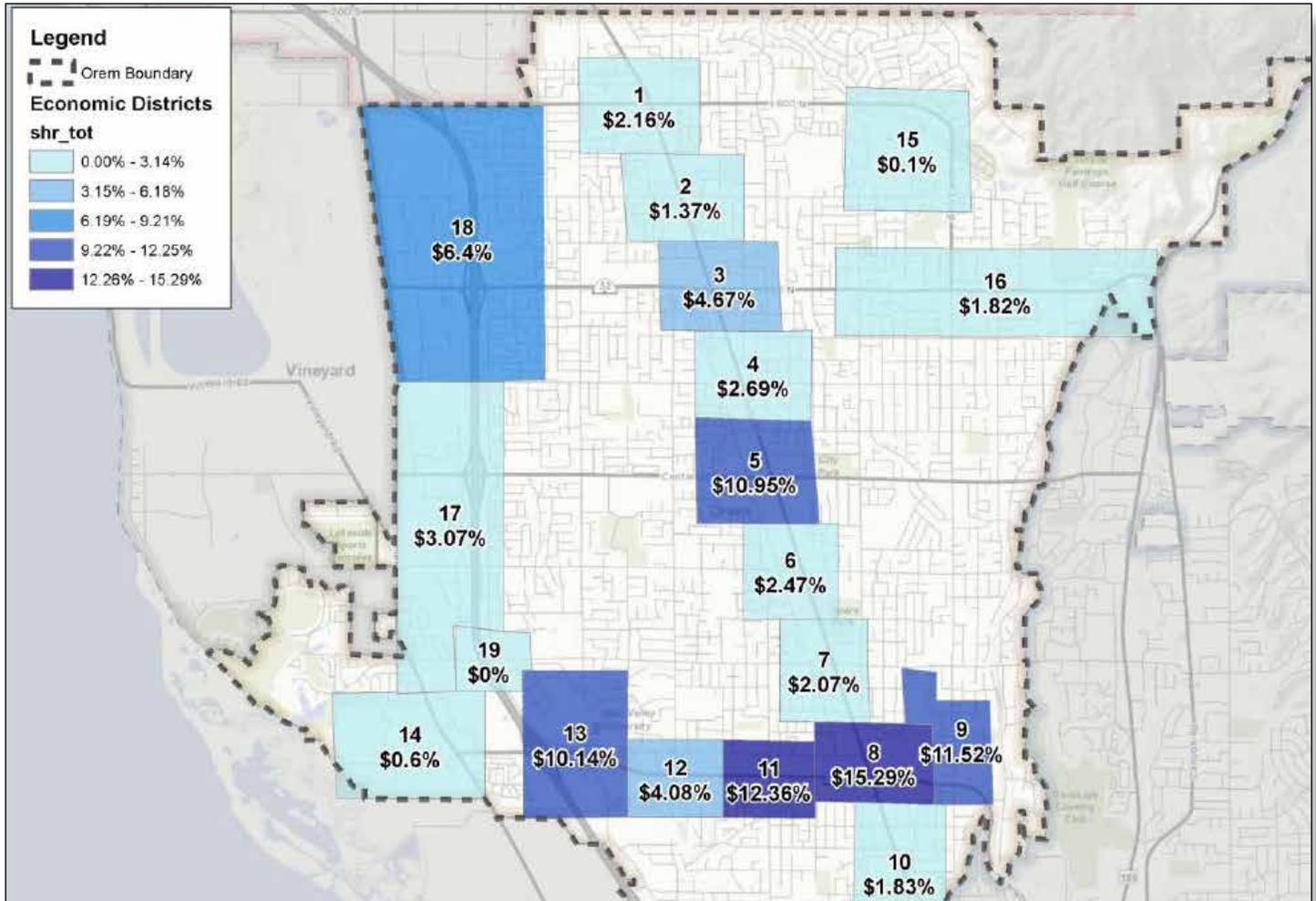
Neighborhood residents recognize that local businesses have an impact on the value and character of the neighborhoods. It is estimated that there are over 300 commercially assessed buildings accounting

for nearly 2.5 million square feet of space (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 and office uses at the hospital, near I-15, and along 800 N. There are also hundreds of skilled jobs associated with the industrial businesses located in the Geneva Road area west of I-15.



Figure 5.5 Share of Retail Sales by Economic District, 2014



While residents recognize the benefit of having these businesses close to the neighborhoods (jobs and taxes for the community), they also worry about possible negative consequences. As these commercial, office, and industrial buildings continue to age, residents are concerned with the condition of the buildings and the type of tenants who may occupy them. Residents do not want to see vacant and underutilized commercial buildings in their neighborhoods. They worry that desperate commercial landlords may rent to tenants whose activities are incompatible with the nearby residential neighborhoods.

Increasing the attractiveness and functionality of streets, particularly along State Street, would help encourage new, desirable businesses to locate in the area and old businesses to re-invest in their properties. In addition, residents want to increase access from the neighborhoods to these commercial areas for pedestrians and bicycles, so that those who live and 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 in 2014 by the City's economic development staff.

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 the Geneva Road area. Some of the key points in the report include:

- As depicted in [Figure 5.5](#), the northern end of the State Street Corridor accounts for roughly 8% of Orem's total retail sales, while the northern end of the Geneva Road area accounts for just over 6%. While the southern end of Orem is where the bulk of retail sales occur in the City, the commercial areas near the neighborhoods are still vital to the economic health of the City.
- Businesses on State Street between 800 N and 2000, particularly those at the intersections, provide important goods and services for the local population and are an important retail hub for the City.
- It is a strategy of the City 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 on both sides of I-15 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 CONCERNS & OBJECTIVES

While residents feel the neighborhoods should remain primarily single family residential in nature, they support continued investment in infrastructure that encourages new private market investment in commercial areas. The neighborhood objectives regarding economic development are summarized below:

- Maintain property values by continuing to invest in public infrastructure, particularly transportation related infrastructure.
- Allow a study to be completed for the North Village District (1600 N and State Street) and Canyon Crossing District (800N and State Street) to consider a plan for new retail, office, and residential redevelopment.
- Improve the functioning and aesthetic appeal of State Street to ensure that high quality land uses want to locate in this area.



PUBLIC WORKS

6

Objectives

- Increase the coordination between the Neighborhood residents and Public Works department.
- Seek community volunteer opportunities to assist public works in improving the neighborhood.
- Provide street lighting and safe crossings for all bike and walking paths; improve ADA access.
- Increase / improve parks & open space in all areas.
 - Consider pocket parks where possible.
 - Better maintenance of existing amenities.
 - More park programming, events, activities
 - Activities should be inclusive for all types of families and for both apartments and single family neighborhoods
 - Activities and parks should be inclusive of those who have disabilities
 - Consider community gardens



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 6.1](#) maps out the parks, street lights, ADA ramps, sidewalks, traffic signals, and detention basins in the neighborhoods. These are a few of the infrastructure improvements provided by 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 the roads, 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. Crack sealing on the roads happens approximately every 7-10 years.

Public works has no large projects planned in the Neighborhoods at this time, but the department does have several small projects that will take place in the near future. Efforts by public works will continue in the future as the need arises. In addition, if a resident notices an issue with public works services, such as a street light outage or pothole, this can be reported online (orem.org/departments/public-works) or by phone for a speedy resolution of the problem.

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 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 ADA access on all public sidewalks,



Orem Public Works Crew Members Help Install a New Water Line



6

prioritizing those that lead to schools and Bonneville Park.

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 provides a resource for renters and landowners to improve the beauty of their yards at minimal cost.

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 scout projects, and others. Several beautification projects occur every year due to the efforts of volunteers. Examples of projects include the following:

- Adopt a Spot or Trail (available March-November)
- Court-appointed Community Service
- Eagle Scout Projects -Fire Hydrant Painting (available April-October)
- Leaf Raking (available November-April)
- Litter Patrol (available year round)
- Memorial Day Preparation at Orem Cemetery (available early-mid May)
- Orem Summerfest, <http://summerfest.orem.org> (second weekend in June)

- Park Beautification Projects (available March-November)
- Soil Conservation and Reseeding (available spring and fall)
- Traffic Light Pole Cleaning (available year round)
- Weed Out Warriors (remove invasive weeds from public property)

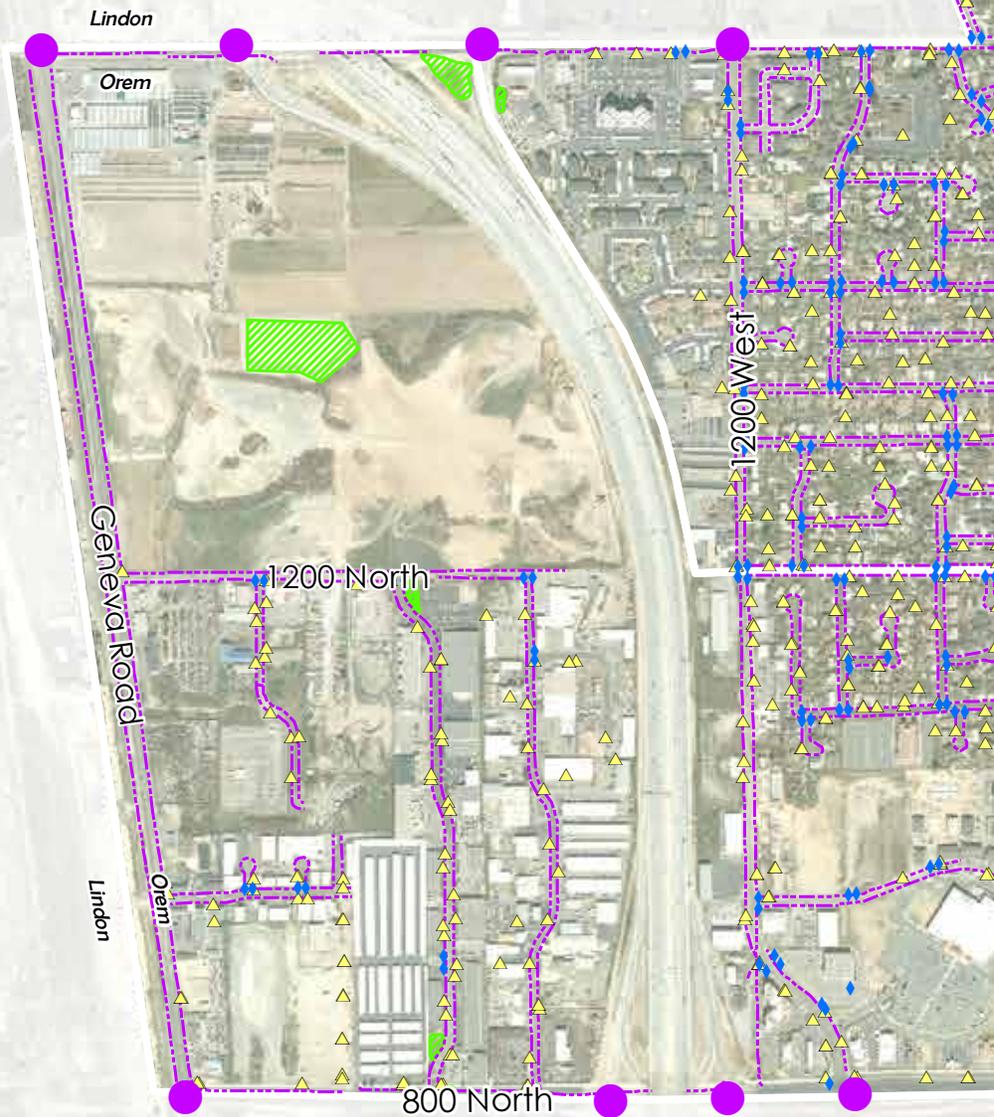
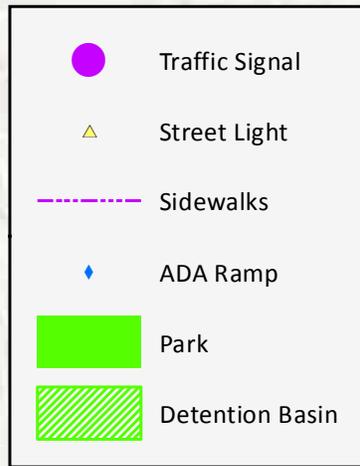
6.5 CONCERNS & OBJECTIVES

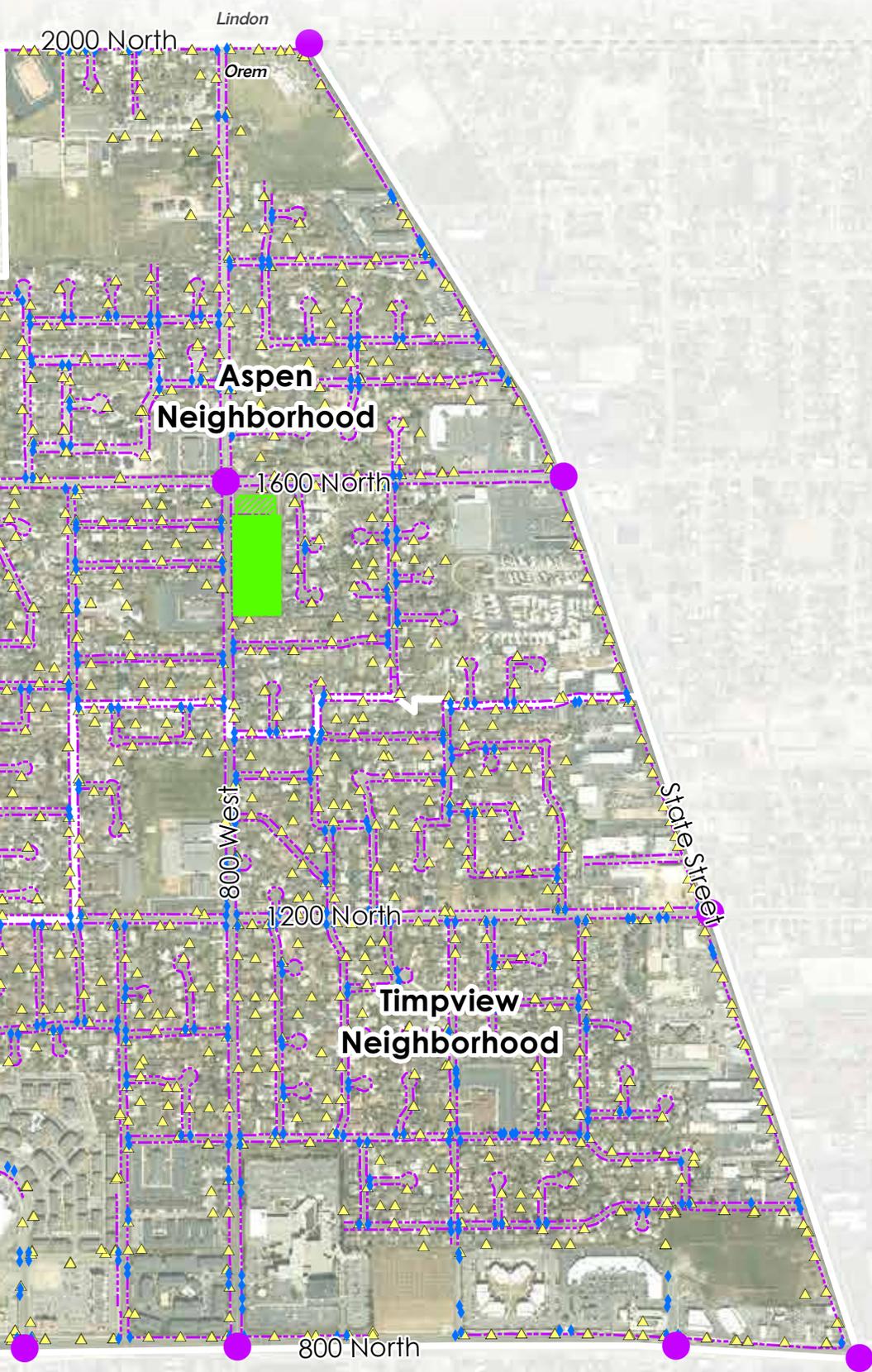
Overall residents felt like they were receiving great service from the public works department, particularly in regards to regular services such as garbage collection, snow removal, and road maintenance. However, residents did have a few suggestions for improvement:

- Increase the coordination between the Neighborhood residents and Public Works department.
- Seek community volunteer opportunities to assist public works in improving the neighborhood.
- Provide street lighting and safe crossings for all bike and walking paths; improve ADA access.
- Increase / improve parks & open space in all areas.
 - Consider pocket parks where possible.
 - Better maintenance of existing amenities.
 - More park programming, events, activities
 - Activities should be inclusive for all types of families and for both apartments and single family neighborhoods
 - Activities and parks should be inclusive of those who have disabilities
 - Consider community gardens



Figure 6.1 Selection of Public Works Improvements







NEIGHBORHOOD PRESERVATION

7

Objectives

- Maintain code and law enforcement to preserve the quality and safety of the neighborhoods.
- Enforce City restrictions on illegal accessory apartments and over-occupied homes.
- Enforce City restrictions on abandoned vehicles, junk filled yards, and two dog maximum.



7.1 NEIGHBORHOOD PRESERVATION

The Aspen and Timpview neighborhoods are highly valued by those who live, work, and play in the area. All three neighborhoods are characterized primarily by single family residential, but other land uses exist including a some multifamily, office, and retail (as demonstrated in previous sections). There is also a considerable amount of public infrastructure including schools, parks, trails, 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 crime, zoning violations, and redevelopment that may change the nature of the neighborhoods. While it is

expected that the Aspen and Timpview neighborhoods will be different in the future, it is within the power of residents to guide that change to preserve the best qualities for future generations.

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 not being used as intended.

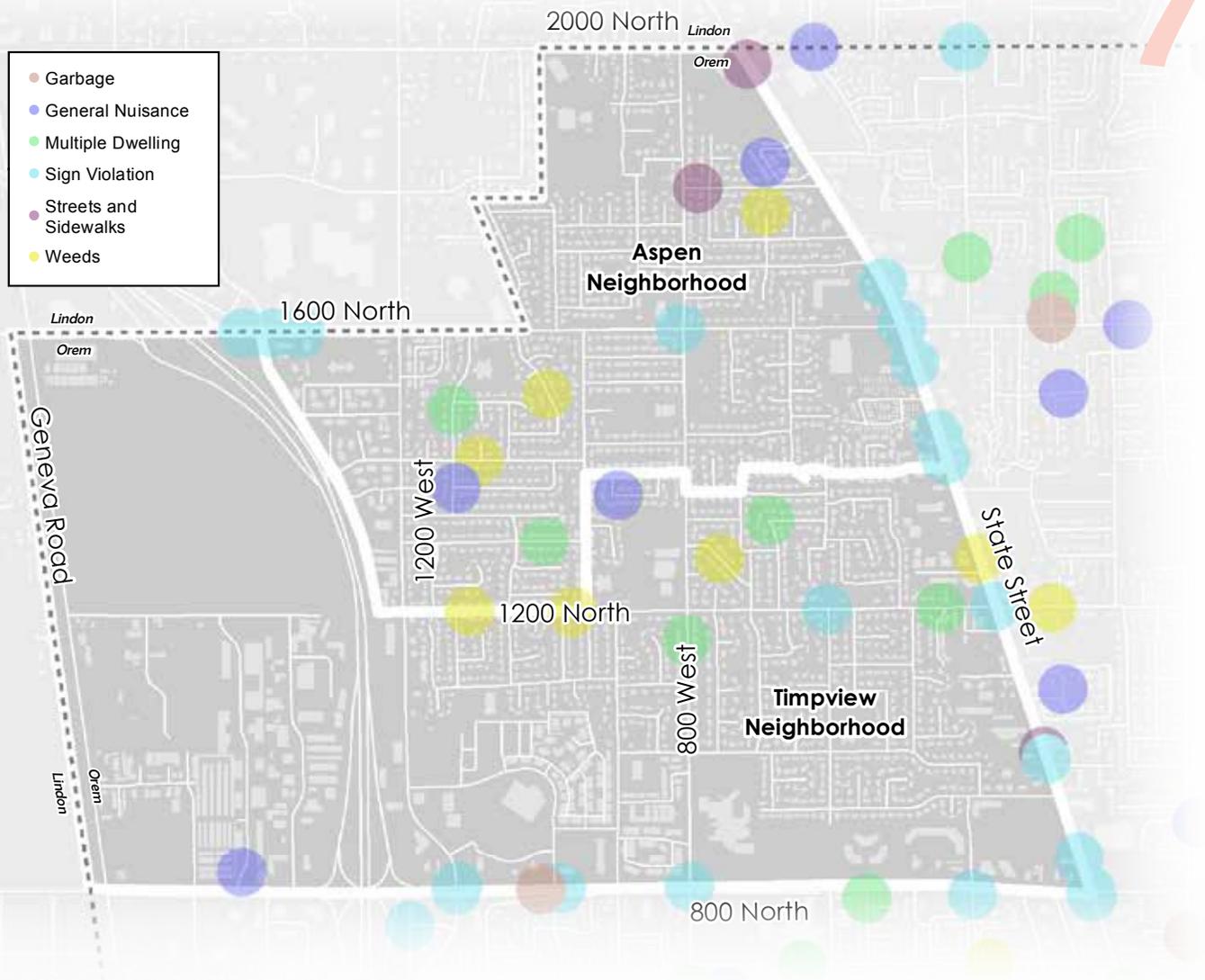
These concerns can be mitigated through working with the Neighborhood Preservation Unit (NPU). The NPU consists of a special group of officers within the Orem Police Department who assist in the enforcement of laws related to neighborhood preservation and city code. [Figure 7.1](#) displays the complaints responded to by the NPU in 2016. Responding to these complaints



Police Officers Savage, Crook, and Jamison Serve as the Neighborhood Preservation Unit in Orem



Figure 7.1 Complaints Responded to by the NPU, 2016



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 as well as their personal limitations.

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 CONCERNS & OBJECTIVES

The major concerns and objectives of residents in the neighborhoods focused on the following points:

- Maintain code and law enforcement to preserve the quality and safety of the neighborhoods.
- Enforce City restrictions on illegal accessory apartments and over-occupied homes.
- Enforce City restrictions on abandoned vehicles, junk filled yards, and two dog maximum.



Vision Statement

Our vision is to improve the Aspen and Timpview neighborhoods by:

- Seeking opportunities to create safe, clean, and welcoming family neighborhoods through an appropriate mix of housing types;
- Preserving the existing neighborhood qualities of community, open space, and safety by utilizing appropriate buffering tools for new developments;
- Improving safety and connectivity through appropriate traffic mitigation practices, enhanced walking facilities, and a complete bike lane network; and
- Improving the character of the neighborhood by increasing the diversity of retail and housing options of State Street in a financially responsible manner.



The Aspen and Timpview 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 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.

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



An Advisory Council Meeting for the Aspen and Timpview Neighborhoods



Figure 8.1 Implementation Guide

Goal or Action	Affiliated group or implementation facilitator	Ongoing	Short-term	Mid-term	Long-term	Priority
Goal 1: Preserve neighborhood character while allowing proper growth and development						
Objective: Preserve the single-family nature of neighborhoods through low density development and appropriate infill	Development Services	X				
Action 1: Review Planned Residential Development (PRD) and Planned Development (PD) requirements to ensure appropriate infill design standards.	Planning Division		X			
Action 2: Implement stronger zoning codes to retain the character of the neighborhood	Planning Division		X			
Goal 2: Address current and future traffic congestion concerns						
Action 1: Incorporate traffic concerns into the general plan	Engineering Division		X			
Action 2: Maintain traffic capacities on major streets	Engineering Division	X			X	X
Goal 3: Improve non-vehicular access throughout the community						
Objective: Improve non-vehicular transportation options and safety, including bicycles and pedestrians	Engineering Division	X				
Action 1: Review implementation of Bike & Trails Master Plan	Engineering Division / Planning Division	X				
Action 2: Work with community organizations to promote safe bicycle practices and education	Planning Division / Police Department	X				
Objective: Improve trail and sidewalk facilities	Development Services			X		

Table 7.1 Implementation



Goal or Action	Affiliated group or implementation facilitator	Ongoing	Short-term	Mid-term	Long-term	Priority
Action 1: Apply for funding opportunities to support new trail and bike lane completion	Planning Division / Engineering Division		X			
Action 2: Investigate opportunity for a possible trail along the North Union Canal	Planning Division / Engineering Division			X	X	
Goal 4: Maintain and improve parks and recreational facilities						
Action 1: Review and update open space requirements in PD zones to include access to appropriate public open space amenities in residential neighborhoods	Planning Division			X		
Action 2: Identify potential new green space locations in the Neighborhoods in the Orem General Plan	Planning Division			X		
Goal 5: Improve coordination of ordinance enforcement						
Objective: Maintain the quality of existing housing stock and encourage compatible development through proper code enforcement	Development Services / Police Department	X				X
Action 1: Improve coordination between the Neighborhood Preservation Unit, Development Services, and residents	Planning Division / Building Inspection Division / Police Department	X				X
Action 2: Improve City communication with residents through the Neighborhood in Action Program	Planning Division / City Manager's Office		X			
Action 3: Better enforce ordinances with absentee landlords	Planning Division / Police Department		X			