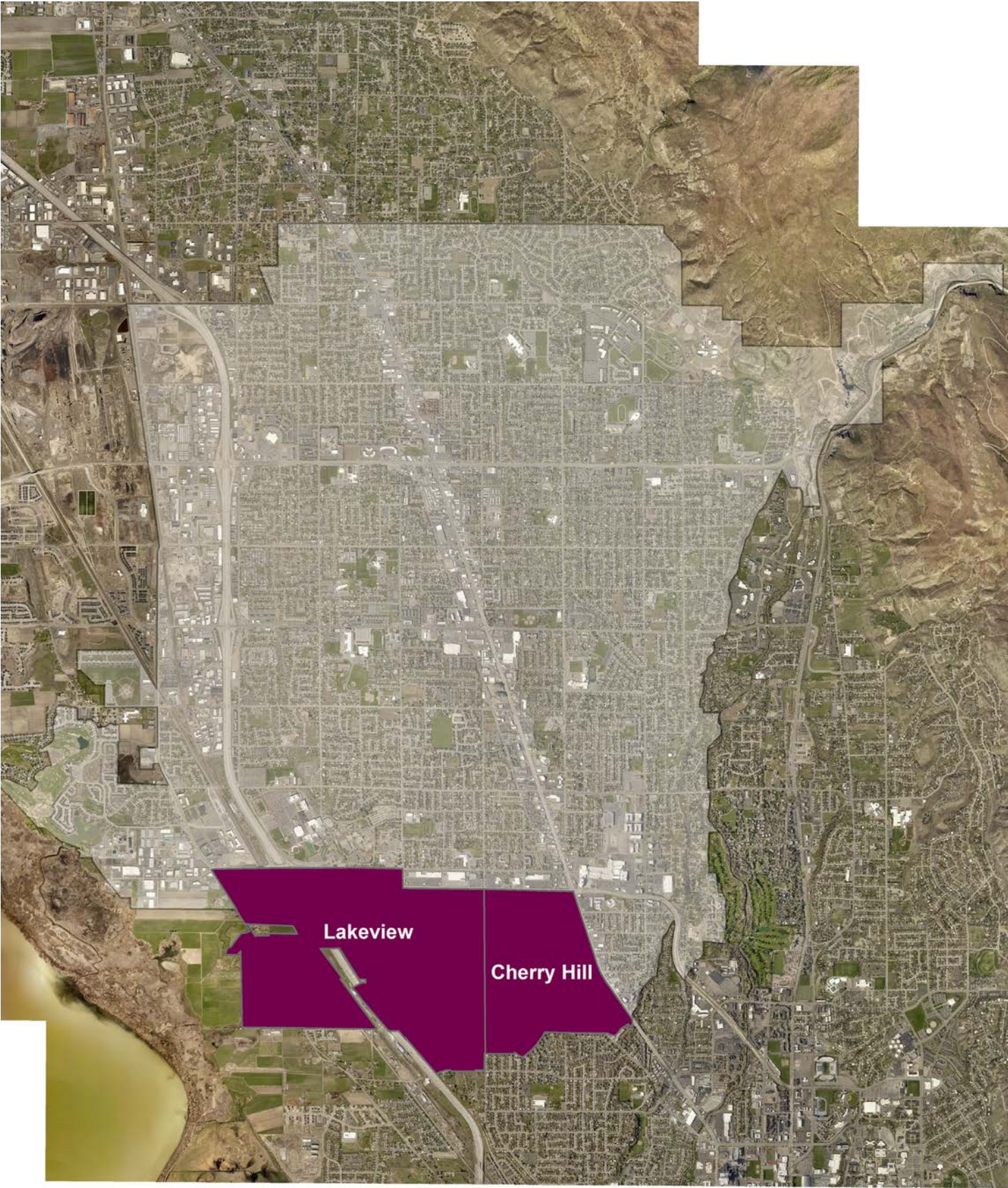


# LAKEVIEW AND CHERRY HILL







## 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.

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



## 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.

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.

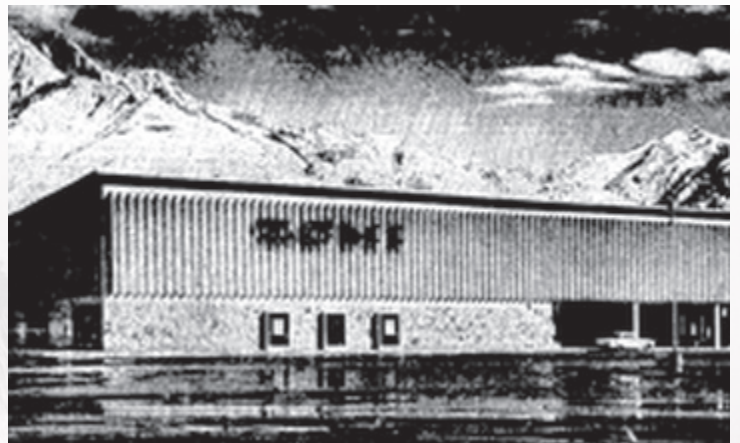
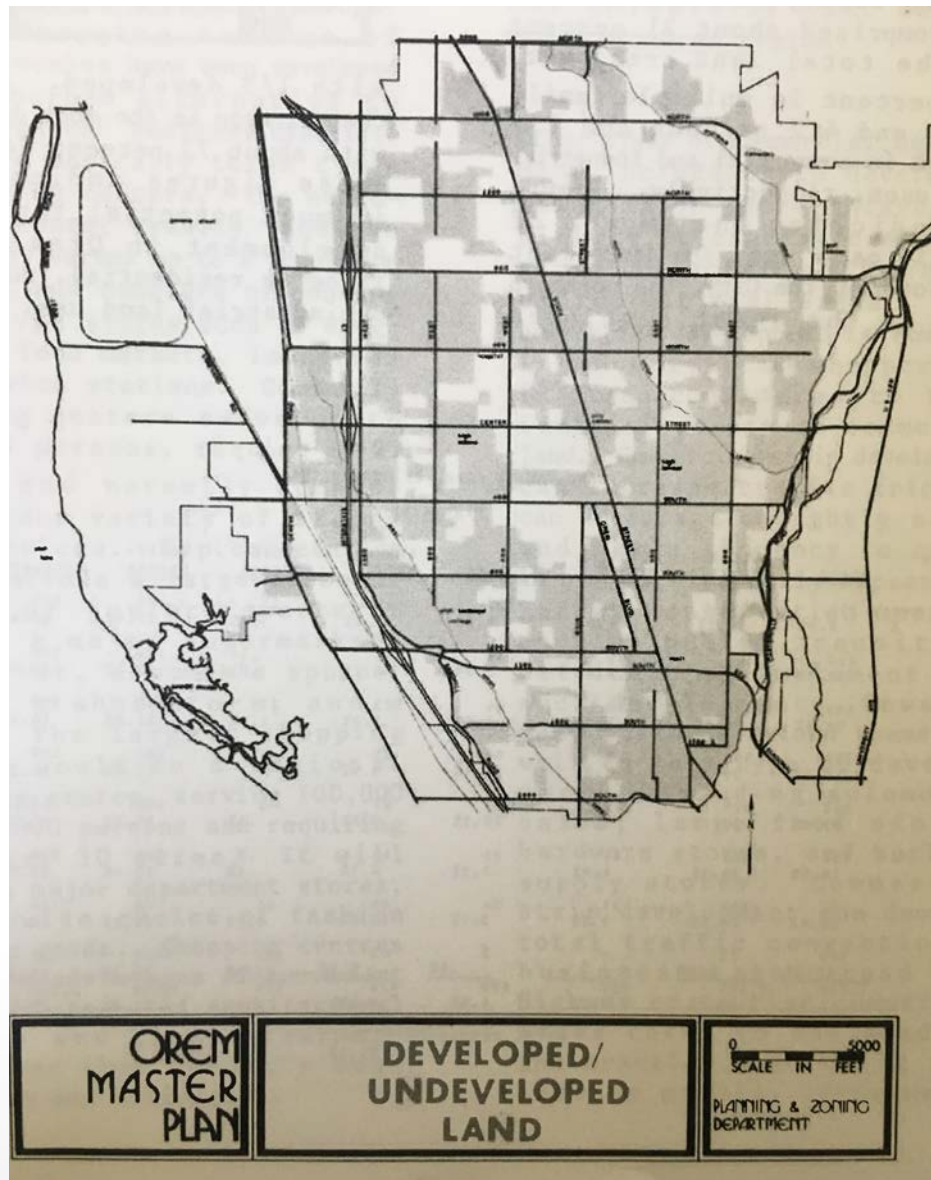




Figure 1.1 Developed and Undeveloped Land in Orem in 1981



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 America.<sup>1</sup> Claudia Wallis, editor of TIME's book Healthiest places to Live, called Orem one of the best places in America for spiritual well-being.<sup>2</sup> 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."***

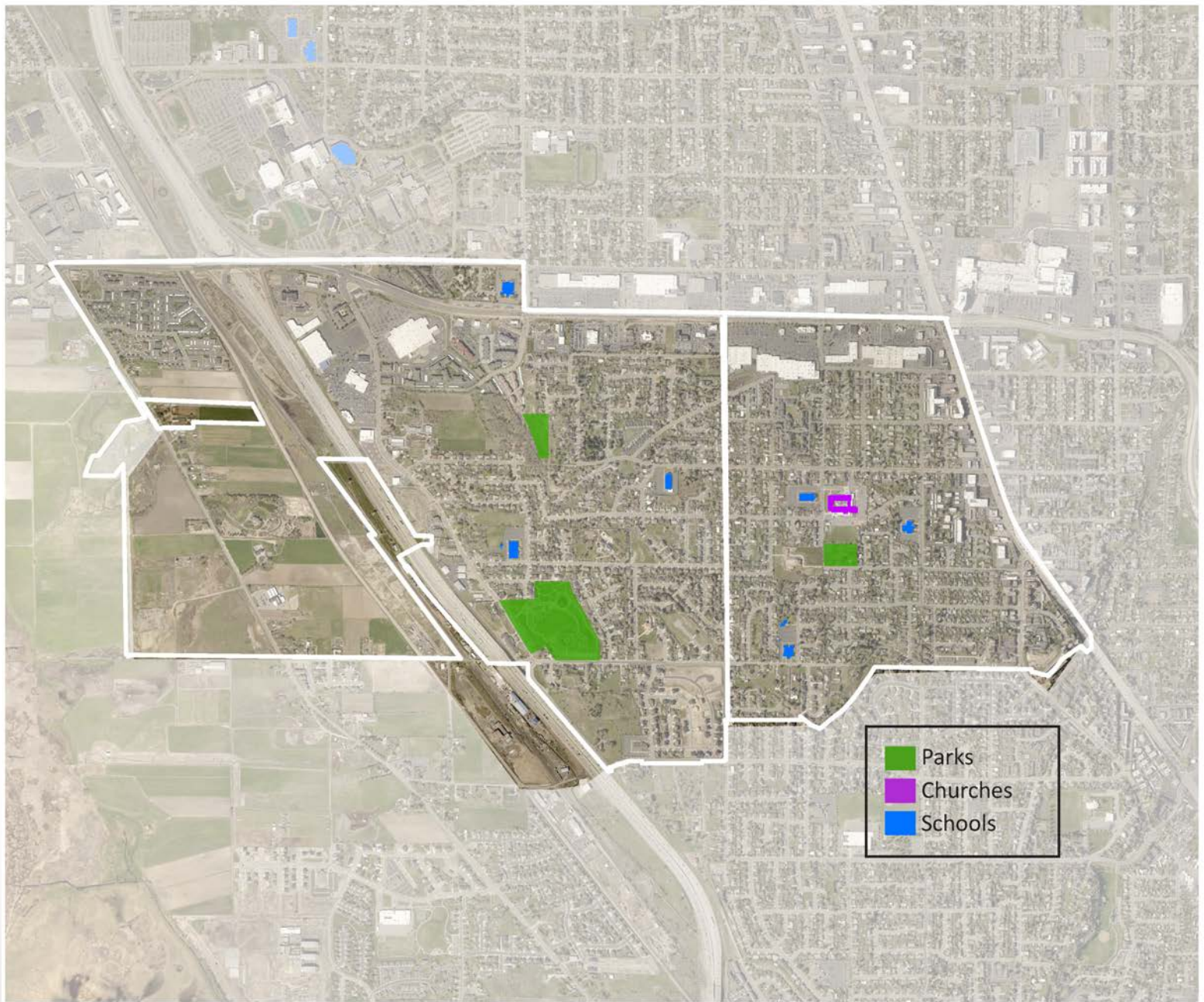
1. Adam Auriemma. The Best Places to Live in America. <http://money.com/money/collection/2018-best-places-to-live/>. 9/17/2018.

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](http://www.huffingtonpost.com/2014/08/06/healthiest-places-to-live-in-america_n_5648452.html). 7/14/2014.





Figure 1.3 Neighborhood Landmarks









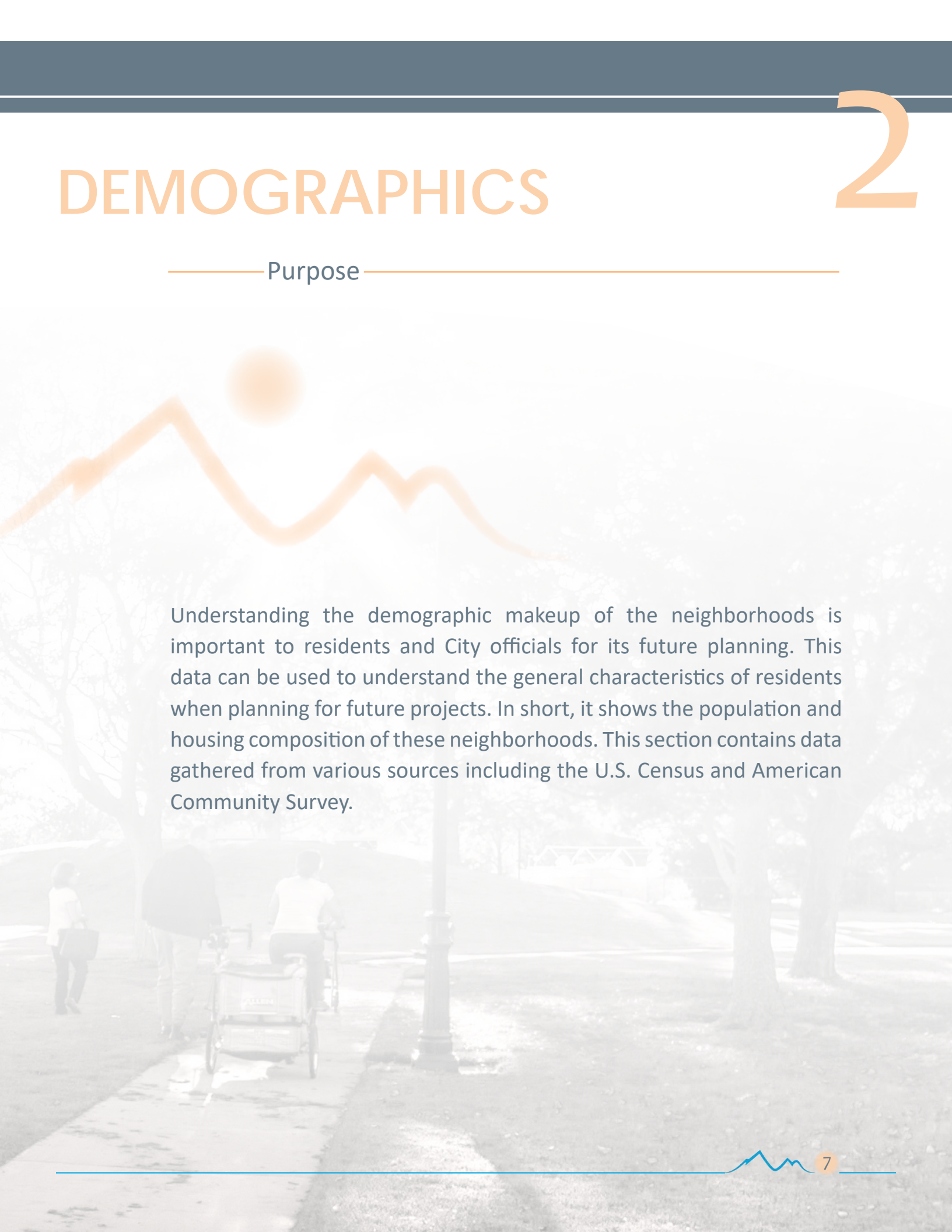
# DEMOGRAPHICS

# 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 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

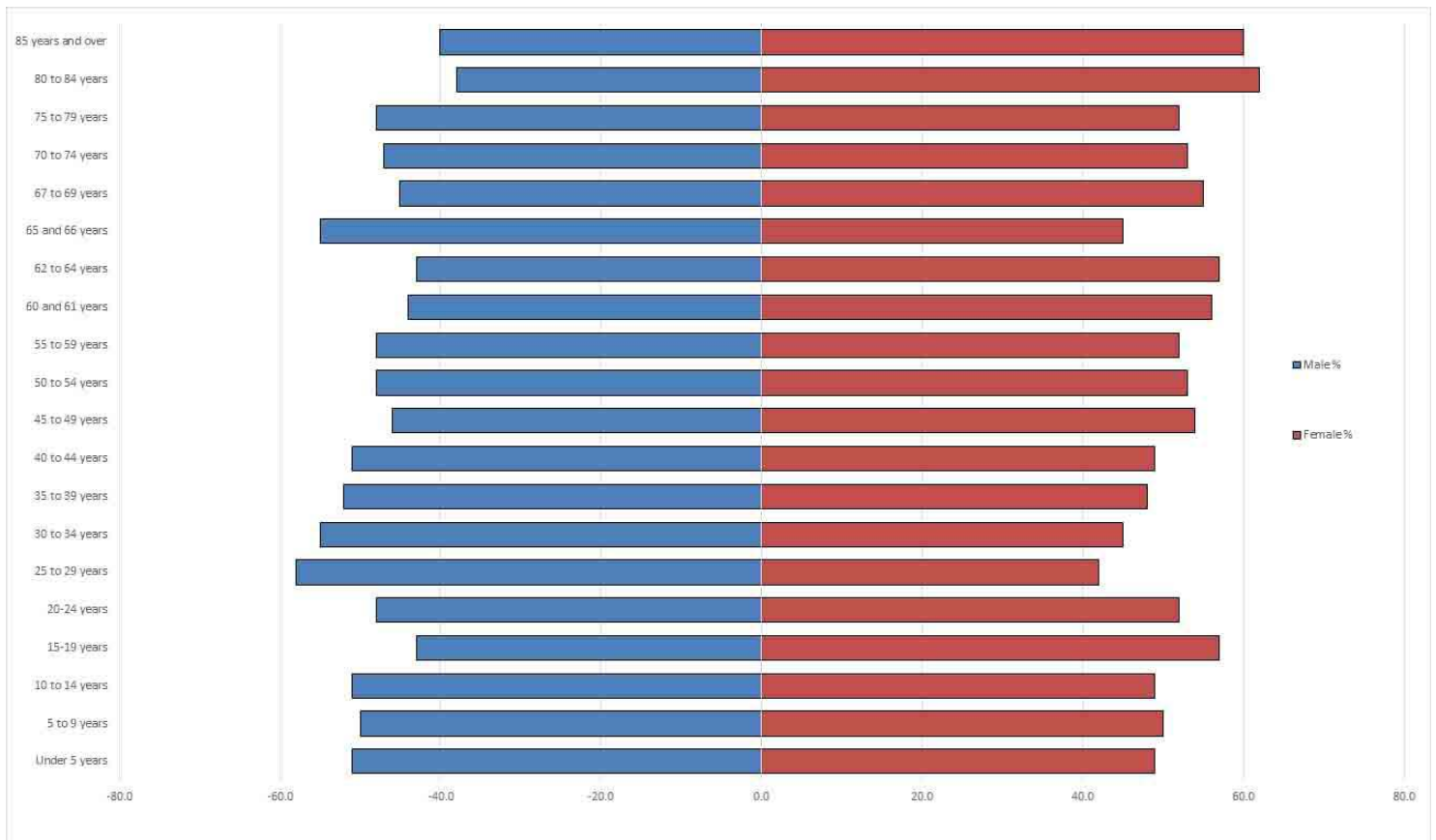


Figure 2.3 Population Characteristics - Race and ethnicity

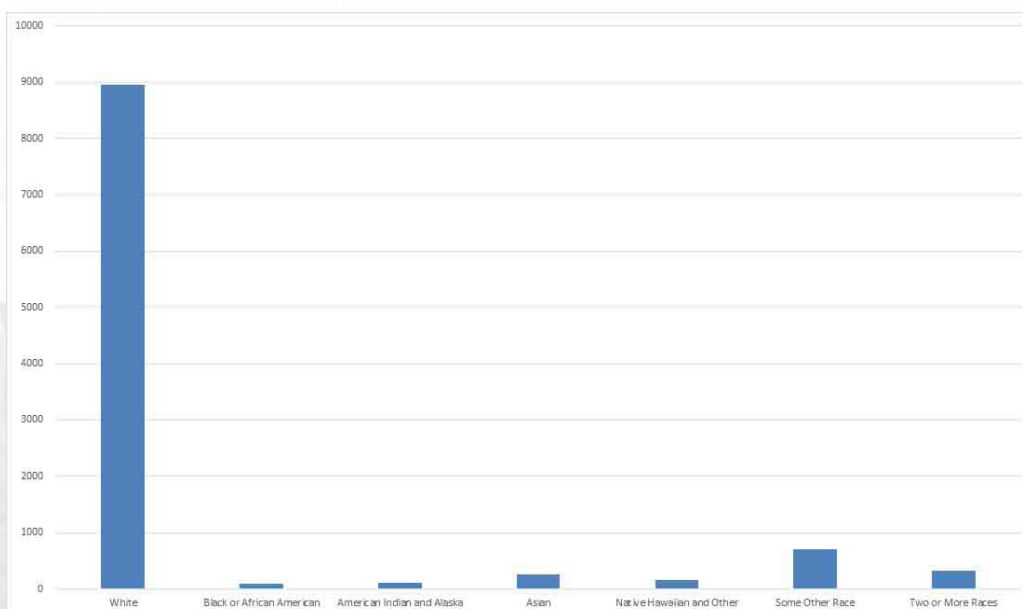
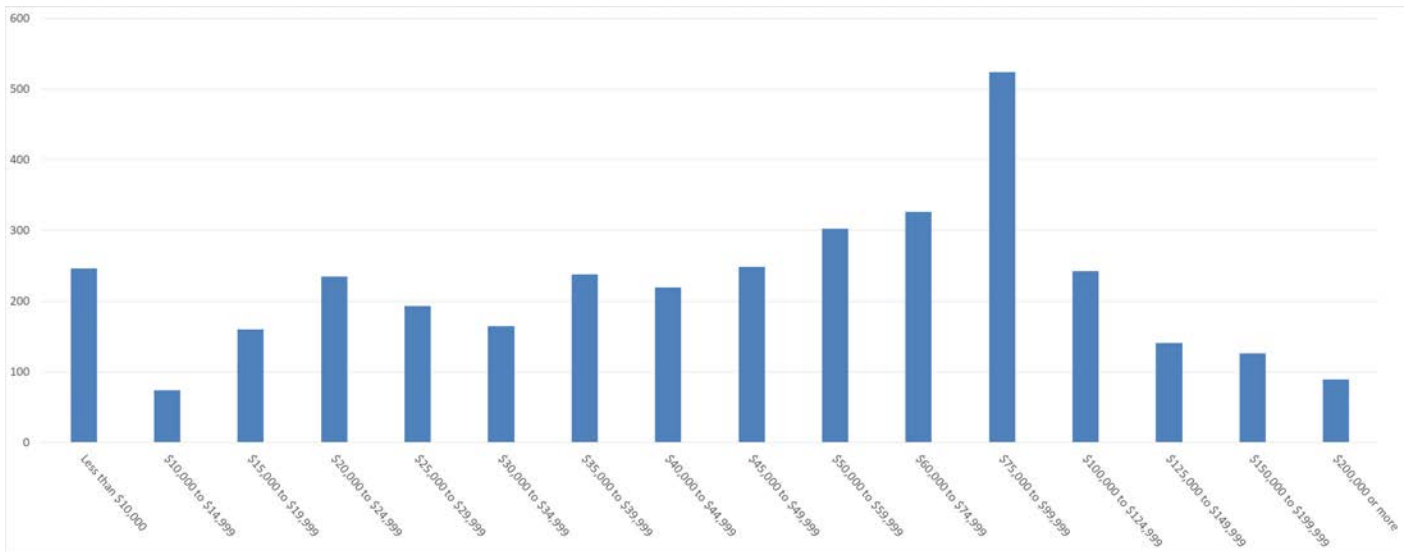




Figure 2.4 Population Characteristics - Median Household Income



## 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 built in different time periods. The majority of housing units in the neighborhood were built between 1990 and 1999, but the neighborhood does contain a considerable number of housing units 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

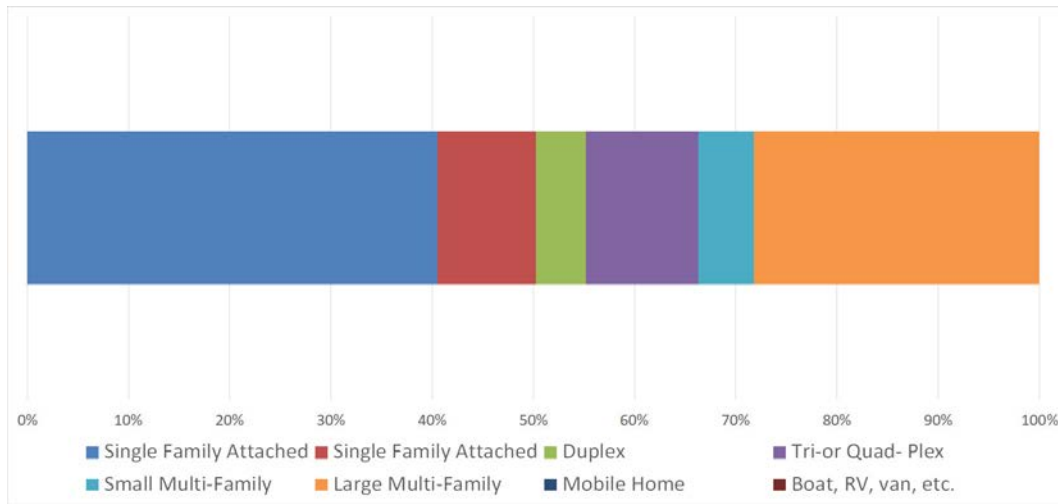


Figure 2.6 Housing Characteristics

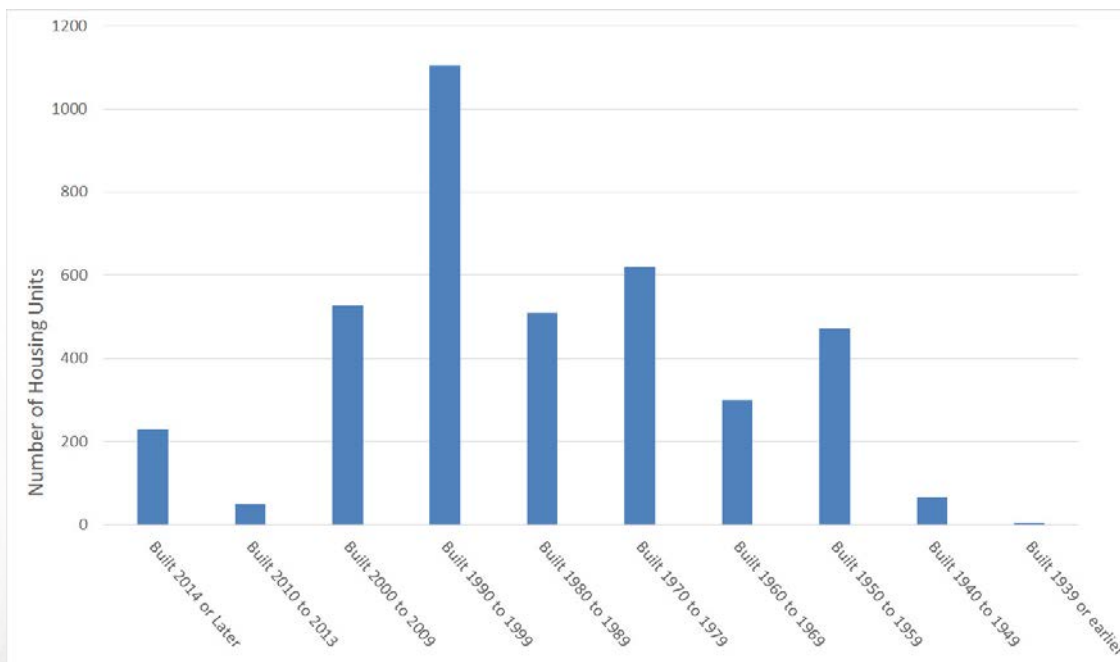
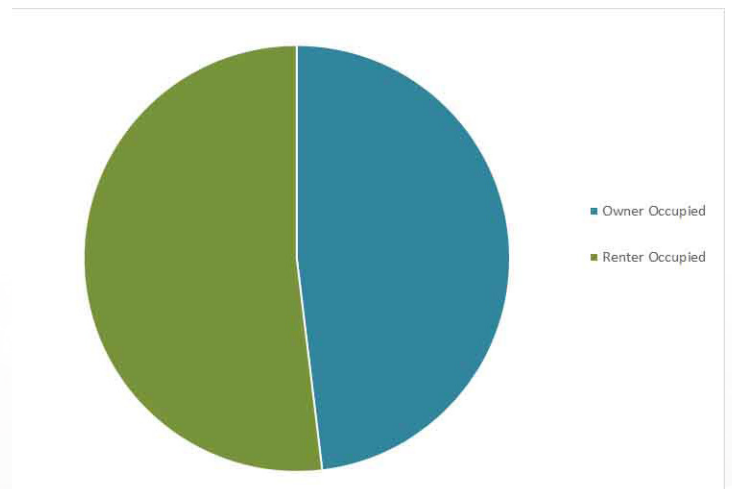
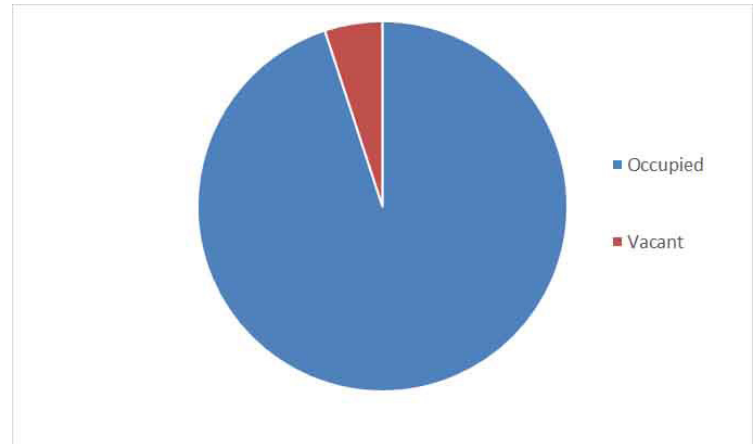




Figure 2.7 displays housing characteristics in the neighborhood in terms of occupancy rates. As would be expected with the Lakeview and Cherry Hill neighborhoods being such popular areas to live, the occupancy rate is very high with a 95% occupancy rate and 5% vacancy rate. The national average vacancy 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 multi-family structures located along Center Street and State Street.

[Figure 3.1](#) Current Land Use Designations

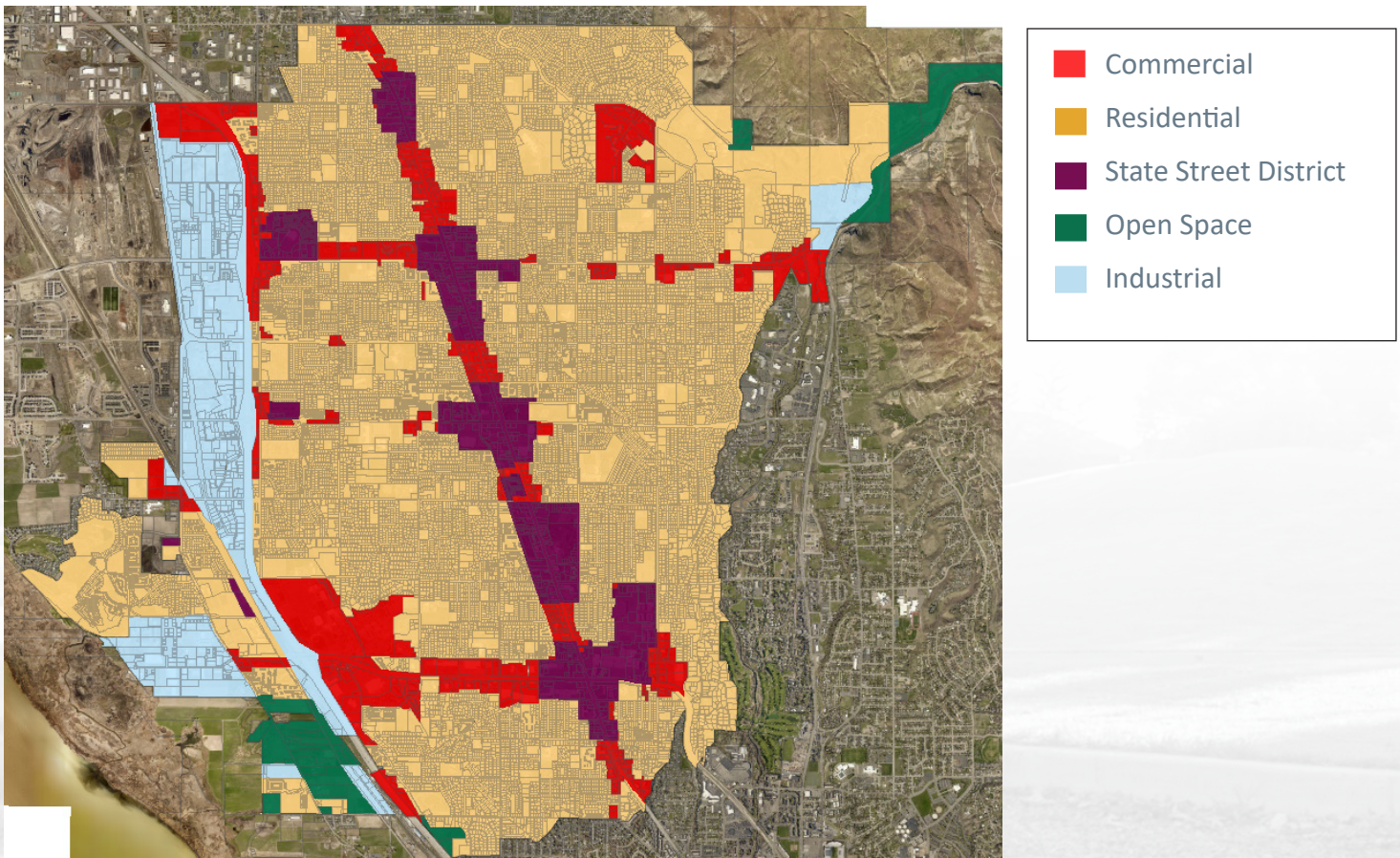
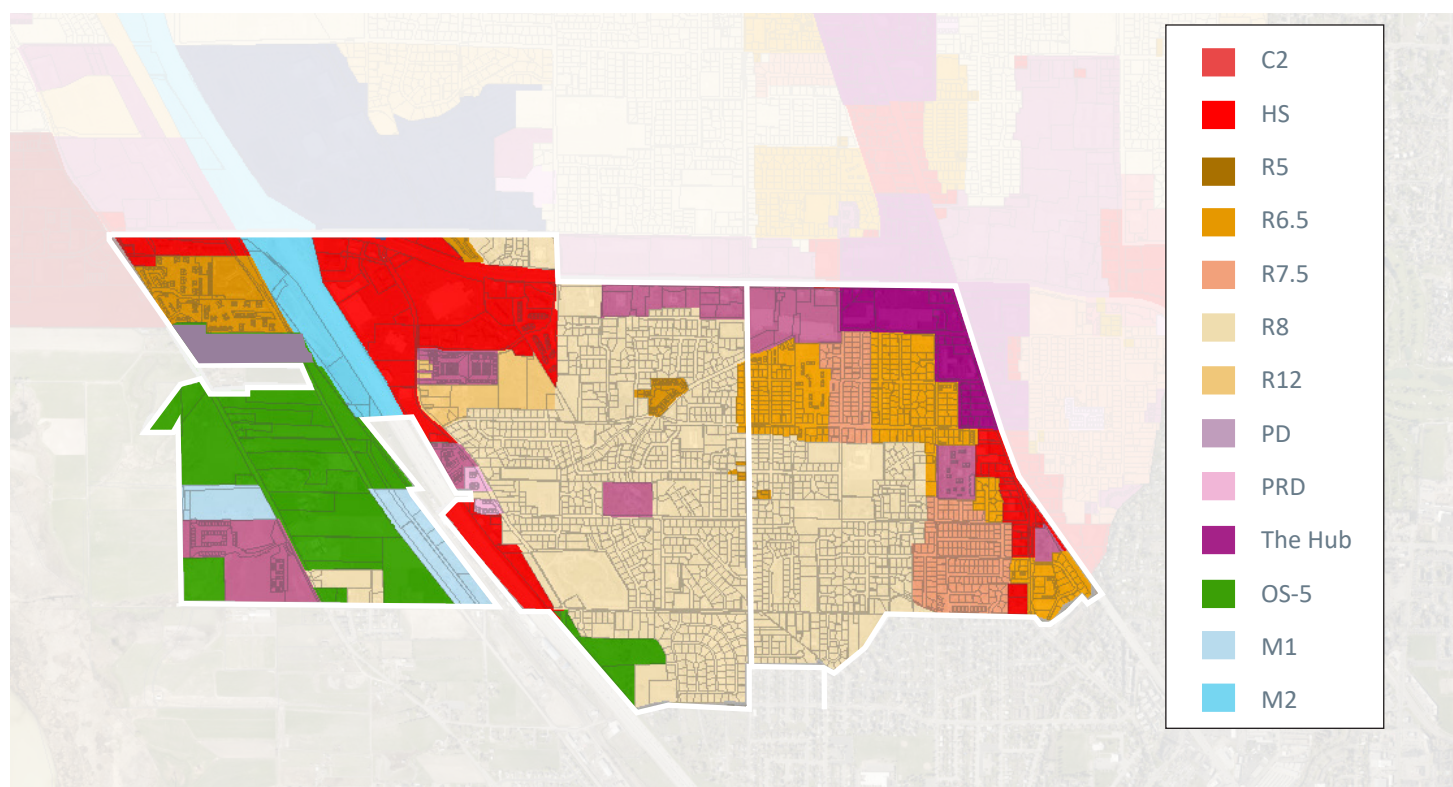




Figure 3.2 Current zoning



## 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.
- 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)
- 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 included in the next section.



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 established to promote low

density residential uses with minimum lot sizes from 8,000 square feet.

- R12 - The R12 zone was established 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 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.

### 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 recognized 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 3.5 State Street Master Plan Districts

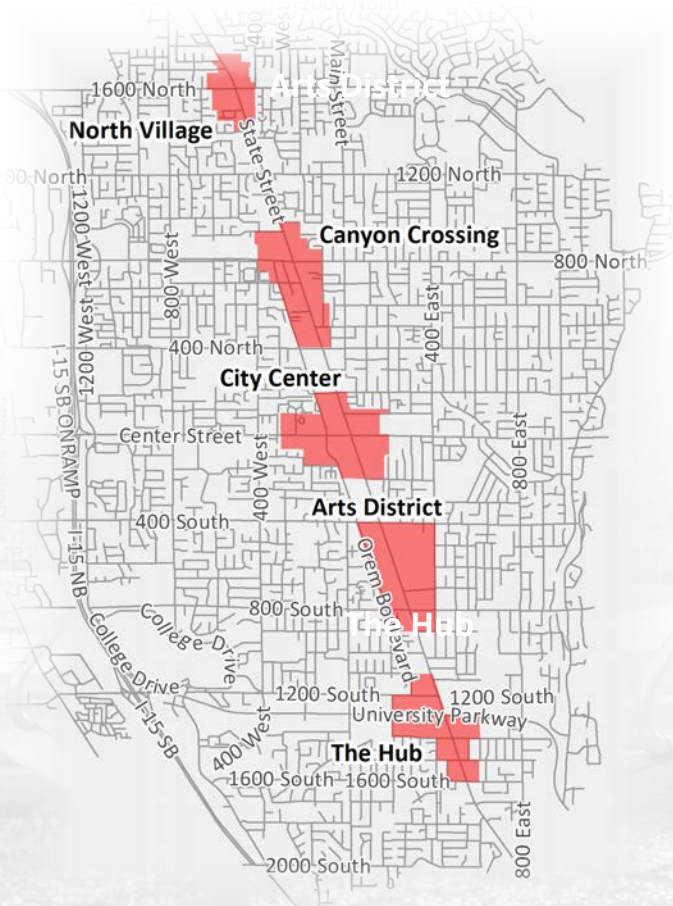
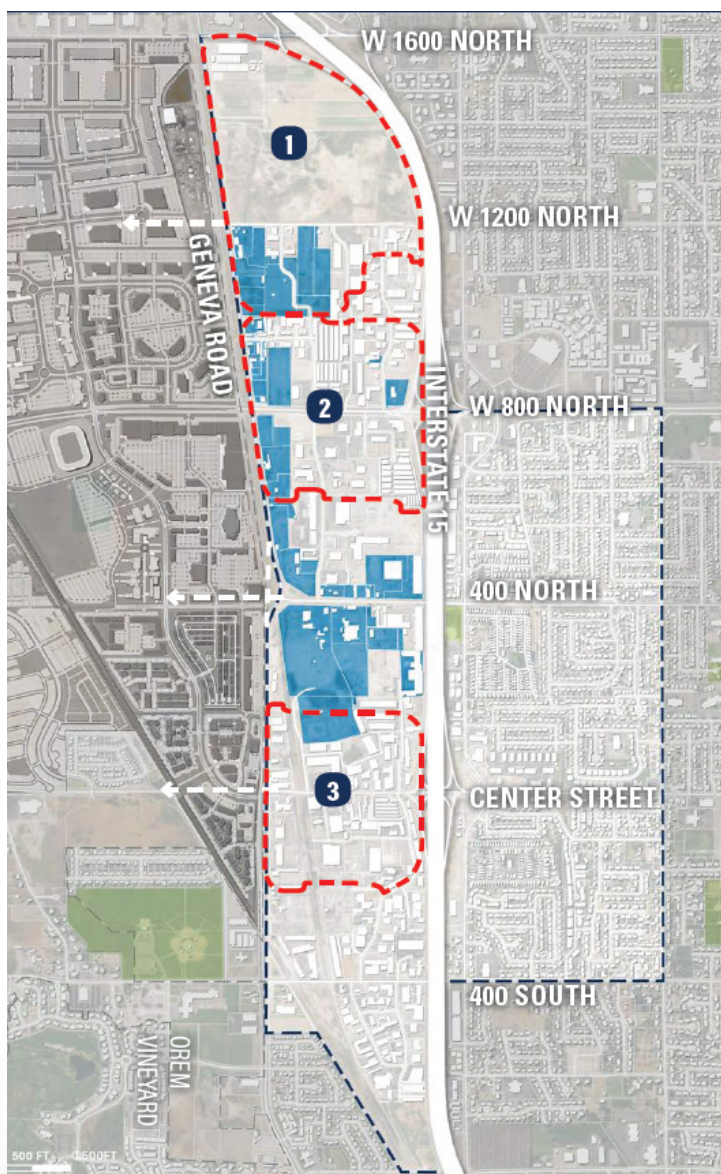




Figure 3.6 Geneva Road Proposed Districts



### 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.

- 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.





# TRANSPORTATION

## 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 the 800 South Multi-Modal Bridge for pedestrians, buses, cyclist, and automobiles.
9. Address in the City Transportation Master Plan the 'S' curve on 2000 South. Explore 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

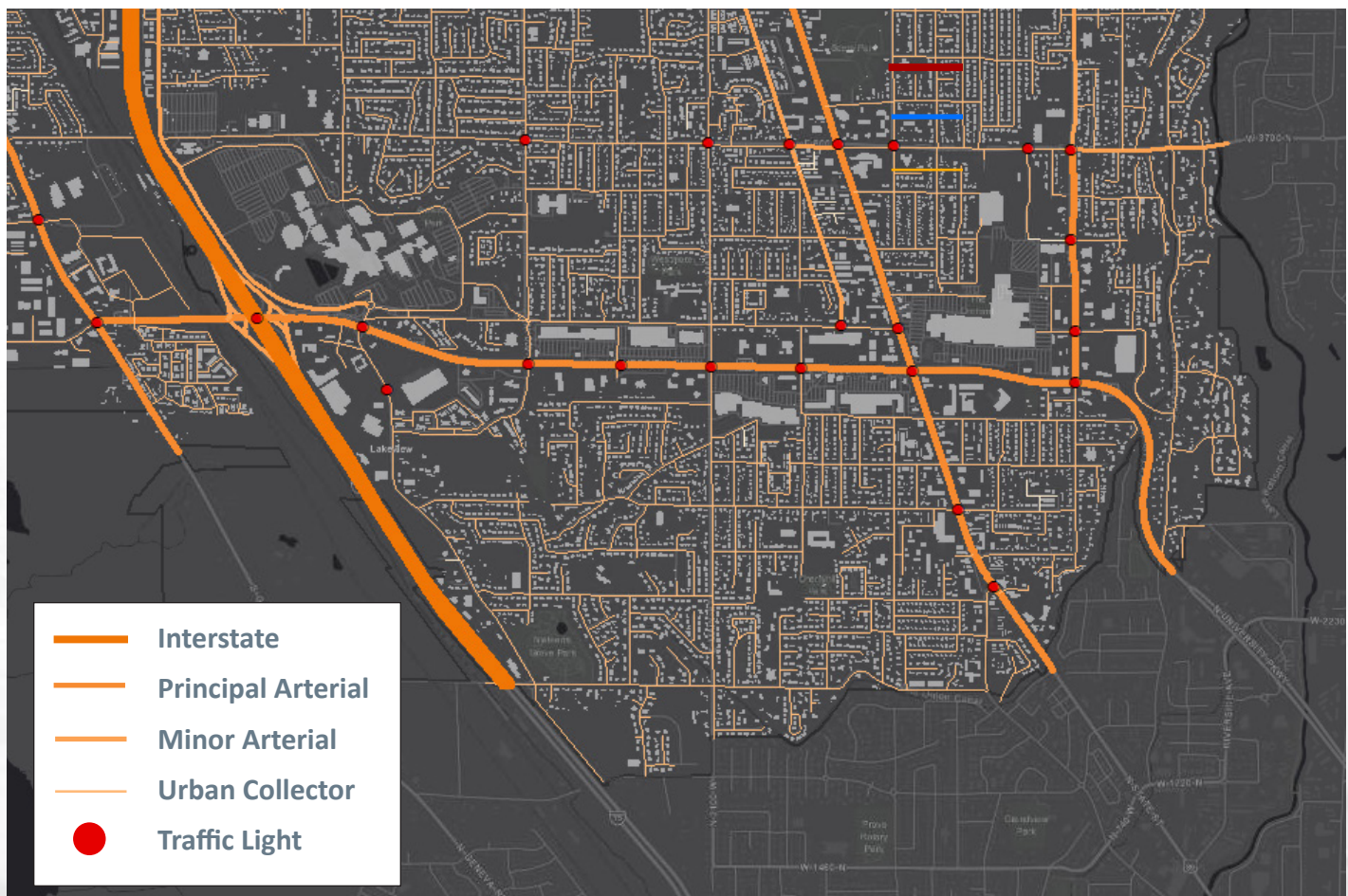
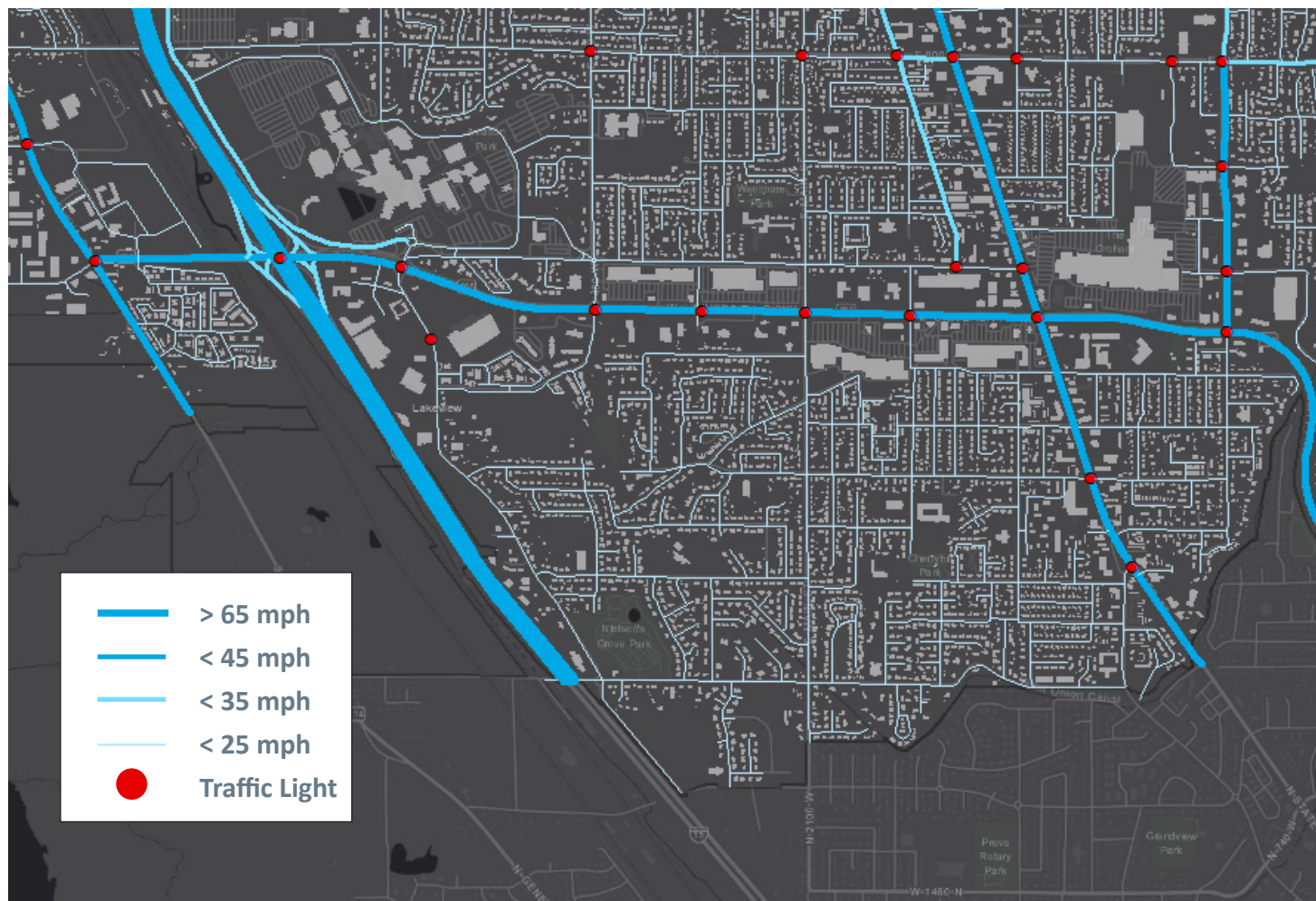




Figure 4.2 Roadway Speed Limits



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.

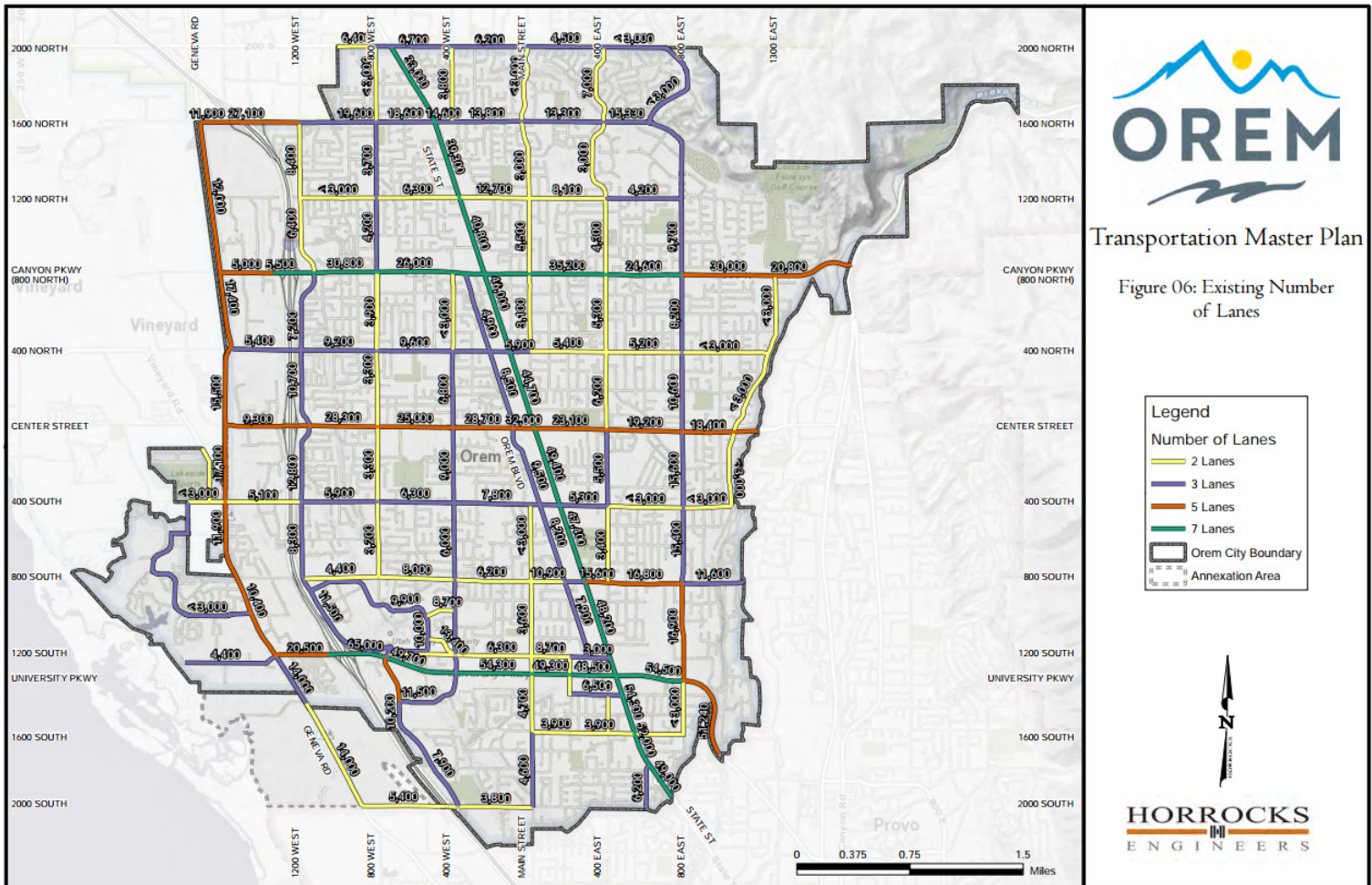
The amount of traffic volume on a roadway on a given day is known as the Annual Average Daily Traffic (AADT). The AADT for the major roadways in the neighborhoods can be seen on Figure 4.3. Corresponding with the

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% occurred on 800 East, 9% occurred on

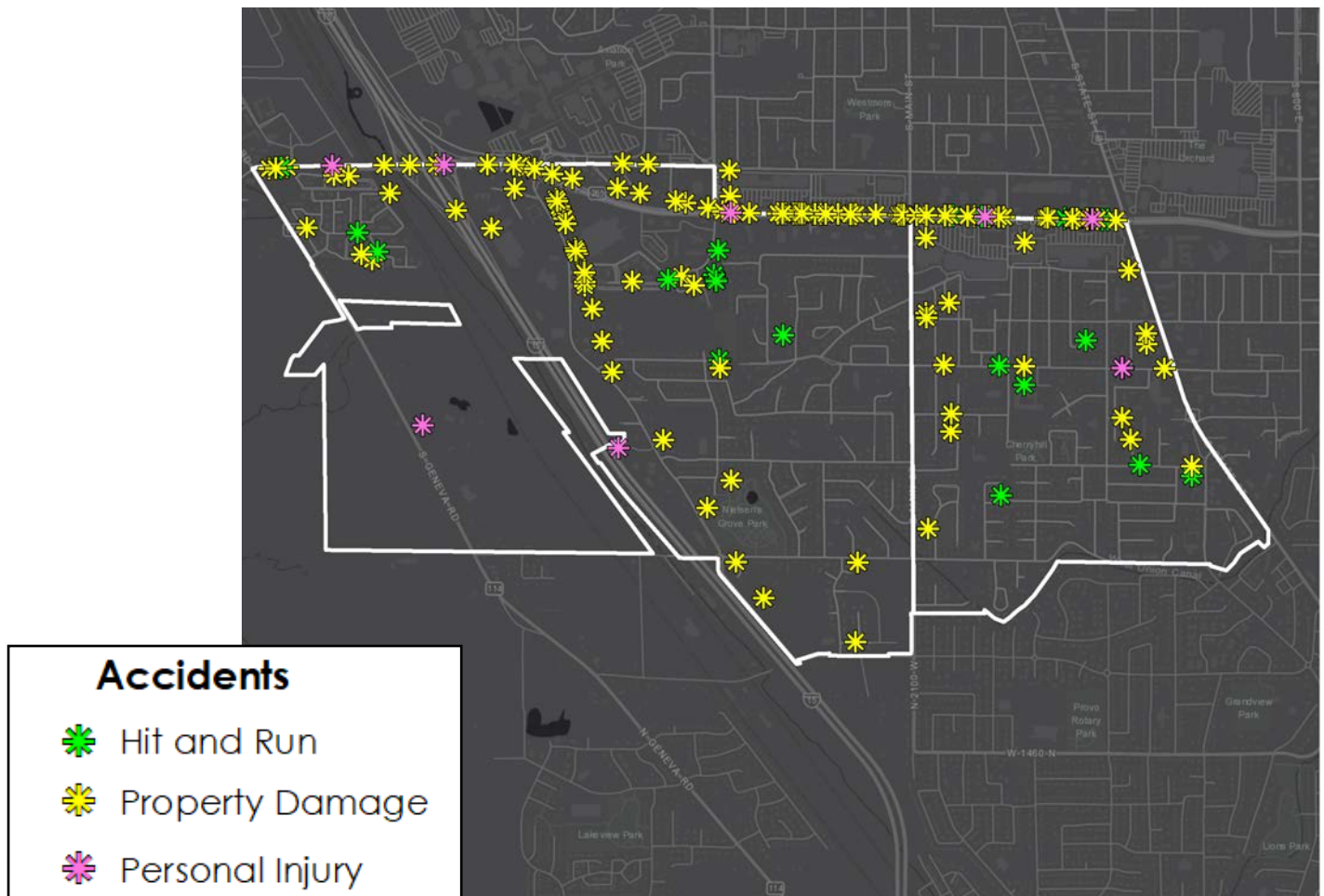
800 South, and 25% occurred on all other streets.

Many of the accidents which took place on the major corridors were reportedly right-angle crashes resulting from left turns across oncoming 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 neighborhood. 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

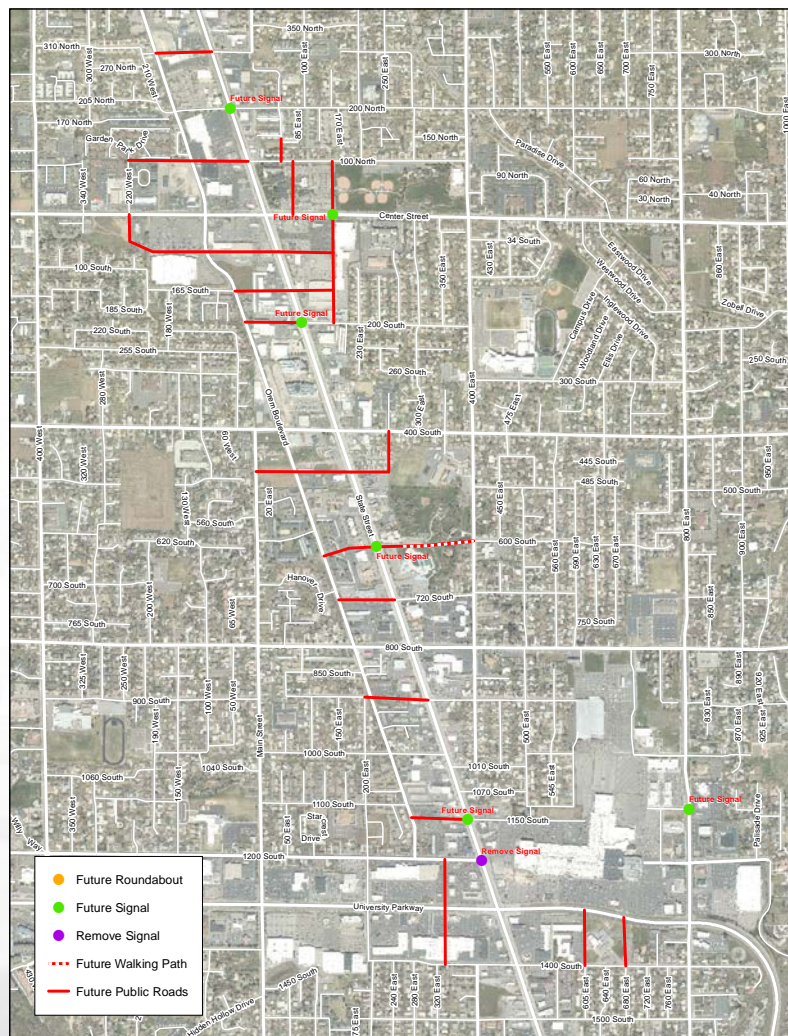
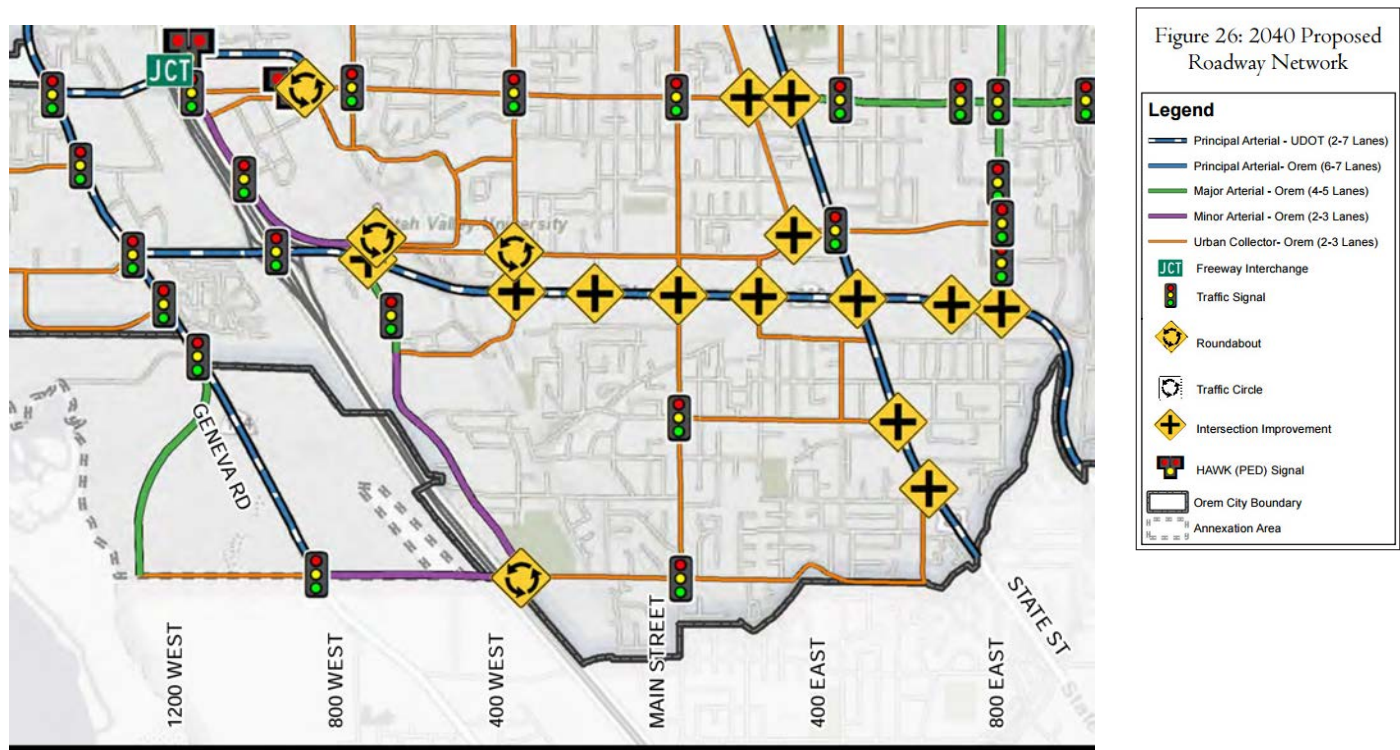




Figure 4.6 Transportation Master Plan 2040 Proposed Roadway Network



## 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.

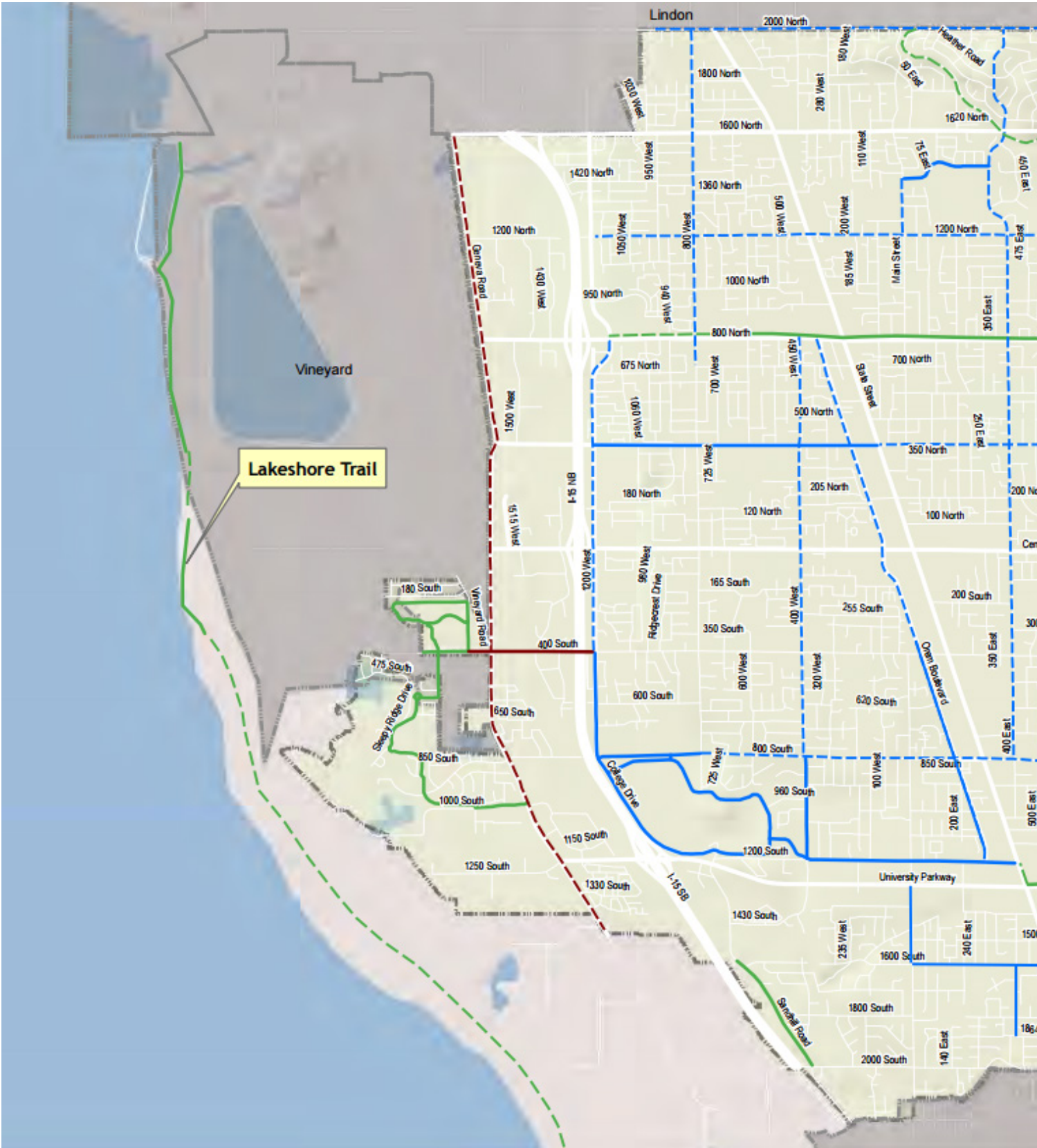
Encourage UDOT and UTA to assess traffic signal timing on University Parkway and State Street.

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

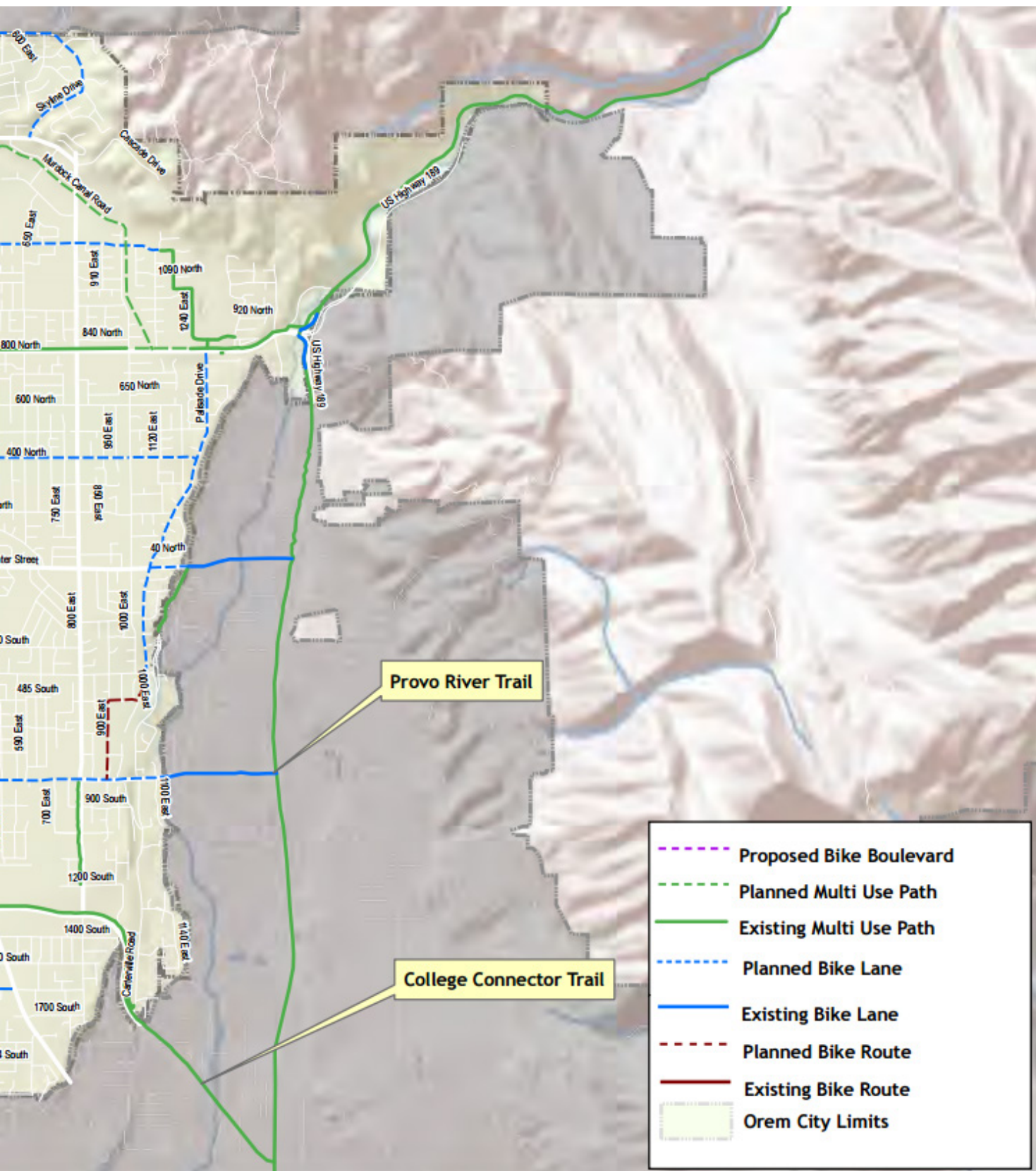
Address in the Transportation Master Plan the 'S' curve on 2000 South. Exploring options to widen the shoulder, add guardrails, and other measures to deter speeding.



Figure 4.7 Bicycle and Pedestrian Plans











# 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. Property owners' 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 the 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

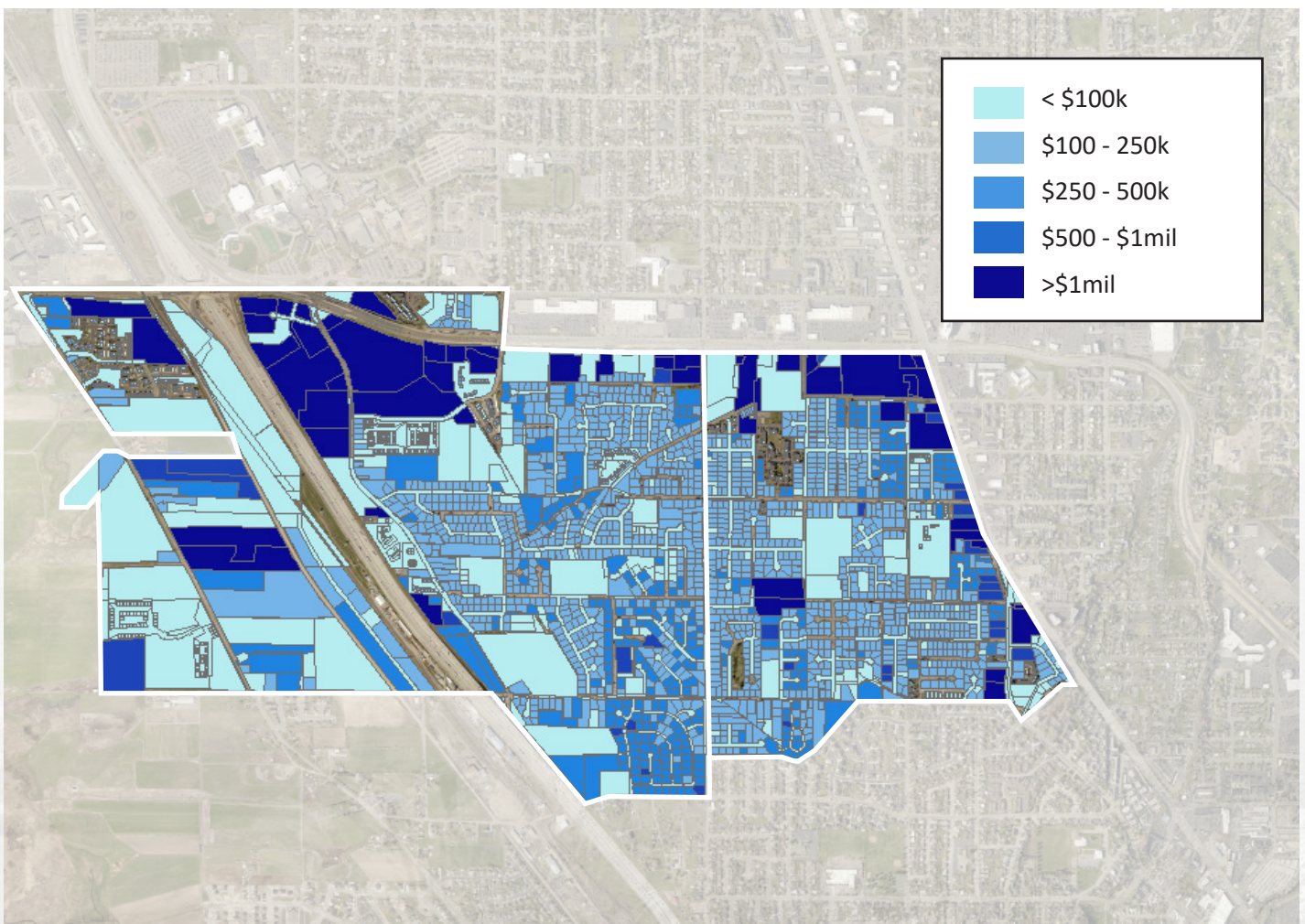
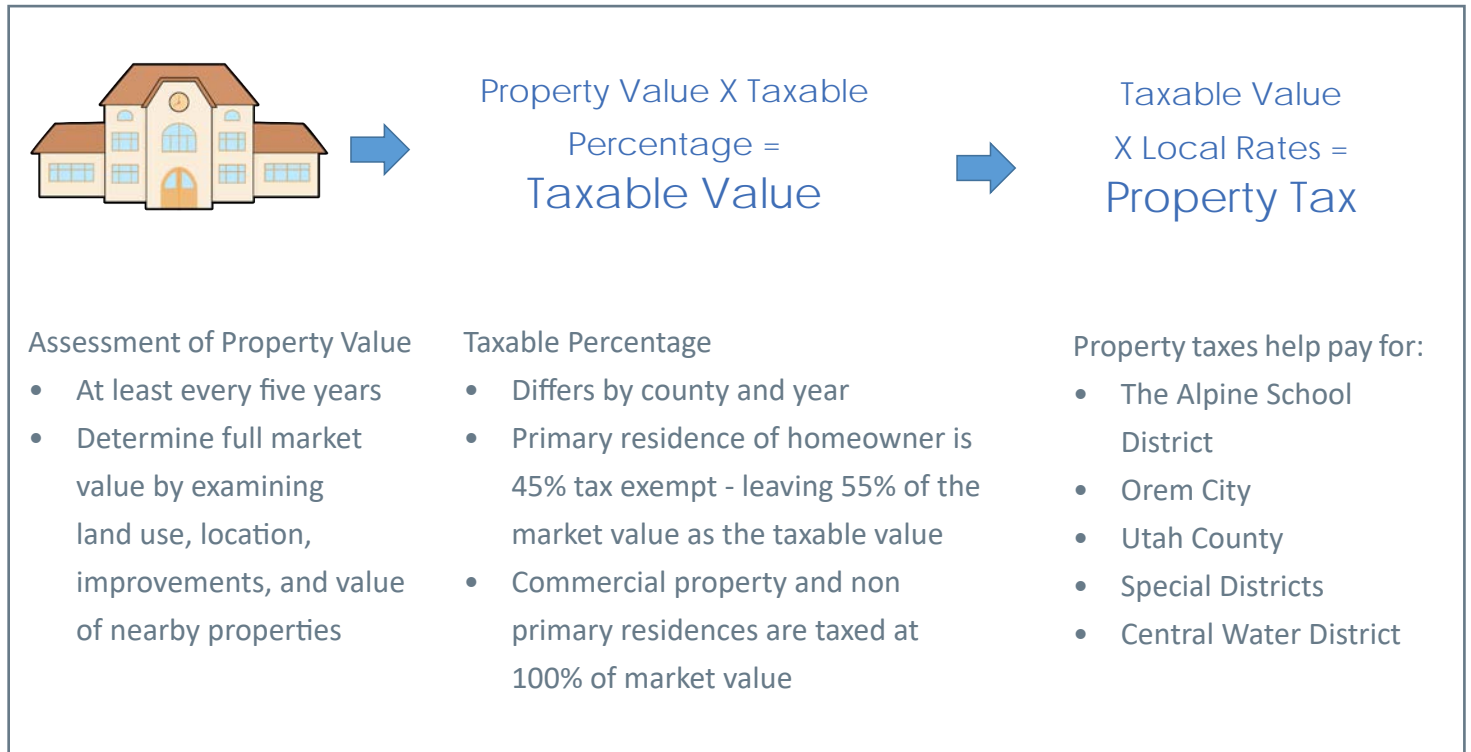




Figure 5.2 Property Tax Valuation



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

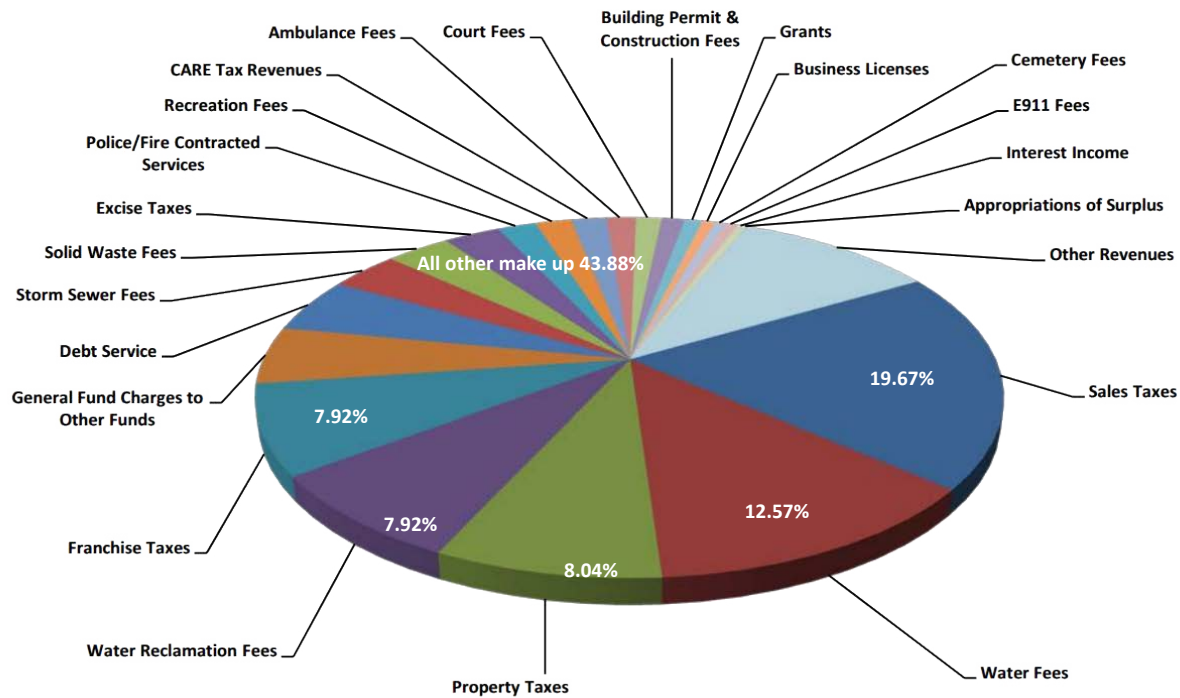
- Sales in the market place
- Income generated or that could be generated by a property
- The cost to replace or construct a similar property

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

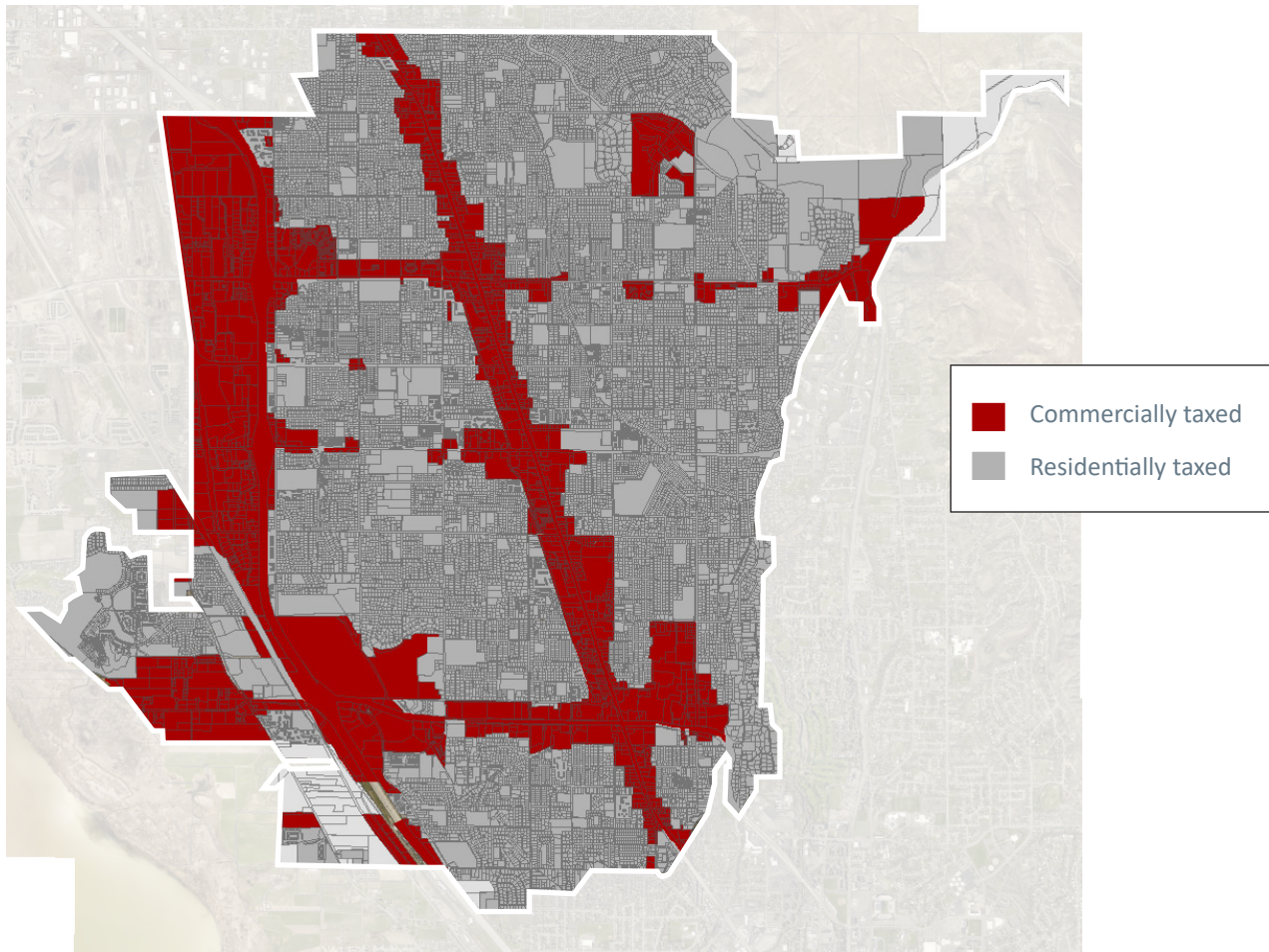
Neighborhood residents recognize that local businesses have an impact on the value and character of the neighborhoods. It is estimated that there are over 800 commercially assessed buildings accounting for over 5-million square feet of space in the City (see Figure 5.4). While there have been recent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

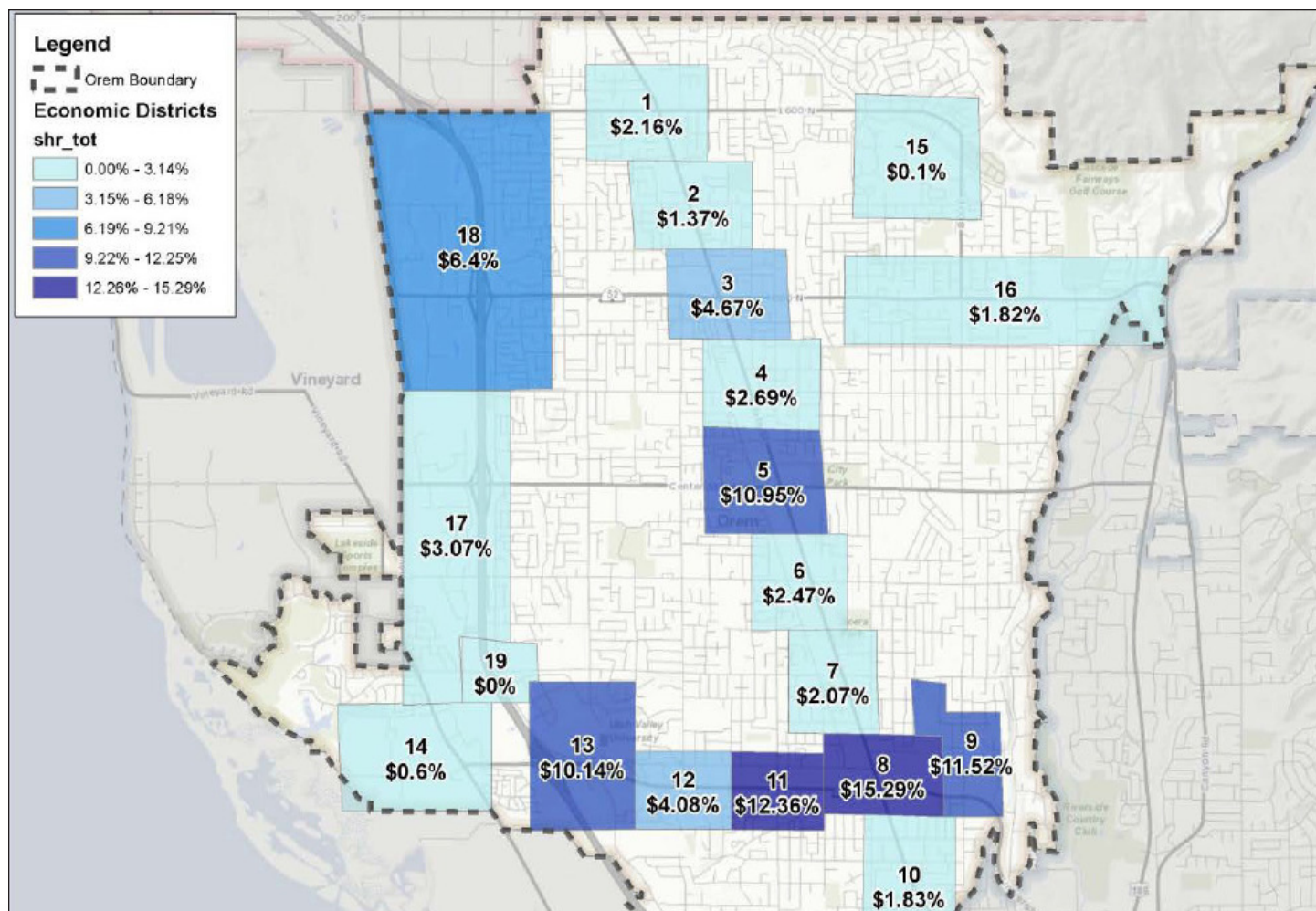
While residents recognize the benefit of having these businesses close to the neighborhoods, they also worry about possible negative consequences. The residents feel strongly that commercial activity needs to be sufficiently buffered when adjacent to residential land uses. In addition, as commercial 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 reinvest 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. *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.*





# 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. Endeavor 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 amenities in the neighborhood, such as pickle ball courts.
10. Encourage educational opportunities for water conservation, such as education of different grass types which use less water.

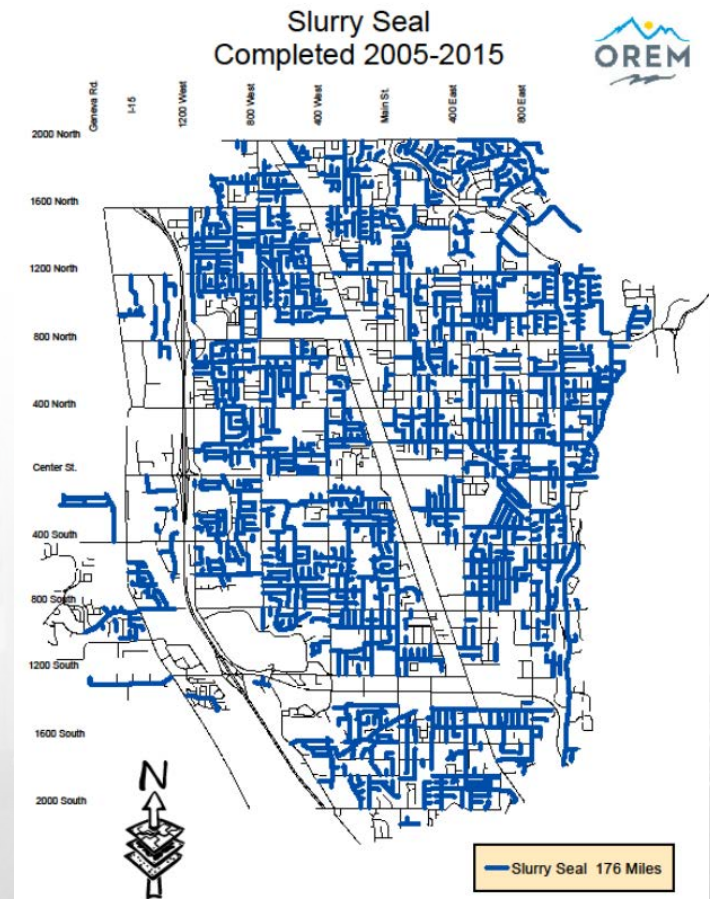
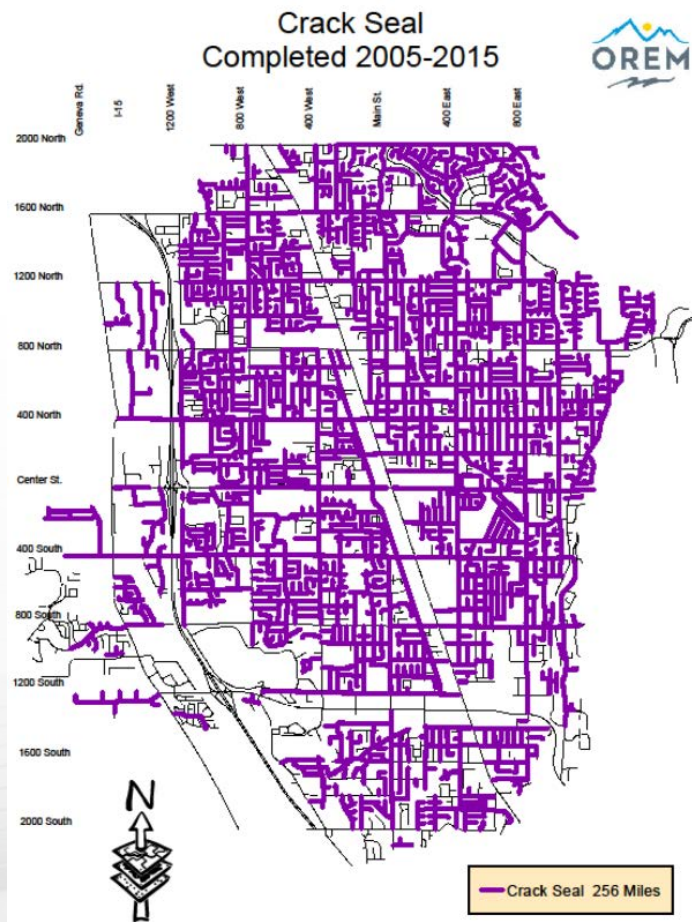
## 6.1 PUBLIC WORKS

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 Orem City. 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.

## 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 scout candidates, 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. Endeavor 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 amenities in the neighborhood, such as pickle ball courts.
10. Encourage educational opportunities for water conservation, such as education of different grass types which use less water.





Figure 6.4 Selection of Public Works Improvements







# NEIGHBORHOOD PRESERVATION

7

## Goals

1. Provide information to help educate citizens on Neighborhood Preservation Unit 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. The 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 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.

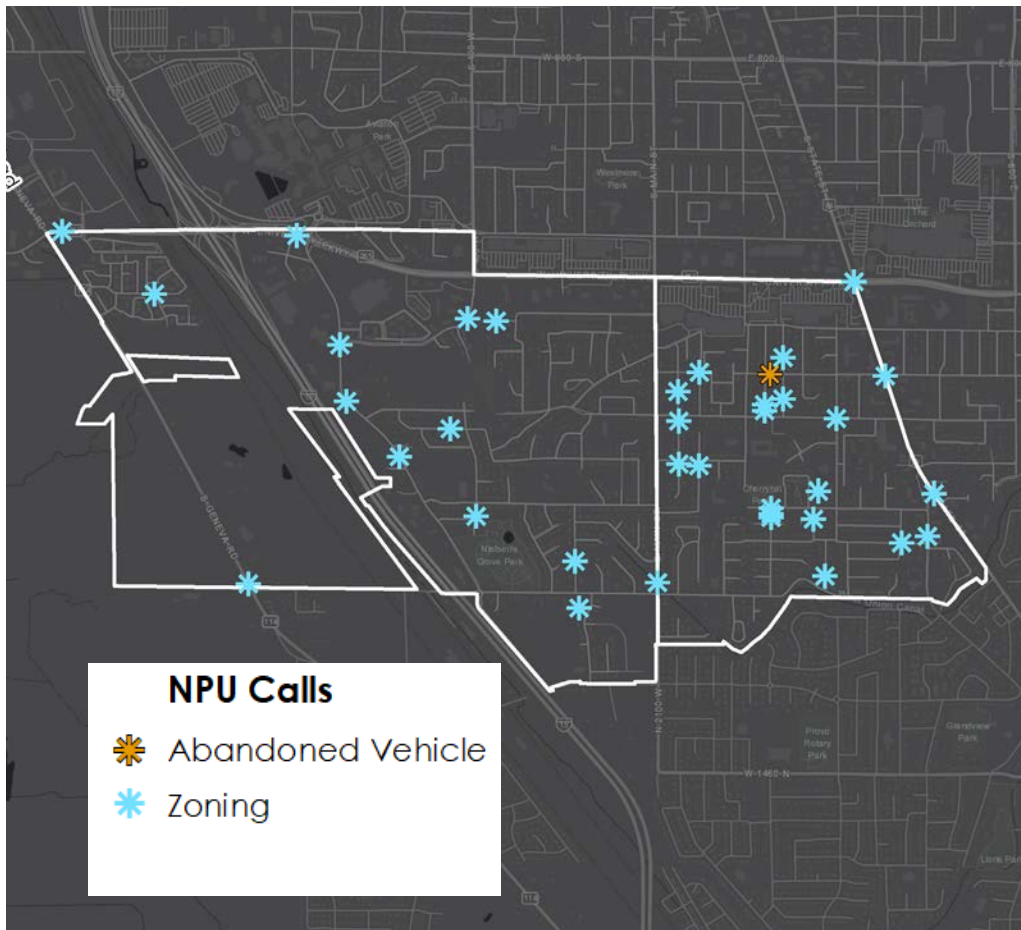


Police Officers Savage, Crook, and Jamison Served in the Neighborhood Preservation Unit in Orem in 2017





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.



Participants Collaborating at a Neighborhood Plan Advisory Committee Meeting

### 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





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](http://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](http://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](http://stateparks.utah.gov).

#### Implementation

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



identified through the plan process. The Lakeview & Cherry Hill plan is one of the 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 neighborhood plans website. This site will include adopted neighborhood plans, information summaries from selected sections (such as demographic updates) and most importantly, plan goals.

The goals implementation tables will be updated as goals are completed, allowing residents to track the completion of the plan. Efforts are already in motion to identify methods for goals to be prioritized, fast-tracked, and implemented as quickly as possible.





