5. Appendices

FEHR PEERS

Memorandum

Date: May 9, 2023

To: Christie Oostema Brown, People+Place

From: Jared Lillywhite, Fehr & Peers

Subject: Orem SAP Existing Transportation Conditions

UT23-2423

Introduction

Fehr & Peers has completed an analysis of existing transportation conditions within the Orem Station Area Plan study area (**Figure 1)**. This analysis was informed by transit ridership data, pedestrian data, parking data, crash history, previous transportation plans (See Appendix A), and in-person observation. The purpose of this memorandum is to summarize the existing transportation conditions, needs, barriers, and opportunities that were identified in this analysis.

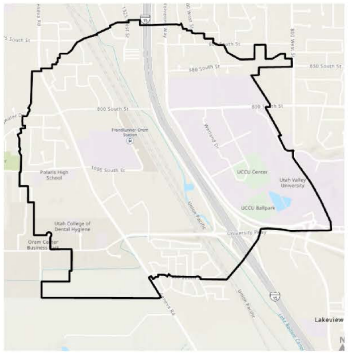

Figure 1. Orem SAP Study Area

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Existing Transportation Data Review

This section summarizes the transportation data collected for this analysis, including:

- Transit Ridership
- I-15 Pedestrian Bridge Usage
- Parking Utilization
- Crash History

Transit Ridership Data

The center of the study area is Orem Central Station. This station serves commuter rail (FrontRunner), Bus Rapid Transit (UVX), and local bus routes (Route 831/841 & Route 862). Fehr & Peers analyzed both rail and bus ridership data to identify trends and establish context for Orem Central Station. Figure 2 shows the systemwide average weekday boarding and alighting at each station on the FrontRunner line. Orem Central Station is the 5th busiest station on the route and the 2nd busiest in Utah County, behind Provo Central.

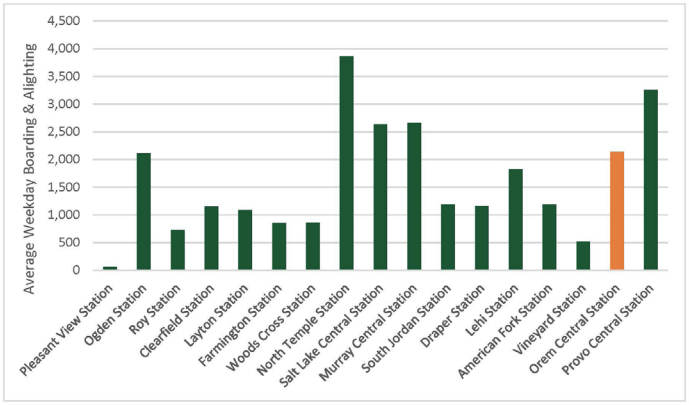

Figure 2. FrontRunner Average Weekday Systemwide Boarding & Alighting (2017 - Jan 2023)

Figure 3 and Figure 4 show the ridership trends for FrontRunner at the Orem Central station. Ridership increased steadily from 2017 to 2019, and then experienced a significant decline in 2020 due to the Covid-19 pandemic. FrontRunner ridership at Orem Central in 2022 was up 63% from 2020 levels and down 31% from 2019 levels. Average weekly FrontRunner ridership at Orem Central was down 22% in February 2023 compared to February of 2020.

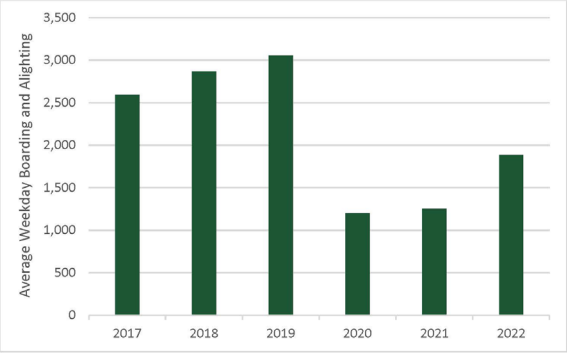

Figure 3. Orem Central Average Weekday FrontRunner Boardings and Alightings

Figure 4. Orem Central Average Weekly FrontRunner Ridership by month (Boardings and Alightings)

Figure 5 shows the systemwide average weekday boardings and alights at each UVX station since January 2020. Orem Central Station has the 2nd highest boarding and alighting of any station across the UVX route.

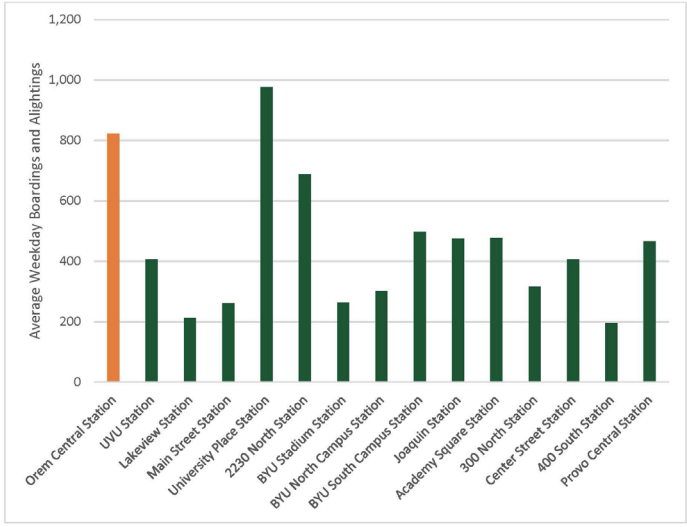

Figure 5. UVX System Average Weekday Boardings and Alightings (2020-Feb 2023)

Figure 6 shows the weekly average boarding and alighting counts for the UVX route at Orem Central Station. Figure 7 shows the same information for the two local bus routes that serve Orem Central, Routes 831/841 and 862. Both figures show a precipitous decline in ridership in March 2020, due to the Covid-19 pandemic, with a gradual increase from March 2020 to the present. Table 1 compares bus boardings and alightings at Orem Central between February 2020 and February 2023. Overall, bus boardings and alightings are down 37% at the station from pre-pandemic levels.

Figure 6. Average Weekday Boardings and Alightings at Orem Central Station, UVX

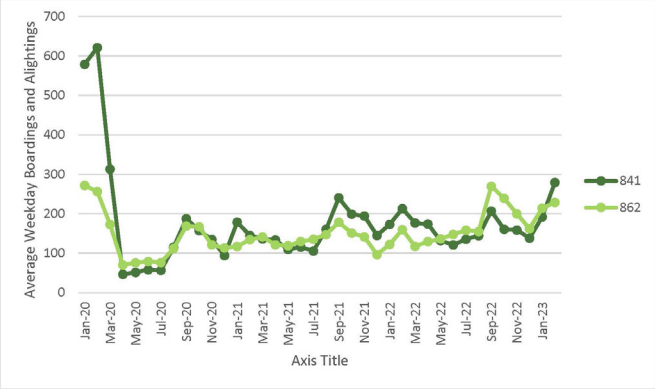

Figure 7. Average Weekday Boardings and Alightings, Local Bus Routes

Table 1: Weekly Bus Ridership Data

Route	Feb-20	Feb-23	% Decline
UVX	3468	2225	36%
831/841	622	279	55%
862	256	229	11%
Total	**4346**	**2733**	**37%**

I-15 Pedestrian Bridge Usage

In March 2021, a new pedestrian bridge opened connecting the Orem Central Station to the UVU campus, spanning I-15 and the train tracks. Usage data for the new facility is posted on UDOT's Automated Traffic Signal Performance Measures (UDOT ATSPM). The first month for which usage estimates are available is August 2021. This analysis considered usage data from October 2021, April 2022, and April 2023. As shown in Table 2, approximately 1,000 pedestrians are estimated to cross the bridge every day during these months with regular school in session. Figure 8 shows how those pedestrians are spread throughout the day, with the highest activity around 9:30 AM.

Table 2: Average Weekly Pedestrian Bridge Usage

Route	Average Daily Usage
October 2021	1145
April 2022	906
April 2023	986

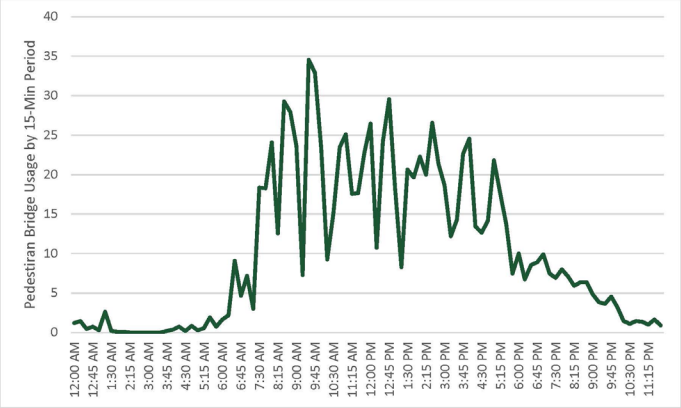

Figure 8. April 2023 Weekday Average Pedestrian Bridge Usage

Parking Counts

In September 2021, Orem City took an inventory of parking lot utilization at several multi-family developments throughout the city. Table 2 shows the results of counts within the study area. Parking vacancy rates at these developments ranged from 14% to 21%, with a 47% vacancy rate at the UTA FrontRunner parking lot. These counts occurred during peak parking periods for the multi-family developments, but prior to peak parking periods for the FrontRunner station. In-person observation shows that the parking immediately surrounding the FrontRunner station is near full utilization. However, the additional spaces in the adjacent UVU parking lot that are marked for UTA parking are largely unoccupied during peak parking periods.

Table 3: Study Area Parking Counts (September 2021)

Complex Name	Count Time	Occupied Stalls	Unoccupied Stalls	Observed Off-site Parking	Total Stalls	Parking Vacancy Rate
Axis/Promenade Place	6:05 AM	790	173	41	963	14%
Parkway Lofts	6:26 AM	437	103	0	540	19%
UTA FrontRunner Parking	6:30 AM	242	214	0	456	47%
Wolverine Crossing	5:56 AM	728	198	0	926	21%

Crash History

Fehr & Peers obtained crash data from UDOT's statewide crash database for the years 2018 through 2022. As shown in Figure 9, total crashes decreased significantly from 2018 to 2019, but have increased in every year since then.

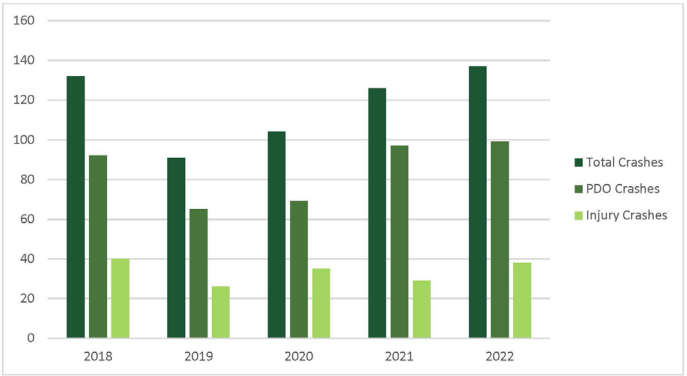

Figure 9. Study area crashes by year

Figure 10 shows the study area crashes (excluding crashes on I-15) during the last five years in the study area. Of the 620 crashes in the dataset, six involved a pedestrian and two involved a cyclist. Three of the six pedestrian-related crashes and both cyclist-involved crashes were injury-related. There were no reported fatalities in the study area. Injury-related crashes in the study area have been more heavily concentrated along the high-speed arterial roads, namely University Parkway and Geneva Road.

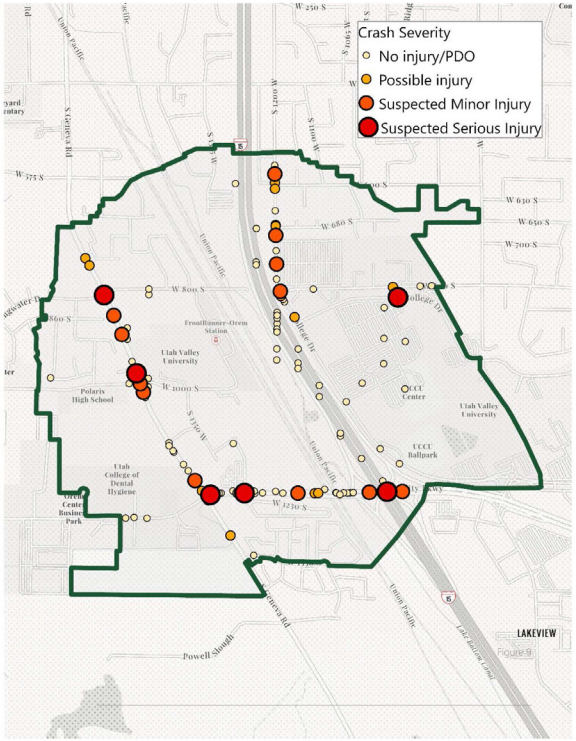

Figure 10. Study area (non-I-15) crashes by severity (2018-2022)

Transportation Needs

The purpose of this chapter is to summarize existing transportation needs in the study area. This summary is based on findings from existing transportation data, a review of previous studies, and in-person observation.

Improved Active Transportation Connections

Both in-person observation and a review of existing transportation plans identified active transportation connections to the transit station as one of the primary transportation needs in the study area. The block of land bounded by Geneva Road, 800 South, I-15, and University Parkway contains three distinct multi-family developments, a UVU campus building, a hotel, a gas station/convenience store, ground-level retail space, and the transit station. This diversity of land uses creates a high demand for active transportation trips, but the area lacks a strong active transportation network to serve those trips. Each development has infrastructure to accommodate pedestrians within itself, but the sidewalks and trails end either at parcel boundaries or at large parking lots, leaving pedestrians to navigate an inhospitable environment to reach external destinations. Figure 11 shows an example of good pedestrian infrastructure within Wolverine Crossing, while Figure 12 shows how that accommodation fails to connect through the study area.

Figure 11. Example of pleasant pedestrian environment within Wolverine Crossing

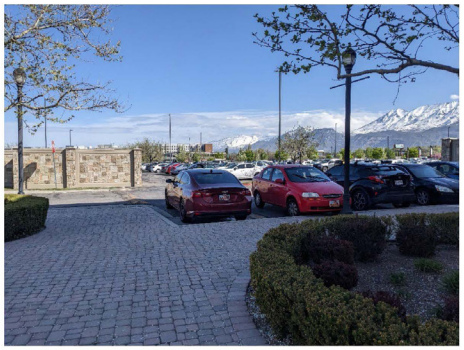

Figure 12. Example of lack of pedestrian connection to other developments

The development closest to the transit station is Parkway Lofts, which has two direct sidewalk connections to the transit station. However, each of these connections is gated. When Fehr & Peers was onsite for observation, one gate was closed and the other was open, but broken off the hinges (Figure 13 and Figure 14).

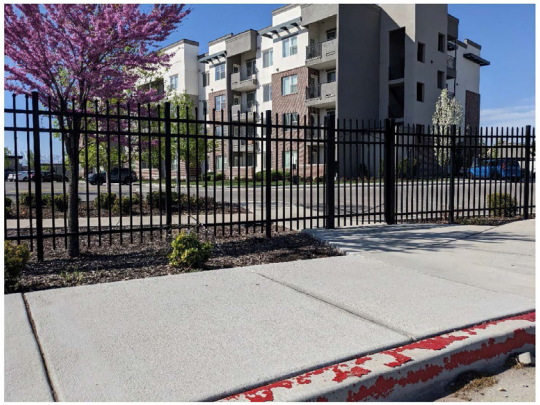

Figure 13. Closed pedestrian connection at Parkway Lofts

Figure 14. Broken gate at pedestrian connection to Orem Central Station

Promenade Place is another student housing development in the study area with pedestrian facilities that do not connect to the rest of the study area. Figure 15 shows that the most direct path from the development to the transit station does not connect across the intermediate property. Pedestrians wishing to travel to and from the transit station to this development must either travel out of direction or across this unpaved section of private property.

Figure 15. Missing connection for pedestrian path to transit

As discussed previously, a new pedestrian bridge opened in March 2021, connecting the developments on the west side to UVU's main campus east of I-15. The automatic counter shows this bridge serves approximately 1,000 daily weekday pedestrian trips. However, the entrances to the pedestrian bridge on both sides are in parking lots with little to no accommodation for pedestrians (Figure 16). Figure 17 shows the path a pedestrian would need to travel to stay on paved sidewalks with accessible crossings between Wolverine Crossing and UVU main campus under existing conditions. UVU has plans to add a pedestrian path connecting the bridge to the main campus in 2023, which will provide a more direct pedestrian path on the east side of the study area.

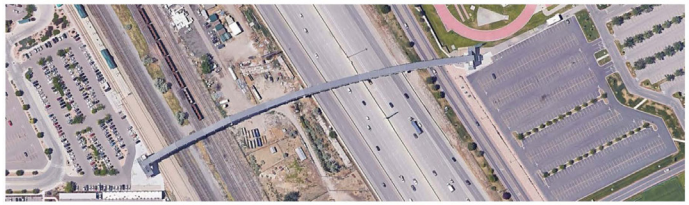

Figure 16. Pedestrian bridge and adjacent facilities

Figure 17. Existing pedestrian path between Wolverine Crossing and UVU Campus

In person observation showed that bike parking at the student housing in the area was fully occupied (Figure 18), showing that demand for bike facilities is high for residents of the study area.

Figure 18. Occupied bike parking at Wolverine Crossing

The need for improved active transportation connections in this area is highlighted in multiple adopted transportation plans, including the Orem Transportation Master Plan and the Orem Parks, Recreation, Trails, and Open Space Master Plan. MAG is currently updating the regional transportation plan for 2023 and has published a draft set of projects for public comment, with input from Orem City on priority projects. This list of projects includes improved bike and pedestrian facilities to the north and south of the study area, but there are no projects planned within the immediate area of the transit center.

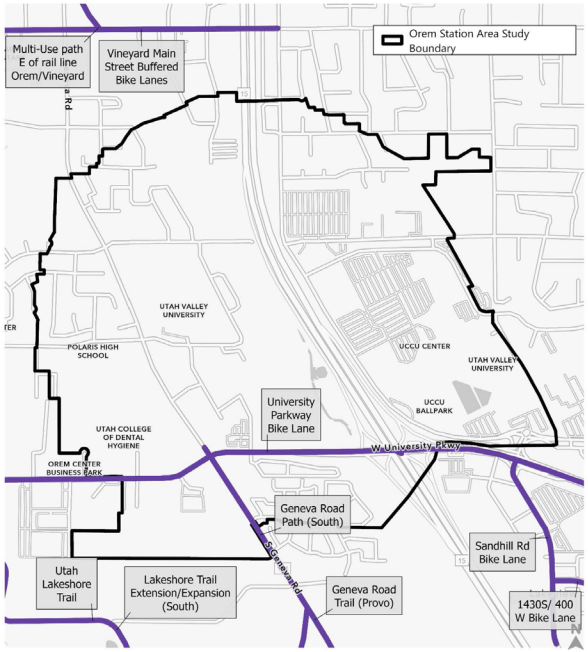

Figure 19. Draft MAG 2023 Priority AT Projects

Increased Vehicle Capacity

One of the previous studies reviewed by Fehr & Peers was a 2019 study[1] of transportation issues on and around the UVU campus. This study collected traffic volume data at all intersections in the study area in January 2019 and compared existing and projected 2050 traffic volumes to intersection capacity. The results shown in Figure 20 and Figure 21 show the 2019 AM and PM level of service, respectively, at each intersection. Level of service (LOS) is a metric to quantify traffic delay at an intersection. Typically, LOS D and above is considered acceptable for urban intersections during peak hour conditions. As seen in the figures below, several intersections were found to operate at unacceptable levels of traffic delay in the 2019 study.

Figure 20. 2019 AM Intersection Level of Service
Source: UVU Area Plan Vision: Transportation Happiness for all Users, 2019

[1] UVU Area Plan Vision: Transportation Happiness for All Users

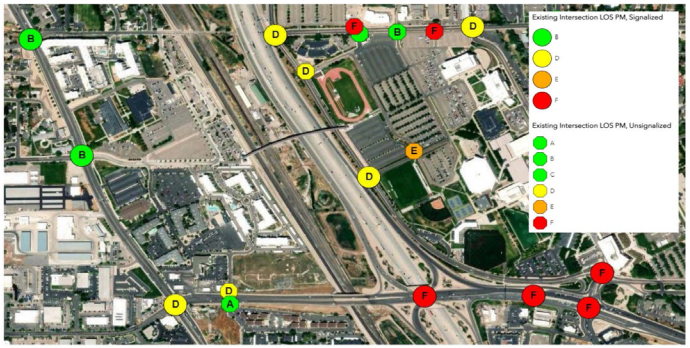

Figure 21. 2019 PM Intersection Level of Service
Source: UVU Area Plan Vision: Transportation Happiness for all Users, 2019

This study identified projects to mitigate the high levels of delay experienced at the freeway interchange and intersections to the east of the freeway. Some of these projects were formally adopted into the UVU transportation plan and have been included in the draft regional transportation plan, including:

1. 800 S Overpass, Ring Road Realignment
2. 800 S Access Management Improvements
3. Northbound Tunnel from I-15 Offramp to1200 West
4. Campus Drive to SB I-15 Dual Lanes
5. 400 W Roundabout Improvements

However, no project has been planned to mitigate the failing conditions in the AM peak period at the intersection of 1250 W & University Parkway.

In addition to the vehicle capacity needs identified in the 2019 UVU study, the draft 2023 regional transportation plan (RTP) identifies capacity constraints on both I-15 and Geneva Road. These corridors serve as the primary and secondary north/south routes for vehicle travel in the region. The draft RTP includes plans to widen I-15 in Phase 1 (2032) and widen Geneva Road by phase 3 (2050). These widenings, particularly the widening of Geneva Road, would exacerbate the active transportation challenges described in the previous section. The planned highway projects are shown below in Figure 22.

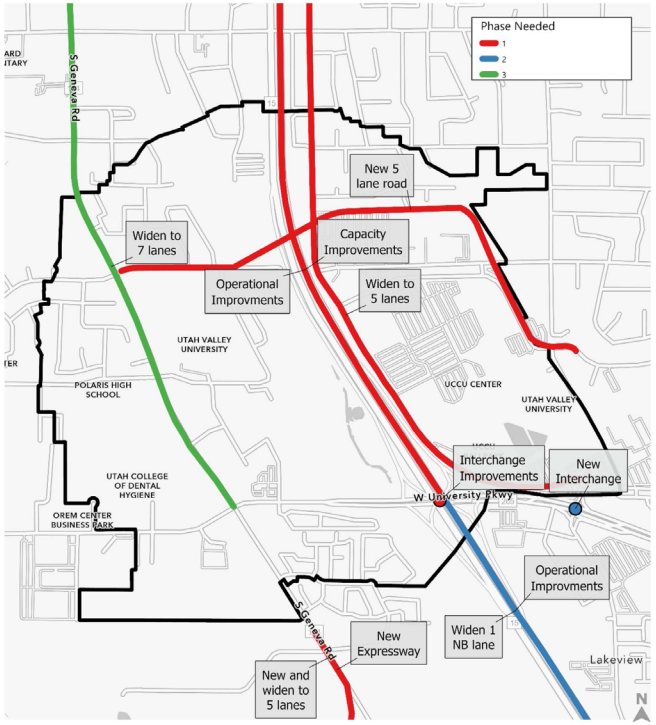

Figure 22. Highway Project Needs in MAG RTP

Transit Improvements

A review of existing and planned transit routes in the study area shows a lack of transit connectivity to points north and south from the study area. All three bus routes that currently serve Orem Central Station route east/west through Orem and Provo. Improved transit connection to Vineyard is of particular importance in this study area due to the planned

development of the UVU vineyard campus. The transit projects planned in the draft 2023 MAG RTP will address this issue. The proposed projects are as follows:

- Phase 1 (2032):
  - Double track FrontRunner: This will allow for increased FrontRunner service.
  - UVX Extension to Vineyard: This will connect to the Vineyard UVU campus.
- Phase 2 (2042):
  - Central High Frequency Corridor: This is a plan for new BRT or Light Rail Service from Lehi to Provo. The alignment is still to be determined, but one possible route would connect to Orem Station.
  - FrontRunner Electrification
- Phase 3:
  - Central High Frequency Corridor: Increased capacity for the existing UVX route

The projected transit projects are shown below in Figure 23.

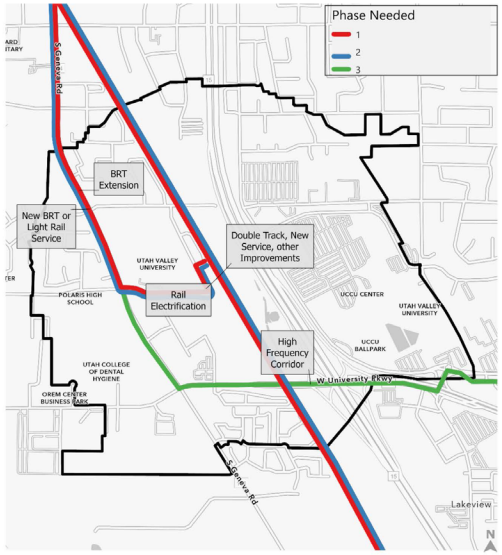

Figure 23. Projected Transit Projects in MAG 2023 Draft RTP

Improved Safety on Surrounding Roads

As discussed previously, vehicle crashes have increased in the study area every year since 2019. The transit station area is surrounded on the east side by I-15 and on the south and west sides by major arterial roads. As shown in Figure 24, the biggest hot spot for crashes is the I-15/University Parkway Interchange. The MAG RTP has a planned project to improve this area. The next highest areas of crashes, however, do not have planned improvements. 1250 W/ University Parkway is a two-way stop-controlled intersection with high crash density. The slope from the nearby interchange limits visibility at this intersection, which is likely contributing to the crash history. The other area that shows a high crash density is the 800 South/Geneva Road intersection. This is a signalized intersection with no protected left turns. Both intersections should be studied for potential safety improvements.

Figure 24. Crash density heat map (non-freeway crashes)

As discussed previously, active transportation facilities could also improve the safety of the study area. University Parkway has a sidewalk on just the north side of the road east of Geneva Road and no sidewalk on the west side of Geneva Road. There are no bike facilities on University Parkway. Geneva Road has sidewalk and bike facilities on both sides of the road north of University Parkway, but there are no protected bike facilities on the 45 MPH 5-lane facility and no bike facilities of any kind to the south of University Parkway.

Barriers, Constraints, Opportunities

The purpose of this chapter is to summarize existing barriers, constraints, and opportunities for transportation in the study area.

Barriers and Constraints

Transportation Access

Large, limited-access transportation facilities (I-15, Geneva Road, University Parkway, and train tracks) bisect the study area in both directions. Some undeveloped parcels are cut off from transportation access by these major facilities, particularly between the train tracks and I-15. These parcels are shown below in Figure 25.

Figure 25. Undeveloped parcels with limited transportation access

Competing Priorities

One of the primary barriers facing the study area is the competition between transportation functions of study area facilities. The key connection for transit access within the study area is between UVU and the transit center and adjacent developments. However, these key locations are separated by I-15, Geneva Road, and the train tracks, which are each key north/south regional transportation corridors. Each of these corridors is planned to be widened in the future to meet growing regional transportation demands. Without careful planning and mitigation, these projects have potential to further limit connectivity between project sites.

Existing Development

As discussed previously, the existing developments around the transit center lack active transportation connectivity between themselves. Retroactively fitting connections through existing development is more challenging than planning paths and trails through undeveloped property.

Opportunities

Underutilized Surface Parking

A substantial portion of the study area is dedicated to surface parking lots owned by UVU, UTA, and private residential developments. In-person observation (Figure 26) and aerial imagery (Figure 27) show that the UVU parking lot west of the transit station is largely underutilized. Conversations with UVU confirm that this parking lot is underutilized and could be repurposed for other uses. As discussed, this area lacks facilities for active transportation. A repurposing of this space could include a planned network of trails and paths.

Figure 26. Underutilized UVU parking lot west of transit center

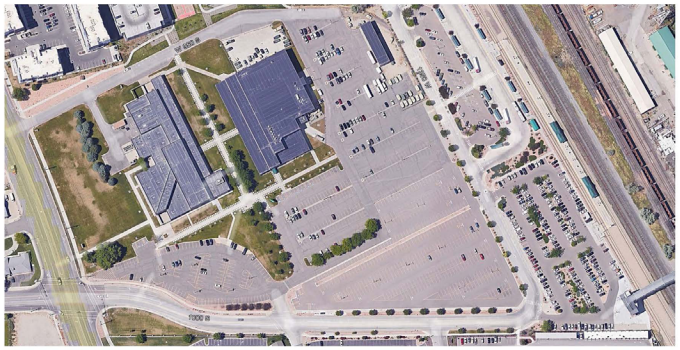

Figure 27. Aerial Imagery of underutilized UVU parking lot

Planned Projects

The existing transportation plans include projects that will provide opportunities to improve transportation conditions in the study area. One project that could be particularly impactful is the planned extension of 800 South with a new bridge across I-15 toward the north portion of the study area (Figure 28). This will provide another direct access to the transit station for all transportation modes, allowing bus routes to realign for improved efficiency and help potential transit riders more directly access UTA services. Furthermore, the planned bridge could open transportation access to the parcels between the train tracks and I-15, allowing for new productive uses of the space. This project should be designed with proper facilities for all modes of transportation to maximize the positive transportation impact.

Figure 28. Planned 800 South Project

Another opportunity is the planned Lakeview Parkway extension project to the south of the study area. This will bring a connection to the statewide network of multi-use trails to the border of the study area. To best take advantage of this opportunity, a trail should be implemented to connect the Lakeview Parkway trail to the Orem Central Station.

UVU Partnership

Much of the study area is made up of land owned by Utah Valley University, and much of the remaining portion houses university students. UVU has shown a willingness to partner with other agencies to enhance transportation options in and around their campus. For example, UVU has partnered with UTA to provide free transit passes to all faculty, staff, and students. They have also partnered with UDOT in the construction of the heavily used pedestrian bridge connecting the transit station to the main campus. Representatives from UVU mentioned that these measures, along with the construction of the Utah Valley Express (UVX), have significantly reduced parking

demand on campus. The willingness of the key landowner to partner toward a shared transportation vision, along with the student-oriented nature of the study area demographics presents an opportunity to maximize the potential of the transit station in a unique way.

Conclusion

The purpose of this memorandum was to summarize existing transportation conditions near the Orem Station area and identify needs, barriers, constraints, and opportunities. Key findings from this study include the following:

- Existing Conditions
  - Transit ridership in the area has been steadily increasing since the beginning of the Covid-19 pandemic but is still below pre-pandemic levels.
  - The new pedestrian bridge between the transit station and UVU main campus is heavily used, with peak usage occurring between 8-10 AM.
  - Parking vacancy rates at residential developments in the study area are between 14%-21% during peak parking periods.
  - Study area vehicle Crashes have increased every year since 2019.
  - Many study intersections are at or near vehicle capacity during AM and PM peak periods.
- Transportation Needs Include:
  - Improved active transportation connections to the transit center from nearby developments.
  - Mitigating congestion at key intersections (I-15/University Parkway interchange, 1250 West/University Parkway) and corridors (Geneva Road) (.
  - Increased bus service to points north and south.
  - Safety improvements along University Parkway (particularly at 1250 West) and Geneva Road (particularly at 800 South), including active transportation facilities on these corridors.
- Barriers and Constraints
  - Transportation access to study area parcels is limited due to large, regional limited-access transportation facilities.
  - The study area serves a key regional role in transportation while also requiring key local transportation connections.
  - Existing developments have limited connectivity for active transportation.
- Opportunities
  - Surface parking near the transit area is underutilized. This space could potentially be repurposed for more productive uses.

- Planned transportation projects will likely provide greater connectivity within and external to the study area.
- UVU has expressed willingness to continue partnering to improve multimodal transportation. Because they control much of the study area land and have influence over travel behavior of many study area residents, their partnership has potential for significant results.

Appendix A: Review of Existing Transportation Plans

FEHR PEERS

Memorandum

Date: May 9, 2023

To: Christie Oostema Brown, People + Place

From: Jared Lillywhite, Fehr & Peers

Subject: Orem SAP - Summary of Existing Transportation Plans

UT23-2423

Introduction

The purpose of this memorandum is to summarize the results of the plan review conducted by Fehr & Peers to identify planned projects affecting the study area for the Orem Station Area Plan. The following documents were reviewed:

- Orem Transportation Master Plan (TMP) (2022 Draft Update)
- Mountainland Association of Governments (MAG) TransPlan 50 (2019 Adopted version)
- Orem Parks, Recreation, Trails, and Open Space Master Plan (2021)
- Orem Bicycle and Pedestrian Plan (2010)
- Imagine Orem: Geneva Road Plan (2017)
- Imagine Orem: Orem City Parking Study (2019)
- Utah Valley University (UVU) Facilities Master Plan (2021 UPDATE)

Plan Review

OREM TRANSPORTATION MASTER PLAN (2022 DRAFT UPDATE)

The City of Orem has sought to address and accommodate significant regional growth through its Transportation Master Plan (TMP). The TMP is a product of cooperative planning efforts between the City, its residents, and regional stakeholders such as the Mountainland Association of Governments (MAG), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA),

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www.fehrandpeers.com

and other relevant regional entities. The plan documents the existing transportation network and conditions, identifies deficiencies, and discusses possible improvement or mitigation alternatives. The plan identifies improvements planned through the MAG Regional Transportation Plan (RTP) and non-RTP improvements for which Orem City will bear financial responsibility in the 2030 capital improvements plan.

The plan states Orem's desire to be actively involved in supporting transit as a viable and attractive alternative transportation mode through planning and lobbying efforts, and the TMP highlights both the Frontrunner commuter rail and bus rapid transit (BRT) plans in the transportation system. The plan also discusses a planned light rail project through Orem City. On MAG's RTP, a planned light rail project runs along University Parkway to the west side of the city then continues north, with an alternative route proposed along State Street. The Orem TMP adopts the State Street alignment as the city's preferred alternative, stating the city will work with MAG to adjust the planned alignment on the next phase of the plan. Also included is the improvement of the FrontRunner to include electrification and a double track.

The plan also includes design specifications and guidelines which establish Orem's expectations for changes in the transportation system, such as traffic calming improvements, crosswalk installation criteria, and speed limit policies. Geneva Road is designated as a major truck route along the west edge of the city and 1200 West is designated as an alternative truck route. These designations are intended to keep the impacts of truck travel limited to these routes and away from quieter streets. It will be important to keep in mind the role these roadways serve within the SAP boundary.

The following is a list of transportation projects from the 2030 Capital Improvement Program that fall within the study area:

- 1200 W (Sandhill Road to I-15) – Widen to 5 lanes
- I-15/Orem 800 S Overpass
- 1600 W (Connection to Geneva Road)
- Traffic Signal – 800 S 1200 W
- Lakeview Parkway (Geneva Road to Southern Boarder) – New 5 lane road

MAG TRANSPLAN 50 (2019)

TransPlan50 is the 2019 iteration of the regional transportation plan undertaken by MAG. This planning effort is done iteratively every four years and focuses on building a robust, multimodal transportation system for the region by coordinating project prioritization and phasing with federal funding streams. The 2019 plan that was reviewed is the latest adopted plan, while the 2023 update is currently being drafted. The plan addresses the needs of automobile, transit, and

active transportation users out until the year 2050. The plan highlights a strong need for future transit investments and notes that current funding expectations will not be sufficient to meet these needs. However, it communicates a strong desire to invest heavily into the transit system, including the creation of a light rail service, additional BRT routes, and upgrades to the Frontrunner. Many of these upgrades are expected to interface with the Orem SAP or be constructed in proximity. The plan also notes a higher propensity for active transportation in the immediate area around the Orem SAP. In the project section, the plan also records that Geneva Road is planned for a lane widening through each phase, the now-built pedestrian bridge to Utah Valley University, and the future creation of the Central Light Rail Line.

Specific projects in the 2019 version of the TransPlan50 that fall within the project area include:

- Highway
  - Orem 1200 W - *Widen to 5 Lanes*
  - Orem Geneva Rd - *Widen to 7 Lanes*
  - I-15/Orem 800 S/Campus Dr - *New 5 Lane Road/I-15 Bridge*
  - I-15 Widening - *12 Lane Freeway; University PKWY to SF US-6 then 8 Lanes to Payson*
  - I-15/University Parkway - *Grade Separated Off Ramp*
  - I-15/Alternatives Study; Lehi to Payson - *Study to identify the needs of the I-15 corridor*
  - I-15 Parallel Corridor; Pioneer Crossing BLVD to University PKWY - *New Freeway*
  - I-15 Parallel Corridor; University PKWY to Payson - *New Freeway*
- Transit
  - FrontRunner Double-Track
  - FrontRunner Electrification
  - Central Light Rail Line – *New Construction*
- Active Transportation
  - UVU Pedestrian Bridge – *Already constructed*
  - Orem FrontRunner Station Trail
  - Lakeview Parkway Trail
  - Geneva Road Bike Lanes
  - I-15 / Orem 800 South Crossing Multi-Use Path

Orem Parks, Recreation, Trails, and Open Space Master Plan (2021)

The Parks, Recreation, Trails, and Open Space Master Plan is an interim update to the plan that was updated in 2017. The master plan provides a comprehensive needs analysis and direction for

the effective and equitable planning for parks, recreation and trails development during the 10-year planning horizon and beyond.

The plan summarizes the existing conditions of trails in the city of Orem, which includes over 50 miles of trails, paths, and bike lanes. The plan proposes 99.5 miles of new trails, paths, and bike lanes, which would bring the total mileage to 151. Proposed trails within the Orem SAP study area include:

- Proposed bike lanes on Geneva Road and University Parkway
- Proposed regional trail through UVU
- Proposed multi-use path to Orem FrontRunner Station.

OREM BICYCLE AND PEDESTRIAN PLAN (2010)

The Orem Bicycle and Pedestrian Plan was developed in 2010 and set forth the City's long-term goals and policies with regards to active transportation, supporting Orem City's vision of becoming the most bicycle and pedestrian friendly city in Utah. The plan reviews existing conditions, constraints, and opportunities for active transportation, with recommendations for projects and policy crafted from robust community engagement.

This plan was crafted prior to construction of the Orem FrontRunner Station but included planned active transportation connections in and around the station area. Many of the planned improvements identified in this plan have since been constructed. The Orem Parks, Recreation, Trails, and Open Space Master Plan (summarized above) incorporated the unfinished aspects of this plan.

IMAGINE OREM: GENEVA ROAD PLAN (2017)

In 2017, the City of Orem was awarded a grant from the Environmental Protection Agency (EPA) to study and create a plan for the Geneva Road area in Orem. The Geneva Road Plan studied the area from 1600 North to 800 South in order to respond to local brownfield challenges through assessment, cleanup, and reuse of the corridor. The plan was broken into seven key areas that would support this process: land use, transportation, market analysis, redevelopment, and implementation. The plan identified a planned bicycle path and multi-use trail within the area of the SAP. To support the desirable redevelopment of the area, the introduction of a new zoning designation and a set of design guidelines were put forth in order to generate the mixed-use development of properties in a manner desired by the community. In addition, several key funding sources for environmental remediation and economic development were identified, which may support future investments in the area.

IMAGINE OREM: OREM CITY PARKING STUDY (2019)

The Orem City Parking Study was prepared in 2019 and serves as a guiding document to provide recommendations for new parking requirements for selected land uses. These recommendations are based on recognized standards, local parking counts, and proximity to existing and future transit. Using these factors, an analysis was made to inform the recommendations for selected land uses. The selected land uses include single family attached, multifamily, retail/office, mixed use with shared parking, and transit-oriented development (TOD) categories. Parking recommendations were made for each land use. Notably, mixed-use and TODs received a lower than locally standard recommended parking minimum. The study notes that, because TODs make it possible to live, study, and work without a car, parking reductions of 25-50% below mixed-use requirements can be recommended for these developments. Specific ranges were given for the other land uses, ranging broadly in terms of evaluating parking space requirements by floor area or bedroom units. A key recommendation of the study was that Orem shift its parking requirements for new developments away from the standard a per-unit parking requirement and utilize a per-bedroom standard.

UTAH VALLEY UNIVERSITY FACILITIES MASTER PLAN (2021 UPDATE)

The Utah Valley University (UVU) Facilities Master Plan was created in 2021. The plan examined the Orem campus's need to densify and intensify academic uses through the development of infill and centralization opportunities. The document touches on areas of design related to land use, pedestrian and vehicular circulation, streetscape, and building typology. To support circulation on the Orem campus, UVU plans to expand its multimodal transportation amenities, including expansions in roadways, improved linkages to rail and BRT, additions to the walking and biking network, and ensuring adequate parking is met for campus needs.

A standalone portion of the Orem campus falls within the SAP scope, immediately adjacent to the Frontrunner station, linked by a pedestrian bridge over I-15 that connects the station and existing student housing to the rest of campus. The document includes a 25-year development plan for this area, which will include the addition of a new academic building to the campus as well as an overpass via 800 S over I-15 that will be supportive of automobiles, transit, and active transportation, identified from the MAG RTP. This will serve as an additional opportunity to bypass the significant barrier that is I-15.

Orem Station Area Plan

March 2023

ZIONS PUBLIC FINANCE, INC.

OREM STATION AREA

	Acres
Developed	575.35
Residential Vacant	45.41
Commercial Vacant	0.66
Total	**621.42**

POTENTIAL DEVELOPMENT SCENARIO – 4

- Most land develops as planned, but parcel 19:034:0147 develops commercially; with incentives
  - 9.25 acres single-family residential
  - 7.99 acres multi-family residential (75 units per acre)
  - 0.66 acres retail
  - 28.17 acres business park/industrial

Projected Absorption

Land Use Category	2023 – 2027	2028 – 2032	2033 – 2037	Totals
Single Family Units	37	0	0	**37**
Multi Family Units – 30% capture	510	89	0	**599**
Multi Family Units – 50% capture	599	0	0	**599**
New Households – 30% capture	547	89	0	**636**
New Households – 50% capture	636	0	0	**636**
Retail	11,007 sf	0 sf	0 sf	**11,007 sf**
Business Park/Industrial	256,000 sf	210,309 sf	0 sf	**466,309 sf**
New Jobs Created	12	0	0	**323**

Demographics

ZIONS PUBLIC FINANCE, INC.

KEY DEMOGRAPHICS

	Orem	Utah County	State of Utah
Median Age	28.8	24.6	30.7
Average Household Size	3.21	3.53	3.08
Median Household Income	$70,412	$82,893	$79,133
Median Home Value	$329,000	$367,200	$339,700
Median Monthly Housing Costs	$1,584	$1,754	$1,682
Median Gross Rent	$1,144	$1,199	$1,171
Persons in Poverty	10.5%	8.1%	8.6%

Source: 2021 ACS 5-Year Estimates

POPULATION ESTIMATES

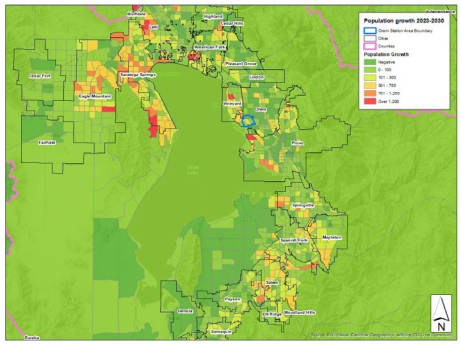
Utah County Population Growth Projections

	2020	2030	2040	2050
Lindon	11,987	12,601	13,029	13,105
Orem	**96,493**	**102,424**	**115,496**	**126,481**
Pleasant Grove	43,440	45,723	47,237	47,647
Provo	112,323	130,051	141,888	144,094
Vineyard	13,700	24,964	33,914	35,942
TOTAL	**277,943**	**315,763**	**351,564**	**367,269**
Growth from Prior Period		**37,820**	**35,801**	**15,705**

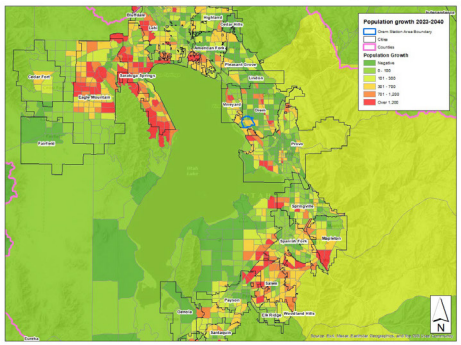
Source: WFRC

POPULATION GROWTH ESTIMATES

Utah County Population Growth Through 2030

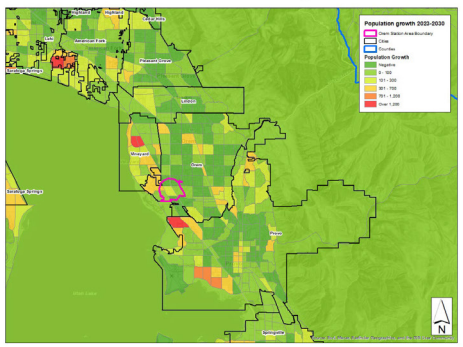


Utah County Population Growth Through 2040

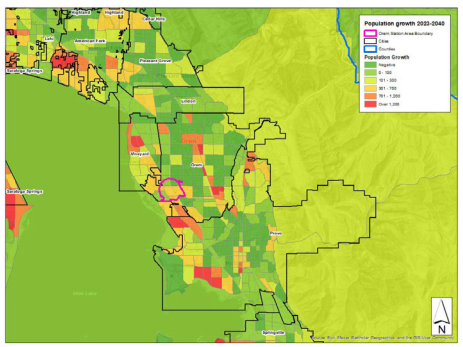


POPULATION GROWTH ESTIMATES

Orem Population Growth Through 2030



Orem Population Growth Through 2040

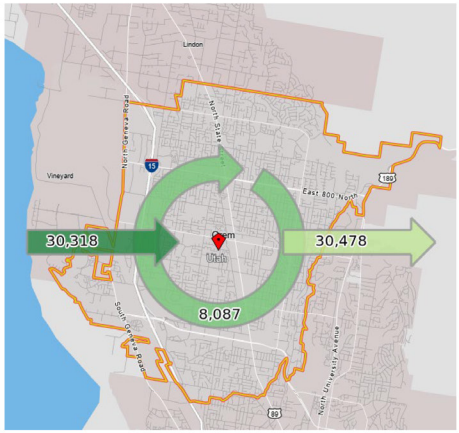


Economic Opportunities

Utah Code 10-9a-403.1 (7) (a) (ii)

ZIONS PUBLIC FINANCE, INC.

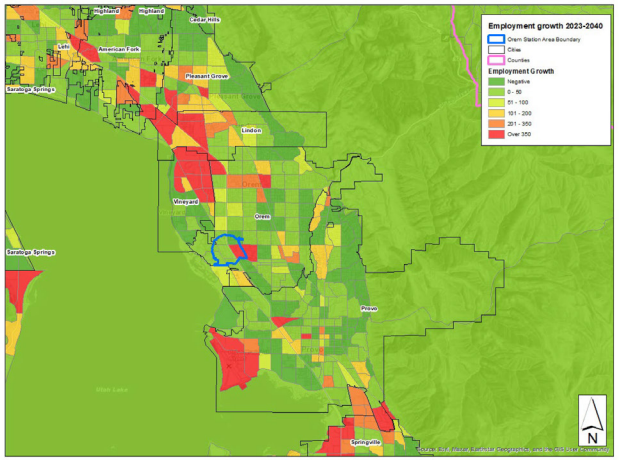
WORKFORCE



Source: US Census On the Map, 2019

- 79% of labor force is exported to other communities
- Average commute is 18.4 minutes one way
  - Utah County average is 22.2 minutes one way
- Average wages in the City are $3,860 compared to $4,745 across Utah County
- Labor force participation rate of 71.8%
- Unemployment rate of 2.3%
- Top industries for Orem labor force
  - Education and health care – 26.0%
  - Professional and management – 15.1%
  - Retail trade – 13.1%

WORKFORCE



Significant employment growth is projected for central Utah County, with an increase of nearly 30,000 jobs by 2040.

WORKFORCE

Utah County Employment Growth Projections

	2020	2030	2040	2050
Lindon	7,186	9,436	11,073	13,614
Orem	**44,069**	**46,242**	**46,030**	**46,525**
Pleasant Grove	14,060	16,495	18,769	21,578
Provo	75,428	79,691	85,746	89,519
Vineyard	1,622	5,279	9,029	13,573
TOTAL	**142,365**	**157,143**	**170,647**	**184,809**
Growth from Prior Period		**14,778**	**13,504**	**14,162**

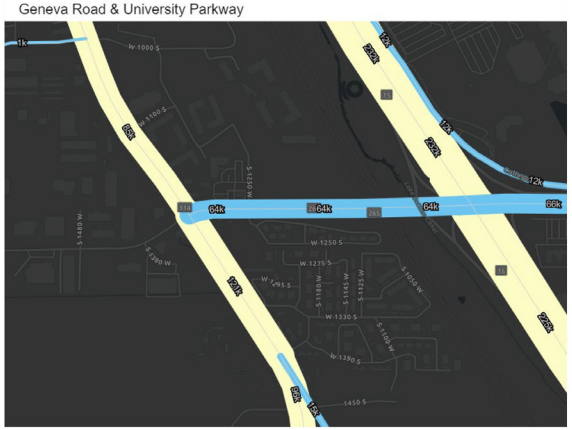
Source: WFRC

OPPORTUNITIES UNDER EXISTING CONDITIONS

OPPORTUNITIES UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (A)

Geneva Road & University Parkway



- Major intersection in the area that will see over 60,000 ADT by 2050
  - Currently sees approximately 25,000 ADT
- Possibility to develop retail on vacant land on north side of street to capture additional sales tax
- Possibility to develop office, despite current market conditions, with an anchor tenant who wants high visibility

OPPORTUNITIES UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (A)

- Holiday Inn Express is within the boundaries and could help bring in supporting retail, such as restaurants

OPPORTUNITIES UNDER EXISTING CONDITIONS

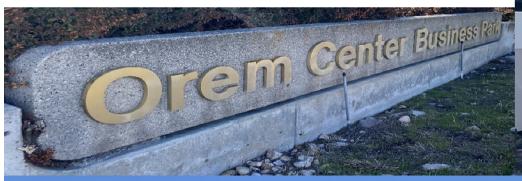
Utah Code 10-9a-403.1 (8) (a) (ii) (A)

- Additional vacant 6.5 acres of land is directly adjacent to the hotel
  - Current ownership appears to be planning this for future high-density housing
  - Could be location for smaller supporting retail
  - Could support an office or business park user that desires high visibility from I-15

OPPORTUNITIES UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (A)

- Orem Center Business Park is well developed and has a mix of office and industrial users



OPPORTUNITIES UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (A)

- Additional vacancy in business park allows for additional users to enter the City in short order, without additional land needing to be developed
- Vacant land on the southern border of station area boundary (Parcel 19:034:0147) could be a good extension to allow for additional office and industrial users to enter the area
  - Good access from I-15, Geneva Road and University Parkway
  - Could allow for synergies with Utah Valley University

OPPORTUNITIES UNDER EXISTING CONDITIONS

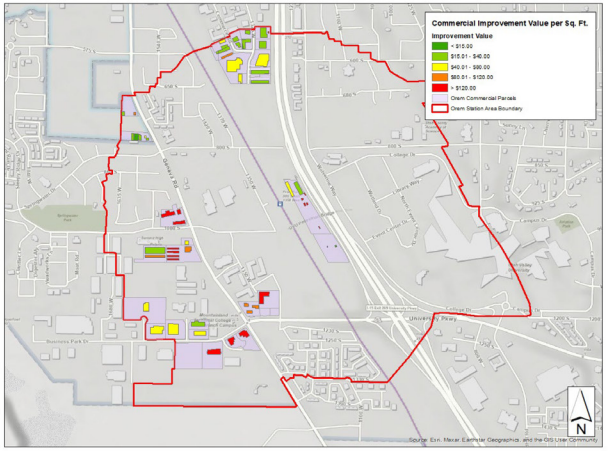
Utah Code 10-9a-403.1 (8) (a) (ii) (A)

- Utah Valley University is the largest single landowner in the station area boundaries and has land on both sides of I-15
  - Major regional draw with very large daytime population
  - Pedestrian bridge across I-15 allows for better flow of people around the area
  - Dual mission of UVU could create opportunities to attract businesses that would benefit from the educational offerings
- Housing
  - Student housing in dense complexes immediately adjacent to FrontRunner station
  - Single-family residential in area allows for additional support for both retail shopping and job creation/support
  - Without incentives, additional multi-family would likely be limited to 4-story, wood frame construction

OPPORTUNITIES UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (A)

- Opportunities for redevelopment
  - Commercial at north of station area has a lower improvement value per square foot
  - Abandoned building on southeast corner of Geneva Road & University Parkway intersection



OPPORTUNITIES UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (A)

- Opportunities for redevelopment
  - Abandoned building on southeast corner of Geneva Road & University Parkway intersection
    - Potential for up to 6.5 acres of additional land for development

CONSTRAINTS UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (B)

- Lack of available vacant land limits options for new development to come into area
  - 92% of the land in the station area boundaries is currently developed
- Redevelopment of lower cost or older development is often cost prohibitive
- Regional competition for both retail and office may limit the potential for options in the station area
- Vineyard Station is planned for large development in greenfield site, allowing for more cohesive planning and development under one developer
  - Approved for HTRZ, which will facilitate more dense construction

CONSTRAINTS UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (B)

- Approximately 2.6 miles north of Orem FrontRunner Station
- Vineyard HTRZ totals approximately 217 acres that is currently undeveloped
- Potential for:
  - 17,000 housing units
  - 2.6 million SF office space
  - 590,000 SF retail space
- Area is zoned for unlimited height and density, which allows for much denser development than is contemplated in Orem Station Area
- Will likely serve as a regional draw for office and retail users

CONSTRAINTS UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (B)

- Density of housing options will be somewhat limited due to market conditions
  - Market currently supports approximately 35 units per acre with 4-story wood frame construction
  - Greater density not feasible (without incentives) largely due to parking considerations
    - Surface parking costs approximately $3,500/stall
    - Structured parking costs approximately $25,000 – 30,000/stall
  - Type IIIA – Podium and Type V – Wrap would not be constructed without incentives
    - Allow for more density

Stories	Type IIIA – Podium
7	Wood Framing
6	Wood Framing
5	Wood Framing
4	Wood Framing
3	Wood Framing
2	Concrete Podium
1	Concrete Podium

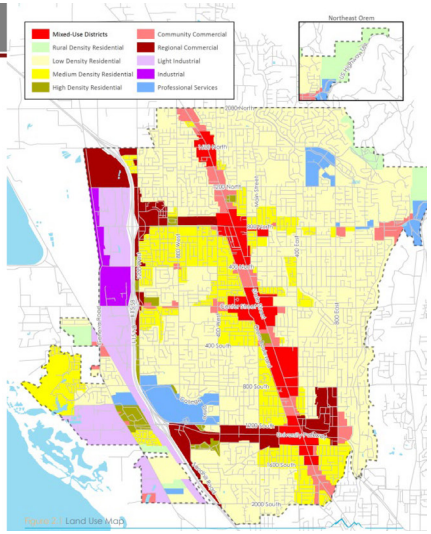
Stories	Type V – Wrap		
4	Wood		Wood
3	Wood	Enclosed Parking	Wood
2	Wood	Structure	Wood
1	Wood	Concrete	Wood

Stories	Type V – Surface Parked (Typical)
4	Wood Framing
3	Wood Framing
2	Wood Framing
1	Wood Framing

MUNCIPALITY'S OBJECTIVES

Utah Code 10-9a-403.1 (8) (a) (ii) (D)

- City's General Plan identifies land in the station area boundaries for a mix of industrial, professional services, and residential uses
- Site is almost completely developed currently (93%) with only approximately 46 acres undeveloped
  - Undeveloped acres are mostly planned for low-density or rural density residential



MUNCIPALITY'S OBJECTIVES – ECONOMIC NODES

Utah Code 10-9a-403.1 (8) (a) (ii) (D)

- Adjacent to UVU Campus and contains several student housing development
- UVU campus on both sides of I-15 provides excellent daytime population
- Orem Business Park is a key industrial hub in the City

ECONOMIC OPPORTUNITIES

Utah Code 10-9a-403.1 (7) (a) (iii)

Highest and Best Use Analysis – Developer Perspective

Type	Likely CAP Rates*	Profit Percentage
Office	6.5%	9%
	7.0%	1%
Multi-Family - 20 units per acre	4.0%	29%
	4.5%	14%
Retail	5.5%	16%
	6.0%	6%
Industrial/Flex Office	4.5%	39%
	5.0%	25%
	5.5%	14%

*Likely CAP rates were determined through a review of broker reports and properties for sale in the Utah County market.

ECONOMIC OPPORTUNITIES

Fiscal Impacts – City Perspective of Highest and Best Use

Summary Comparison	Office	Retail	Multi-Family - 20 units per acre	Multi-Family - 8 units per acre	Flex Office
Property Taxes	$3,828	$2,216	$2,035	$895	$2,775
Sales Taxes		$21,780	$6,690	$2,676	
Municipal Energy	$2,086	$1,372	$1,177	$471	$2,086
Class B/C Road Funds			$1,803	$721	
Total Annual Revenue per Acre	**$5,913**	**$25,368**	**$11,705**	**$4,764**	**$4,861**

ECONOMIC OPPORTUNITIES

Utah Code 10-9a-403.1 (7) (a) (iii)

Sales Tax Leakage

- Looks at taxable sales within a community and compares it to expected taxable sales, based on based on population and average per capita spending
- Capturing 100% indicates a City is capturing what a normal City would expect to see in taxable sales
- Capturing over 100% indicates that the City experiences higher than projected taxable sales
  - Could be due to an abundance of a certain type of business or due to a higher concentration of sales tax generating businesses
- Capturing under 100% indicates that the City has a gap between what it could collect and what it is collecting

ECONOMIC OPPORTUNITIES

Sales Tax Leakage – Total

	Leakage Amount	Percent Captured
Total	$56,240,952	102%

Sales Tax Leakage – Categories of Largest Capture (Dollar Amount)

Category	Leakage Amount	Percent Captured
General Merchandise Stores	$141,485,801	145%
Motor Vehicle and Parts Dealers	$88,200,811	125%
Furniture and Home Furnishings Stores	$61,269,211	212%
Clothing and Clothing Accessories Stores	$60,287,734	169%
Sporting Goods, Hobby, Book, and Music Stores	$46,958,380	180%

ECONOMIC OPPORTUNITIES

Sales Tax Leakage – Categories of Largest Leakage (Dollar Amount)

Category	Leakage Amount	Percent Captured
Miscellaneous Store Retailers	$(226,947,613)	28%
Accommodation	$(73,844,082)	21%
Nonstore Retailers	$(51,316,053)	79%
Gasoline Stations	$(26,472,814)	55%
Arts, Entertainment, and Recreation	$(19,977,386)	49%

Areas for the City to specifically focus on to generate the greatest return in the form of increased sales tax revenues

ECONOMIC OPPORTUNITIES

Sales Tax Leakage

Category	Leakage Amount	Percent Captured
General Merchandise Stores	$141,485,801	145%
Motor Vehicle and Parts Dealers	$88,200,811	125%
Furniture and Home Furnishings Stores	$61,269,211	212%
Clothing and Clothing Accessories Stores	$60,287,734	169%
Sporting Goods, Hobby, Book, and Music Stores	$46,958,380	180%
Food Services and Drinking Places	$21,389,281	109%
Food and Beverage Stores	$15,799,024	107%
Health and Personal Care Stores	$11,329,389	144%
Electronics and Appliance Stores	$10,469,941	119%
Building Material and Garden Equipment and Supplies Dealers	$4,308,343	102%
Other Services	($6,699,013)	91%
Arts, Entertainment, and Recreation	($19,977,386)	49%
Gasoline Stations	($26,472,814)	55%
Nonstore Retailers	($51,316,053)	79%
Accommodation	($73,844,082)	21%
Miscellaneous Store Retailers	($226,947,613)	28%
Total	$56,240,952	102%

ECONOMIC OPPORTUNITIES

Industrial Development

- Demand in Utah County remains very high
  - 1.45% overall vacancy in 2022
    - National average – 4.1%
  - 3.2 million SF absorbed in 2022
- Demand is particularly high for logistics/distribution space and office/warehouse flex space

Office Development

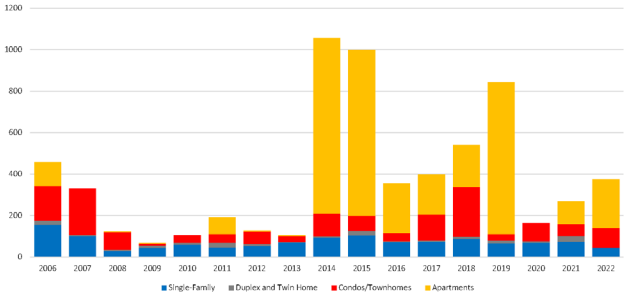
- Utah County office market has slowed since 2020
  - Only 396,000 SF absorbed in 2022
    - Down from approximately 900,000 in 2021
- Average vacancy of 9.36%

Retail Development

- Retail development in Utah County dropped from 509,000 SF in 2021 to 260,000 SF in 2022
- Average vacancy of 2.78%

ECONOMIC OPPORTUNITIES – RESIDENTIAL

Residential Units Built by Year (2006 – 2022)



- 1,249 single-family units
- 184 duplex & twin home units
- 1,499 condo & townhome units
- 3,567 apartment units

Approximately 4 in 5 units built since 2006 are multi-family (condo, townhome, or apartment)

ECONOMIC OPPORTUNITIES – ABSORPTION

Residential Absorption and Capture Rates

	Average Absorption/Year	Capture Rate	Absorption/Year
Residential Units – SF	79 units per year	10%	8
Residential Units – MF	340 units per year	30 – 50%	102 – 170

Commercial Absorption and Capture Rates w/ Current Land Designations

	Average Absorption/Year - Central UT County	Capture Rate	Absorption/Year
Retail	35,000 sf	10%	3,500 sf
Industrial	256,000 sf	0%	0 sf

Commercial Absorption and Capture Rates w/ Possible Land Designations

	Average Absorption/Year - Central UT County	Capture Rate	Absorption/Year
Retail	35,000 sf	10%	3,500 sf
Industrial	256,000 sf	20%	51,200 sf

*If office is developed, it is likely to be a larger, anchor tenant, with all square footage built at once
*Absorption rates are based on market reports from Colliers

POTENTIAL DEVELOPMENT SCENARIO – 1

- All land develops as likely; without incentives
  - 9.25 acres single-family residential
  - 36.16 acres multi-family residential (35 units per acre)
  - 0.66 acres retail

Projected Absorption

Land Use Category	2023 – 2027	2028 – 2032	2033 – 2037	Totals
Single Family Units	37	0	0	**37**
Multi Family Units – 30% capture	510	510	245	**1,265**
Multi Family Units – 50% capture	850	415	0	**1,265**
New Households – 30% capture	547	510	245	**1,302**
New Households – 50% capture	887	415	0	**1,302**
Retail	11,007 sf	0 sf	0 sf	**11,007 sf**
New Jobs Created	12	0	0	**12**

POTENTIAL DEVELOPMENT SCENARIO – 2

- Most land develops as likely, but parcel 19:034:0147 develops commercially; without incentives
  - 9.66 acres single-family residential
  - 7.99 acres multi-family residential (35 units per acre)
  - 0.66 acres retail
  - 28.17 acres business park/industrial

Projected Absorption

Land Use Category	2023 – 2027	2028 – 2032	2033 – 2037	Totals
Single Family Units	37	0	0	**37**
Multi Family Units – 30% capture	279	0	0	**279**
Multi Family Units – 50% capture	279	0	0	**279**
New Households – 30% capture	316	0	0	**316**
New Households – 50% capture	316	0	0	**316**
Retail	11,007 sf	0 sf	0 sf	**11,007 sf**
Business Park/Industrial	256,000 sf	210,309 sf	0 sf	**466,309 sf**
New Jobs Created	255	200	0	**456**

ECONOMIC OPPORTUNITIES – INCENTIVE TOOLS

Housing and Transit Reinvestment Zone (HTRZ)

- Tool to facilitate mixed-use, multi-family and affordable housing development within a 1/3-mile radius of fixed commuter rail stations
  - Allows for tax increment to be captured and support development
  - Requires that housing be:
    - Mixed-use
    - Average at least 50 units/acre
    - Have at least 10% affordable housing (80% of Area Median Income)

Community Reinvestment Area (CRA)

- Tool to expedite development or incentivize enhanced development in an area
  - Allows for tax increment to be captured and support development
  - Requires that 10% of funds be set aside for affordable housing purposes

Incentives allow for greater height and construction costs for high-density housing, thus maximizing its value

POTENTIAL DEVELOPMENT SCENARIO – 3

- All land develops as likely; with incentives
  - 9.25 acres single-family residential
  - 36.16 acres multi-family residential (70 units per acre)
  - 0.66 acres retail

Projected Absorption

Land Use Category	2023 – 2027	2028 – 2032	2033 – 2037	2038 – 2047	Totals
Single Family Units	37	0	0	0	**37**
Multi Family Units – 30% capture	510	510	510	1,219	**2,712**
Multi Family Units – 50% capture	850	850	850	162	**2,712**
New Households – 30% capture	547	510	510	1,182	**2,749**
New Households – 50% capture	887	850	850	162	**2,749**
Retail	11,007 sf	0 sf	0 sf		**11,007 sf**
Business Park/Industrial	0 sf	0 sf	0 sf		**0 sf**
New Jobs Created	182	140	0		**12**

POTENTIAL DEVELOPMENT SCENARIO – 4

- Most land develops as likely, but parcel 19:034:0147 develops commercially; with incentives
  - 9.66 acres single-family residential
  - 7.99 acres multi-family residential (75 units per acre)
  - 0.66 acres retail
  - 28.17 acres business park/industrial

Projected Absorption

Land Use Category	2023 – 2027	2028 – 2032	2033 – 2037	Totals
Single Family Units	37	0	0	**37**
Multi Family Units – 30% capture	510	89	0	**599**
Multi Family Units – 50% capture	599	0	0	**599**
New Households – 30% capture	547	89	0	**636**
New Households – 50% capture	636	0	0	**636**
Retail	11,007 sf	0 sf	0 sf	**11,007 sf**
Business Park/Industrial	256,000 sf	210,309 sf	0 sf	**466,309 sf**
New Jobs Created	255	200	0	**456**

ZIONS PUBLIC FINANCE, INC.

IMAGINE OREM

Orem Station Brainstorming Workshop

Welcome! Thank you for coming!

June 22, 2023

OREM STATION AREA

What do you imagine?

Let's create a vision…

…together!

Massive Transportation Investments

Orem benefits from transit and freeway projects

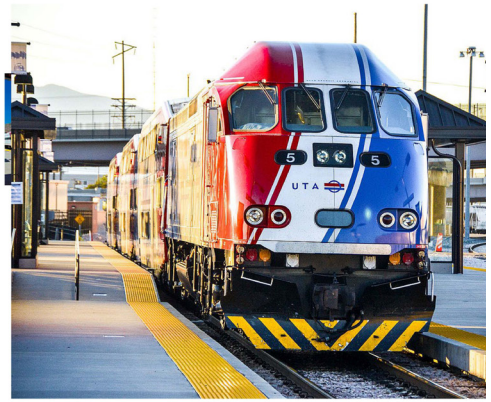
$1.5 Billion

- **$611 Million** = FrontRunner 1.0 | Salt Lake to Pleasant Grove
- **$850 Million** = FrontRunner 1.5 | Salt Lake City to Provo
- **$1 Billion** = FrontRunner 2.0 | doubletracking/electrification for more frequent trains and Sunday service
- **48+ Million** = Ridership last 15 years
- **$1.7 Billion** = recent I-15 expansion in Utah County

Station Area Planning - HB 462 Housing Affordability Amendments

Required Planning

- Cities with **FrontRunner**, TRAX, or Streetcar stations must develop station area plans ½ mile around stations



OREM STATION AREA

Overall Objectives

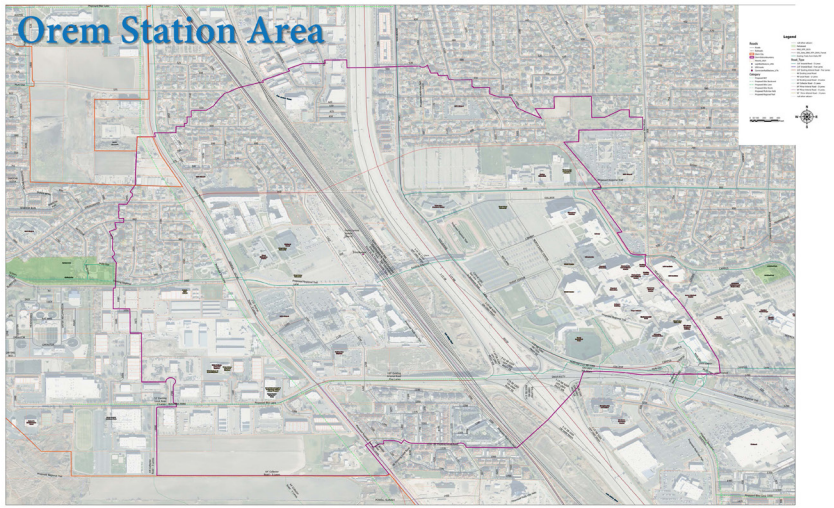
HB 462 Housing Affordability Amendments

- Maximize development potential in appropriate areas
- Cities (and citizens!) determine how best to meet shared objectives

Station Area Planning

Shared Objectives

- Increase the availability and affordability of **housing**
- Promote sustainable **environmental** conditions
- Enhance access to **opportunities**
- Increase **transportation** choices and connections



What do you imagine?

Let's create a vision…

…together!

What is Imagine Orem Station Area?

Your voice, your project, your vision.

(We're all in this together.)

This is a legacy we create for future generations.

(We're going to grow and change. Why not identify and realize our vision?)

OREM STATION AREA

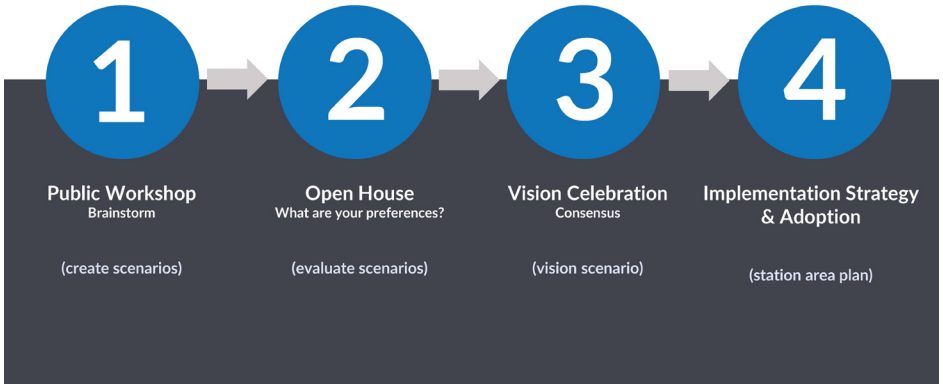
Premise

1. The public has the right to choose its future—public officials help serve that vision.
2. The public will make good choices if presented with real options.

A Public Stakeholder Process

1. Provides research and information to the public
2. Seeks broad public input
3. Build vision directly from public input
4. Uses transparent methods
5. Builds momentum for implementation

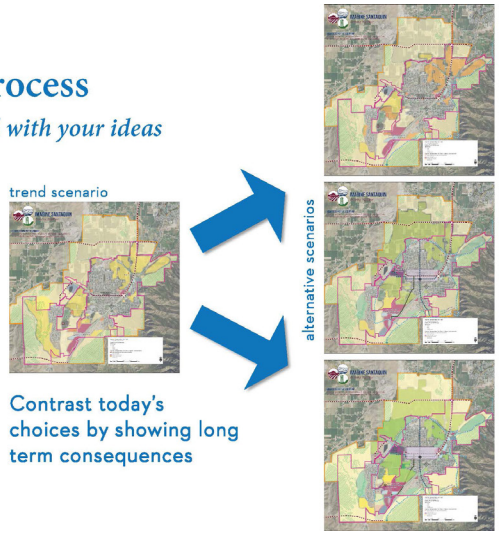
Public Visioning & Station Area Plan Process



A Public Scenarios Process

trend scenario + scenarios created with your ideas

- What could the station area be like for future generations?
- What kind of place should we create together?

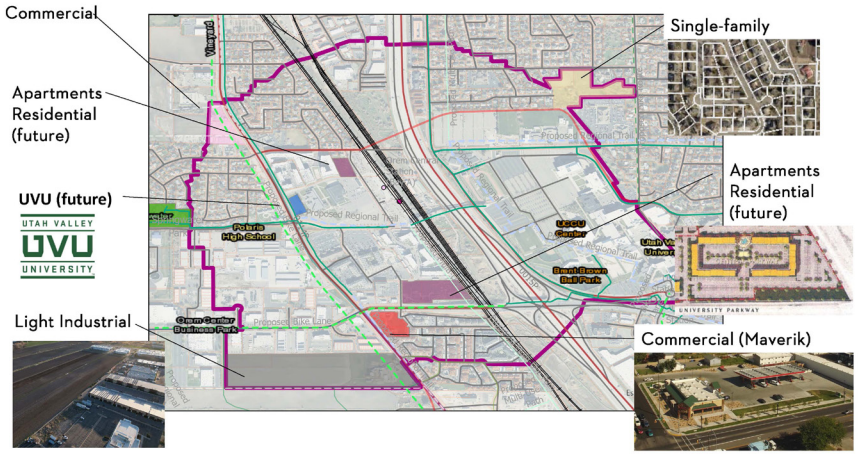


Contrast today's choices by showing long term consequences

What is a Trend Scenario?

- "business as usual"
- Relies on current city zoning, projects in the pipeline, and recent trend activity
- Relies on existing plans
- Basically, where we are headed if we don't want to change course
- 2050 projection

Orem Station Area Plan – Trend Scenario (draft 05.18.2023)



Orem Station Area Plan – Trend Scenario (draft 05.18.2023)

SAP Current Population: 5,105

Expected Additional Population: 1,354

Existing residential units: 1,306

Expected additional units:

38 Single Family, 470 Multifamily

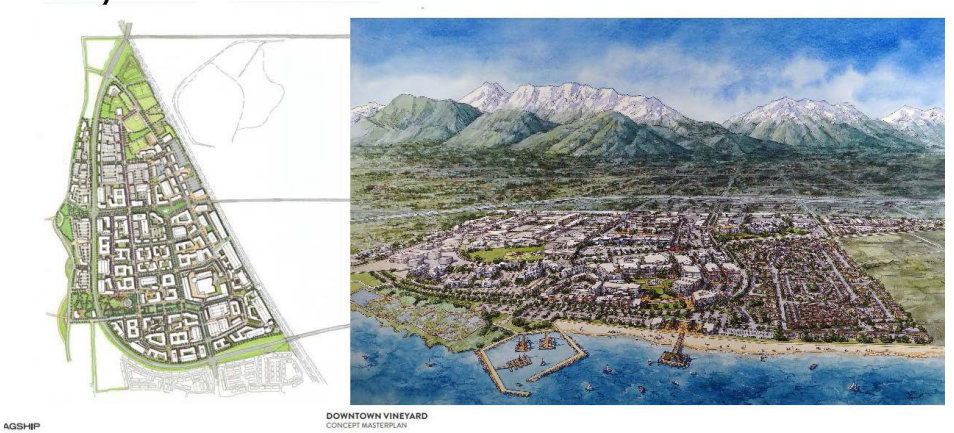
Existing jobs: 1,350

Expected jobs: 462

No public parks, excluding UVU
No destination retail/restaurants
Minimal day-to-day services
Minimal medical facilities

American Fork Station

Vineyard Station

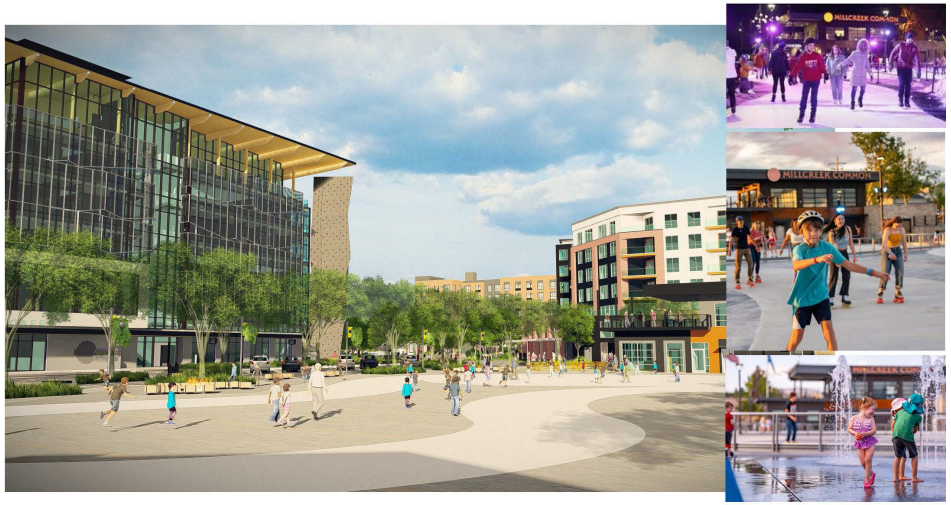


Vineyard Station

ORENCO STATION DEVELOPMENT PLAN

55+ in Farmington

Millcreek Commons



Placemaking = Creating quality places in which people want to live, work, play, and learn.

(And they want to return again and again!)

What kind of place could Orem Station become?

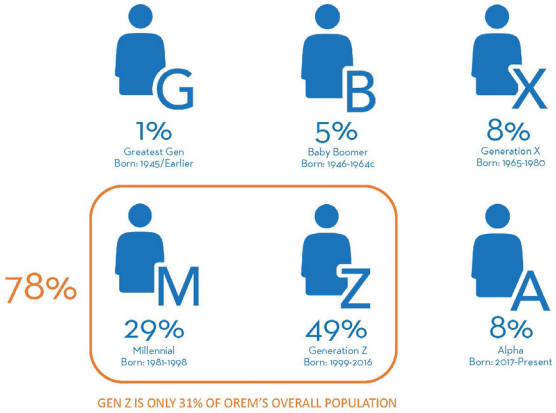
Demographics at Orem Station

Population

OREM CITY | 99,515

Population

OREM CITY | 99,515



GEN Z IS ONLY 31% OF OREM'S OVERALL POPULATION

% Renters

79% | OREM SAP

59% | OREM CITY

% Renters

79% | OREM SAP

59% | OREM CITY

Per Capita Income

$20,886 | OREM SAP

$30,741 | OREM CITY

% Renters

79% | OREM SAP

59% | OREM CITY

Per Capita Income

$20,886 | OREM SAP

$30,741 | OREM CITY

Median Net Worth

$23,886 | OREM SAP

$120,596 | OREM CITY

HIGHER PROPORTION OF RENTERS | LOWER INCOME | LOWER NET WORTH

Walk to Work

4.3% | OREM SAP

2.1% | OREM CITY

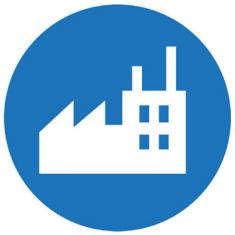
Transit to Work

4.6% | OREM SAP

2.3% | OREM CITY

SAP RESIDENTS WALK OR TAKE PUBLIC TRANSPORTATION TO WORK AT TWICE THE RATE OF OREM RESIDENTS OVERALL

Number of Businesses



125 | OREM SAP

3,432 | OREM CITY

Number of Employees

1,350 | OREM SAP

40,499 | OREM CITY

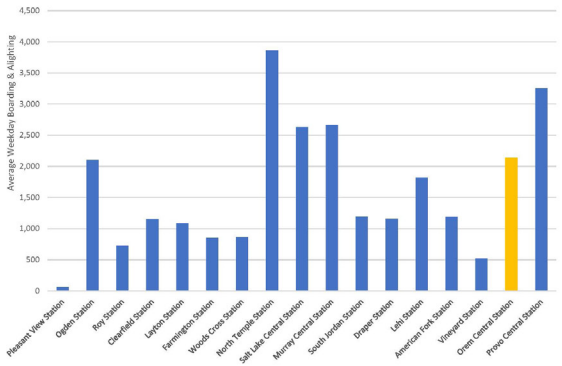
Transportation

Transportation: Major Regional Systems

Regional Transportation Plan (RTP)

- I-15
  - Planned widening
- FrontRunner
  - Double tracking for 15-minute headways
  - Electrification for 7-minute headways
- UVX extension to Vineyard
- Union Pacific
  - Key mover of goods, continues to serve customers along the line
- Statewide Network of Multiuse Trails
  - Planned Lakeview Parkway

Transit Ridership: FrontRunner



FrontRunner Average Weekday Systemwide Boarding & Alighting (2017 - Jan 2023)

- 5th busiest station
- 2nd busiest in Utah County
  - #1 & 2 serve BYU & UVU
  - Served by UVX

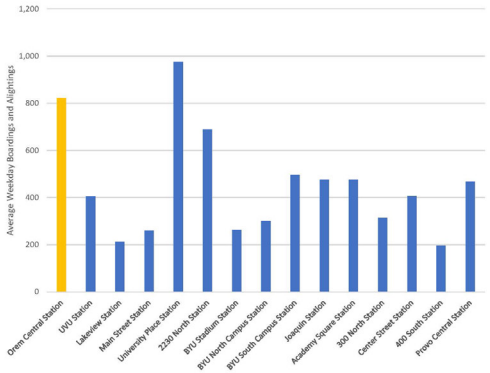
Even if you don't take transit, you benefit...

Transportation: Major (More) Local Systems

Regional Transportation Plan (RTP)

- UVX Bus
  - Planned bridge over I-15 at 800 South (UVX, auto, pedestrian, bike) *possible post 2040, unfunded*
  - New stop at northeast end of UVU *possible post 2040, unfunded*
- Pedestrian Bridge
  - About 1000 crossings per day (FrontRunner commuters, students/staff, adjacent residents)
- University Parkway
  - Planned intersection improvements
- Geneva Road *possible post 2040, unfunded*
  - Planned roadway widening

Transit Ridership: UVX Bus



UVX System Average Weekday Boardings and Alightings (2020-Feb 2023)

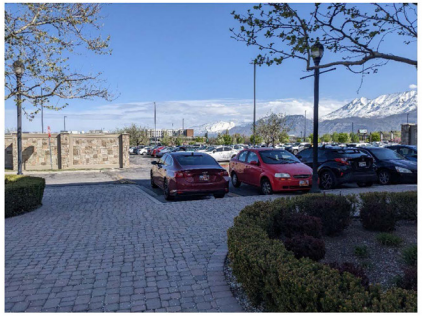
- Second highest boarding/alighting
- May take cars off the road...and off parking lots (up to 14.5 acres)

Transportation: The Station Area Itself

- High level of access to regional/more local transportation networks
- Regional transportation networks limit access to local land
- Parking: shared/stacked parking in the future?
- Limited pedestrian/bike connections within study area and beyond

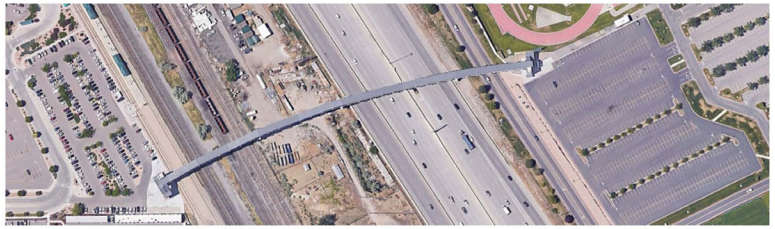
Need: Improved active transportation connections

Example of pleasant pedestrian environment within Wolverine Crossing



Example of lack of pedestrian connection to other developments

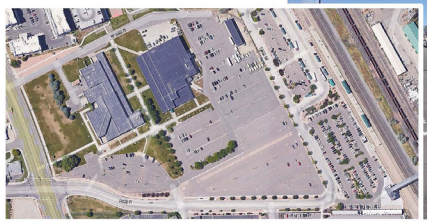
Need: Improved active transportation connections



Pedestrian bridge: entrances parking lots with little accommodation for pedestrians; UVU is planning to construct a pathway on the east side this year

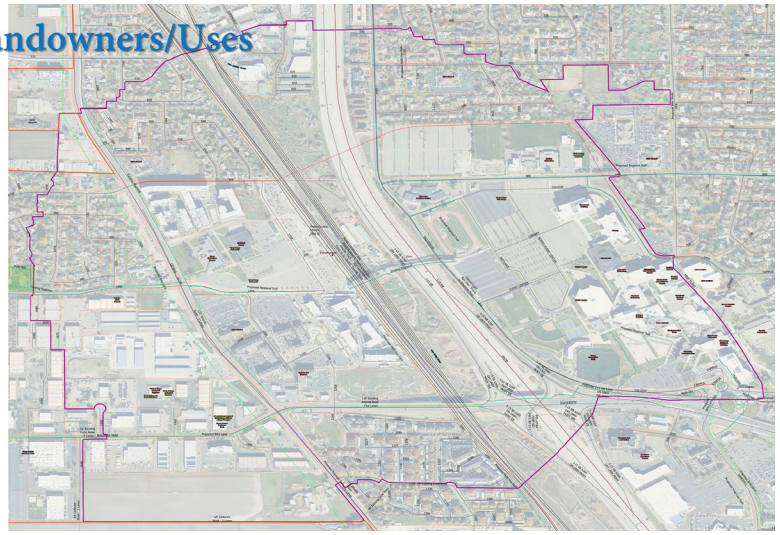
Opportunity: Underused Surface Parking

- UVU parking lot
- Shared/stacked parking
- Add in active transportation routes

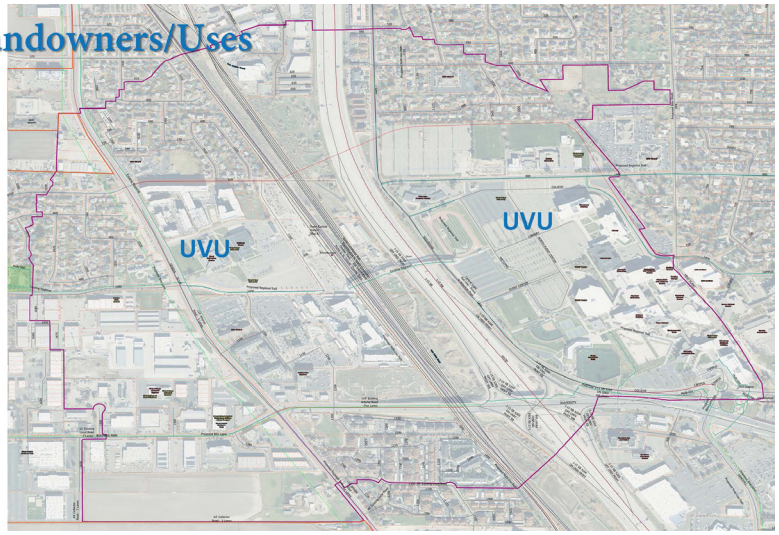


Land Use and Economy

Major Landowners/Uses



Major Landowners/Uses



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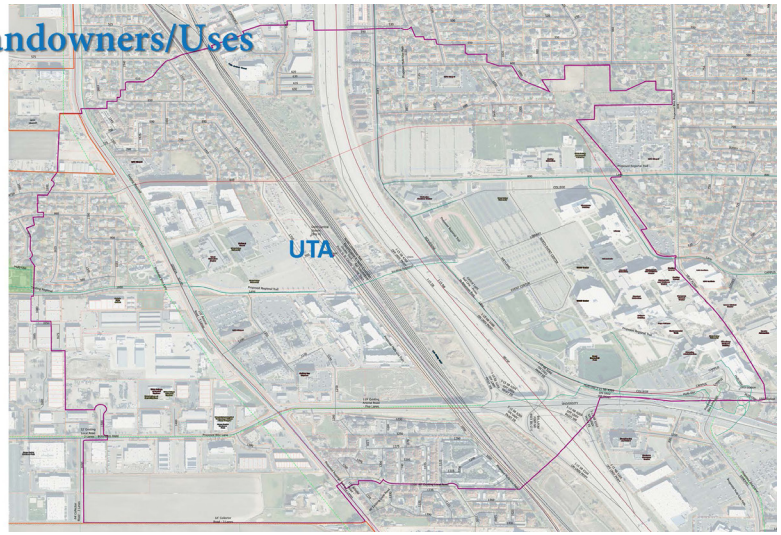

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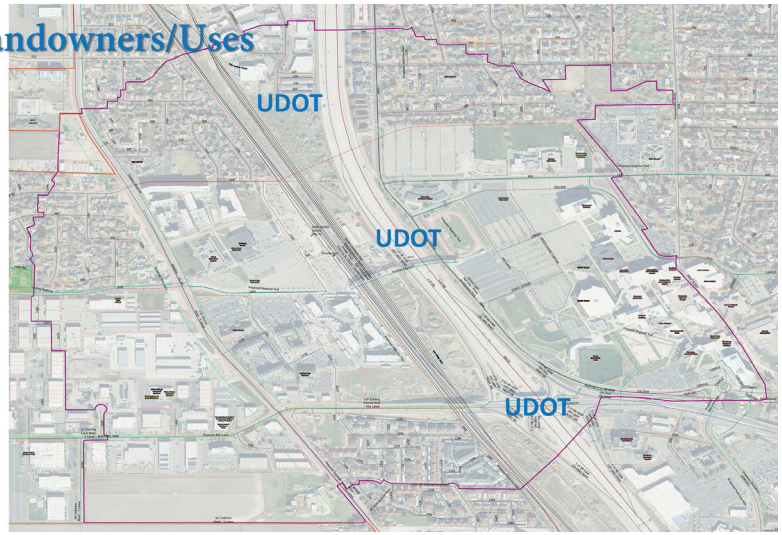
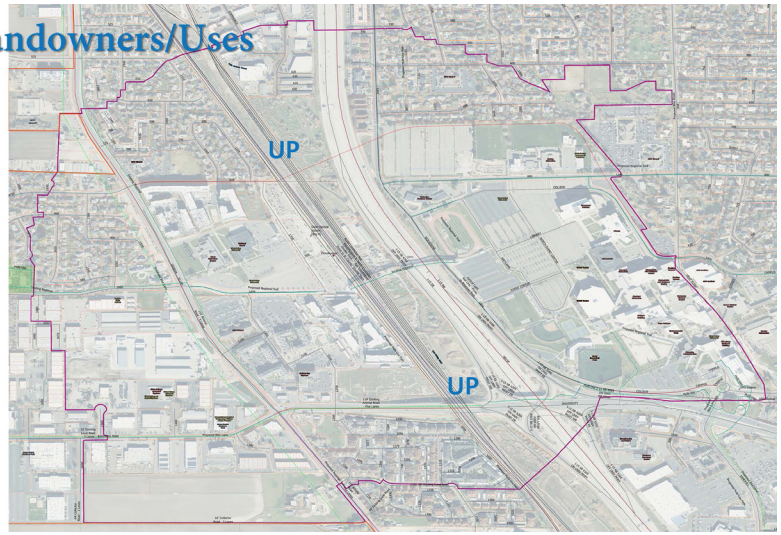


Major Landowners/Uses



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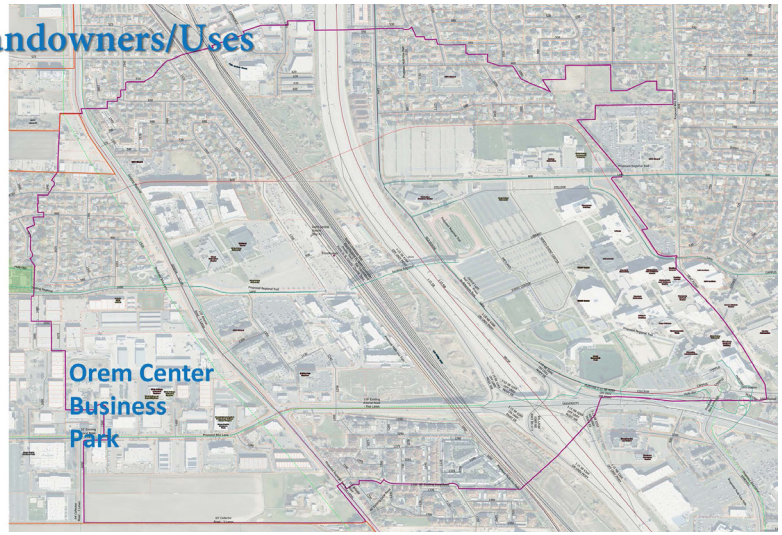
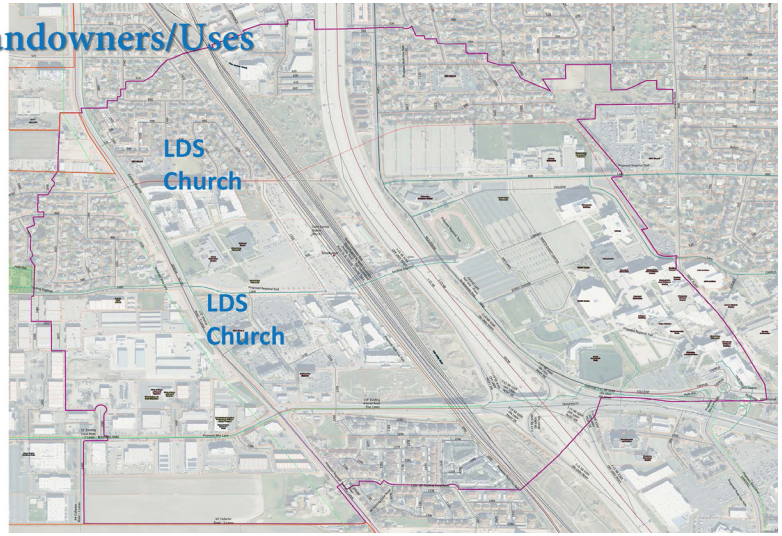
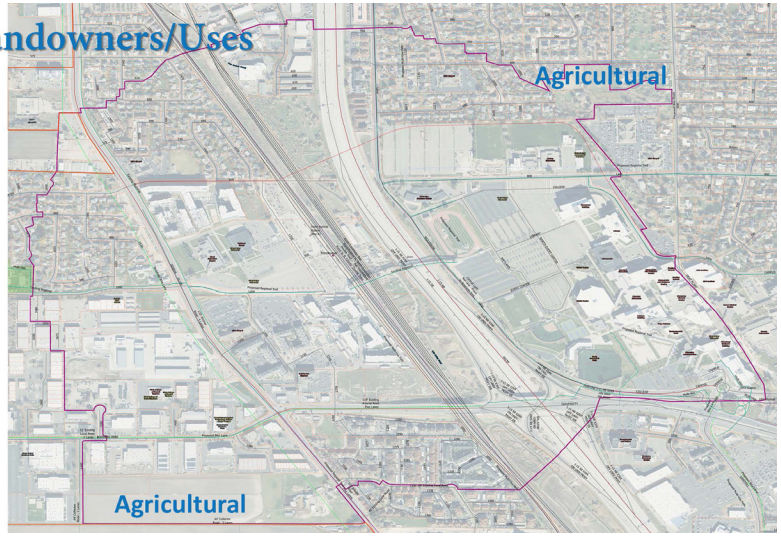


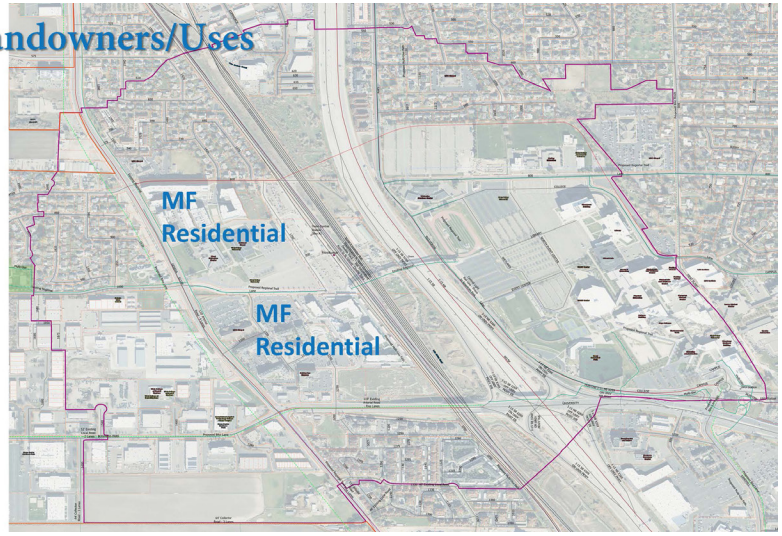
Major Landowners/Uses



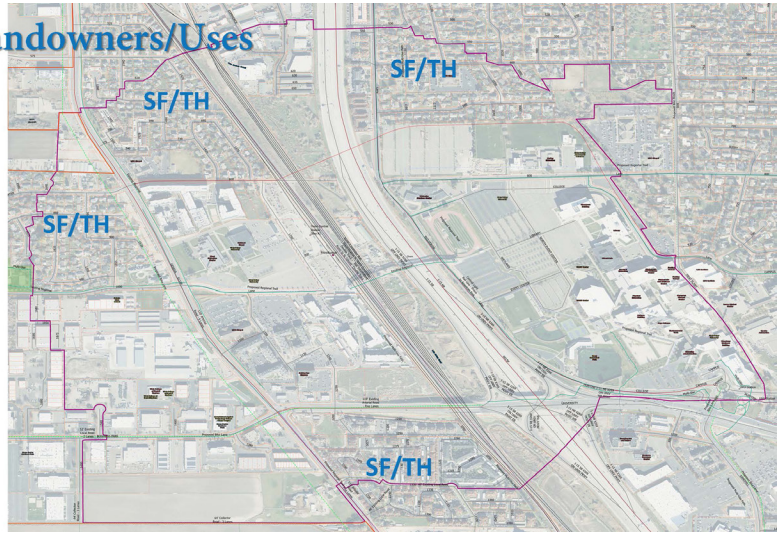
Major Landowners/Uses



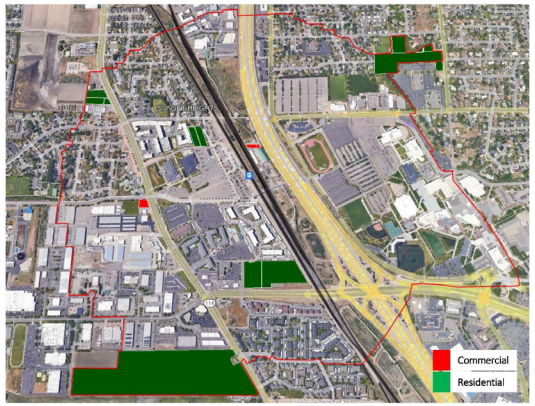
Major Landowners/Uses



Major Landowners/Uses

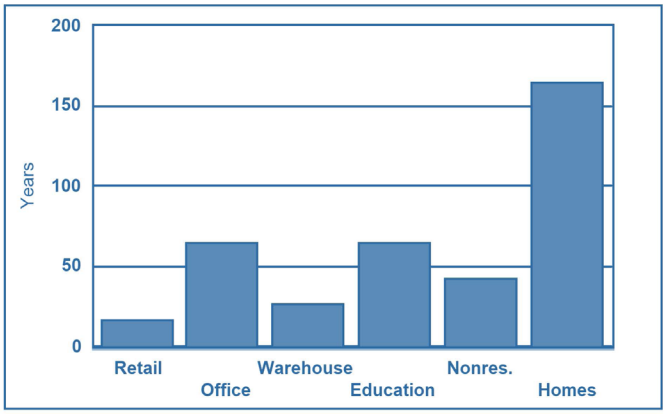


Land Use and Economy: 92% Developed



	Acres
Developed	575.35
Residential Vacant	45.41
Commercial Vacant	0.66
Total	**621.42**

Redevelopment Possibilities

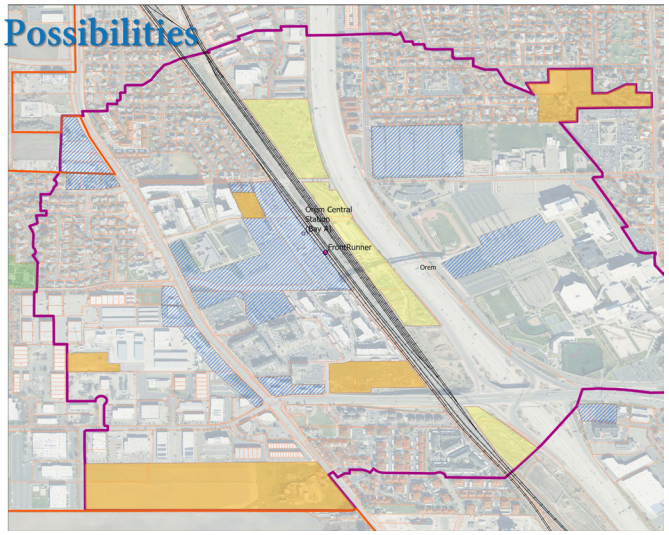


Redevelopment:

Can be more difficult than vacant land, but it's often typical for land uses that turn over frequently

Redevelopment Possibilities

51 acres Likely_to_be_developed
24 acres Possible_Re-Development
60 acres Less_likely_to_be_developed



Redevelopment Possibilities

Parking Lots

- Shared parking
- Placemaking

Development Possibilities

Current Market

- Industrial demand = high
- Office demand = slowed
- Retail demand = dropped
- Housing = very high, but expensive

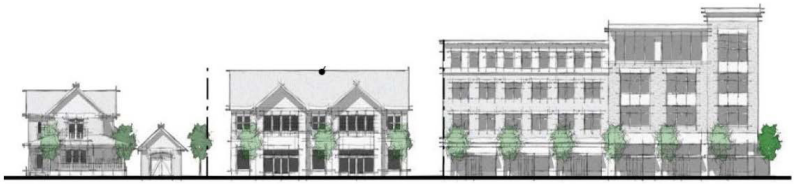
2050?

How do housing needs change over a lifetime?

Where have you lived at various stages of your life?

How about your friends and family? What are their needs?

Transitions Matter



Source: Logan City

Development Possibilities

Possible Today

Stories	Type V – Surface Parked (Typical)
4	Wood Framing
3	Wood Framing
2	Wood Framing
1	Wood Framing

Possible with Incentives

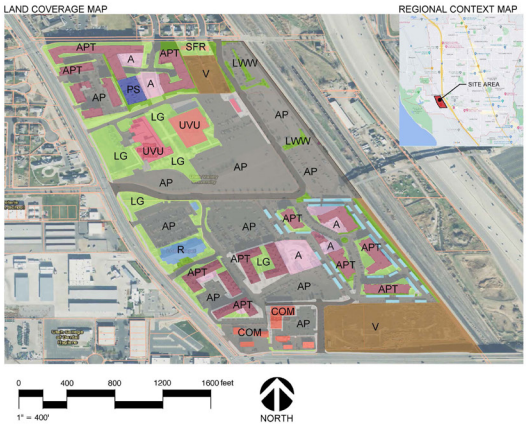
Stories	Type IIIA – Podium
7	Wood Framing
6	Wood Framing
5	Wood Framing
4	Wood Framing
3	Wood Framing
2	Concrete Podium
1	Concrete Podium

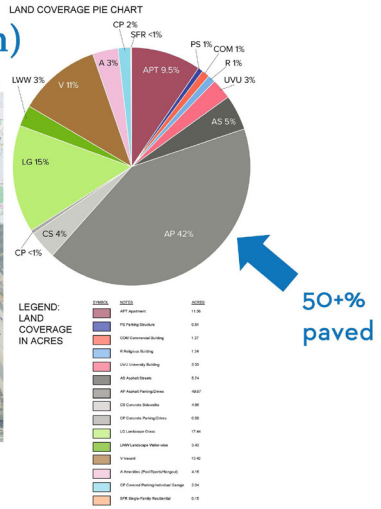
Stories	Type V – Wrap		
4	Wood		Wood
3	Wood	Enclosed Parking	Wood
2	Wood	Structure	Wood
1	Wood	Concrete	Wood

Development Possibilities

- **Key intersections** available for potential **commercial** development
- Orem Center **Business Park** has potential for expansion, allowing for additional office or industrial users
- **UVU** is a regional draw and creates opportunities for **housing and commercial uses** to support area
- Area immediately surrounding **Orem Station** could allow for **redevelopment** to bring additional commercial uses

Land Coverage (Around Station)





50+% paved

(What's best for Orem?)

How important are the following in the Station Area?

- Placemaking – creating outdoor gathering places where people want to be
- Activities/amenities for families
- Activities/amenities for UVU students
- Activities/amenities for commuters
- Reduced surface parking lots
- More surface parking lots
- More parking garages
- Sufficient market rate housing
- Affordable housing
- Trails connecting the station to other parts of UVU, and regional amenities
- Developing a unique gateway/destination place
- Ability to move cars more efficiently
- Safe pedestrian routes
- Safe bike routes
- Passive greenspace (peaceful places for walking, sitting, enjoying nature)
- Active greenspace (places to play)
- Day-to-day needs/services, including retail
- Restaurants and entertainment (i.e. theater)
- More jobs
- Identifiable "brand" for the station area

IMAGINE OREM

Orem Station Brainstorming Workshop

Welcome! Thank you for coming!

June 22, 2023

IMAGINE OREM

October 12, 2023
Welcome!

OREM STATION AREA

Overall Objectives

HB 462 Housing Affordability Amendments

- Maximize development potential in appropriate areas
- Cities (and citizens!) determine how best to meet shared objectives

OREM STATION AREA

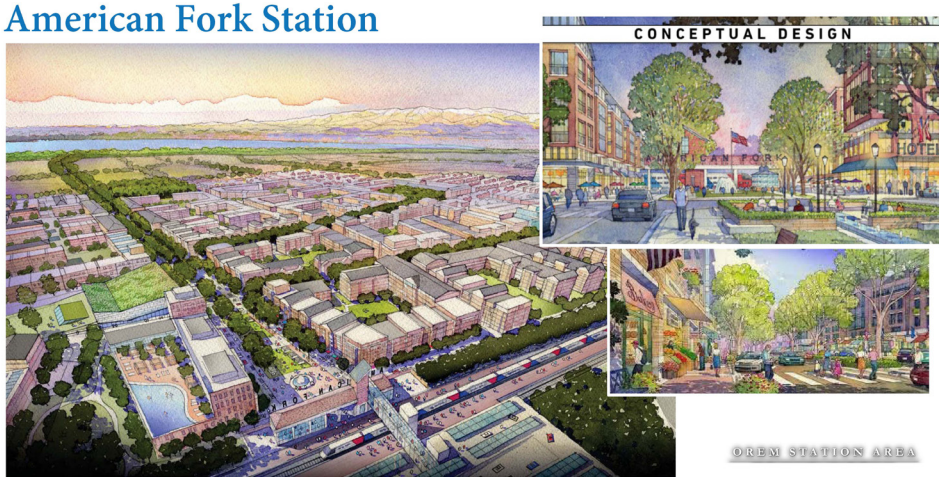
Station Area Planning

Shared Objectives

- Increase the availability and affordability of **housing**
- Promote sustainable **environmental** conditions
- Enhance access to **opportunities**
- Increase **transportation** choices and connections

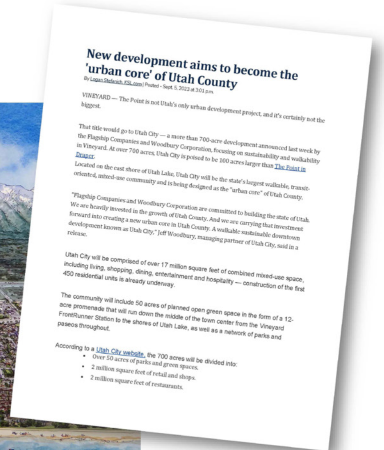
OREM STATION AREA

American Fork Station



OREM STATION AREA

Vineyard Station



New development aims to become the 'urban core' of Utah County

By Logan Stefanich, KSL.com | Posted - Sept. 5, 2023 at 3:01 p.m.

VINEYARD — The Point is not Utah's only urban development project, and it's certainly not the biggest.

That title would go to Utah City — a more than 700-acre development announced last week by the Flagship Companies and Woodbury Corporation, focusing on sustainability and walkability in Vineyard. At over 700 acres, Utah City is poised to be 100 acres larger than The Point in Draper.

Located on the east shore of Utah Lake, Utah City will be the state's largest walkable, transit-oriented, mixed-use community and is being designed as the "urban core" of Utah County.

"Flagship Companies and Woodbury Corporation are committed to building the state of Utah. We are heavily invested in the growth of Utah County. And we are carrying that investment forward into creating a new urban core in Utah County. A walkable sustainable downtown development known as Utah City," Jeff Woodbury, managing partner of Utah City, said in a release.

Utah City will be comprised of over 17 million square feet of combined mixed-use space, including living, shopping, dining, entertainment and hospitality — construction of the first 450 residential units is already underway.

The community will include 50 acres of planned open green space in the form of a 12-acre promenade that will run down the middle of the town center from the Vineyard FrontRunner Station to the shores of Utah Lake, as well as a network of parks and paseos throughout.

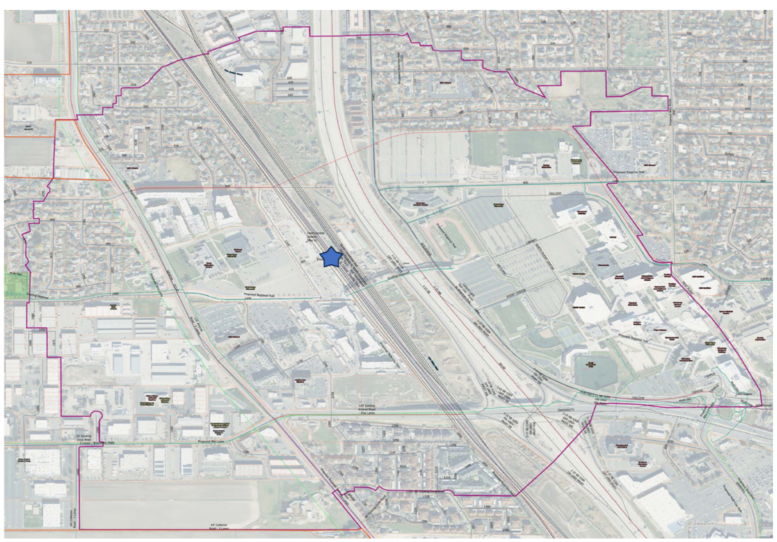
According to a Utah City website, the 700 acres will be divided into:

- Over 50 acres of parks and green spaces.
- 2 million square feet of retail and shops.
- 2 million square feet of restaurants.

OREM STATION AREA

Vineyard Station

Orem Station



Orem Station

Orem Station

Orem Station

What do you imagine?

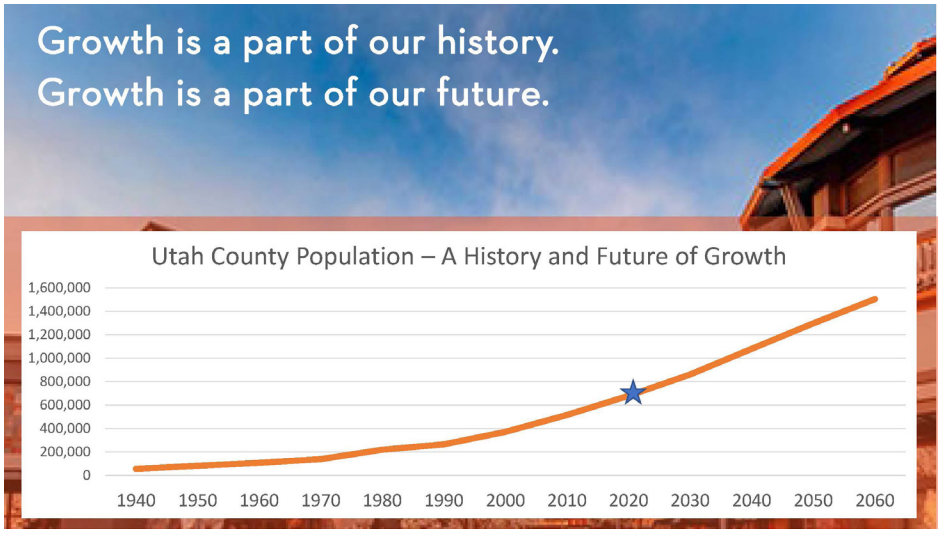
Let's create a vision…

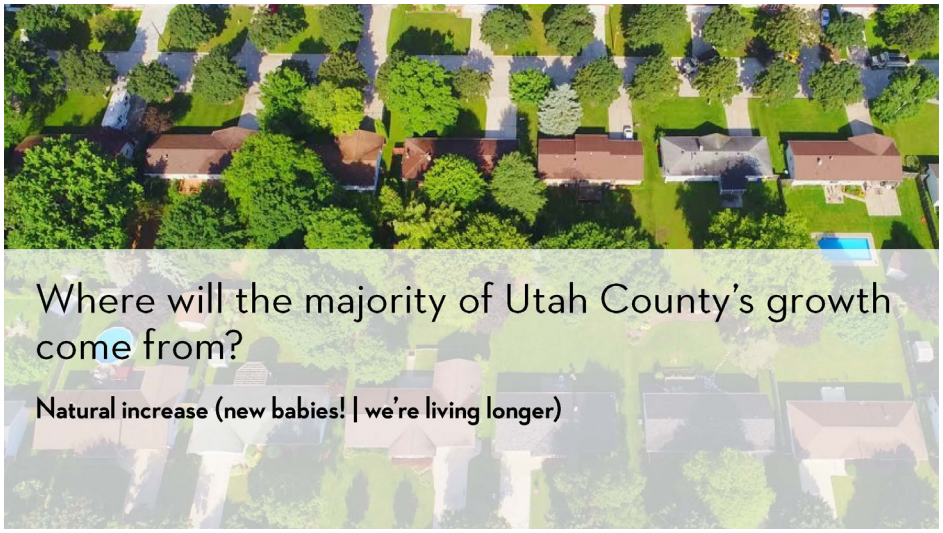
…together!

OREM STATION AREA


How many people are expected to live in Utah by 2060?
• 9.4 million
• 7.2 million
• 3.5 million
• 5.5 million
30+% of statewide growth is expected to happen in Utah County


Utah County is expected to add 674,000 residents between 2020 and 2060.
Our population doubles.
2020: 664,258
2060: 1,338,222


Growth is a part of our history.
Growth is a part of our future.
Utah County Population – A History and Future of Growth
1,600,000
1,400,000
1,200,000
1,000,000
800,000
600,000
400,000
200,000
0
1940 1950 1960 1970 1980 1990 2000 2010 2020 2030 2040 2050 2060

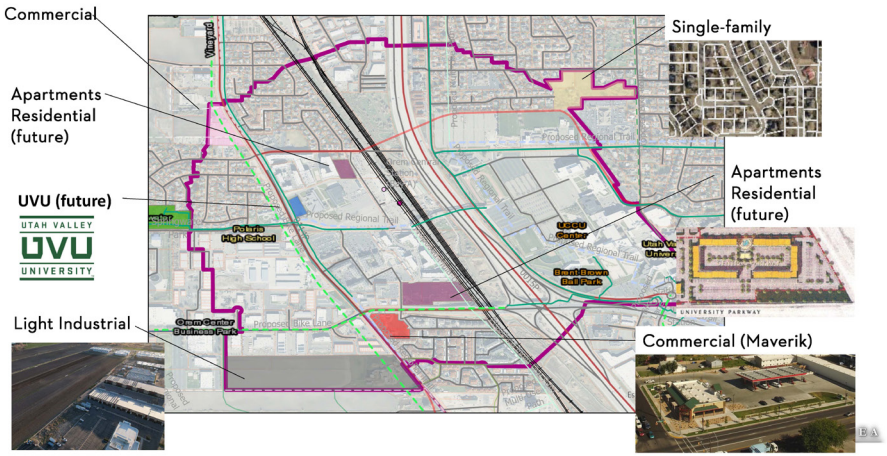

Where will the majority of Utah County's growth come from?
Natural increase (new babies! | we're living longer)

What do you imagine?

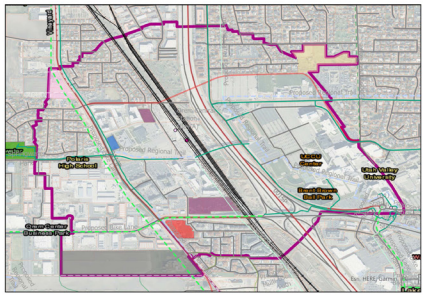
When growth pressure is high, creating great places to live, in the right locations, matters…a lot!

OREM STATION AREA

Baseline Scenario – General Land Use



Baseline Scenario – Probable? No.



- Doesn't account for redevelopment
- Tremendous growth pressure (heart of Utah County)
- Tremendous market pressure (location adjacent to transit and freeway)
- Respect for property rights
- State and regional goals for station areas

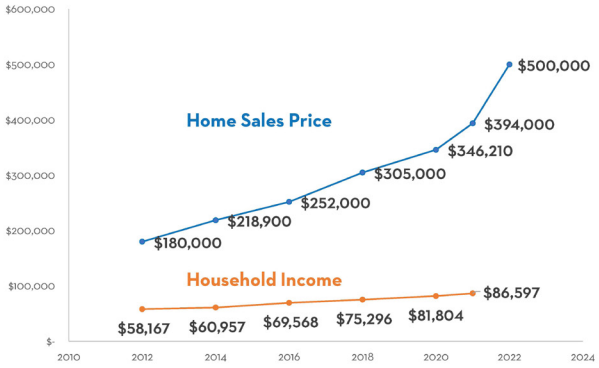
OREM STATION AREA

Housing Shortage

- Housing Shortage Post Great Recession
  - US: 3.8 Million (2019)
  - Utah: 56,230 housing units (2017)
- Progress by 2021!
  - Utah: 28,415 housing units short
  - But…housing permitting/construction is dropping

https://www.fanniemae.com/research-and-insights/perspectives/housing-shortages
Salt Lake Tribune: https://edition.pagesuite.com/popovers/dynamic_article_popover.aspx?artguid=848b0dcf-9ed0-4c9c-8edb-5f249b118811&appcode=SAL693&eguid=744f8378-3cbe-4f68-8a3c-f26de8ffd52b&pnum=8

Utah County:
Median Home Sales Price & Household Income



OREM STATION AREA

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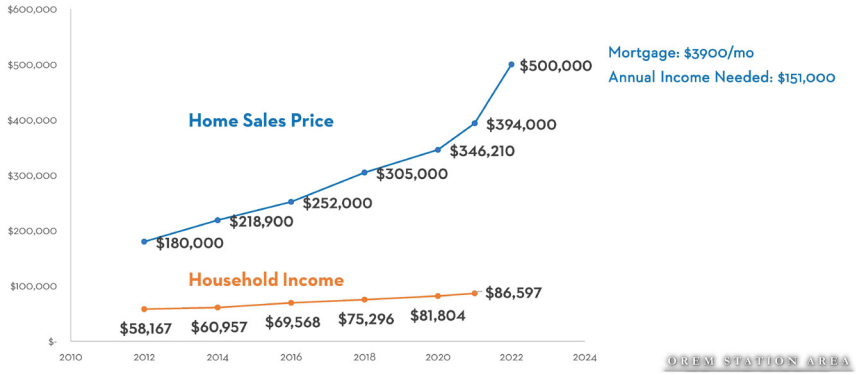

OREM STATION AREA

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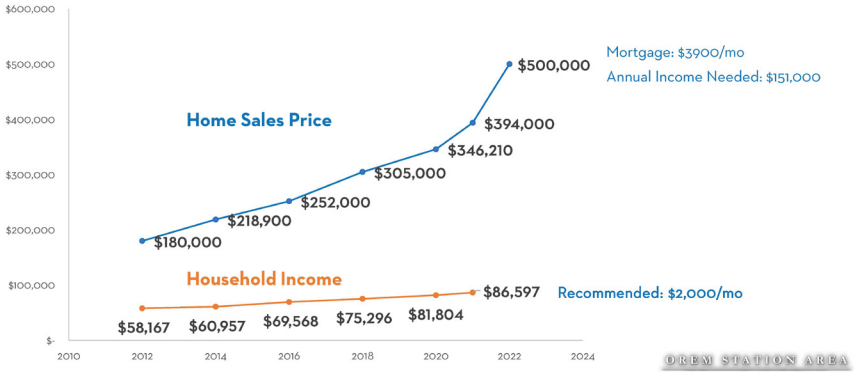

OREM STATION AREA

Utah County:
Median Home Sales Price & Household Income

OREM STATION AREA

What is affordable housing? It depends on what you make…

28% of gross annual household (HH) income

	HH Income	Home Price	Annual Mortgage	Monthly Mortgage
Median income HH	$86,597	$285,595	$24,252	$2,021
Moderate Income HH (80% of AMI)	$69,278	$228,478	$19,397	$1,616
Low Income HH (60% of AMI)	$51,958	$171,357	$14,554	$1,212

Generally referred to as "affordable housing"

Assumptions: down payment 5%, PMI/taxes at national average, 6.9% interest rate, 30-year fixed mortgage, annual maintenance costs not included

What is affordable housing? It depends on what you make…

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Have you seen homes for these prices lately?

Generally referred to as "affordable housing"

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What is affordable housing? It depends on what you make…

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Generally referred to as "affordable housing"

What about renters?

- Average rent: $1,482
- 48% of renters are cost burdened
- 12% of renters can afford to purchase a median priced home in Utah

Assumptions: down payment 5%, PMI/taxes at national average, 6.9% interest rate, 30-year fixed mortgage, annual maintenance costs not included

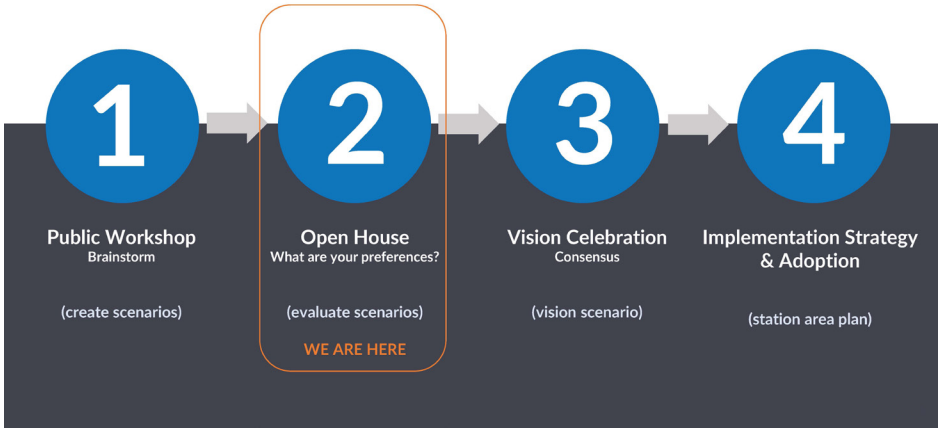
It's a Supply and Demand Thing…

"The only answer to this is more supply." - Governor Cox

A Public Stakeholder Process

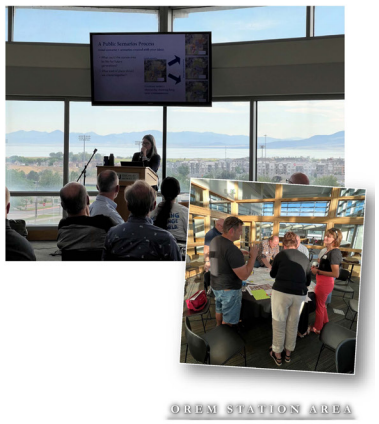
1. Provides research and information to the public
2. Seeks broad public input
3. Build vision directly from public input
4. Uses transparent methods
5. Builds momentum for implementation

Public Visioning & Station Area Plan Process



Engagement and Outreach to Date

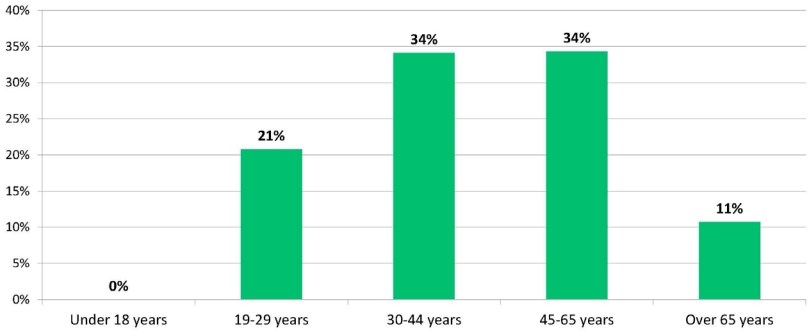
- 1 meeting each with Planning Commission and City Council
- 5 stakeholder meetings
- 1 public workshop
- 548 stakeholder/public survey responses
- 17 stakeholder/workshop maps created
- 150+ workshop participants
- Outreach: postcard, newsletter, social, sandwich boards, email invitations, posters



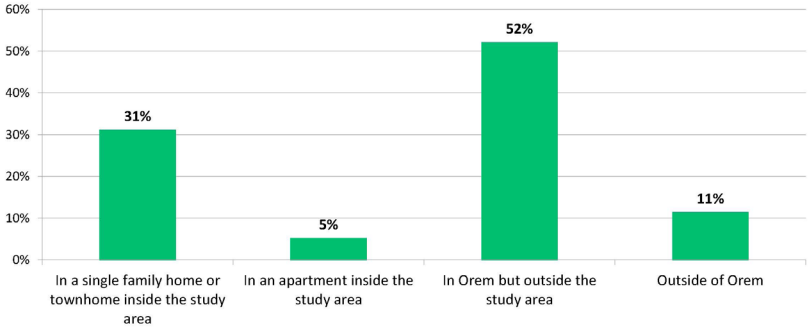
Survey (Real Time and Online)

- 548 responses
- Open June 22-July 13
- Data review:
  - All results
  - By response type
    - Those living in a house or townhouse in the study area
    - Those living in an apartment in the study area
    - Age (19-29, 30-44, 45-65, 65+)

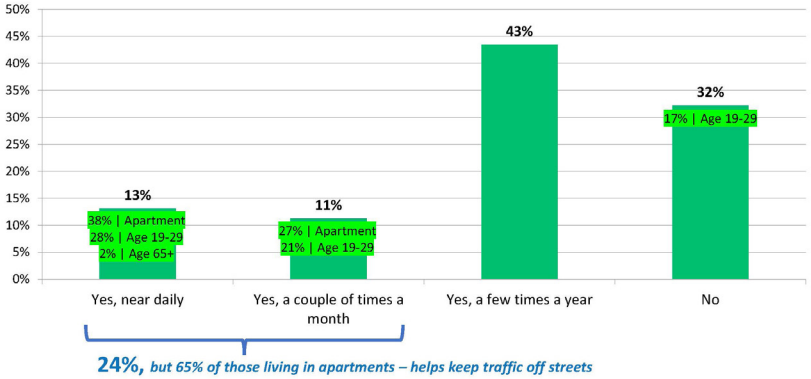
How old are you?



Where do you live?

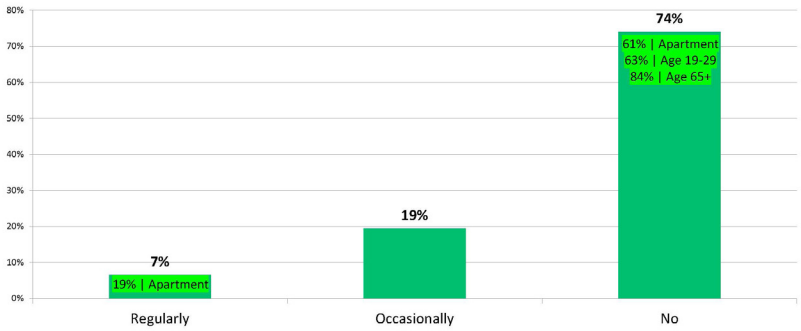


Do you use FrontRunner or UVX?



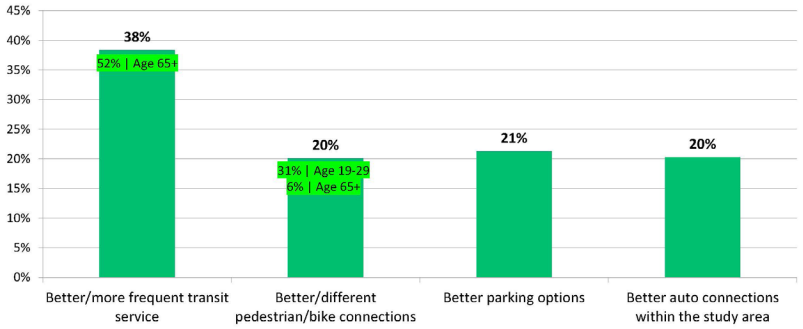
24%, ***but 65% of those living in apartments – helps keep traffic off streets***

Do you use the pedestrian bridge over the train tracks and I-15?



About 1,000 people per day take the pedestrian bridge

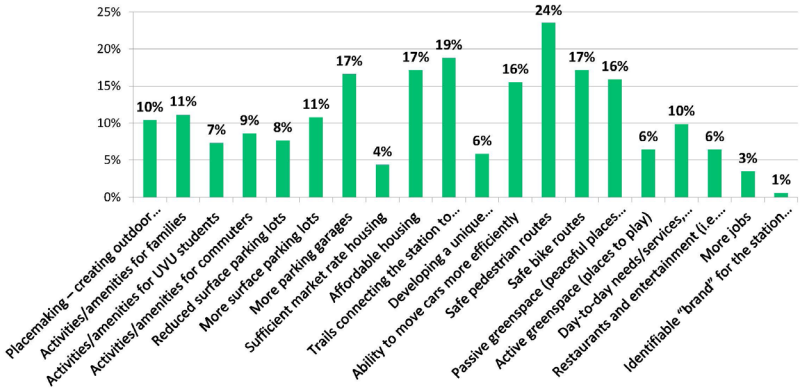
What do you think the top transportation issue is within the station area itself?



Looking out to 2050, what type of place could Orem Station be for the city/region?

1. A mixed-use destination serving Orem residents, students, and commuters.
2. A commuter hub that provides parking and basic services for commuters. *(#1 for those over 45 and living in a home or townhome)*
3. A vibrant center with strong ties to UVU and its students.

Of all the options you just considered, which three are the most important?



Of all the options you just considered, which three are the most important?

ALL

1. **Safe pedestrian routes**
2. **Trails connecting the station to other parts of UVU and regional amenities**
3. **More parking garages**
4. **Safe bike routes**
5. **Ability to move cars more efficiently**
6. **Affordable housing**
7. **Passive greenspace**

Of all the options you just considered, which three are the most important?

ALL

1. **Safe pedestrian routes**
2. **Trails connecting the station to other parts of UVU and regional amenities**
3. **More parking garages**
4. **Safe bike routes**
5. **Ability to move cars more efficiently**
6. **Affordable housing**
7. **Passive greenspace**

TH/HOME

1. Safe pedestrian routes
2. Safe bike routes
3. Passive greenspace (tie with #2)
4. More parking garages
5. Ability to move cars more efficiently (tie with #4)

APARTMENT

1. Affordable housing
2. Trails connecting the station to other parts of UVU and regional amenities (tie with #1)
3. Safe pedestrian routes
4. Passive greenspace
5. Reduced surface parking lots
6. Day-to-day needs/services (tie with #5)

Of all the options you just considered, which three are the most important?

ALL

1. **Safe pedestrian routes**
2. **Trails connecting the station to other parts of UVU and regional amenities**
3. **More parking garages**
4. **Safe bike routes**
5. **Ability to move cars more efficiently**
6. **Affordable housing**
7. **Passive greenspace**

Age 19-29

1. Safe pedestrian routes
2. Affordable housing
3. Trails connecting the station to other parts of UVU and regional amenities (tie with #2)
4. Placemaking
5. Passive greenspace (tie with #4)

Age 30-44

1. Safe pedestrian routes
2. Safe bike routes
3. Trails connecting the station to other parts of UVU and regional amenities
4. Ability to move cars more efficiently
5. More parking garages

Of all the options you just considered, which three are the most important?

ALL

1. **Safe pedestrian routes**
2. **Trails connecting the station to other parts of UVU and regional amenities**
3. **More parking garages**
4. **Safe bike routes**
5. **Ability to move cars more efficiently**
6. **Affordable housing**
7. **Passive greenspace**

Age 45-65

1. Safe pedestrian routes
2. More parking garages (tie with #1)
3. Trails connecting the station to other parts of UVU and regional amenities
4. Passive greenspace (tie with #3)
5. Affordable housing

Age 65+

1. Safe pedestrian routes
2. Ability to move cars more efficiently
3. Passive greenspace (tie with #3)
4. More parking garages
5. Trails connecting the station to other parts of UVU and regional amenities

Maps (Stakeholder Meeting and Public Workshop)

- 17 maps
- Completed June 1 and June 22

Maps: Percent of Households Placed

1. 6+ Story Residential with Internal Parking (16%)
2. 3-5 Story Residential with Internal Parking (15%)
3. 3-5 Story Retail/Office/Residential with Internal Parking (11%)
4. Single Family (6%)
5. 2-3 Story Residential with Internal Parking (8%)
6. 3-5 Story Retail/Residential with Internal Parking (8%)
7. 6+ Story Retail/Office/Residential with Internal Parking (6%)
8. Townhome/Mansion Home (5%)
9. 5-6 Story Retail/Hotel with Internal Parking (not really households) (4%)
10. 4 Story Hotel with Surface Parking (not really households) (4%)

Maps: Percent of Jobs Placed

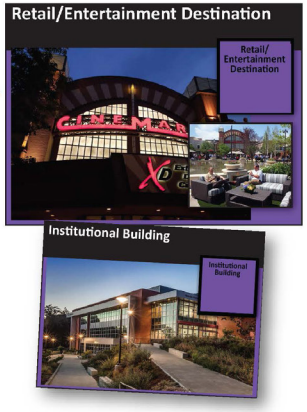
1. 3-5 Story Retail/Office/Residential with Internal Parking (32%)
2. 6+ Story Retail/Office/Residential with Internal Parking (18%)
3. Flex Office/Light Industrial (11%)
4. Retail (7%)
5. Neighborhood Retail (7%)

Maps: Most Acres Allotted

1. Single Family (102 acres)
2. Townhome/Mansion Home (48 acres)
3. 3-5 Story Retail/Office/Residential with Internal Parking (43 acres)
4. Flex Office/Light Industrial (42 acres)
5. 4-5 Story Residential with Internal Parking (37 acres)
6. 6+ Story Residential with Internal Parking (35 acres)
7. 2-3 Story Residential with Internal Parking (31 acres)
8. Retail (29 acres)
9. Neighborhood Retail (22 acres)
10. 6+ Story Retail/Office/Residential with Internal Parking (20 acres)

Destination Spaces/Buildings

1. **Retail/Entertainment District (28 acres)**
2. **Institutional Building (25 acres)**
3. Cultural Destination (7.5 acres)
4. Recreation Destination (4 acres)
5. University Destination (1 acres)

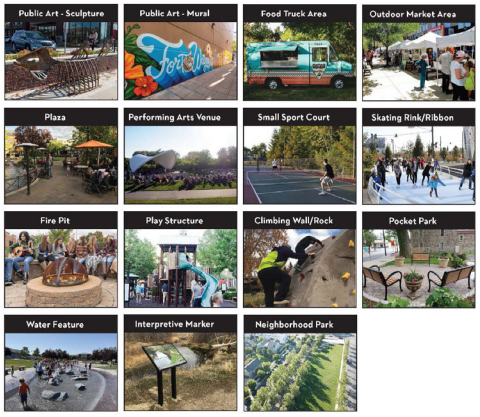


Parking

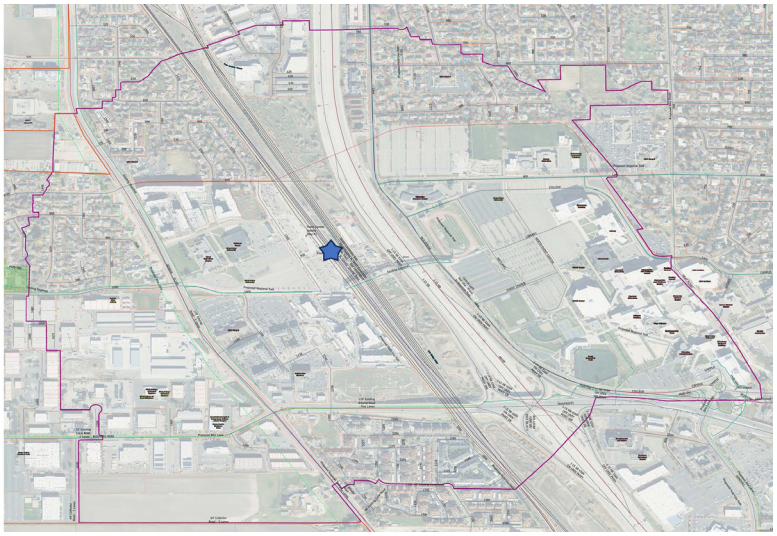
1. **Shared Parking Garage (42 acres)**
2. **Shared Parking Garage with Commercial Wrap (18 acres)**
3. **Surface Parking Lots (12 acres)**

Popular Placemaking

- Park (neighborhood, pocket)
- Plaza
- Skating ribbon/rink
- Green space
- Playground
- Preserved ag/orchards
- Trail to lake



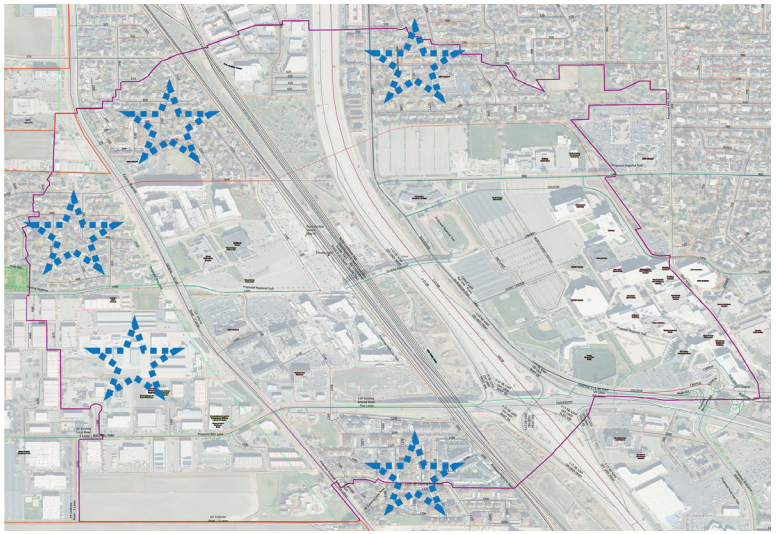
Study Area



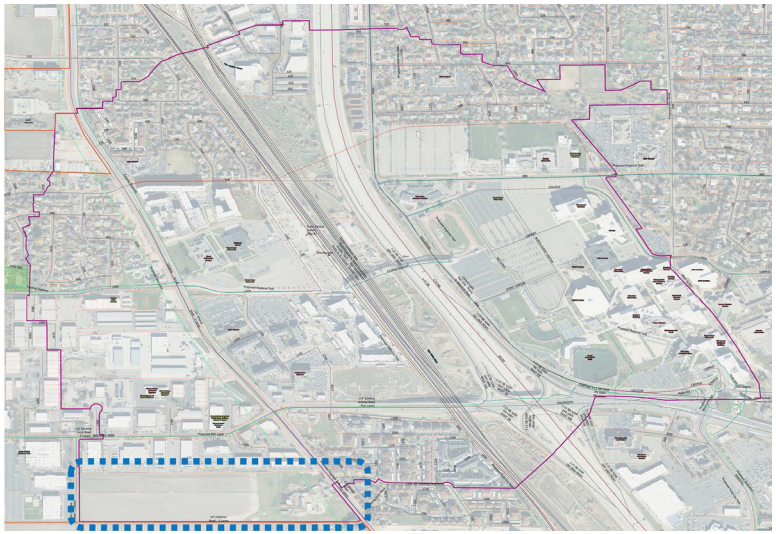
EXISTING

Residential = no change/ little change

Industrial = no change / little change

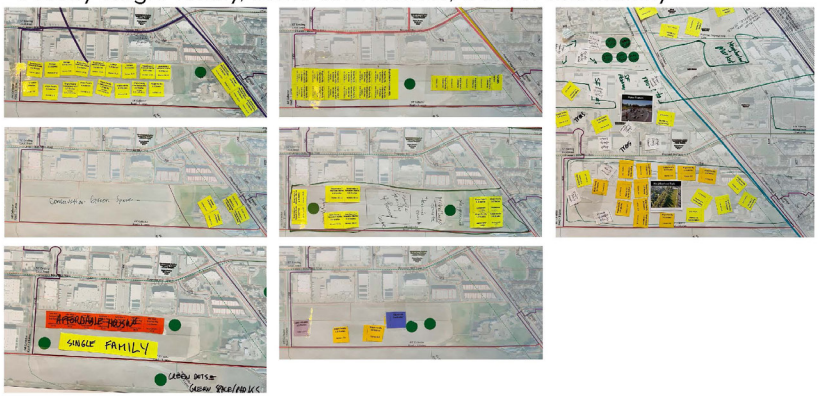


Geneva



Geneva – Housing + Greenspace

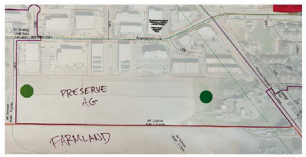
- Mostly single family, some townhomes, a bit of multifamily

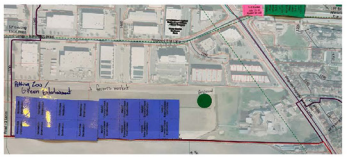


Geneva – Housing + Retail

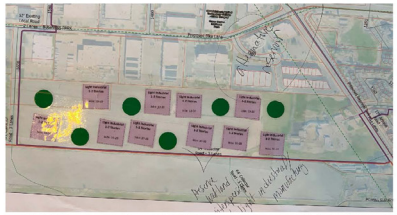
Geneva – Greenspace

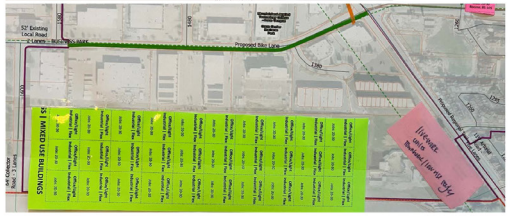
- Farmland, recreation



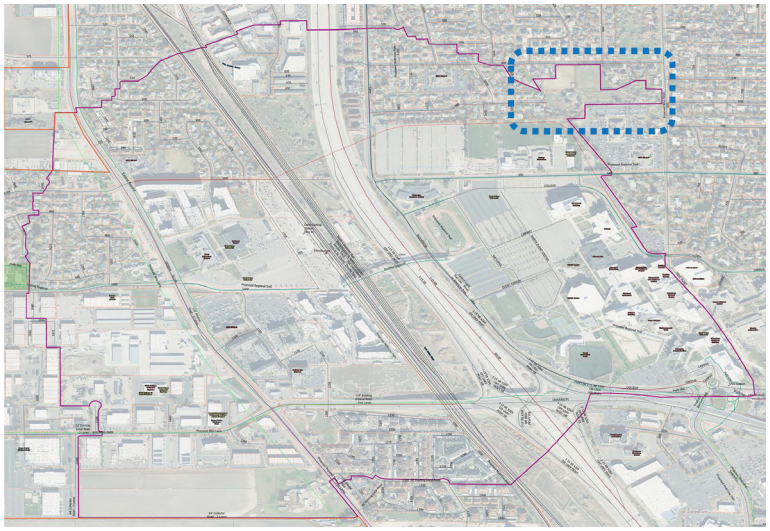


Geneva – Industrial/Office



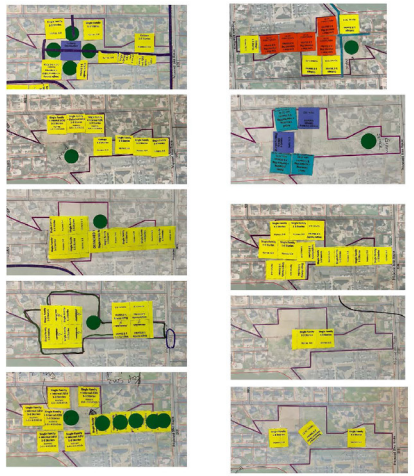


Northeast Corner

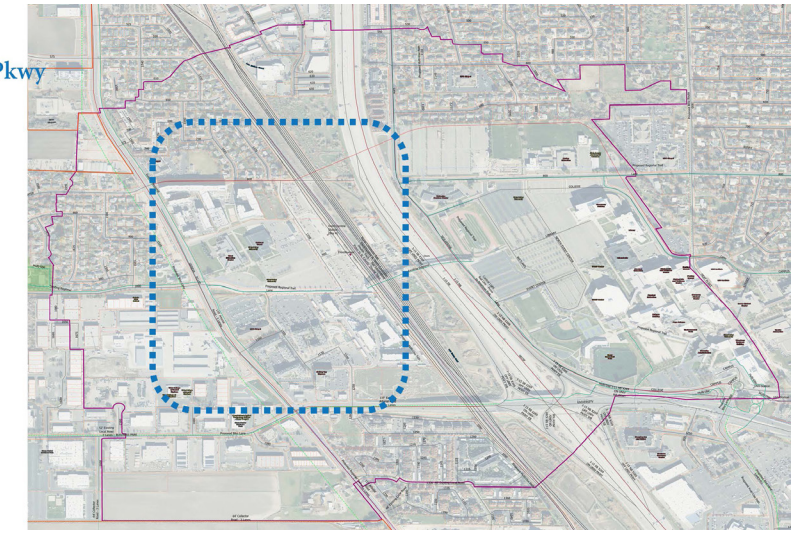


Northeast Corner

- Preservation, single family with greenspace, multifamily with green space, single family

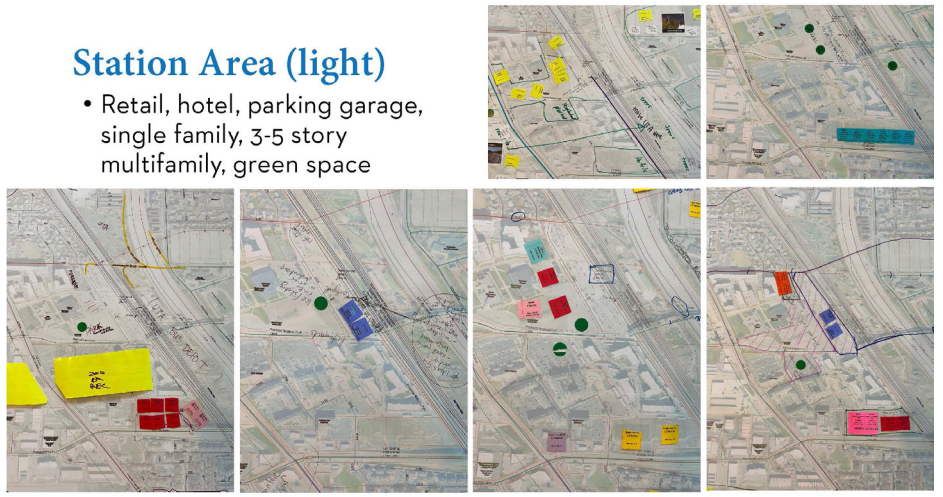


Station &
University Pkwy



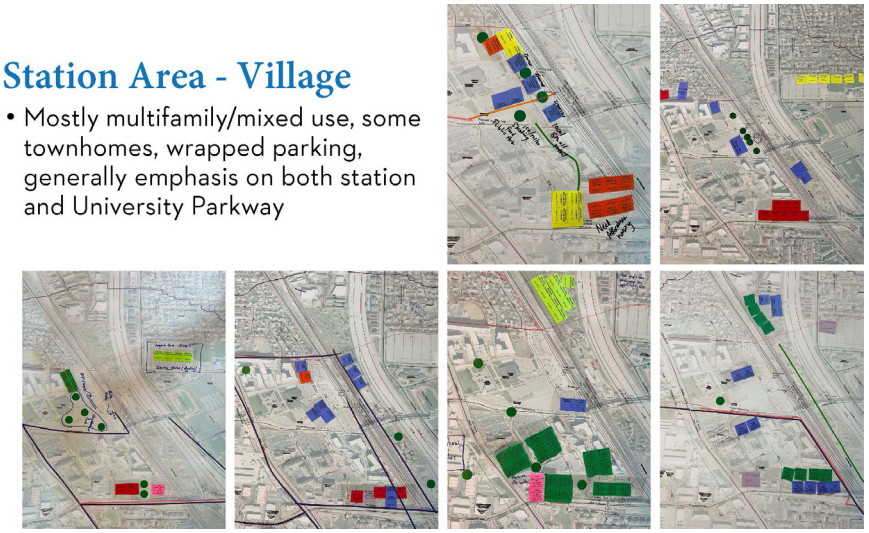
Station Area (light)

- Retail, hotel, parking garage, single family, 3-5 story multifamily, green space

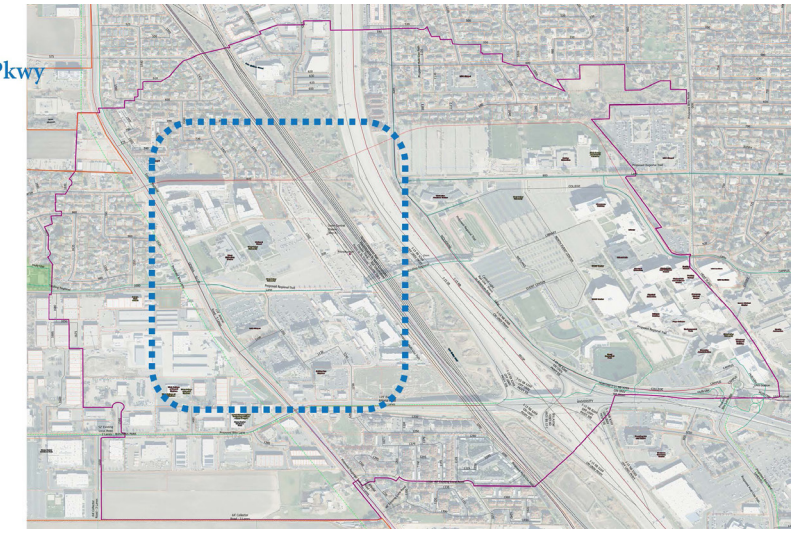


Station Area - Village

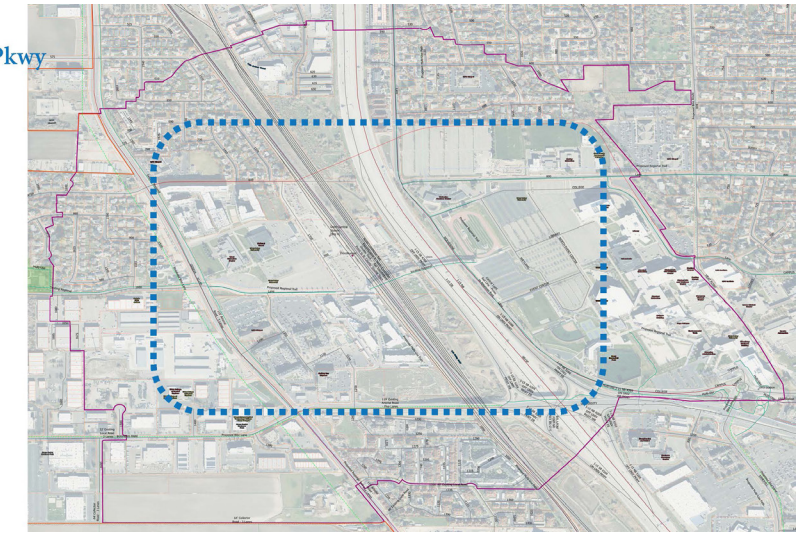
- Mostly multifamily/mixed use, some townhomes, wrapped parking, generally emphasis on both station and University Parkway



Station &
University Pkwy

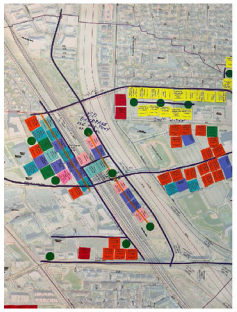
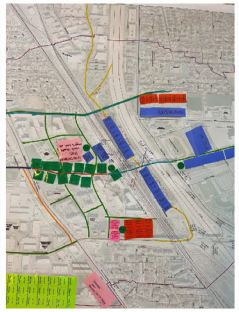
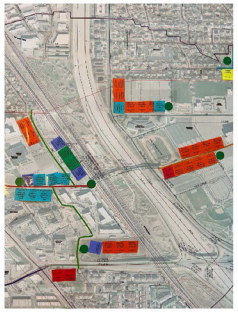


Station &
University Pkwy
+ UVU



Station Area + UVU - Village

- Mixed use, lots of multifamily housing, destination street

Big Ideas (across maps and survey)

- Residential neighborhoods (preserve existing, add new—with greenspace)
- Mixed use villages (FrontRunner station, UVU)
  - Market rate and affordable housing
  - Parking garages (often with a commercial wrap)/reduced surface lots
  - Destination street/buildings (retail, entertainment, institutional, hotel)
  - Placemaking (e.g., ice skating, plaza, dog park)
- Retail (e.g., grocery)
- Green spaces throughout (e.g., orchard, passive space, parks)
- Trails/pathways (connections, pedestrian and bike safety)
- Roads (efficient, safe for multiple transportation modes)

Let's Take a Look at Some Options...

2050 scenarios evaluation

Orem Station Area Scenarios

- Long-term—looking toward 2050
- Explore alternative ways we can shape growth at the station area
- About the same number of new households
- About the same number of parking spaces (replace stalls that are redeveloped, one new space per bedroom)
- Emphasis is how we grow, not on how much we grow

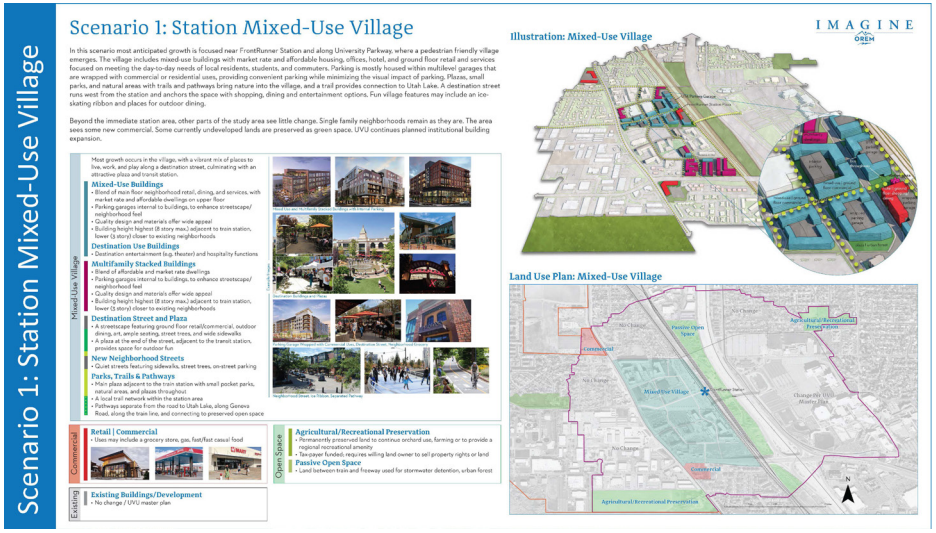
Scenario Shopping

Like Selecting Ingredients to Make a Meal

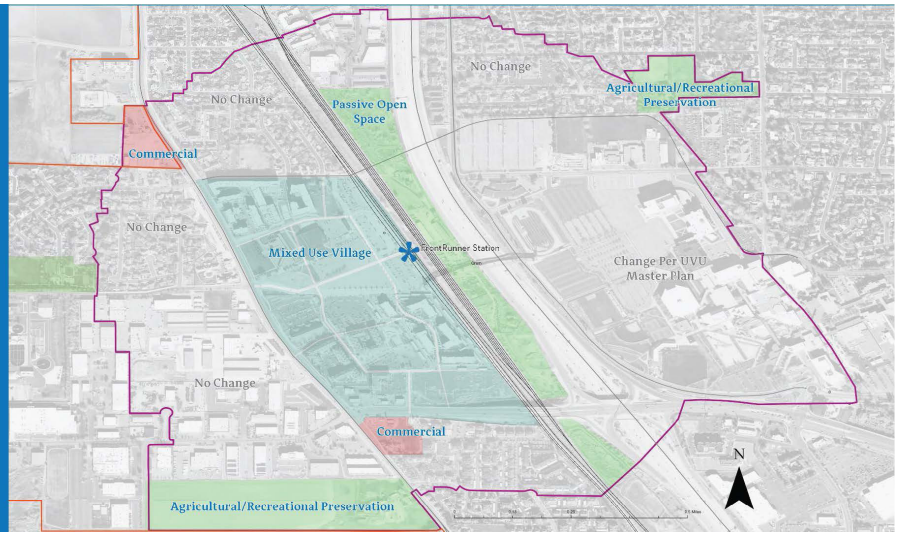
(Not a Prepackaged Dinner)

Orem Station Area Scenarios

1. Station Area Mixed-Use Village
2. UVU Mixed-Use Village
3. Neighborhood Infill

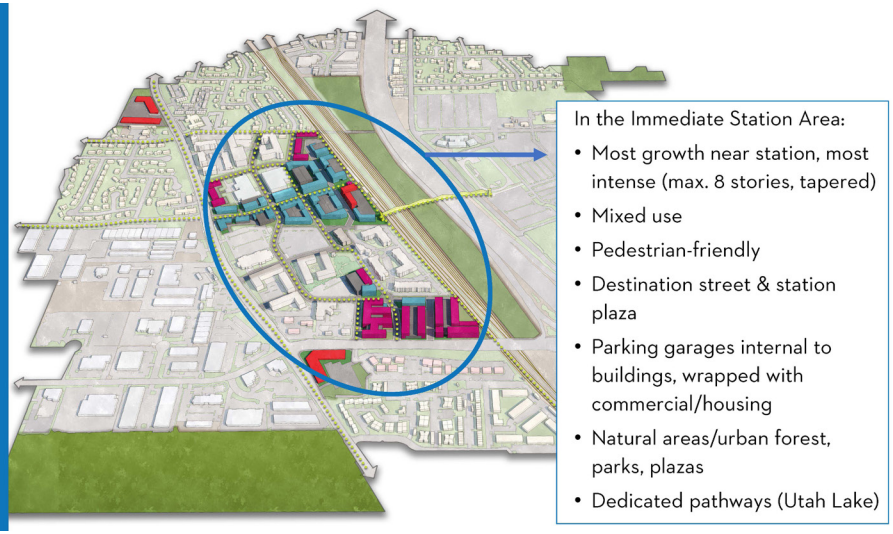


Scenario 1: Station Mixed-Use Village



Scenario 1: Station Mixed-Use Village

Scenario 1: Station Mixed-Use Village



In the Immediate Station Area:

- Most growth near station, most intense (max. 8 stories, tapered)
- Mixed use
- Pedestrian-friendly
- Destination street & station plaza
- Parking garages internal to buildings, wrapped with commercial/housing
- Natural areas/urban forest, parks, plazas
- Dedicated pathways (Utah Lake)

Scenario 1: Station Mixed-Use Village

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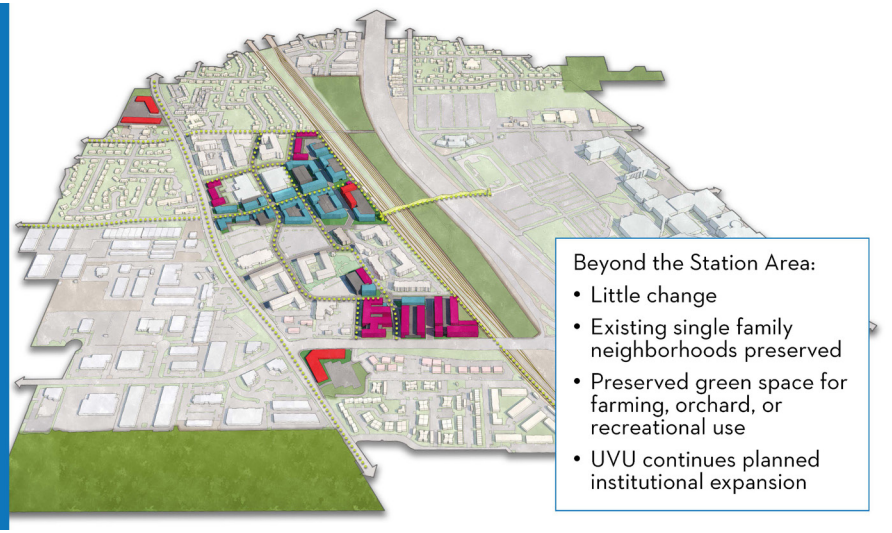
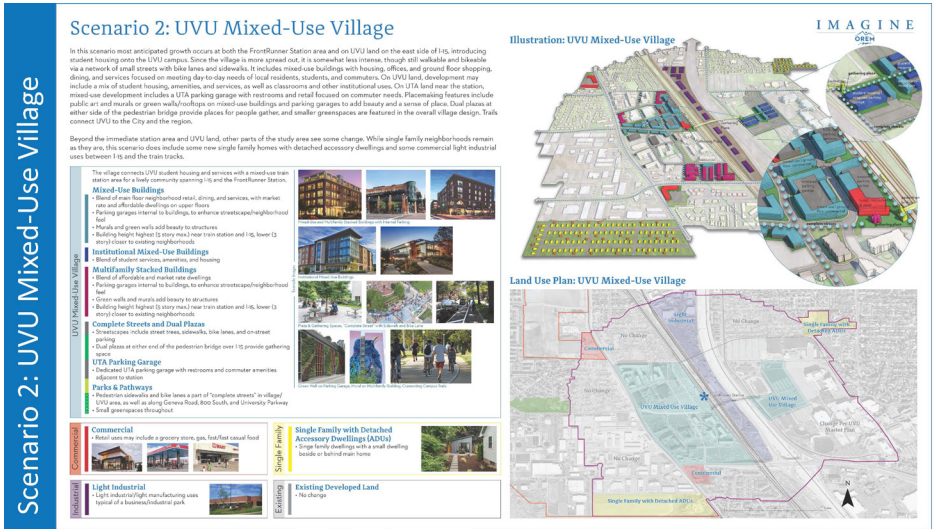


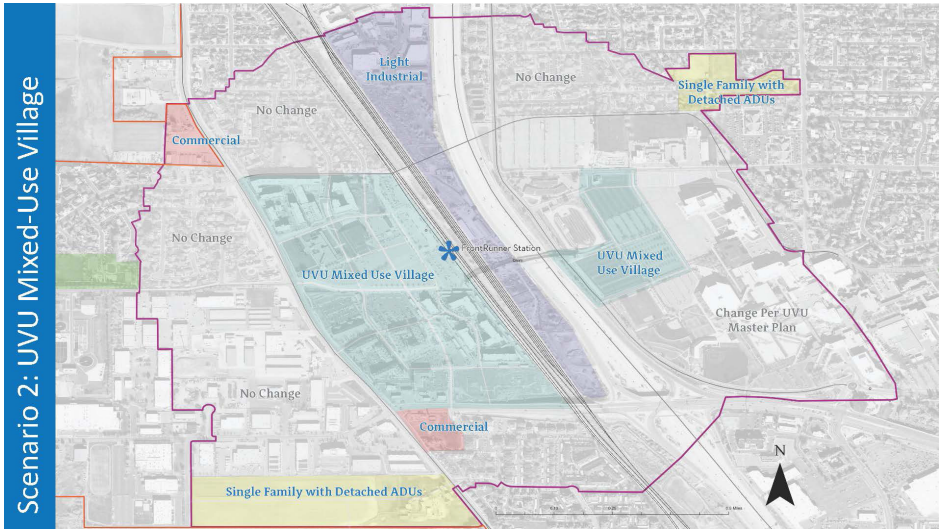
Beyond the Station Area:

- Little change
- Existing single family neighborhoods preserved
- Preserved green space for farming, orchard, or recreational use
- UVU continues planned institutional expansion

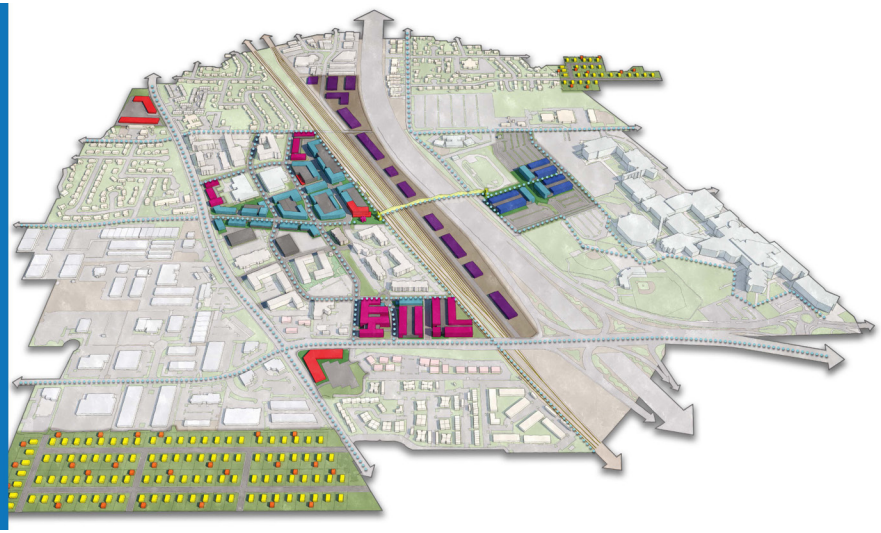
Scenario 2: UVU Mixed-Use Village



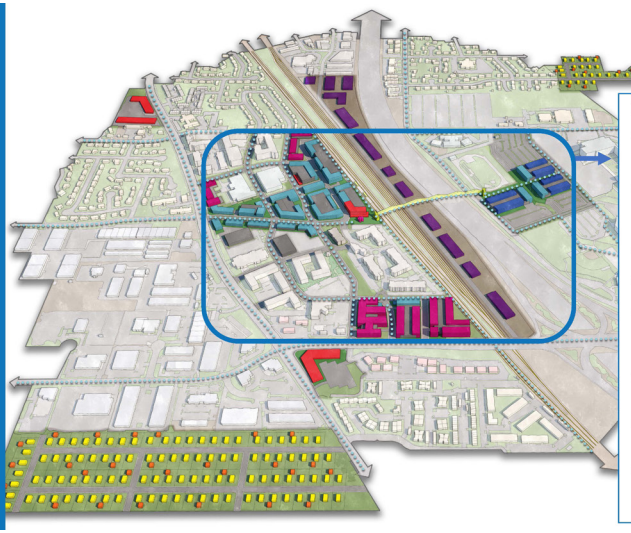
Scenario 2: UVU Mixed-Use Village



Scenario 2: UVU Mixed-Use Village



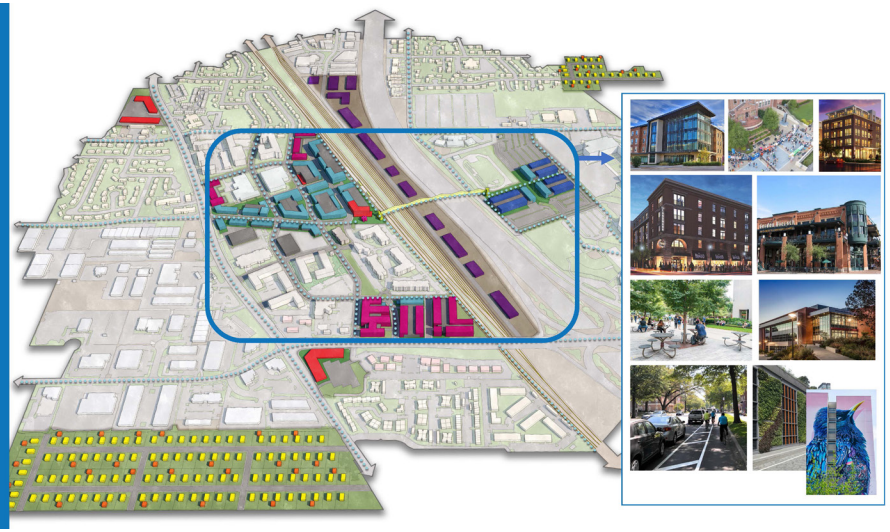
Scenario 2: UVU Mixed-Use Village



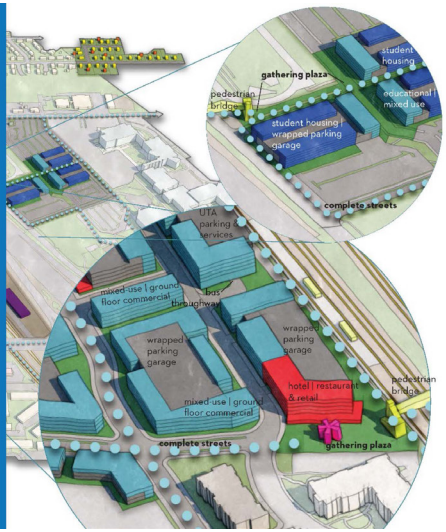
In the Immediate Station Area:

- Most growth focused near station and on UVU land
- More spread out, so somewhat less intense (max. 5 stories)
- Mixed use village
- On-campus student housing
- Parking garages internal to buildings or wrapped with green walls/murals
- UTA parking garage + services
- Dual plazas at either side of pedestrian bridge
- Bike lanes/sidewalks connect UVU & the region

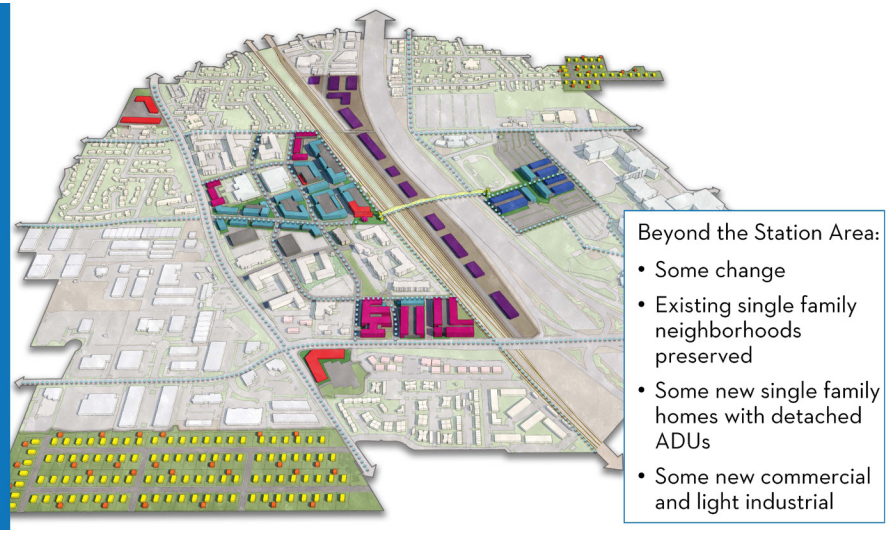
Scenario 2: UVU Mixed-Use Village



Scenario 2: UVU Mixed-Use Village



Scenario 2: UVU Mixed-Use Village

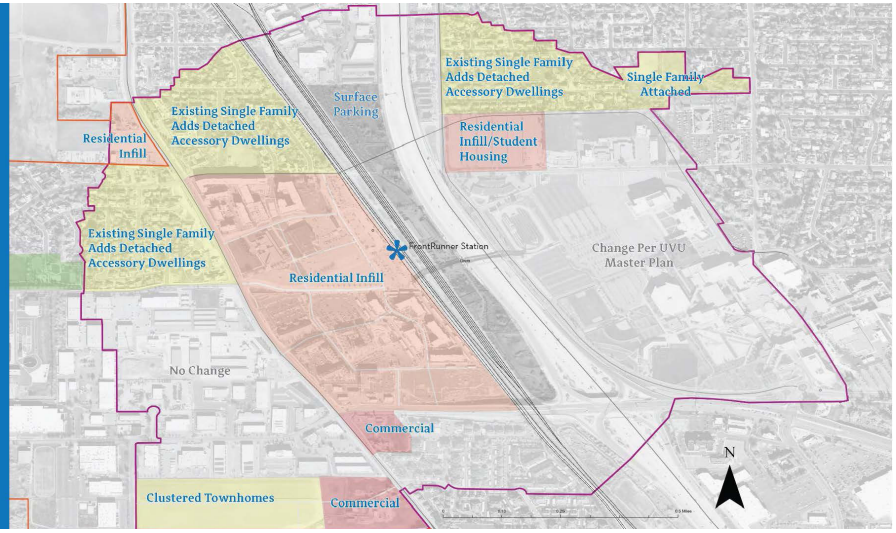


Beyond the Station Area:

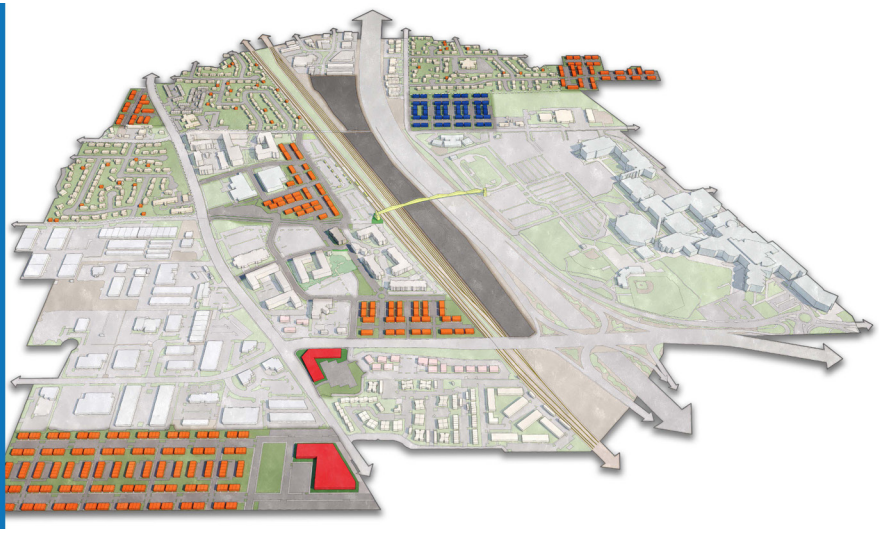
- Some change
- Existing single family neighborhoods preserved
- Some new single family homes with detached ADUs
- Some new commercial and light industrial

Scenario 3: Neighborhood Infill

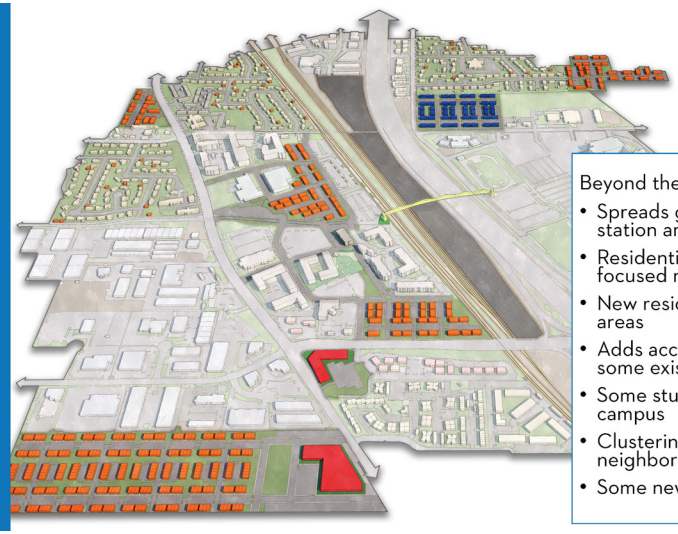
Scenario 3: Neighborhood Infill



Scenario 3: Neighborhood Infill



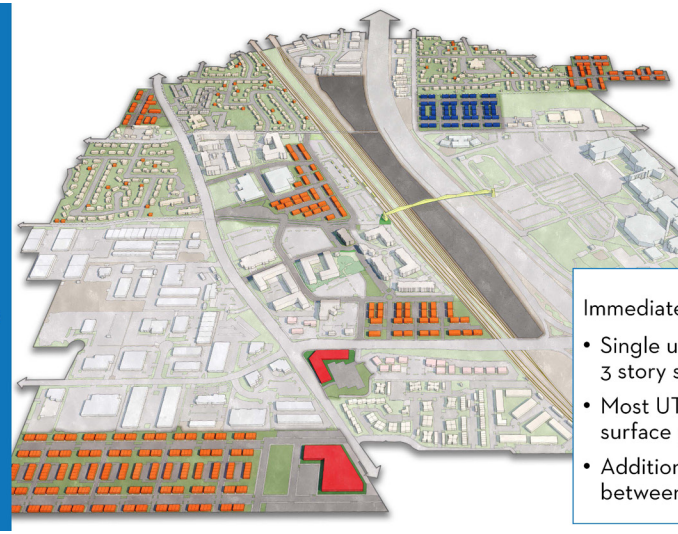
Scenario 3: Neighborhood Infill



Beyond the Station Area:

- Spreads growth out beyond station area
- Residential infill rather than a focused mixed-use village
- New residential on undeveloped areas
- Adds accessory dwelling units to some existing residential lots
- Some student housing on campus
- Clustering yields a neighborhood a park
- Some new commercial

Scenario 3: Neighborhood Infill

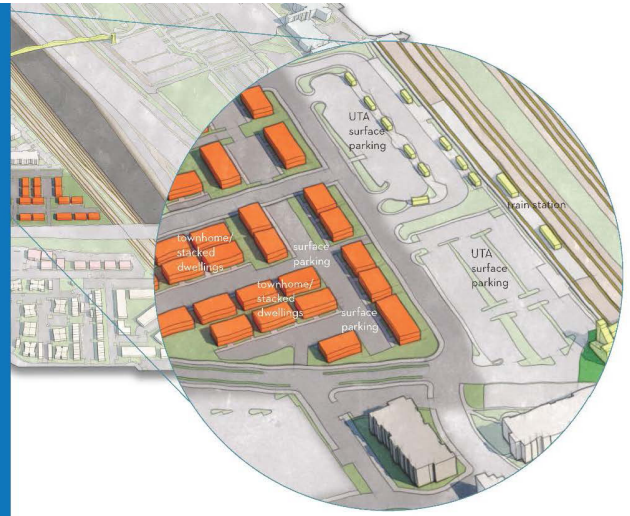


Immediate Station Area:

- Single use: townhomes and 3 story stacked homes
- Most UTA land remains a surface parking lot
- Additional parking provided between train and freeway

Scenario 3: Neighborhood Infill

Scenario 3: Neighborhood Infill



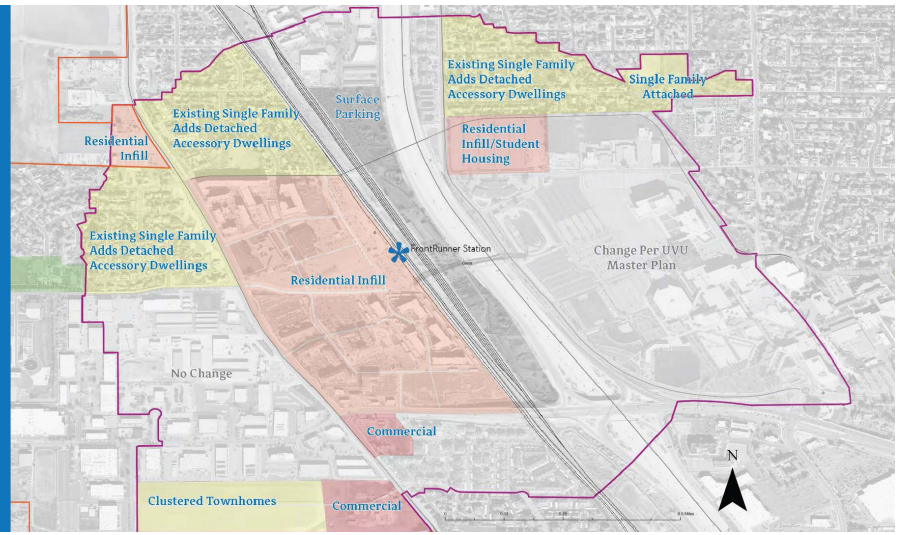
How Do the Scenarios Compare?

2050 scenarios evaluation

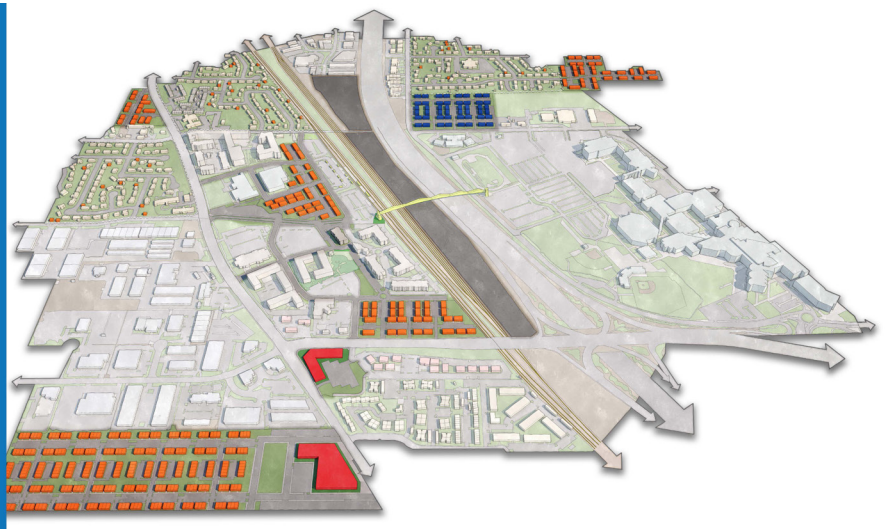
Scenarios Comparison

Local Priorities *(based on survey input)*	Scenario 1: Station Area Mixed-Use Village	Scenario 2: UVU Mixed-Use Village	Scenario 3: Neighborhood Infill
Safe pedestrian routes	New street grid includes sidewalks; existing sidewalks connect to the new network (ADA compliant)	New street grid includes sidewalks; existing sidewalks connect to the new network (ADA compliant)	New streets include sidewalks, but less focus on creating a connected network than other scenarios (when built, ADA compliant)
Trails connecting the station to other parts of UVU and regional amenities	2.9 miles of new dedicated pathways in study area, plus "complete streets" (streets that include bike lanes and sidewalks)	No dedicated pathways, but 4.8 miles of "complete streets" in the study area (streets that include bike lanes and sidewalks)	0 miles of new trails
More parking garages	Emphasis on internal/wrapped parking garages to meet needs	Emphasis on internal/wrapped parking garages to meet needs	Emphasis on surface parking, no new parking garages
Safe bike routes	2.9 miles of new dedicated pathways in study area, plus "complete streets" (streets that include bike lanes and sidewalks)	4.8 miles of "complete streets" in the study area (streets that include bike lanes and sidewalks)	No new bike lanes or pathways
Ability to move cars more efficiently	Improved station area street network with additional station connections at University Parkway and 800 South	Improved station area/UVU street network with additional station connections at University Parkway and 800 South	Minimally connected station area street grid; no new ways to get in and out of the station area
Affordable housing	Efficient use of land enables lower cost housing and use of incentives that require 10% affordable housing and fund parking garages/other amenities (no cost to taxpayer)	Efficient use of land enables lower cost housing; use of incentives may require 5-10% affordable housing and fund parking garages/other amenities (no cost to taxpayer), provides UVU student housing	Inefficient use of land likely makes housing at station cost prohibitive to build or buy; tax payer funding required to replace surface lots (on which new housing is built) with new surface lot; minimal UVU student housing
Passive greenspace	66.5 acres new open space, including preserved acres for farming or recreation (taxpayer funded), passive greenspace between the train and freeway, and urban forest pockets in the station area	2.2 acres new open space, some of which may be passive in use	New 1.3 acre park in the southwest part of the study area, may have passive uses
Placemaking	Large station area plaza, destination street, and smaller plazas/parks provide places for gathering and things to do (e.g. ice skating ribbon, outdoor dining)	Dual plazas at either end of the pedestrian bridge provide space for gathering and a rotating mix of things to; smaller scale mixed-use streets provide outdoor dining	Little focus on placemaking, though a park in the southwest part of the study area could foster some sense of place
Reduced surface parking lots	Surface parking significantly reduced and replaced with a village that includes parking garages	Surface parking significantly reduced and replaced with a village that includes parking garages	Relies on surface parking lots, including constructing a large lot between the train and the freeway (taxpayer funded)
Day-to-day needs/services	100% of new residents within ¼ mile (walking distance) of goods and services	100% of new residents within ¼ mile (walking distance) of goods and services	28% of new residents within ¼ mile (walking distance) of goods and services

Scenario 3: Neighborhood Infill



Scenario 3: Neighborhood Infill



What Do You Think?

2050 scenarios evaluation

Scenario Shopping

Like Selecting Ingredients to Make a Meal

(Not a Prepackaged Dinner)

What Do You Think?

2050 scenarios evaluation

Please take the survey at https://imagineorem.org/front-runner-station-area/

IMAGINE OREM

Thank you for participating!

OREM STATION AREA

IMAGINE OREM

Vision Concept Celebration

February 28, 2024

Welcome! We're glad you're here!

Overall Objectives

HB 462 Housing Affordability Amendments

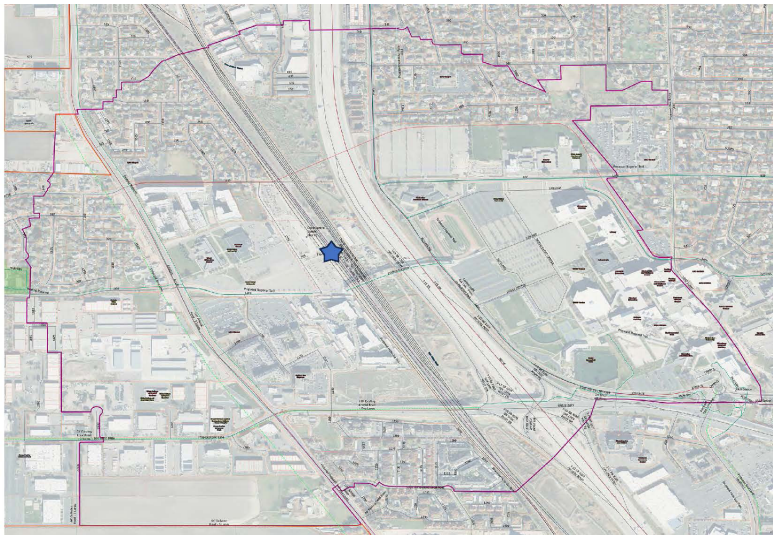
- Maximize development potential in appropriate areas
- Cities (and citizens!) determine how best to meet shared objectives

Station Area Planning

Shared Objectives

- Increase the availability and affordability of **housing**
- Promote sustainable **environmental** conditions
- Enhance access to **opportunities**
- Increase **transportation** choices and connections

Orem Station



Orem Station

Orem Station

Orem Station

What do you imagine?

Let's create a vision…

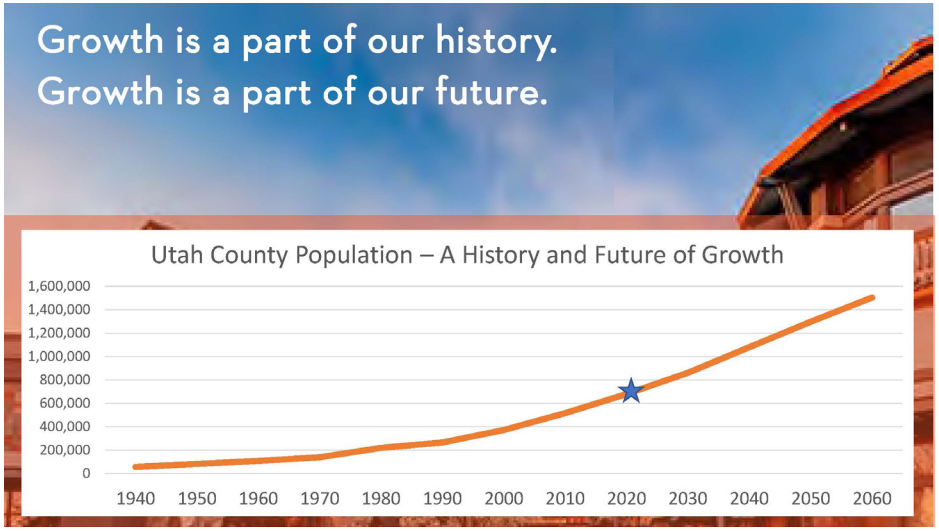
…together!

OREM STATION AREA

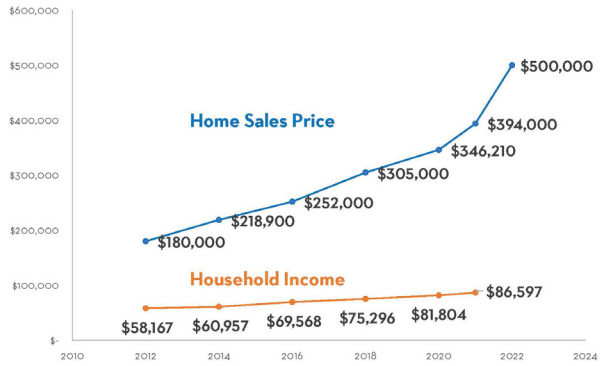

How many people are expected to live in Utah by 2060?
• 9.4 million
• 7.2 million
• 3.5 million
• 5.5 million


How many people are expected to live in Utah by 2060?
• 9.4 million
• 7.2 million
• 3.5 million
• 5.5 million
30+% of statewide growth is expected to happen in Utah County

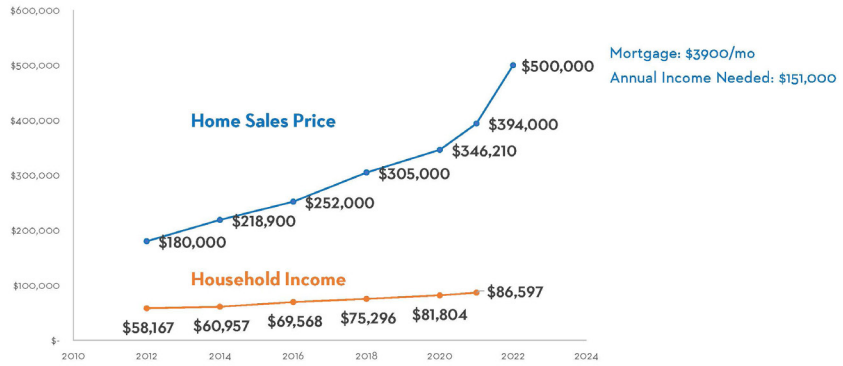

Utah County is expected to add 674,000 residents between 2020 and 2060.
Our population doubles.
2020: 664,258
2060: 1,338,222


Growth is a part of our history.
Growth is a part of our future.
Utah County Population – A History and Future of Growth
1,600,000
1,400,000
1,200,000
1,000,000
800,000
600,000
400,000
200,000
0
1940 1950 1960 1970 1980 1990 2000 2010 2020 2030 2040 2050 2060

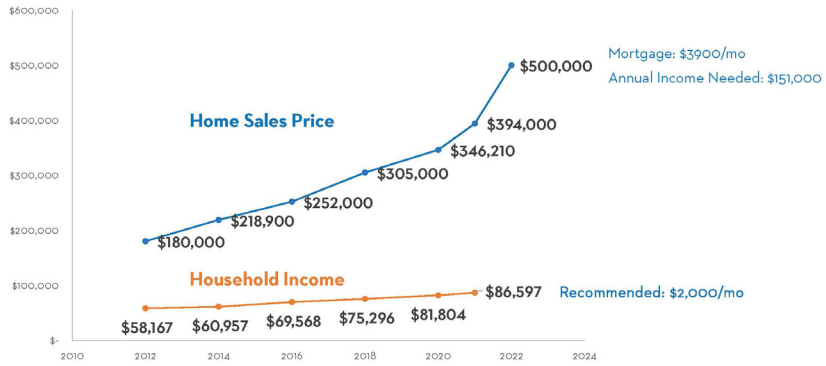
Utah County: Median Home Sales Price & Household Income



Utah County: Median Home Sales Price & Household Income



Utah County:
Median Home Sales Price & Household Income



What is affordable housing? It depends on what you make…
28% of gross annual household (HH) income

	HH Income	Home Price	Annual Mortgage	Monthly Mortgage
Median income HH	$86,597	$285,595	$24,252	$2,021
Moderate Income HH (80% of AMI)	$69,278	$228,478	$19,397	$1,616
Low Income HH (60% of AMI)	$51,958	$171,357	$14,554	$1,212

Generally referred to as "affordable housing"

Assumptions: down payment 5%, PMI/taxes at national average, 6.9% interest rate, 30-year fixed mortgage, annual maintenance costs not included

Utah County:
Median Home Sales Price & Household Income

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Have you seen homes for these prices lately?

Generally referred to as "affordable housing"

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What is affordable housing? It depends on what you make…

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Generally referred to as "affordable housing"

What about renters?

- Average rent: $1,482
- 48% of renters are cost burdened
- 12% of renters can afford to purchase a median priced home in Utah

Assumptions: down payment 5%, PMI/taxes at national average, 6.9% interest rate, 30-year fixed mortgage, annual maintenance costs not included

What do you imagine?

When growth pressure is high, creating great places to live, in the right locations, matters…a lot!

A Public Stakeholder Process

1. Provides research and information to the public
2. Seeks broad public input
3. Build vision directly from public input
4. Uses transparent methods
5. Builds momentum for implementation

Public Visioning & Station Area Plan Process

1. **Public Workshop** — Brainstorm — (create scenarios)
2. **Open House** — What are your preferences? — (evaluate scenarios)
3. **Vision Concept Celebration** — (vision scenario)
4. **Implementation Strategy & Adoption** — (station area plan)

Brainstorming Survey

Tested Values and Preferences

548 Responses

[Real Time & Online]

Analysis: all results | where living | age

Survey Results | Type of Place

Type of Place: Top Ideas

1. A **mixed-use destination** serving Orem **residents**, students, and commuters.
2. A **commuter hub** that provides parking and basic services for commuters.
3. A vibrant center with strong **ties to UVU** and its students.

Survey Results | Priorities

Priorities:

- ✓ Safe **pedestrian** routes
- ✓ **Trail** connections
- ✓ More parking **garages**
- ✓ Safe **bike** routes
- ✓ Ability to move **cars** efficiently
- ✓ Affordable **housing**
- ✓ Passive **greenspace**
- ✓ **Reduced** surface parking lots
- ✓ Day-to-day **needs/services**
- ✓ **Placemaking**

Workshop Mapping

17 Maps

Workshop Mapping

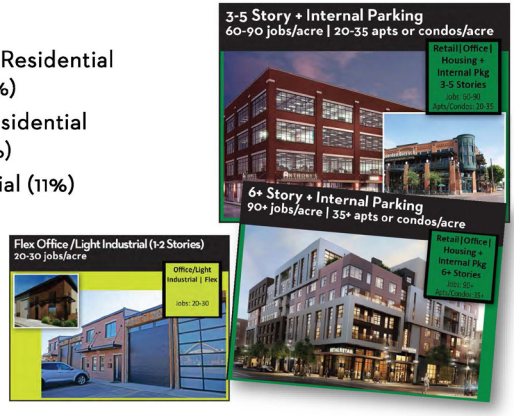
Maps: Percent of Households Placed

1. 6+ Story Residential with Internal Parking (16%)
2. 3-5 Story Residential with Internal Parking (15%)
3. 3-5 Story Retail | Office | Residential with Internal Parking (11%)
4. 2-3 Story Residential with Internal Parking (8%)
5. 3-5 Story Retail/Residential with Internal Parking (8%)
6. Single Family (6%)
7. 6+ Story Retail/Office/Residential with Internal Parking (6%)
8. Townhome/Mansion Home (5%)
9. 5-6 Story Retail/Hotel with Internal Parking (not really households) (4%)
10. 4 Story Hotel with Surface Parking (not really households) (4%)

Workshop Mapping

Maps: Percent of Jobs Placed

1. 3-5 Story Retail | Office | Residential with Internal Parking (32%)
2. 6+ Story Retail/Office/Residential with Internal Parking (18%)
3. Flex Office/Light Industrial (11%)
4. Retail (7%)
5. Neighborhood Retail (7%)



Workshop Mapping

Maps: Destination Buildings

1. **Retail/Entertainment District (28 acres)**
2. **Institutional Building (25 acres)**
3. Cultural Destination (7.5 acres)
4. Recreation Destination (4 acres)
5. University Destination (1 acres)

Workshop Mapping

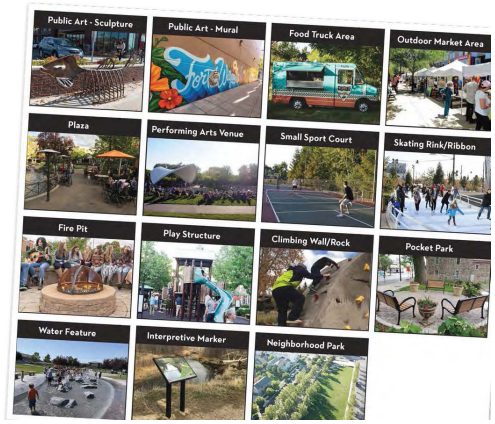
Maps: Parking

1. Shared Parking Garage (42 acres)
2. Shared Parking Garage with Commercial Wrap (18 acres)
3. Surface Parking Lots (12 acres)

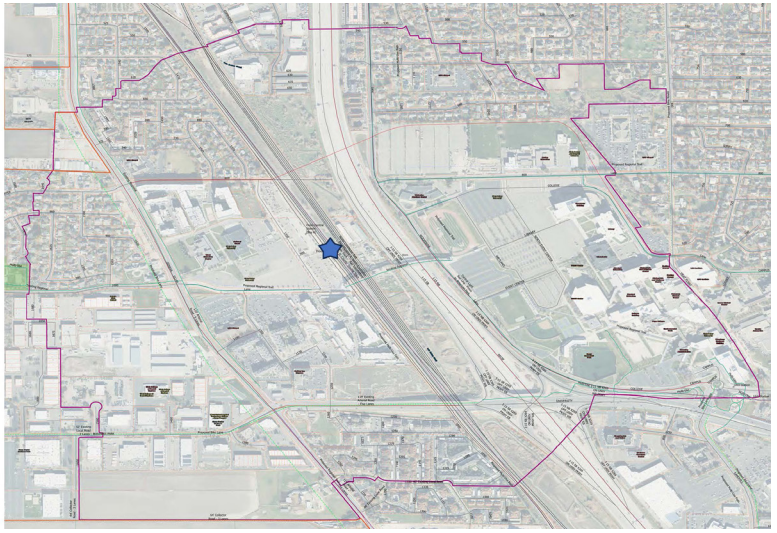
Workshop Mapping

Maps: Popular Placemaking

- Park (neighborhood, pocket)
- Plaza
- Skating ribbon/rink
- Green space
- Playground
- Preserved ag/orchards
- Trail to lake

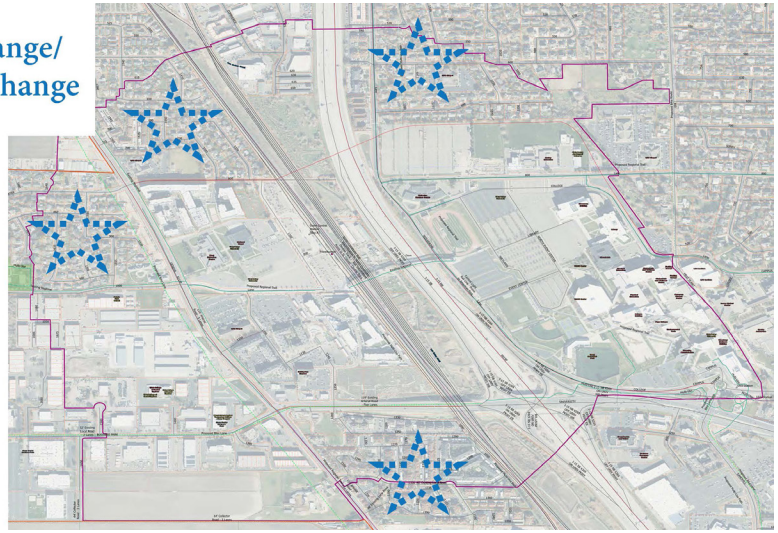


Study Area

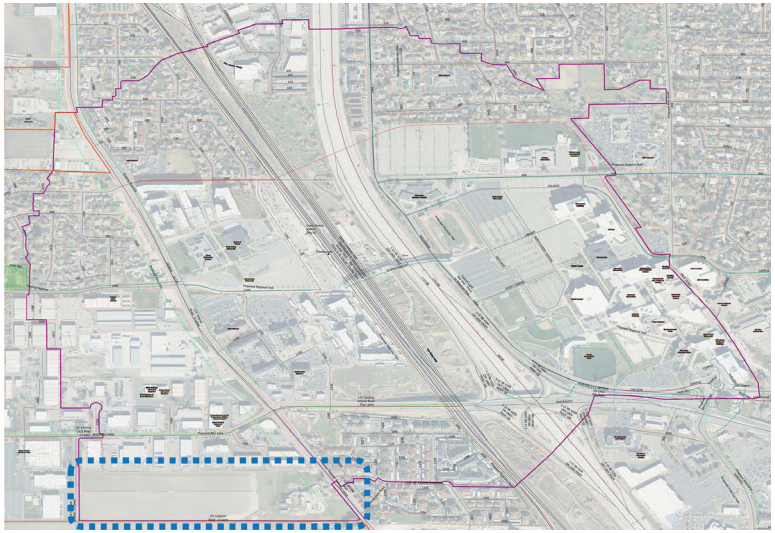


Existing Residential

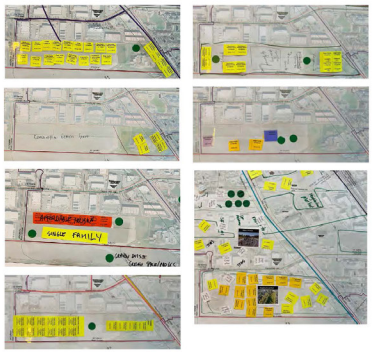
no change/
little change



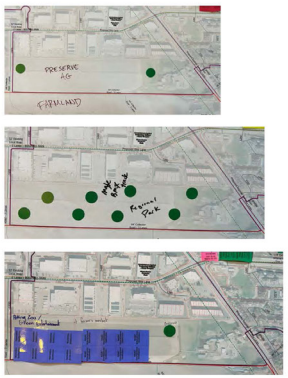
Southwest Geneva Road

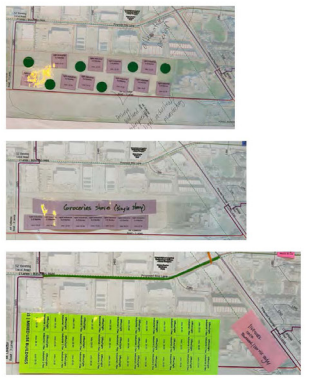


SW Geneva Road: Housing + Greenspace or Retail

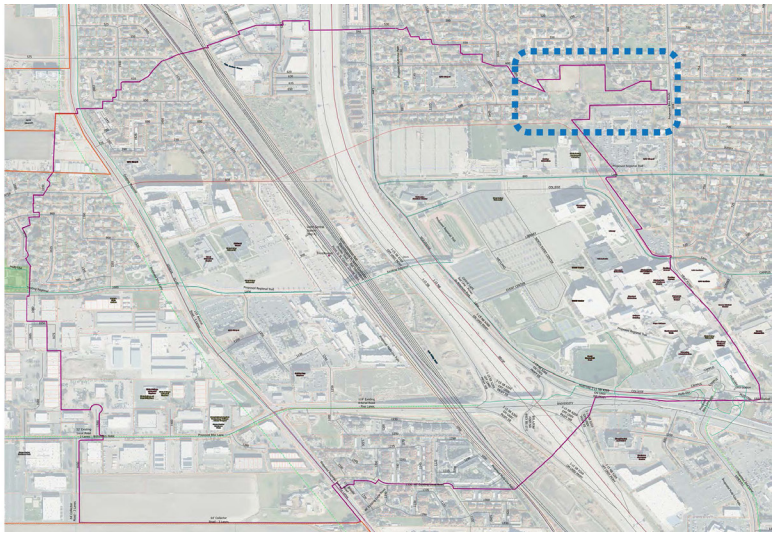


SW Geneva Road: Greenspace or Industrial/Office



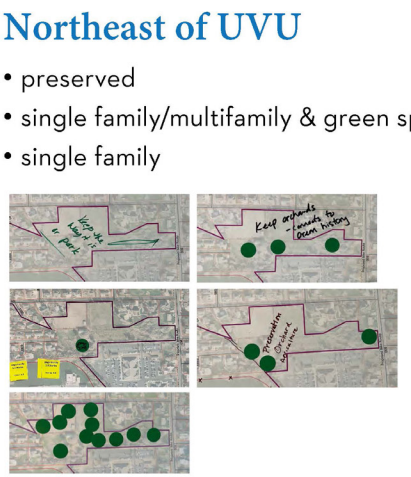


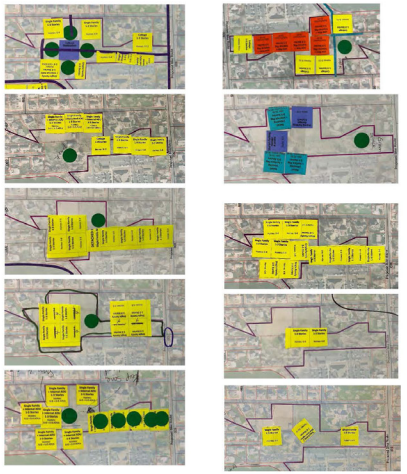
Northeast of UVU



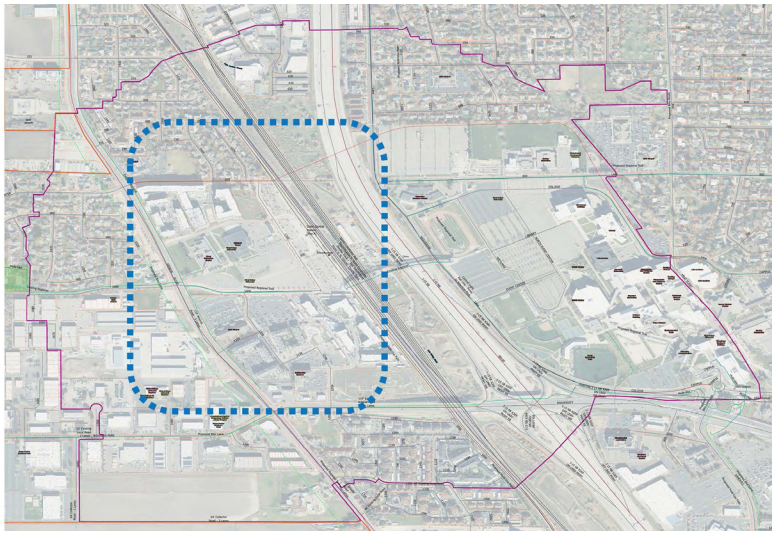
Northeast of UVU

- preserved
- single family/multifamily & green space
- single family



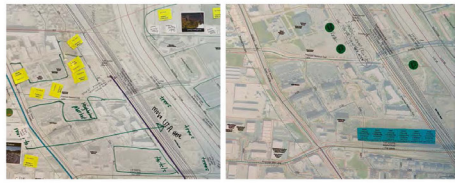


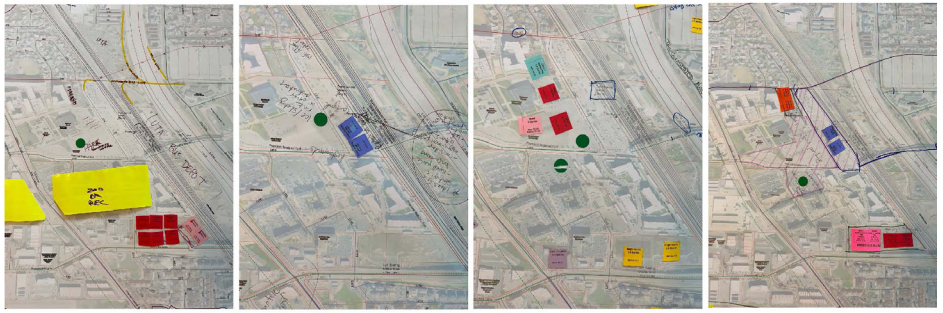
Station Area



Station Area (light)

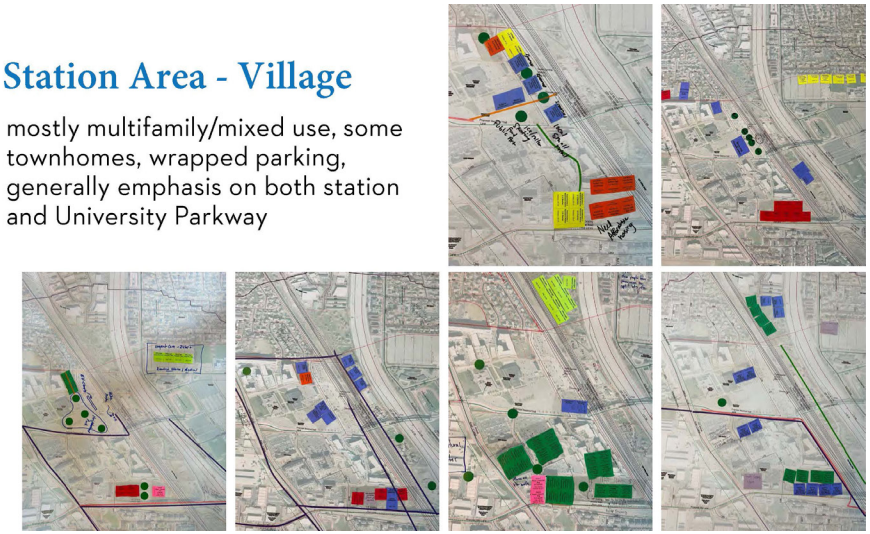
retail, hotel, parking garage, single family, 3-5 story multifamily, green space



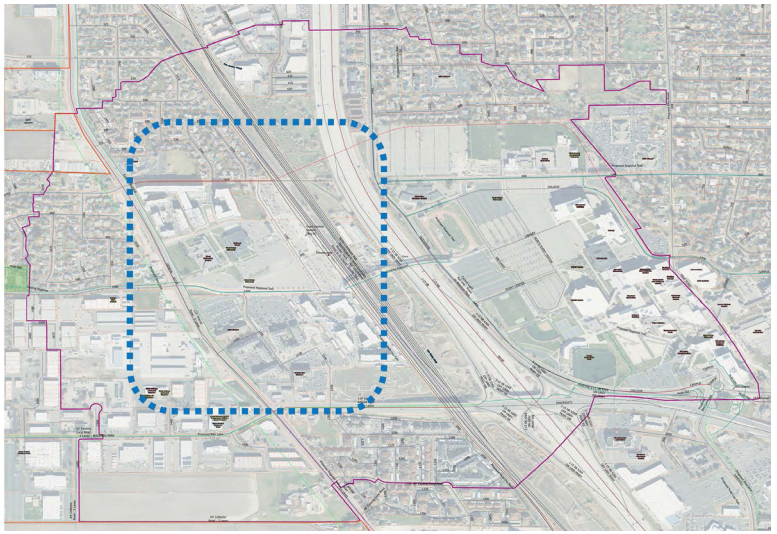


Station Area - Village

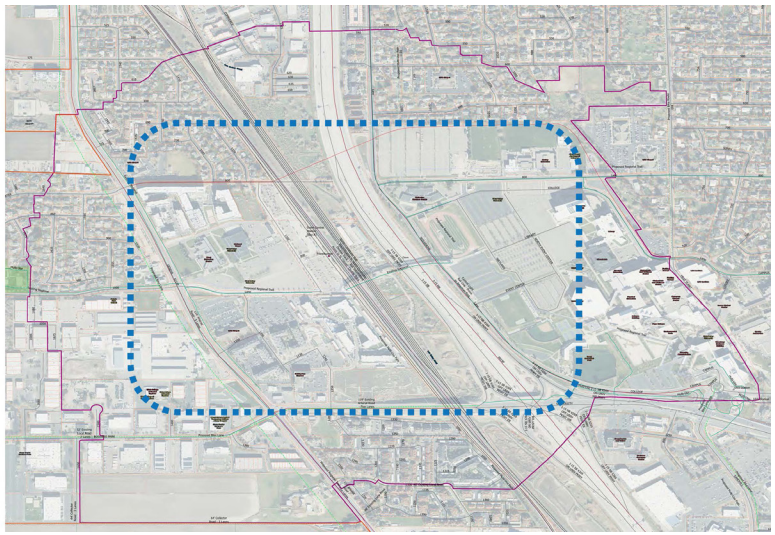
mostly multifamily/mixed use, some townhomes, wrapped parking, generally emphasis on both station and University Parkway



Station Area



Station Area + UVU



Station Area + UVU - Village

mixed use, multifamily housing, destination street

What did we learn?

Big Ideas(across maps and survey)

- Residential neighborhoods (preserve existing, add new—with greenspace)
- Mixed use villages (station, UVU)
  - Market rate and affordable housing
  - Parking garages (often with a commercial wrap)/reduced surface lots
  - Destination street/buildings (retail, entertainment, institutional, hotel)
  - Placemaking (e.g., ice skating, plaza, dog park)
- Retail (e.g., grocery)
- Green spaces throughout (e.g., orchard, passive space, parks)
- Trails/pathways (connections, pedestrian and bike safety)
- Roads (efficient, safe for multiple transportation modes)

Let's Explore Some Options...

2050 scenarios

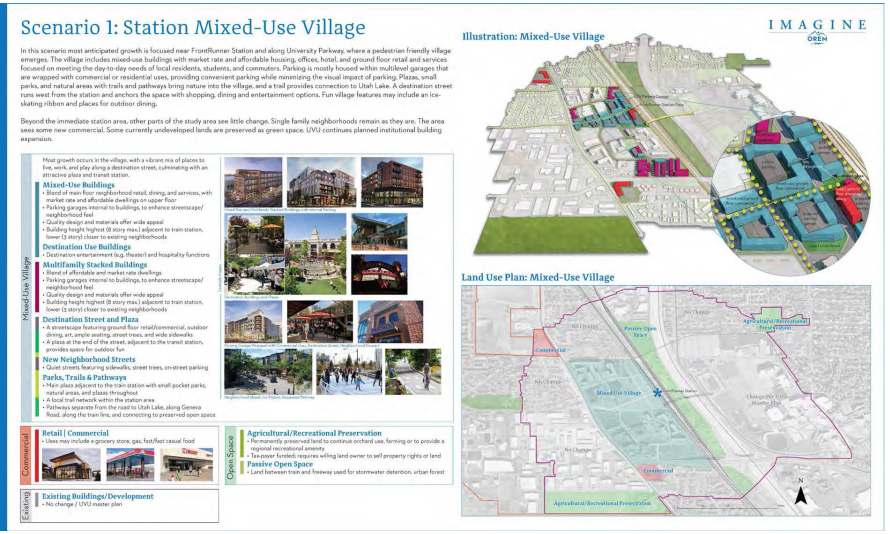
Orem Station Area Scenarios

- Long-term—looking toward 2050
- Based on public feedback, explore alternative ways we can shape growth at the station area
- Similar numbers of new households and parking spaces (replaced stalls that are redeveloped, one new space per bedroom)
- Emphasis is on <u>how</u> we grow, not on how much we grow

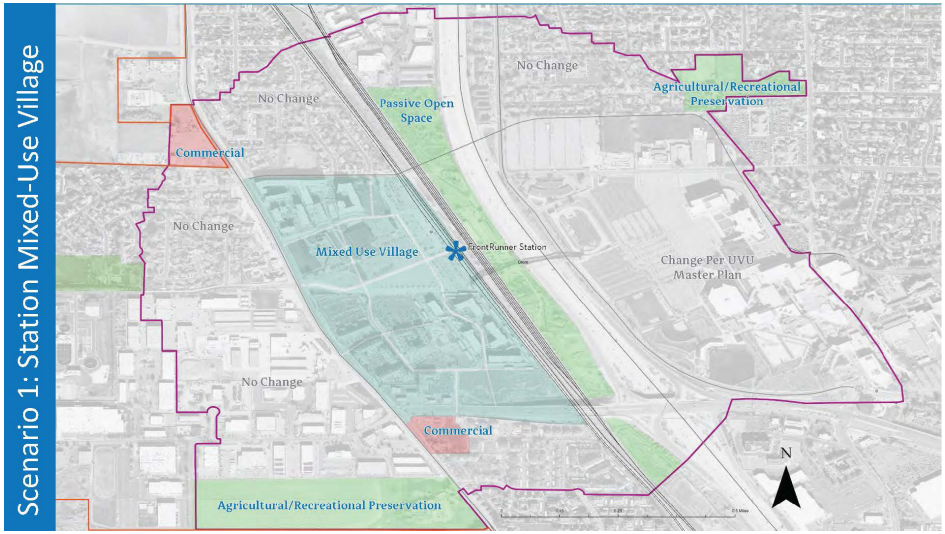
Orem Station Area Scenarios

1. Station Area Mixed-Use Village
2. UVU Mixed-Use Village
3. Neighborhood Infill

Scenario 1: Station Mixed-Use Village



Scenario 1: Station Mixed-Use Village



Scenario 1: Station Mixed-Use Village

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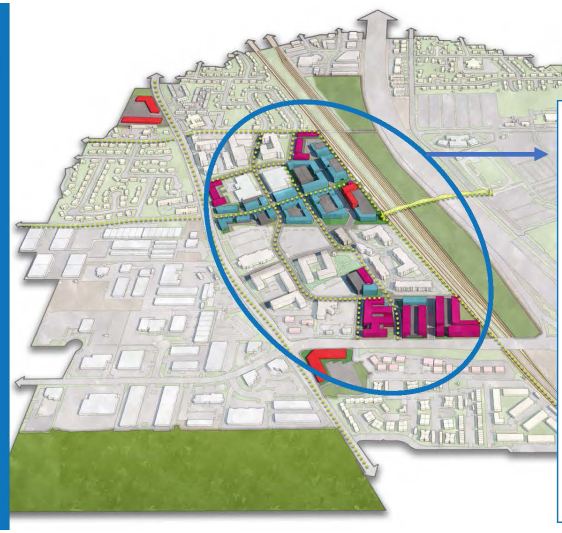


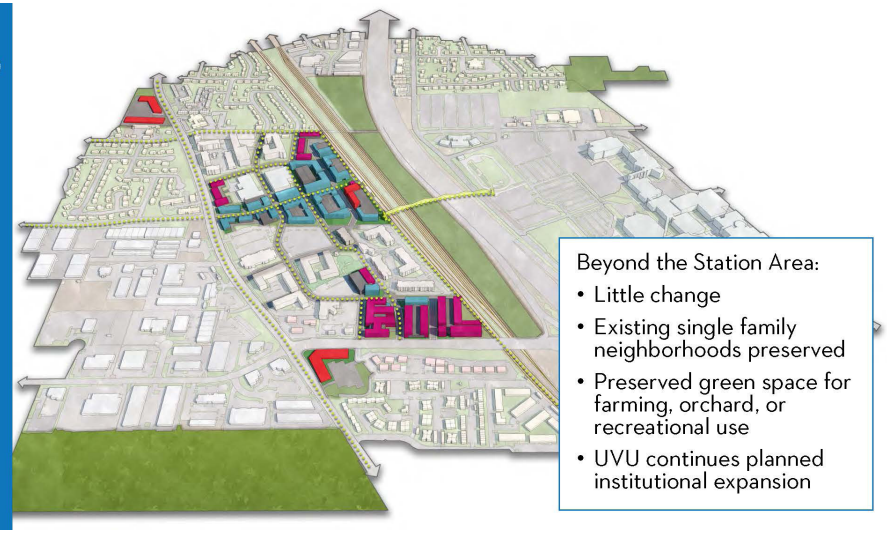
In the Immediate Station Area:

- Most growth near station, most intense (max. 8 stories, tapered)
- Mixed use
- Pedestrian-friendly
- Destination street & station plaza
- Parking garages internal to buildings, wrapped with commercial/housing
- Natural areas/urban forest, parks, plazas
- Dedicated pathways (Utah Lake)

Scenario 1: Station Mixed-Use Village

Scenario 1: Station Mixed-Use Village

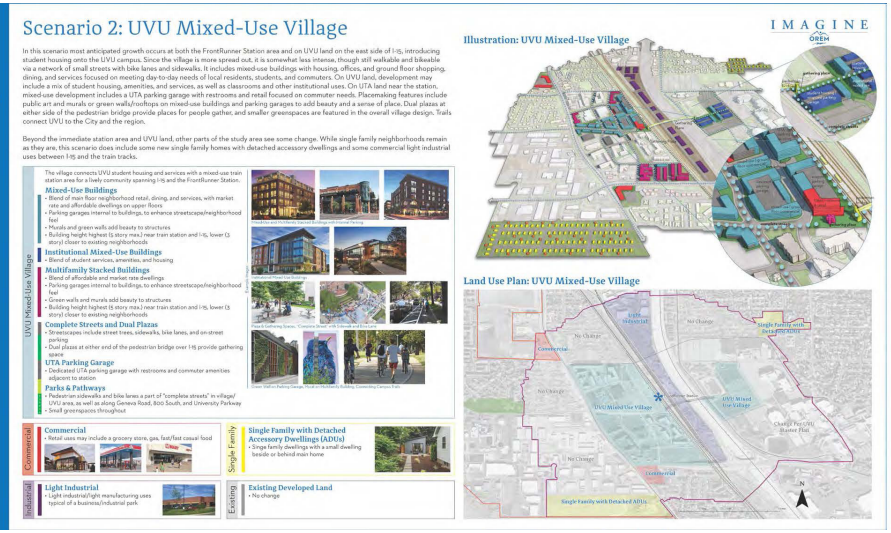
Scenario 1: Station Mixed-Use Village



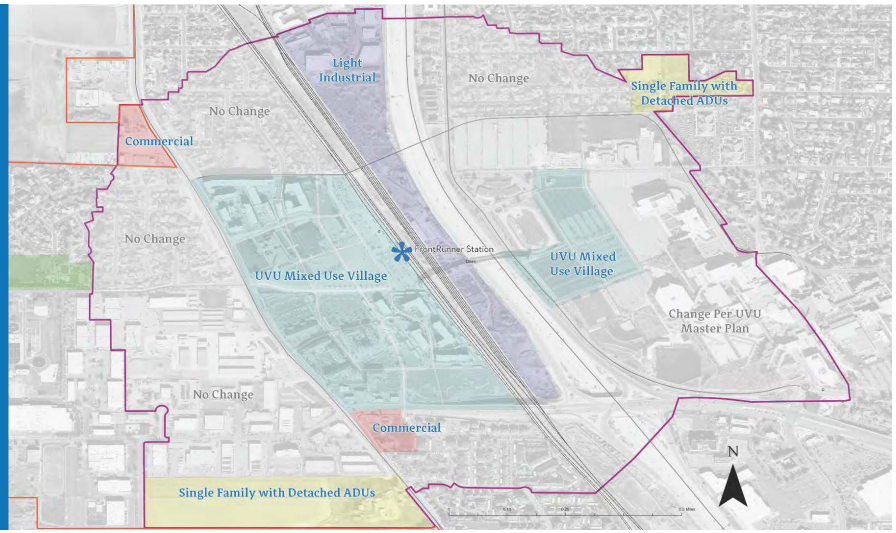
Beyond the Station Area:

- Little change
- Existing single family neighborhoods preserved
- Preserved green space for farming, orchard, or recreational use
- UVU continues planned institutional expansion

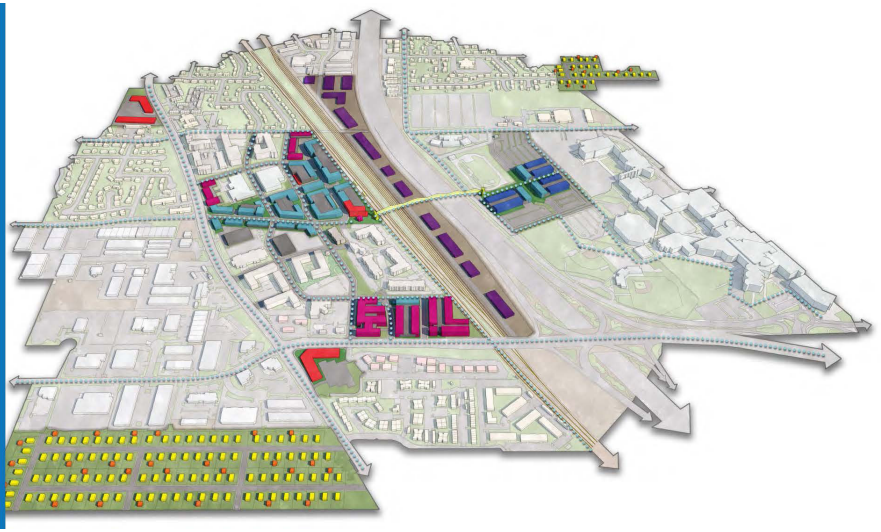
Scenario 2: UVU Mixed-Use Village



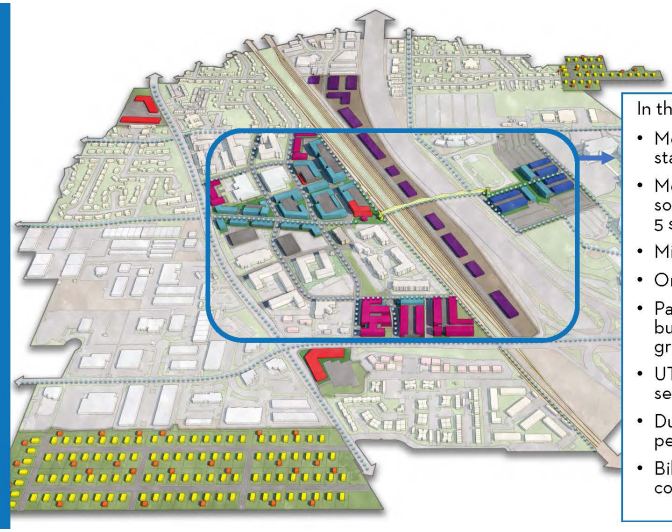
Scenario 2: UVU Mixed-Use Village



Scenario 2: UVU Mixed-Use Village



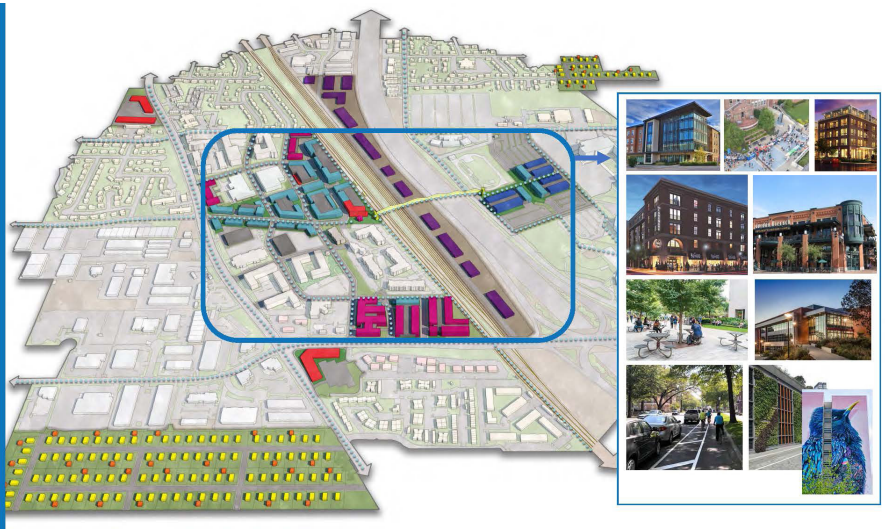
Scenario 2: UVU Mixed-Use Village



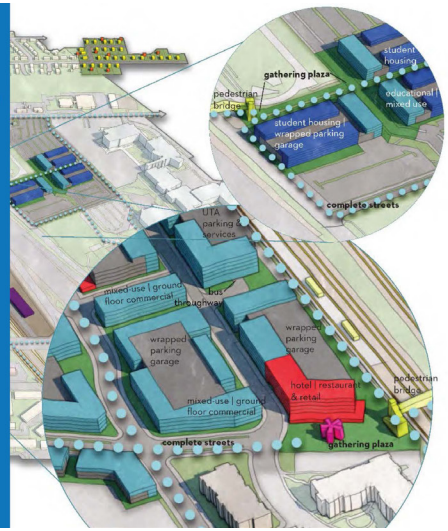
In the Immediate Station Area:

- Most growth focused near station and on UVU land
- More spread out, so somewhat less intense (max. 5 stories)
- Mixed use village
- On-campus student housing
- Parking garages internal to buildings or wrapped with green walls/murals
- UTA parking garage + services
- Dual plazas at either side of pedestrian bridge
- Bike lanes/sidewalks connect UVU & the region

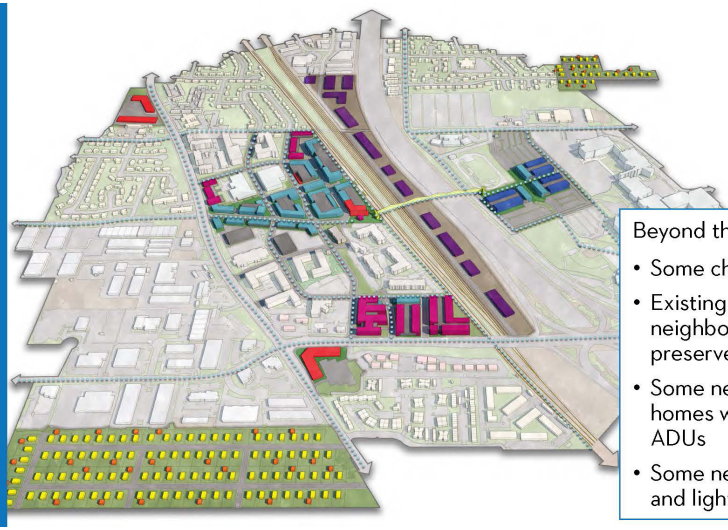
Scenario 2: UVU Mixed-Use Village



Scenario 2: UVU Mixed-Use Village



Scenario 2: UVU Mixed-Use Village

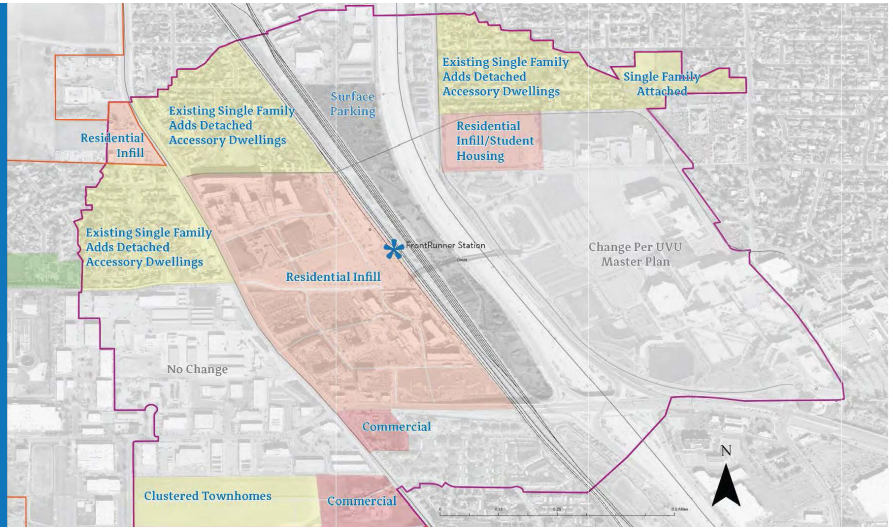


Beyond the Station Area:

- Some change
- Existing single family neighborhoods preserved
- Some new single family homes with detached ADUs
- Some new commercial and light industrial

Scenario 3: Neighborhood Infill

Scenario 3: Neighborhood Infill



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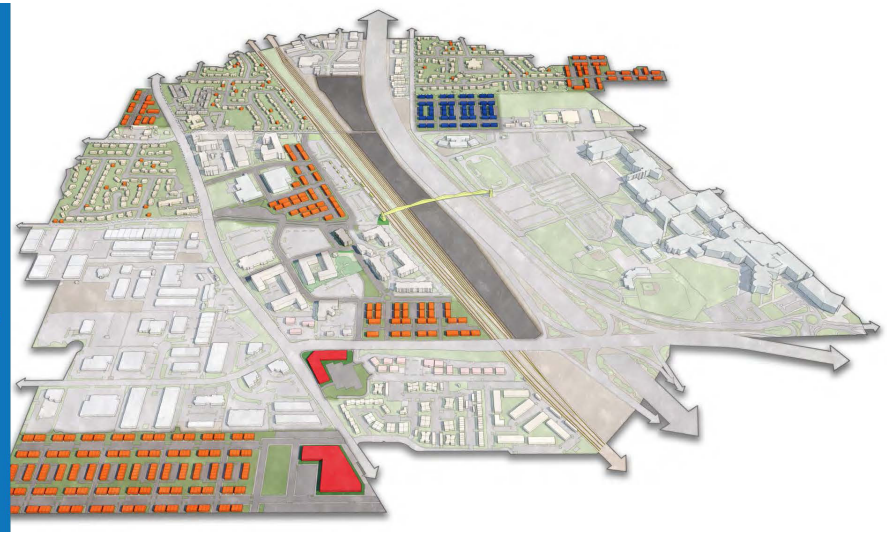
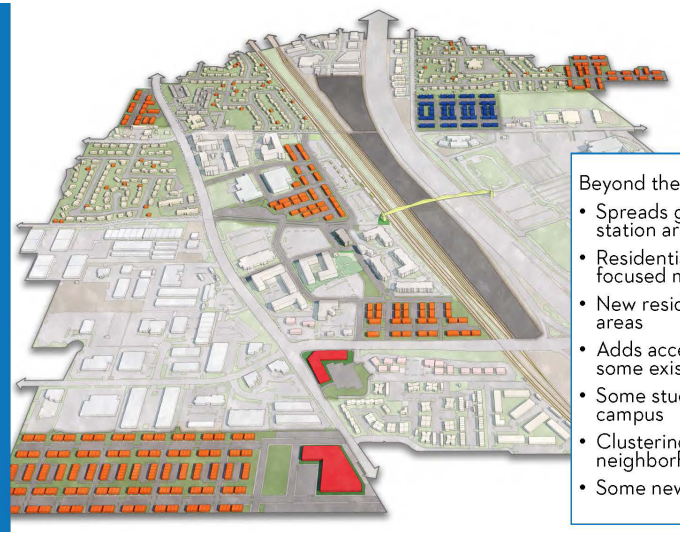


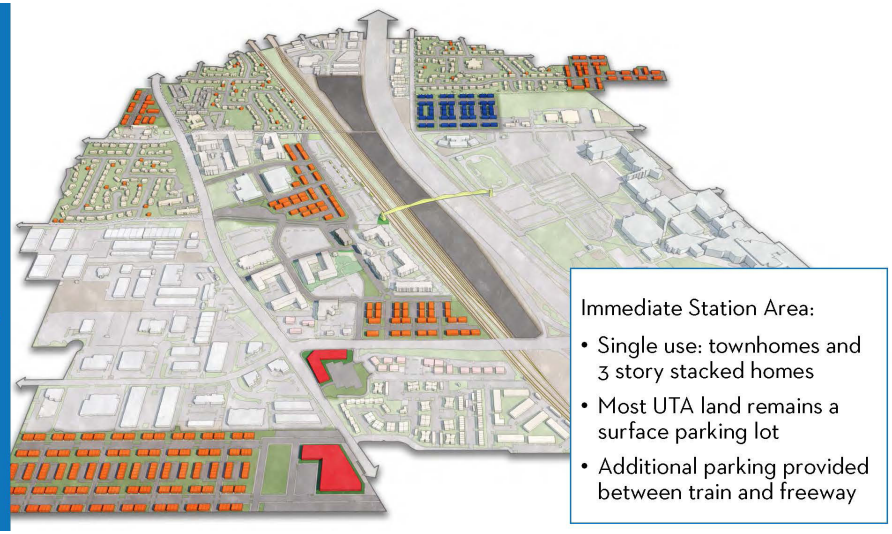
Scenario 3: Neighborhood Infill



Beyond the Station Area:

- Spreads growth out beyond station area
- Residential infill rather than a focused mixed-use village
- New residential on undeveloped areas
- Adds accessory dwelling units to some existing residential lots
- Some student housing on campus
- Clustering yields a neighborhood a park
- Some new commercial

Scenario 3: Neighborhood Infill

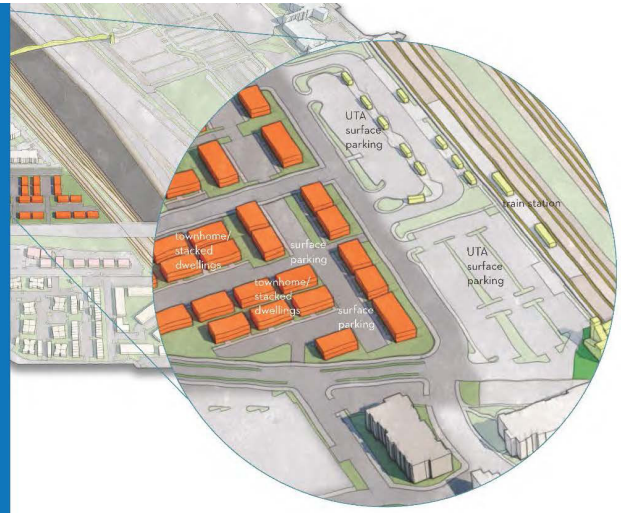


Immediate Station Area:

- Single use: townhomes and 3 story stacked homes
- Most UTA land remains a surface parking lot
- Additional parking provided between train and freeway

Scenario 3: Neighborhood Infill

Scenario 3: Neighborhood Infill



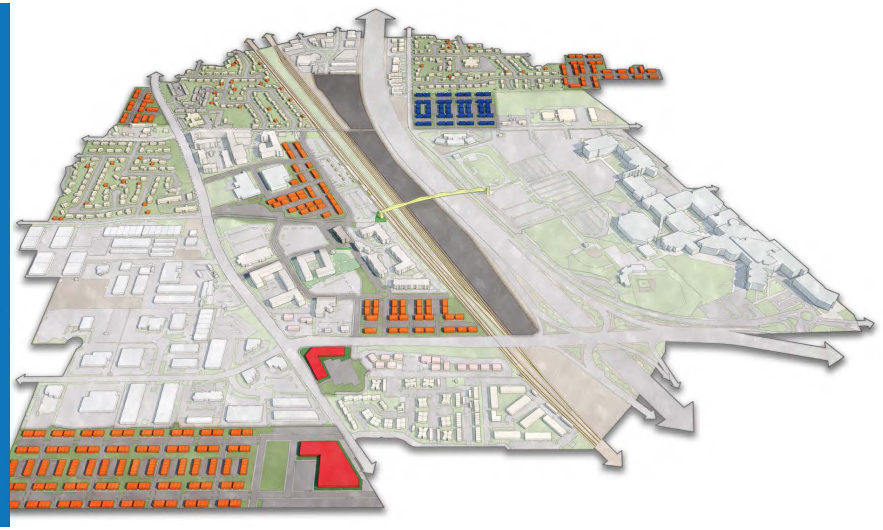
How Do the Scenarios Compare?

2050 scenarios evaluation

Scenarios Comparison

Local Priorities *(based on survey input)*	Scenario 1: Station Area Mixed-Use Village	Scenario 2: UVU Mixed-Use Village	Scenario 3: Neighborhood Infill
Safe pedestrian routes	New street grid includes sidewalks; existing sidewalks connect to the new network (ADA compliant)	New street grid includes sidewalks; existing sidewalks connect to the new network (ADA compliant)	New streets include sidewalks, but less focus on creating a connected network than other scenarios (when built, ADA compliant)
Trails connecting the station to other parts of UVU and regional amenities	2.9 miles of new dedicated pathways in study area, plus "complete streets" (streets that include bike lanes and sidewalks)	No dedicated pathways, but 4.8 miles of "complete streets" in the study area (streets that include bike lanes and sidewalks)	0 miles of new trails
More parking garages	Emphasis on internal/wrapped parking garages to meet needs	Emphasis on internal/wrapped parking garages to meet needs	Emphasis on surface parking, no new parking garages
Safe bike routes	2.9 miles of new dedicated pathways in study area, plus "complete streets" (streets that include bike lanes and sidewalks)	4.8 miles of "complete streets" in the study area (streets that include bike lanes and sidewalks)	No new bike lanes or pathways
Ability to move cars more efficiently	Improved station area street network with additional station connections at University Parkway and 800 South	Improved station area/UVU street network with additional station connections at University Parkway and 800 South	Minimally connected station area street grid; no new ways to get in and out of the station area
Affordable housing	Efficient use of land enables lower cost housing and use of incentives that require 10% affordable housing and fund parking garages/other amenities (no cost to taxpayer)	Efficient use of land enables lower cost housing; use of incentives may require 5-10% affordable housing and fund parking garages/other amenities (no cost to taxpayer), provides UVU student housing	Inefficient use of land likely makes housing at station cost prohibitive to build or buy; tax payer funding required to replace surface lots (on which new housing is built) with new surface lot; minimal UVU student housing
Passive greenspace	66.5 acres new open space, including preserved acres for farming or recreation (taxpayer funded), passive greenspace between the train and freeway, and urban forest pockets in the station area	2.2 acres new open space, some of which may be passive in use	New 1.3 acre park in the southwest part of the study area, may have passive uses
Placemaking	Large station area plaza, destination street, and smaller plazas/parks provide places for gathering and things to do (e.g. ice skating ribbon, outdoor dining)	Dual plazas at either end of the pedestrian bridge provide space for gathering and a rotating mix of things to; smaller scale mixed-use streets provide outdoor dining	Little focus on placemaking, though a park in the southwest part of the study area could foster some sense of place
Reduced surface parking lots	Surface parking significantly reduced and replaced with a village that includes parking garages	Surface parking significantly reduced and replaced with a village that includes parking garages	Relies on surface parking lots, including constructing a large lot between the train and the freeway (taxpayer funded)
Day-to-day needs/services	100% of new residents within ¼ mile (walking distance) of goods and services	100% of new residents within ¼ mile (walking distance) of goods and services	28% of new residents within ¼ mile (walking distance) of goods and services

Scenario 3: Neighborhood Infill



Scenario Shopping

Like Selecting Ingredients to Make a Meal

(Not a Prepackaged Dinner)

Scenarios Evaluation Survey

Tested Ideas Found in Scenarios

411 Responses

[Real Time & Online]

Analysis: all results | where living | age

Survey Results | Transportation

✓**85%** multimodal transportation approach

72% dedicated pathway for biking/walking along busy roads

42% bike lane and sidewalk on quieter streets

75% want to access day-to-day needs mostly on foot

88% wrapped/masked parking garages, not surface lots

Survey Results | Land Use

✓84% favor focusing housing in a mixed-use village

- **78%** on-campus UVU housing
- **82%** provide moderate income housing
- **79%** provide low income housing
- **72%** home ownership *[e.g. the ability to buy a townhouse or condo]*

Survey Results | Land Use

✓84% favor focusing housing in a mixed-use village

- **78%** on-campus UVU housing
- **82%** provide moderate income housing
- **79%** provide low income housing
- **72%** home ownership *[e.g. the ability to buy a townhouse or condo]*

- **79%** taller buildings with comfortable transitions to existing neighborhoods *[50% favor up to 8-stories; 29% favor up to 5-stories]*
- **91%** amenities near the train station *[neighborhood & destination uses]*

Survey Results | Land Use

- **63%** new single family and townhomes with ADUs and green space [vacant parcels southwest of Geneva Road and northeast of UVU]
- **64%** favor allowing/encouraging detached ADUs in existing neighborhoods

Survey Results | Public/Open Space

- **79%** plazas or gathering areas in the station area
- **52%** urban forest or green space as their most preferred way to access nature

Public Engagement to Date

- Planning Commission meeting | **1**
- City Council meetings | **2**
- Stakeholder meetings | **7**
- Brainstorming workshop | **150+** participants | **17** maps created
- Brainstorming real time and online survey | **548** responses
- Scenarios evaluation workshop | **75+** participants
- Scenarios evaluation real time and online survey | **411** responses
- Outreach: postcard, newsletter, social, sandwich boards, email invitations, posters

225+ public workshop participants | 950+ survey responses

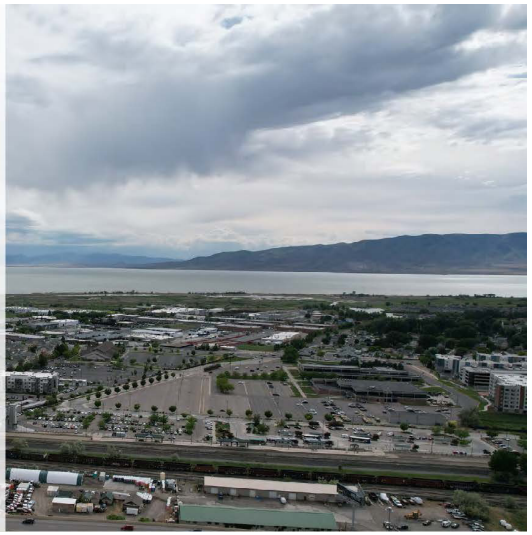
2050 Vision Development: Our Task

1. Pull concepts from the three scenarios that captured previous public feedback.
2. Reflect the overall input from hundreds of residents and stakeholders.
3. Implement regional goals for housing, environment, opportunities, and transportation in a uniquely local way.
4. Meet demands for Orem/Utah County generational growth (thinking about our kids/grandkids).

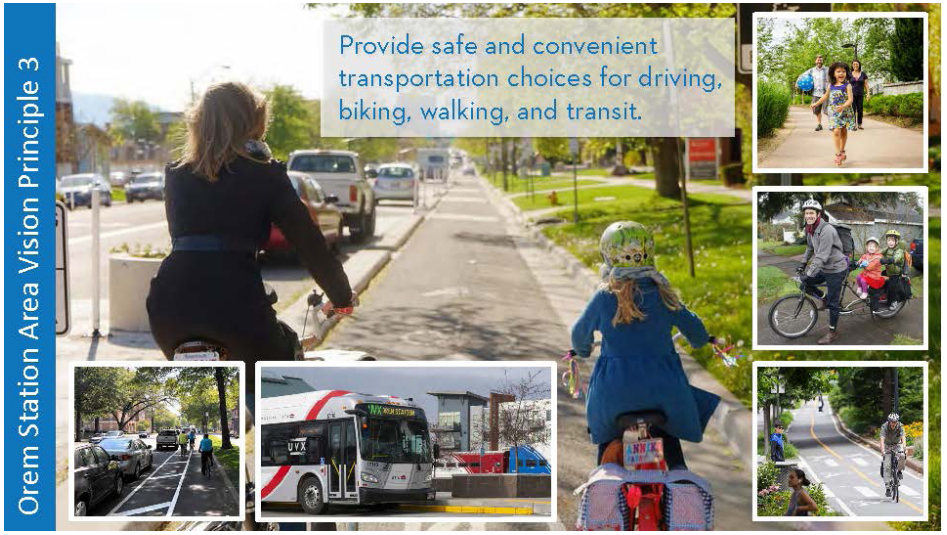
Orem Station Area Vision

Orem Station Area Vision

Orem Station is an urban neighborhood that supports Orem residents, UVU students, and commuters who are living, working, playing, learning, and traveling in the area. It's a friendly place to call home, an innovative educational and vocational hub, a launch pad for workdays and school days, and a place to gather and enjoy time with friends, family, classmates, and coworkers.



Orem Station Area Vision Principles



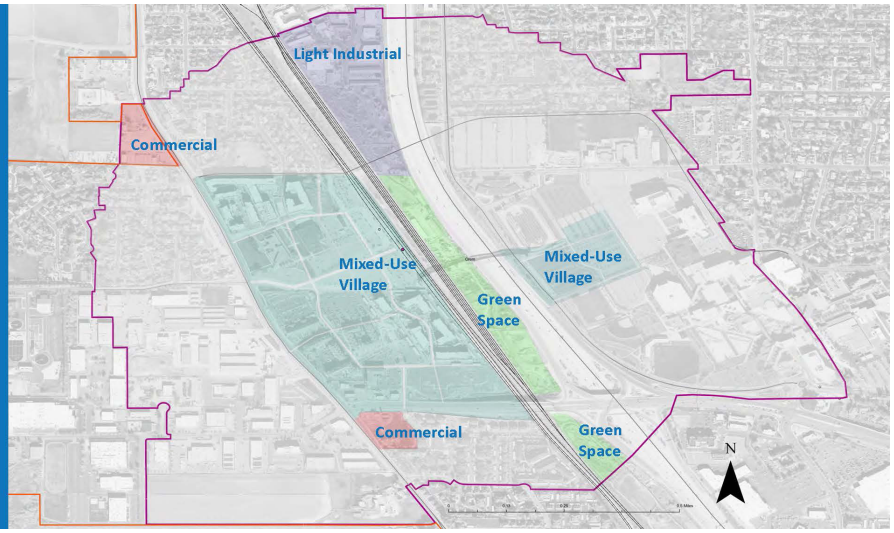
Orem Station Area Vision Principle 4

Orem Station Area Vision Principle 5

Orem Station Area: Vision Principle 6

Orem Station Area Land Use Concept

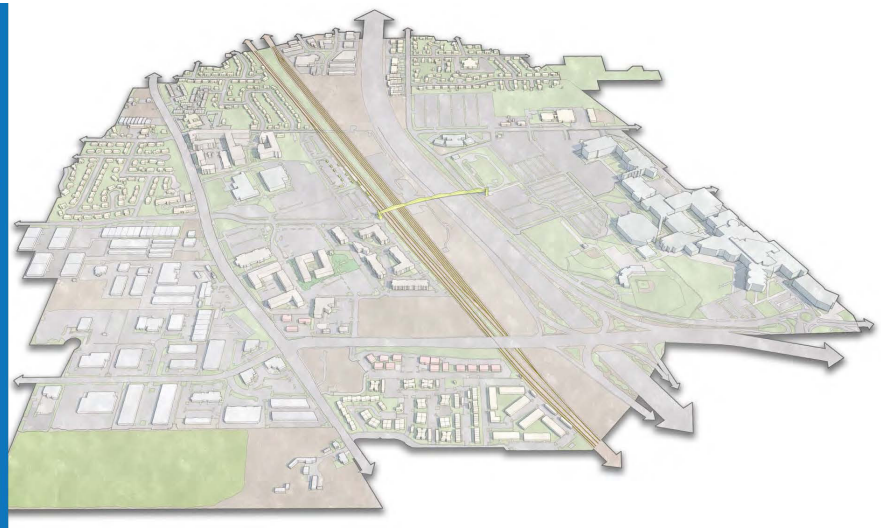
Orem Station Area Vision: Land Use Concept



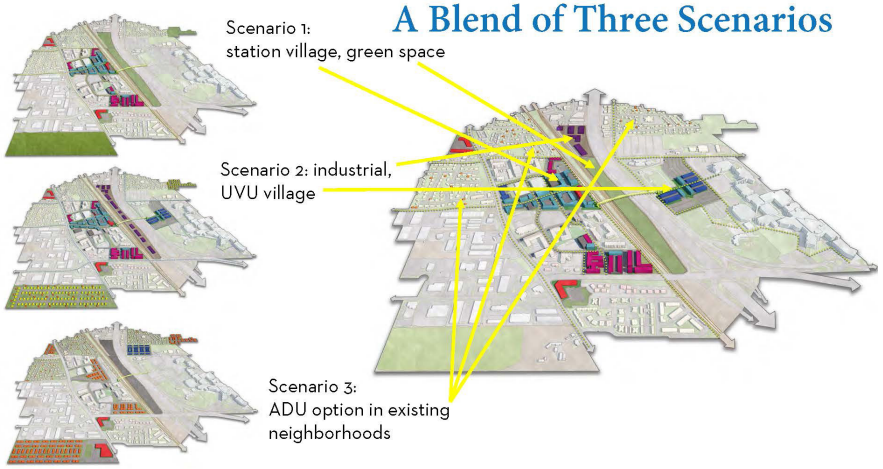
Imagine Orem Station Area

a long-term vision concept

Orem Station Area Existing Condition

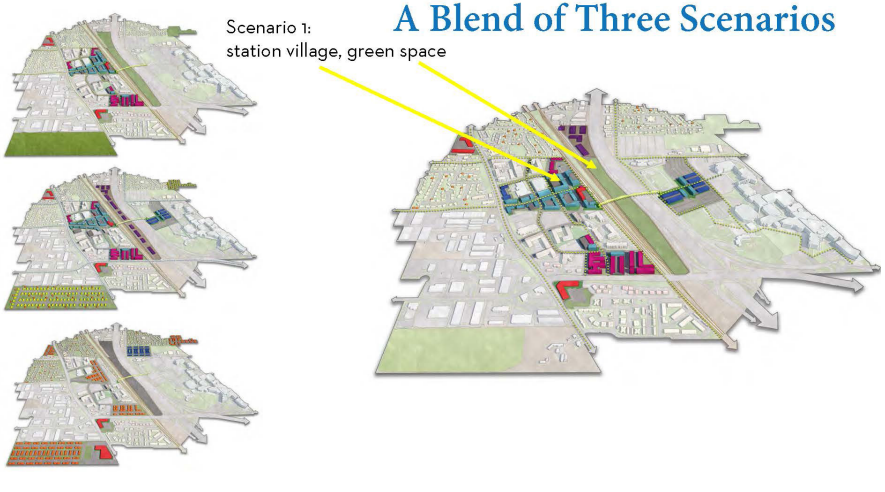


Orem Station Area Vision Concept



Orem Station Area Vision Concept

A Blend of Three Scenarios



Orem Station Area Vision Concept

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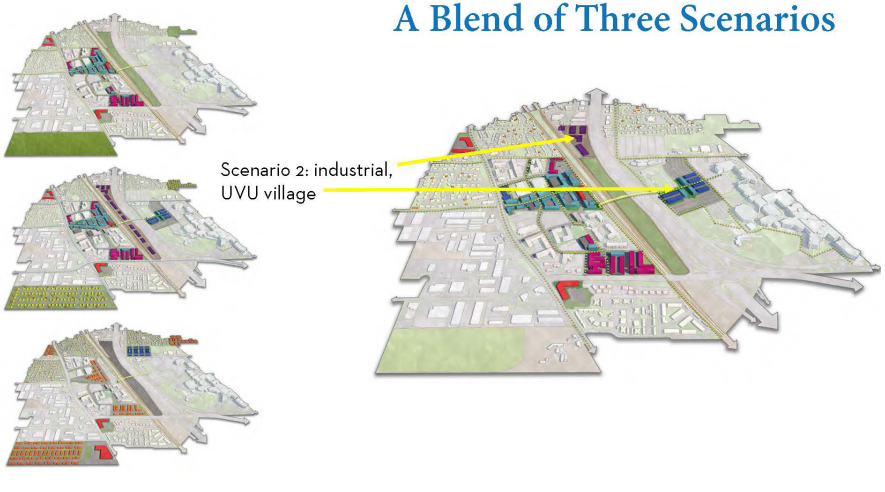

Orem Station Area Vision Concept

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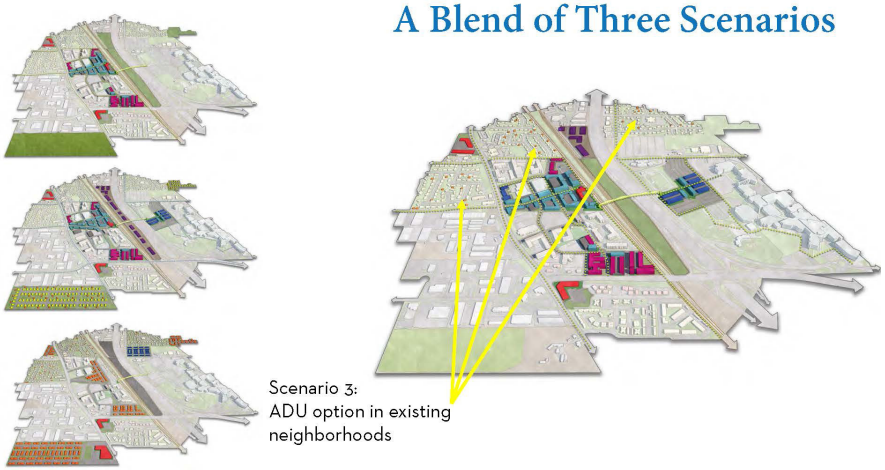

Orem Station Area Vision Concept

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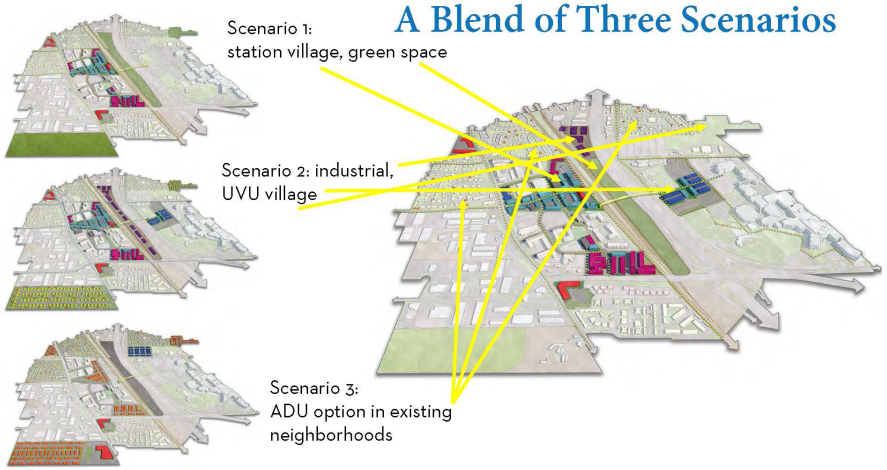
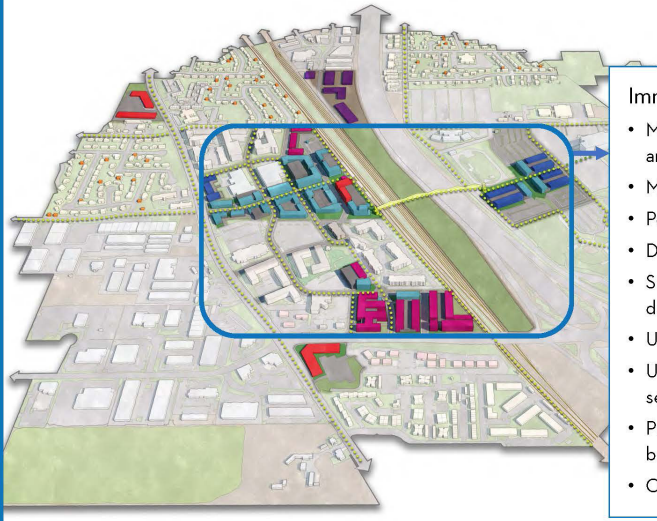


Orem Station Area Vision

Beyond the Station Area:

- Little change
- Existing single-family neighborhoods preserved, optional ADUs
- Commercial along Geneva Road
- Dedicated pathway along Geneva Road and to Utah Lake

Orem Station Area Vision Concept



Immediate Station Area:

- Most growth near station and at UVU
- Mixed use village
- Pedestrian friendly
- Destination street & plazas
- Sidewalks, bike lanes, dedicated pathways
- Urban forest, parks
- UTA parking garage + services
- Parking garages internal to buildings, wrapped
- On-campus student housing

Orem Station Area Vision

Orem Station Area Vision Concept


Imagine Orem Station
Orem Station Area Vision Concept
MARKET


Imagine Orem Station
Orem Station Area Vision Concept
MARKET


Imagine Orem Station
Orem Station Area Vision Concept
MARKET


Imagine Orem Station
Orem Station Area Vision Concept
MARKET

Poster Session

Explore Vision Concepts | Identify Priority Objectives

IMAGINE

OREM

Vision Concept Celebration

February 28, 2024

Thank you for coming!

OREM STATION AREA

UTAH VALLEY UNIVERSITY

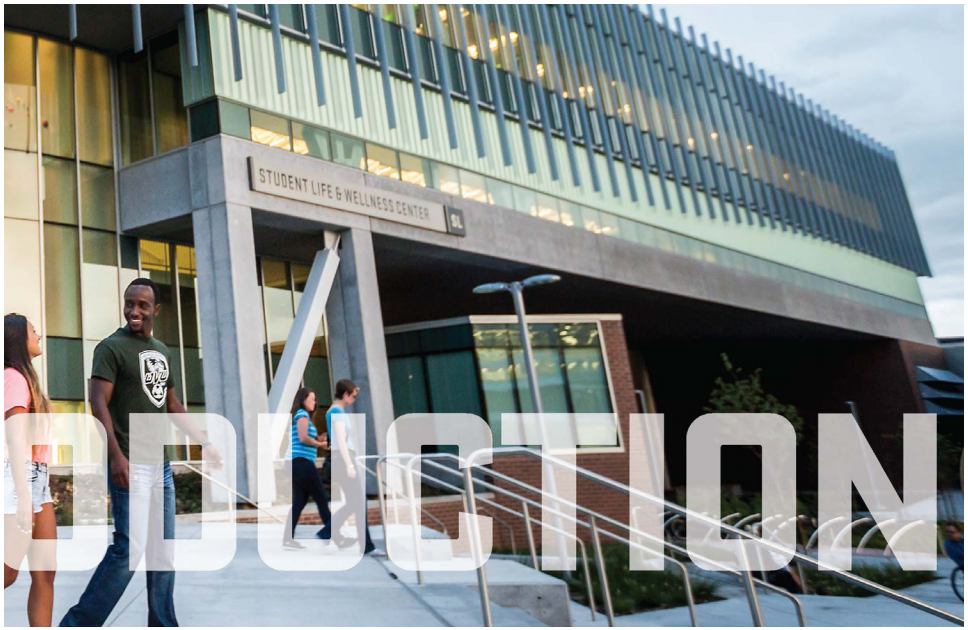
FACILITIES MASTER PLAN

2021 UPDATE

CRSA

UVU UTAH VALLEY UNIVERSITY

Contents



Mission Statement

Utah Valley University is an integrated university and community college that educates every student for success in work and life through excellence in engaged teaching, services, and scholarship.

Institutional Values

Exceptional CARE

We invite people to "come as you are" and let them know that "UVU has a place for you." Care means that we strive always to "see" the person in front of us — their strengths and weaknesses, struggles and triumphs, past and potential, and inherent dignity and worth. This does not mean that we set low expectations or make excuses for poor efforts. Instead, our commitment to exceptional care means that we set the bar high and provide challenging, honest conversations and feedback because we are deeply invested in seeing every member of our community succeed.

Exceptional ACCOUNTABILITY

We are strongly committed to working ethically and effectively. We approach each situation from a position of integrity, knowing that everything we do can help or hinder a positive student experience. We honor the resources and mandates we have been entrusted with and strive always to do our best to honor that trust. We respect each member of our community, seek to understand and fulfill our responsibilities, and recognize both individual and collective successes.

Exceptional RESULTS

We are committed to creating opportunity systematically for as many people as possible. Our engaged curricula, programs, and partnerships address the intellectual and practical needs of our service area and the larger community. We seek to prepare our students to thrive in a rapidly changing economy and an interdependent, complex world. We aspire to greatness in all that we do, while also measuring progress against rigorous metrics that show our students are becoming competent and ethical professionals, lifelong learners, and engaged citizens.

Message from the President

Utah Valley University (UVU) celebrates eighty years in 2021. This is a significant milestone.

Over time, as UVU's mission and role have evolved (from a small technical college in 1941 to a vibrant public university with the largest enrollment in the state of Utah), the university's physical footprint has also changed.

We celebrate change. We also celebrate UVU's growing impact on students, families, industry, the community, and the state of Utah. Our core values of exceptional care, exceptional accountability, and exceptional results have guided the creation of our new Facilities Master Plan. This plan looks to the future. It will facilitate UVU's ability to deliver inclusive, effective, and affordable education. It reflects the strategic goals of our UVU Vision 2030 plan. It honors our commitment to meet the educational and workforce needs of the state of Utah and beyond.

The plan includes traditional and non-traditional growth concepts for all our campus locations. We will expand our digital and physical footprint to serve students, industry, and the community more effectively. We will be accountable to our stakeholders. UVU is prepared to meet the needs of diverse students as Utah County continues its unprecedented growth.

Thank you for your support and engagement as we plan for, and build, the future!

Dr. Astrid S. Tuminez
President

Introduction

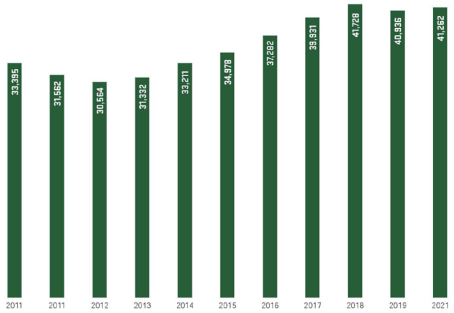
The Facilities Master Plan is designed to establish the guiding and organizing principles that apply across all UVU campuses and highlight considerations for future expansion. This facilities master plan aims to layer the several challenges laid out in the values and mission of Utah Valley University, the projected growth in the student body, the needs of one of the most expansive university in the state, and provide a flexible vision for growth that sustainability and future investment.

2016 Facilities Master Plan

This document is an update to the 2016 master plan. The 2016 Plan focused specifically on the current and development strategies for the Orem and Vineyard campuses.

Flexible Growth

Campuses are never finished or complete, they are dynamic and always changing. To help shape and direct this constant flow of change, master plans provide strategic guidance to make ensure the goals and vision of the organization is realized. The University needs to have clear direction for the decision-making processes and meet the needs of more students than ever as UVU continues to grow at an exceptional rate.



Fall Enrollment Headcount

Planning Strategies

Goal of this document

Master Planning is a broad term applied to a plan or document that guides the long-term goals and vision of the physical environment of the campus. This can include a myriad of topics from land use analysis, utilities and infrastructure, circulation, parking, open space, landscaping, building programing and use, site development and urban design features, sustainable strategies, and historic preservation.

This document specifically focuses on planning efforts for UVU's facilities across all campuses and gives an overview of the specific needs of the many UVU campuses, including specialty campuses around the State in the context of UVU's need to expand while being stewards of the resources already at hand. Crucially, much effort was put toward the future development of the Vineyard campus as a new and innovative approach to campus planning. Also examined was the Orem Campus and the need to densify and intensify the academic uses. The Orem campus will remain the heart of the UVU campus system. For this location to remain so, the remaining space and facilities must be carefully considered. Well planned and successfully executed development of the other, less constrained campuses will reap rewards in the future — planning for future needs now will accommodate reconfiguration and provide necessary infrastructure to maximize the outcomes of future investment.

Sections of this document touch on areas of design related to land use, pedestrian and vehicular circulation, streetscape, and building typology. It is recommended that in-depth and comprehensive analysis of these topics deserve further exploration and development in future master planning efforts as they are critical to successful, sustainable, and desirable campus environments.

UVU Campuses

Each campus offers unique conditions and opportunities for development over the next 40 years. The following is a summary of the plan development considerations provided for each:

UVU Orem Campus

Look toward infill and higher density development opportunities, work with and improve existing facilities. Continue to develop and maintain site as centralized hub of academic and student services.

Vineyard

Create an Innovation District that can support a variety of potential uses including research, education, business, athletic, retail, and residential uses. Site has the potential to become a leader in future campus development models for the State moving forward.

Wasatch

Potential for new focus with hospitality, recreation and outdoor experiences as the primary campus focus.

Lehi

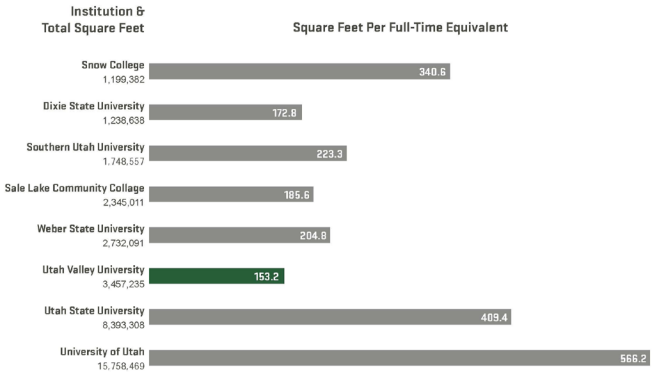
Capitalize on FrontRunner connection to move forward with potential infill and mixed-use development opportunities.

Payson

Reserved initial development with potential for multi-facility campus in the future.

Capital Reef

Maintain sustainable development standards with current facilities and continue to explore additional sustainable alternatives with future development.

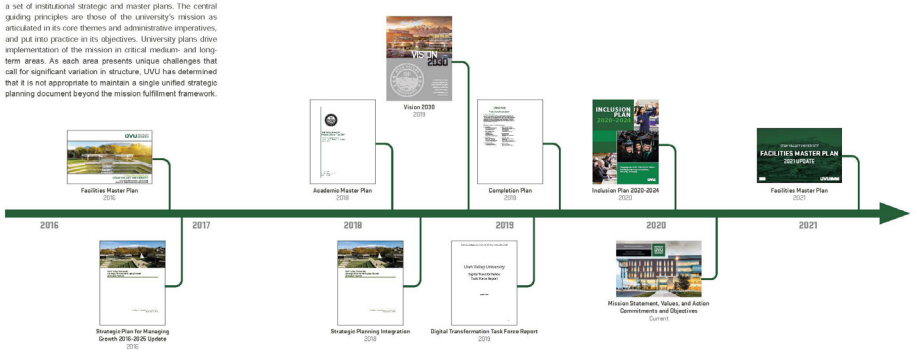


Facilities Demand

Despite having one of the larger student population in the State, UVU has the smallest square feet per full-time equivalent in the state as of 2019. There have been significant changes to meeting, lectures, and general use of space since the global pandemic began. As this is has many unknown ramifications and responses to in person vs online meeting in the future, it is evident that there still is a need for meeting, classroom, research, living and social space for students and facility in the institution.

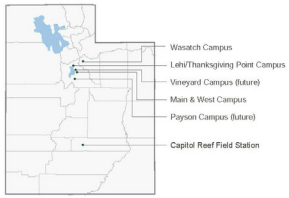
Institutional Strategic Planning

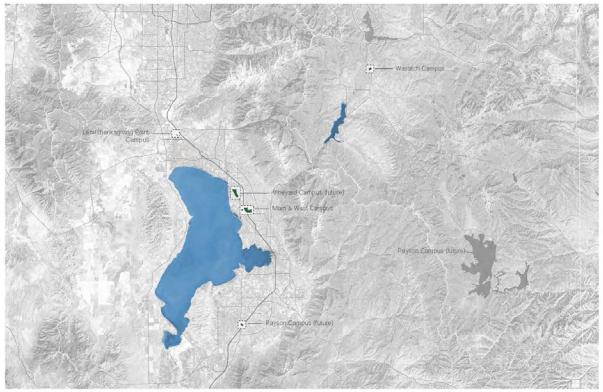
University-level planning at Utah Valley University focuses on a set of institutional strategic and master plans. The central guiding principles are those of the university's mission as articulated in its core themes and administrative imperatives, and put into practice in its objectives. University plans drive implementation of the mission in critical medium- and long-term areas. As each area presents unique challenges that call for significant variation in structure, UVU has determined that it is not appropriate to maintain a single unified strategic planning document beyond the mission fulfillment framework.



System Map

UVU is the largest university in Utah with multiple campus locations found throughout the State. These campuses provide general and specialized services for student learning in addition to the Orem Campus. The campuses are evolving and changing change over time to best meet the physical, social, and education interests of an evolving and changing student population.





Planning Strategies

A Maximize Main Campus capacity within identified boundaries

At 228 acres, the Main Campus currently serves as the primary hub of academic, athletic, administrative, and outreach activities. Land is a diminishing resource in Utah Valley, therefore, the Master Plan must address the campus' capacity to support sustainable future development. It must address how the institution can most effectively plan for physical facilities and infrastructure to meet demands. The Master Plan is the ideal development scenario with milestones identified where significant planning of built facilities and infrastructure are required. To support the desired growth along with balancing budget and physical constraints, the Master Plan should serve as a guide to development. Growth and capacity have been addressed through the Master Plan.

1 In the stages of development, allow for infill/building expansion projects or creation of higher-density areas within the older areas of campus. Buildings on the south and east side of campus tend to not exceed three stories high, although some bridge the considerable site slope and in aggregate are greater than three stories. Single story facilities can offer the opportunity to redevelop areas of campus for greater land use value.

2 Where new buildings will occupy undeveloped land on campus, the University needs to consider building height and density of development when planning new facilities. The existing building height average is two stories. Some newer buildings are five stories. As buildings are planned and designed to have very long life spans (50 to 100 years), building for greater density means greater capacity for growth beyond the fifty year Master Plan horizon.

Planning Strategies

B Relocate non-academic facilities and services off the Main Campus

Every campus includes a mixture of administrative, academic, recreational and athletics, building management, auxiliary support, and research facilities. With UVU's broad academic focus – from community college curricula to master's level research to community education – the campus will demand a variety of building types, sizes and functions. The UVU campus has facilities that, while serving the University mission, may not need to be within steps of the core academic functions of the campus.

The close proximity of the Vineyard and WestHealth campuses provides the opportunity to have support facilities close, without impacting land use resources on the Main Campus. Facilities, such as large-scale campus maintenance buildings or athletics practice/competition fields and facilities, can better serve UVU on these campuses.

The Vineyard campus development focus is to serve as Athletics and Specialized Programs.

1 Capitalize on abundant property to innovatively develop athletics facilities. The first facilities on the Vineyard Campus serve athletics and will serve as an anchor for future development of new buildings, practice / competition facilities and academic and administrative building. Large scale stadia or arena facilities should be planned and designed to be multi-use, housing more than their intended sport(s) and providing for broader opportunities, such as partnership with community activities or organizations.

2 With its focus on adult and youth education outside normal degree seeking routes, the Vineyard Campus makes an accessible and community integrated-site option for Professional and Continuing Education. A Business Innovation Center, UVU provides opportunities to integrate the Business Resource Center and Entrepreneurship and Business Cohort/Incubator space.

3 Develop Facilities and Administrative Support Services, including operations warehouse, grounds and landscape maintenance, motor pool, facilities planning and support services.

4 Future Academic Facilities will be accommodated on the 200+ acre site. The Vineyard Campus may best suit stand alone or professional degree programs. Development of site use options should be coordinated with the Academic Master Plan.

Planning Strategies

C Improve vehicular, transit and pedestrian circulation systems

Utah Valley University is currently planning for expansive multi-modal circulation systems. Plans include expanded roadways, linking to light rail, BRT lines, future TRAX expansion, bike and pedestrian friendly walkway, and trail systems, and planning for necessary parking. UVU is out front of the planning curve.

1 In the stages of development, allow for infill/building expansion projects or creation of higher density areas within the older areas of campus. Buildings on the south and east side of campus tend to not exceed three stories high, although some bridge the considerable site slope and in aggregate are greater than three stories. Single story facilities can offer the opportunity to redevelop areas of campus for greater land use value.

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Planning Strategies

D **Plan for campus future improvements**

Implement landscape, open space, and campus development into building development. The University needs to ensure that the campus itself is accounted for in future improvements and development, including oversight to ensure campus improvements are budgeted and built into future projects.

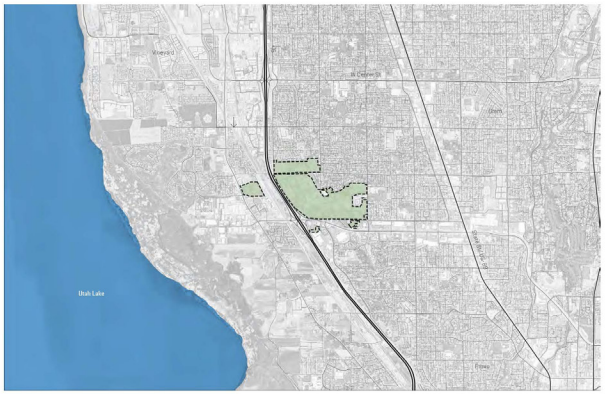
1 Develop a comprehensive landscape, open space, and urban design master plan that integrates existing and future campus development into a unified and attractive campus experience that preserves valuable open space and plans for future student generations.

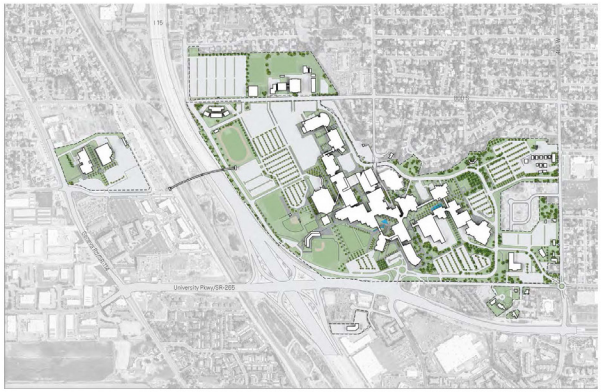
Context

At nearly 265 acres and located in Orem, UT the Orem and West Campuses together are considered the Main Campus for the UVU system. It is located adjacent to I-15 and is served by numerous UTA bus lines. The Main Campus accommodates an array of academic, athletic, administration, and support functions that form of the core of UVU.

With recent rapid growth in academic enrollment mirroring the population trends in the UVU service area, the Main Campus has been the location for many new facilities, including, among others and various renovations, the Keller Building (2021), Noorda Center (2019), NUVI Center (2017), Melisa Nellesen Center for Autism (2017), and Student Life and Wellness Center (2014), and Classroom Building (2014).

With projections indicating that population and enrollment will continue to increase rapidly, and as the centerpiece of the UVU system, the Main Campus will continue to be the location of significant future construction for university facilities.





Existing Conditions

Orem Campus currently serves as the academic and administrative hub of the UVU campus system. As the campus is landlocked by existing neighborhoods and the interstate, it is becoming increasingly necessary to thoughtfully approach space planning on the campus. Unique to UVU Orem campus are the physical connections that link a majority of the of the buildings on site. Bridges and tunnels provide an interconnected network of interior spaces, giving students uninterrupted interior access to primary campus buildings.

A newly completed pedestrian bridge has provided a critical link between the FrontRunner station and Orem campus, and equally important, a pedestrian connection to West campus. New student housing on the east edge of campus gives students the opportunity to live on-campus and have immediate access to academic buildings and food services. New projects include the reconstruction of the Sorensen Student Center, construction of the Keller Business Building, and demotion of structures to the north of campus to make way for the new Alumni Center.

25-Year Plan

With enrollment and population projections indicating that the UVU student body and surrounding service area will continue to experience rapid growth in the coming years and decades, the Main Campus will continue to serve as the primary location for facility expansion and new construction.

In the near- to medium-term future, here referenced as "25 Years", UVU has identified five specific future facility needs: New McKay Education Building, a Computer Science Building, an Athletics center, a new academic building on the West Campus, and student housing.

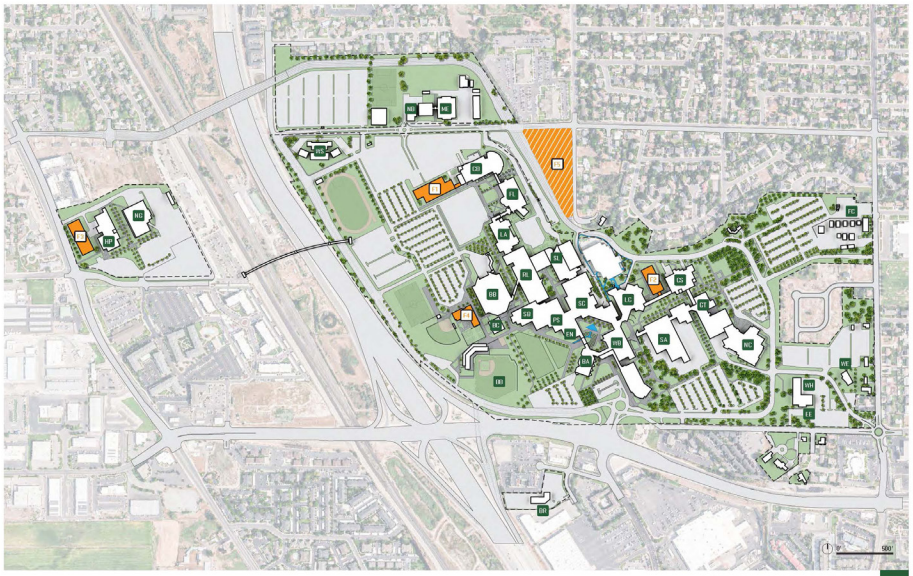
The 25-Year Plan shows the prospective location for each of these facilities. The four academic buildings would be located on existing UVU property; as shown, the student housing facility requires acquisition of adjacent property.

The New McKay Eduction building is located in the parking area at the west side of campus and is aligned with the existing Classroom building to initiate a new physical spine for the campus and to reinforce the location of the new pedestrian bridge and connection to West Campus. The new computer science building is located next to the existing facility and Losee Center. The new athletic facility -- for which a feasibility study has already been completed -- is located adjacent to the UCCU Center.

The prioritization of these facilities is covered elsewhere in UVU's strategic planning efforts.

Buildings

- Bastian Property
- Browning Administration
- Business Resource Center
- Central Plant
- Classroom Building
- Computer Science
- Environmental Technology
- Extended Education
- Facility Annex
- Fulton Library
- Gunther Technology
- Health Professions
- Liberal Arts
- Library
- Losee Center
- McKay Education
- National Guard
- Nollsoen Center for Autism
- Noorda Center for Performing Arts
- Noni Basketball Center
- Physical Education
- Pope Science
- Rebecca D Lockhart Arena
- Science Building
- Sorensen Center
- Sparks Automotive
- Student Life and Wellness Center
- UCCU Center
- Wee Care Center
- Wolverine Service
- Warehouse
- Woodbury Business
- New McKay Education Building
- New Computer Science Building
- Future Academic Building
- Future Athletics Facilities
- Proposed Future Student Housing



Projective Plan

Looking beyond the facilities included in the 25-Year Plan, the Projective Plan shows additional building locations, redevelopment sites, and property acquisition that comprise the long-term development strategy for the Main Campus to accommodate projected enrollment growth.

Two new academic buildings extended from the axis created by the Classroom and New McKay Education buildings replacing existing parking lots and creating a spine for the western portion of campus. Along 400 W, the redevelopment of existing single-family homes for future academic buildings creates a new cluster to anchor and the eastern edge of campus and reinforce the UVU campus identity. Property acquisition at the southwest corner of campus provides additional development potential. The larger of the two ponds in the center of campus provide a unique opportunity for re-imagining and re-using that critical location on campus.

Buildings

- Bastian Property
- Browning Administration
- Business Resource Center
- Central Plant
- Classroom Building
- Computer Science
- Environmental Technology
- Extended Education
- Facility Annex
- Fulton Library
- Gunther Technology
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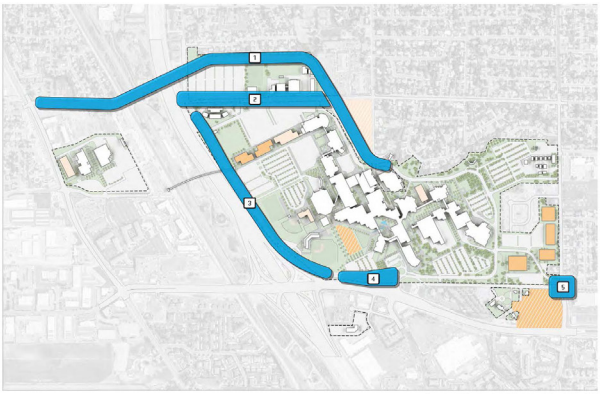
- UCCU Center
- Wee Care Center
- Wolverine Service
- Warehouse
- Woodbury Business
- New McKay Education Building
- New Computer Science Building
- Future Academic Building
- Future Athletics Facilities
- Proposed Future Student Housing
- Future Academic Building
- Future Academic Building
- Future Academic Building
- Future Academic Building
- Future Academic Building
- Future Academic Building
- Future Growth Area
- Future Development Area

Existing Transportation Planning

In 2019 UVU commissioned Avenue Consultants to conduct a Transportation Study for the area surrounding the Main Campus. The study gathered input from UDOT, UTA, UVU, MAG, local municipalities, and the public. Various transportation projects were identified during the study, and the five that most directly impact campus are included here. They include: an extension of College Dr connecting to 680 S; widening of College Dr along I-15; expansion and enhancements to 800 S; various changes to the Campus Dr intersection with W University Pkwy; and improvements to the 400 W roundabout.

These projects, and the contents of this 2019 Transportation Study serve as the current transportation planning work for the Main Campus.



Source: UVU Transportation Plan, Avenue Consultants, 2019

Legend

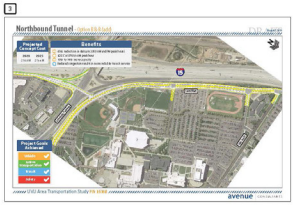
1. 800 S Overpass, Ring Rd Realignment,
2. 800 S Access Management Improvements
3. Northbound Tunnel
4. Campus Drive to SB I-15 Dual Lanes
5. 400 W Roundabout Improvements

Transportation Projects

1

2

3



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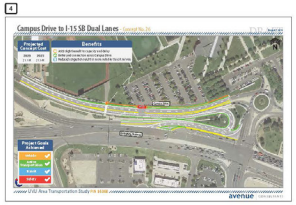

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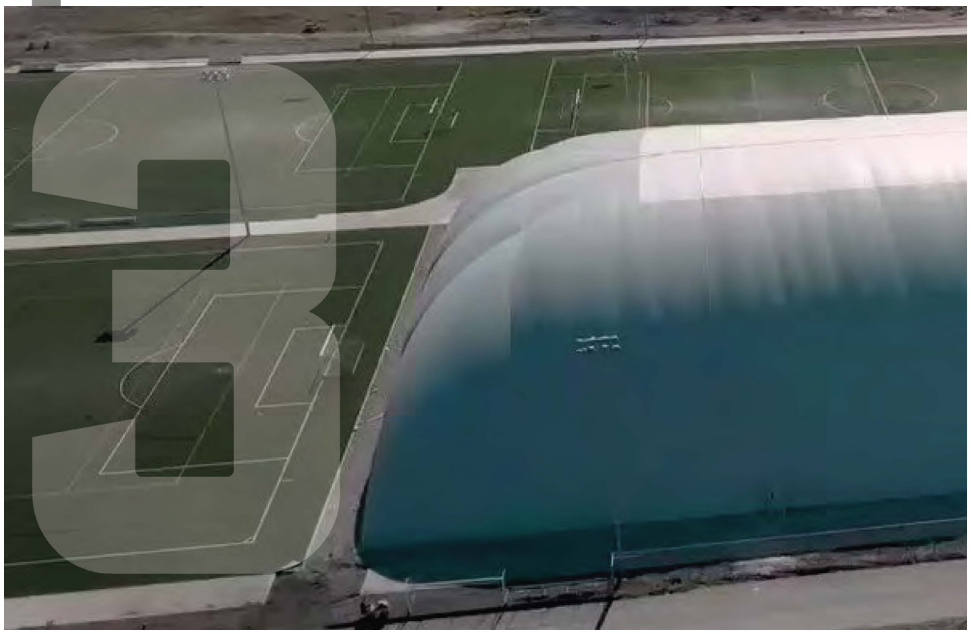
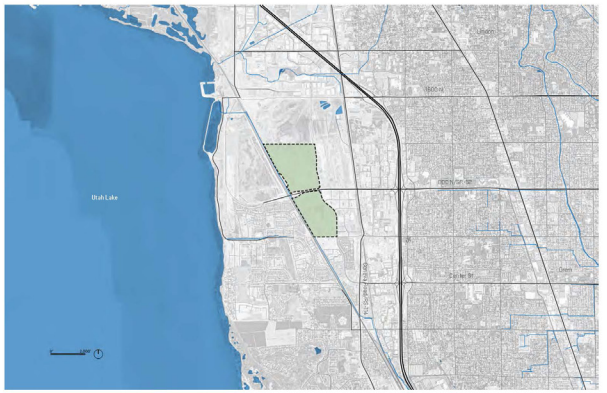


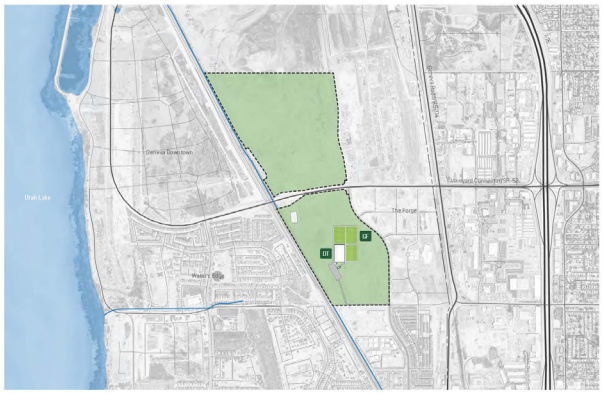
Context

The UVU Vineyard Campus is located in Vineyard, UT two miles northwest of the Main UVU campus on the site of the old Geneva Steel facility. The campus is approximately 240 acres split across two parcels. The Vineyard Connector road divides the campus into a northern and southern half. The northern parcel is approximately 140 acres; the southern is approximately 99 acres.

The property's west side abuts the FrontRunner and Union Pacific railroad lines. The southern parcel is accessed by Mill Road. There are no municipal roads accessing the northern parcel.

A master-planned development (Geneva Downtown) is located to the west of the campus and is currently in the early stages of development. A new UTA FrontRunner station located in the Geneva Downtown development will also serve the campus via a new pedestrian bridge over the railroad tracks.





Existing Conditions

The Vineyard Campus site is mostly undeveloped. Four sports fields (three outdoors; one under an inflatable dome) have been constructed as an interim strategy to provide additional athletic facility capacity. The remainder of the property is currently in an industrial, post-remediation condition awaiting future development.

There is an existing UDOT Environmental Study from 2008 showing potential limited-access 5- and 7-lane expansions to the Vineyard Connector.

Legend

- DT Do'TERRA Training Dome
- DT Geneva Fields

Open Space, Bikes, Pedestrians & Trails | Vineyard City

With alternative transportation and open space becoming increasingly more desirable and in-demand by both students and the larger population, providing a interconnected system of bike lanes, trails, and open space is critical to the development of the Vineyard Campus and Vineyard City. Vineyard City's existing Parks & Trails map provides a guiding framework for trails and open space.

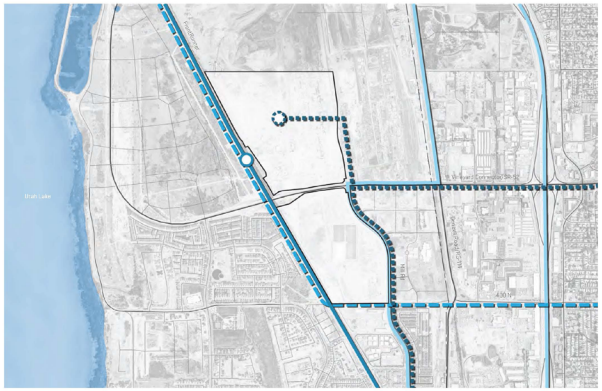
Pedestrian access from the Frontrunner Station allows regional connections to the network of trail systems that can allow users to safely navigate the City and campus without the use of a car.

Additionally, connections to the unique resource of Utah Lake and the recreational opportunities it provides should be a priority to planning efforts moving forward.

Legend

- Open Space (Existing + Proposed)
- Bike Lanes (Proposed)
- Multi-Use Trail (Existing/Proposed)
- Waterfront Trail
- Lake Trailhead
- FrontRunner Station (2022)

Source: Vineyard City Parks & Trail Map (Draft), dated March 2017



Source: Utah Unified Transportation Plan, interactive Map

Transit | UTA

The Vineyard Campus is served by an existing FrontRunner station and UTA bus routes (806, 807). A major Mountainland Association of Governments (MAG) transit project to add a north/south Bus Rapid Transit (BRT) line to State Street is funded and moving forward. The site and scale of the combined development of the UVU campus and Geneva Downtown provide a sufficient anchor for a potential spur connection to this new BRT line.

An extension of a light-rail line connecting Pleasant Grove, Vineyard City, and Orem is another future MAG project that is not currently funded, but its planned alignment serves the Vineyard Campus.

Legend

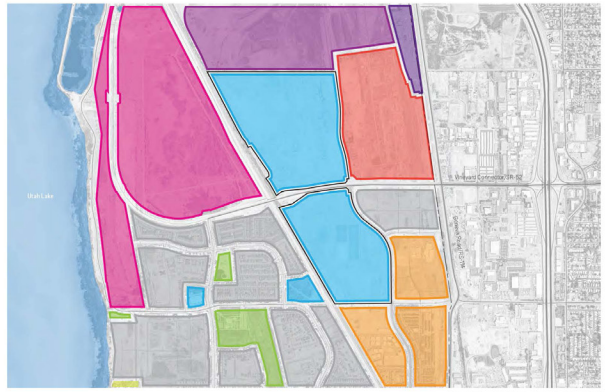
- Potential BRT Route
- FrontRunner
- Future TRAX Extension
- Existing UTA Bus Route(s)
- Potential BRT Station
- FrontRunner Station (2022)

Zoning | Vineyard City

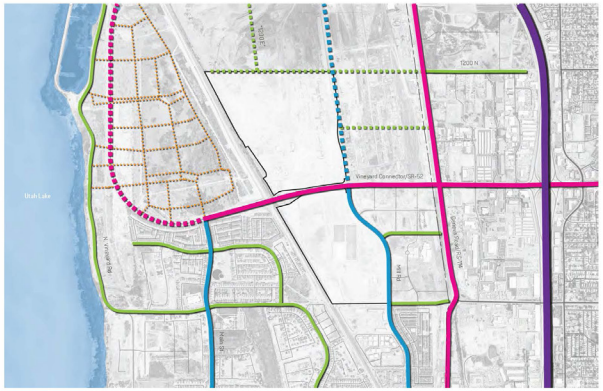
The property around the Vineyard Campus is zoned by Vineyard City for a variety of uses: industrial, commercial, residential, and various mixed/shared uses. Generally, there is a gradient of zoned use intensity from more intense to the north (Industrial) to less intense to the south (Regional Mixed-Use).

Legend

- Industrial
- Industry & Flex Office
- Vineyard Downtown
- Regional Commercial
- Regional Mixed-Use
- Public Facility
- Open Space
- Existing Developments



Source: Vineyard City Zoning Map, date April 30, 2020



Street Network | Vineyard City

The Vineyard Campus is proximate to I-15 and is bisected by the Vineyard Connector road. The southern half of the campus is accessed from Mill Road, while the northern half is undeveloped and there a no municipal rights-of-way currently platted or developed. The development of multiple city streets will be necessary to access and develop the northern half of campus.

This plan anticipates the extension or initiation of various grid-based streets in Vineyard City, including 1200 N, "1000 N", "1200 E", and Mill Road.

The synergy between the existing street network, the proposed streets in the area (e.g. UDOT Vineyard Connector expansion, Mill Rd extension), and the internal Vineyard Campus streets will be a critical interaction in the future development of the campus and the City.

Legend

- Highway (I-15)
- Major Roads (Existing/Proposed)
- Minor Roads (Existing/Proposed)
- Local Roads (Existing/Proposed)
- Geneva Downtown (Proposed)

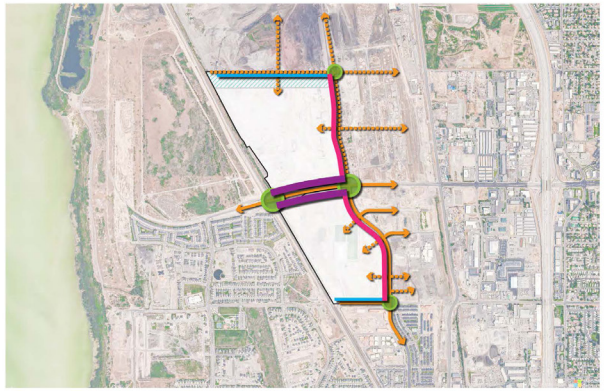
Site Analysis

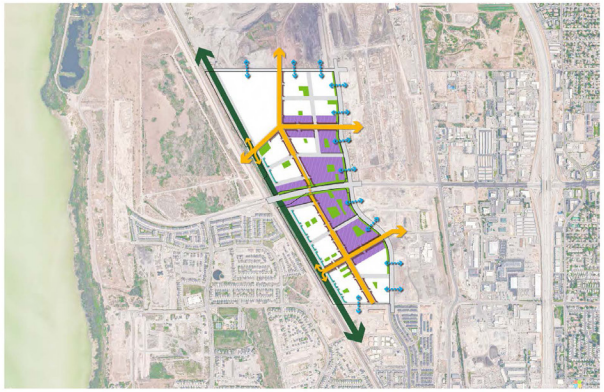
With the exception of the temporary sports fields and dome in the southern half of the campus, Vineyard Campus is an undeveloped, blank canvas for future development. Further, much of the surrounding land is also undeveloped or in the early stages of development. With very little context and adjacent development to offer a starting point for an organizing campus structure or layout, three main characteristics of what does exist can still be articulated as key site elements:

First, the campus has three different types of street frontages: the main frontage on either side of Vineyard Connector, which will be a high-visibility, but auto-dominant frontage; the community-facing frontage along Mill Road and its potential northern extension where the campus will abut other developments in Vineyard City; and the side road frontages at the north and south ends of the campus.

Second, based on the projected street network, there will be two types of entry-points/arrival moments to the campus. **First, the intersection of Vineyard Connector and Mill Rd will be the primary point at which people encounter the campus.** A similar arrival moment will exist at the west end of Vineyard Connector, for all east-bound vehicle traffic. However, without an intersection, while still a very high-volume entry-point, it will be less prominent than the aforementioned intersection. Second, at the northeast and southeast corners of the **campus Mill Rd intersects a local road. These intersections** will be important secondary arrival moments to the campus for students, employees, visitors, and members of the community passing the campus.

Third, around the perimeter of the campus there are be existing and planned streets, to which any internal campus street network should align and coordinate with.





The Big Idea

The new Vineyard Campus plan is designed to stitch and integrate itself into the surrounding urban context of Vineyard City. This integration is based upon the continuation or extension of land uses and circulation routes from within the campus into the surrounding city with removal of barriers between the campus and surrounding properties. The plan is also based upon an internal, multi-modal circulation network and open space network, to cultivate a distinct campus atmosphere for students, employees, and surrounding citizens to enjoy as a centerpiece of Vineyard City. More specifically, the plan is based upon the three primary elements:

New Campus Frontage

The plan introduces a linear open space along the entire western edge of the campus. This creates significant additional frontage for all of the abutting uses, contributes a significant and crucial link in the north-south trail/open space network, offers a buffer to the multiple rail lines, and creates space for campus recreation and amenities.

Campus Arteries

The plan includes boulevards bisecting the north and south half of campus to offer a strong organizing layout and creating a green spine to the campus where pedestrian, bicyclists, and vehicles can coexist in a functional and value-added arrangement.

Innovation District

The plan clusters a new innovation district around the main campus entrance and along the main frontage on Vineyard Connector as a strong anchor for the campus identity.

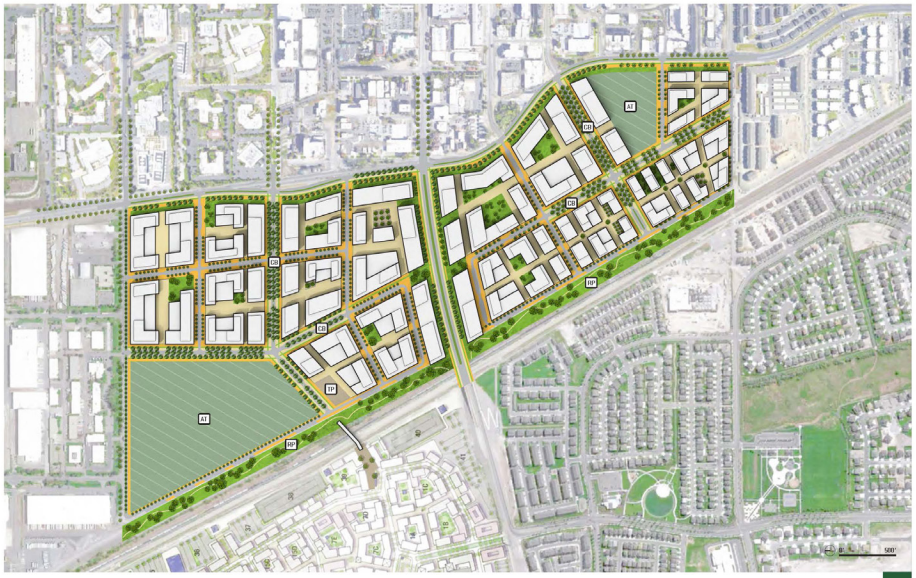
Site Plan

The site plan for the Vineyard Campus advances the site plan(s) developed for the 2016 Facilities Master Plan. It provides a long-term, build-out vision for the campus situated within a similar long-term, build-out vision for the surrounding City and adjacent developments. The plan does not include a specific vision for athletic facilities, rather zones where these facilities would be accommodated.

The site plan for the Vineyard Campus is based in the concepts articulated in The Big Idea: a linear open space along the western boundary; generous boulevards to serve as the structure and "arteries" for the campus; an innovation district clustered around the main entrance and main frontage; micro-open spaces sprinkles around the campus; and pedestrian connection around the campus perimeter to help stitch the campus into the surrounding community.

Additionally, the campus street network is aligned and to the various geometries or surrounding roads, and the blocks sizes and dimensions are intended to support their attendant uses and are calibrated to the surrounding developments (e.g. Geneva Downtown).

The Vineyard Campus site plan is intended to be referenced as a single representation of the Big Ideas, rather than a projective plan for individual building locations.



Open Space Network

A foundational element of the Vineyard Campus plan is the open space network. In combination with the street network, it defines the public realm of the new campus, providing amenities and functional benefits, while offering a diversity of uses to UVU students/faculty and the surrounding Vineyard and Utah County community.

A linear park along the railroad, here called "Railroad Park", serves as a north-south connection in the larger Vineyard City open space system, while also creating a new frontage for various campus blocks, and acting as a buffer to the various rail lines. It is intended to accommodate trails, active and passive recreation (e.g. small sports courts, workout stations, picnic/seating areas, etc.), and natural stormwater facilities.

Along the two major street frontages (Vineyard Connector and Mill Rd) there is a strip of open space to serve multiple purposes: allow for the campus to have and a soft, vegetated edge defining the UVU Vineyard Campus identity; to act as a buffer to these vehicle-focused streets; and to provide for off-street bicycle/pedestrian circulation and recreation/amenity space.

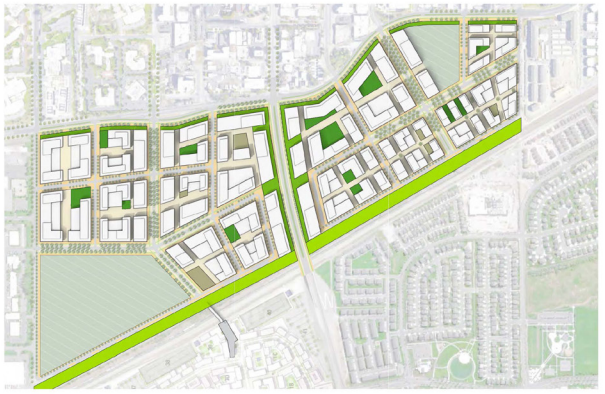
Within each campus block are micro-open spaces (either small, green parks or hardscape plazas) intended to provide outdoor gathering spaces across the site as a defining feature of the campus.

Legend

- Railroad Park
- Campus Buffer Open Space
- Micro Open Space
- Plaza

Legend

- A1 Athletics Zone
- TP Transportation Plaza
- CB Campus Boulevard
- RP Railroad Park



Zones//Block Typologies

The Vineyard Campus is organized into various zones. The focal point of the campus is an innovation district located around the main entrance. A research park is located in the northeast corner next to adjacent industrial and mixed-use properties. A flexible, mixed-use zone provides for a diversity of future uses, and serves as a buffer to the residential zone at the southern end of the campus.

The Innovation District accommodates large, institutional-scale buildings, with deep floor plates (up to 180 ft.), taller buildings (up to 4-6 stories), and a campus-like feel with inter-block public spaces, plazas, pedestrian circulation, and with out vehicle circulation.

The Institutional Flex Zone accommodates large buildings (up to 150ft floor plates, and 3-5 stories) with a similar focus on inter-building pedestrian-focused public space.

The Research Park Zone, situated next to industrially-zoned property, is intended to accommodates large-scale research facilities that bridge the academic/light-industrial designation.

The Residential Mixed-Use Zone accommodates on-campus living with ground-level commercial uses and acts as a transition to lower-intensity use south of campus.

Legend

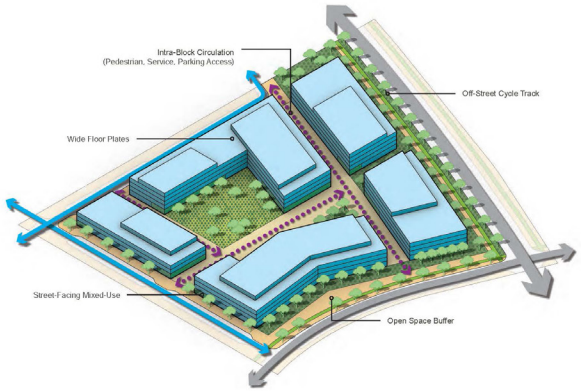
- Innovation District
- Institutional Flex Zone
- Research Park Zone
- Residential Mixed-Use Zone
- Open Space (Athletics + Parks)

Block Typologies | Innovation District

The Innovation District is the heart of the Vineyard Campus. Located at the main entrance (Vineyard Connector/Mill Rd), along the Vineyard Connector corridor, and along the main internal campus entrances it provides the defining character for the new campus.

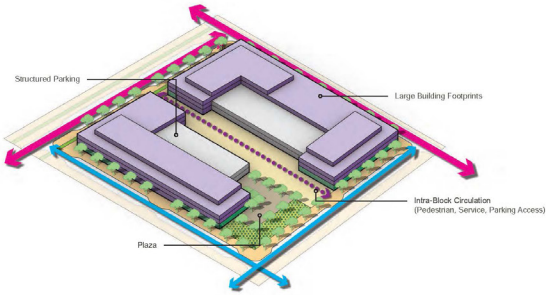
Large buildings with deep floor plates accommodate the largest potential uses. Tall buildings (up to 5+ stories) provide spatial definition to the various surrounding streets. Strategically-placed first-floor food/beverage, retail, and other public-facing uses foster a vibrant space within each block.

Intra-block pedestrian circulation space, plazas, and micro-open spaces allows pedestrians to move freely between buildings and through the campus creating an pedestrian-focused environmen, and an urban campus feel within individual blocks.



Block Typologies | Research Park

To advance UVU's commitment to innovation, a research park is park is one of the Vineyard Campus's zones. The park is located at the northeast corner of campus so that its intense use is adjacent to industrial and mixed-use commercial properties. The park is laid out to allow the large-foot print buildings typical of research parks, while simultaneously including public spaces that tie the zone into the surrounding campus and City blocks. Small plazas, micro-open spaces, and targeted first-floor food/beverage, retail, etc. uses create inviting public spaces between the various facilities.

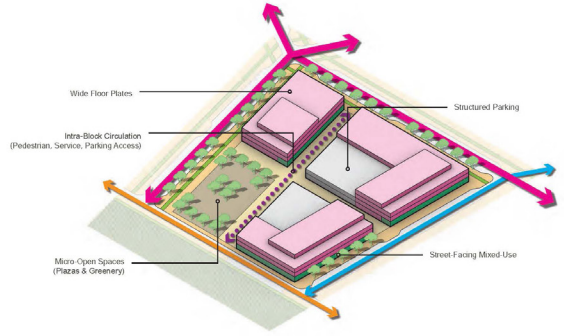


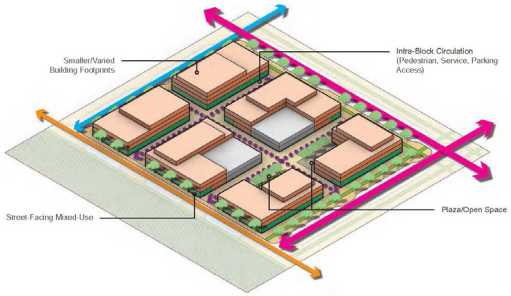
Block Typologies | Institutional Mixed-Use

The institutional mixed-use block typology is the most flexible block type; it is intended to accommodate nearly any use. A dense, multi-story typology, it is based around the same concepts and principles as the other blocks, with internal block pedestrian circulation, first-floor/street-facing mixed uses, and small, dispersed open spaces/plazas.

Strategically placed between the high-intensity use of the Innovation District Zone and the low-intensity use of the Residential Mixed-Use Zone, these blocks serve as a transition

Structures in this zone could be developed initially for private, commercial use and then transitioned to UVU and academic uses as the campus reaches critical mass.





Block Typologies | Residential Mixed-Use

The Residential Mixed-Use block type accommodates narrower floor-plate, multi-story housing in conjunction with first-floor, street-facing commercial uses, and structured parking. Intra-block pedestrian circulation, absent vehicles, creates vibrant, valuable public realm within the blocks.

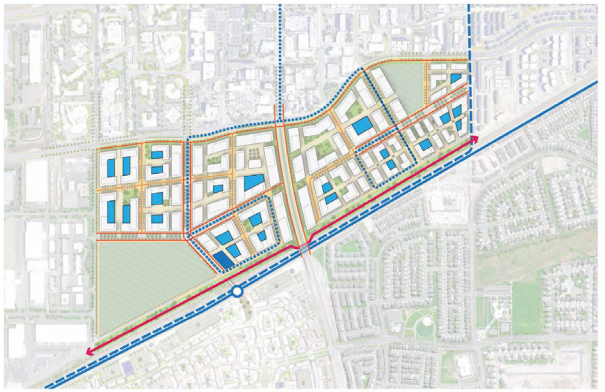
This typology accommodate smaller-scale development to serve the various needs of the campus, while also acting as a natural transition into the surrounding residential neighborhoods.

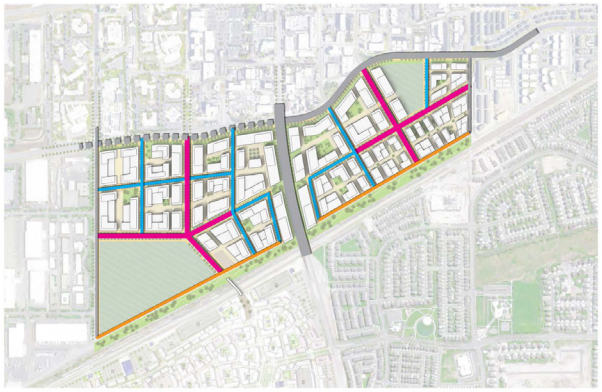
Transit

Vineyard Campus will be a multi-modal campus. A new FrontRunner Station at Geneva Downtown is accessed from campus via a pedestrian bridge. Also, a potential spur from the new BRT line would serve both the north and south portions of campus, with an intermodal transit plaza at the campus end of the pedestrian bridge serving to connect various transit systems. Future, bike lanes, cycle tracks, and multi-use trails serve internal campus mobility and connect out into existing networks in the surrounding city. Structured parking supports the "highest and best use" densities envisioned at campus build-out.

Legend

- FrontRunner
- Potential Light-Rail Route
- Potential BRT Route
- Regional Multi-Use Trail Corridor
- Separated Cycle Track
- On-Street Bike Lane
- Intermodal Transit Plaza
- Structured Parking
- FrontRunner Station





Street Network

The Vineyard Campus plan is based upon a hierarchical street network, with robust internal boulevards serving as the "arteries" of the campus. These boulevards have the widest right-of-way (ROW) to allow for the diversity of uses that allow them to be the multi-functional, character-defining public spaces for the campus. The campus streets provide multi-modal corridors to accommodate pedestrians, bicycles, and vehicles, with ample public realm to allow these ROWs to be corridors of non-vehicular activity. The ROW along Railroad Park is asymmetrical, to create a generous street environment along the building frontages and easy access and street parking .

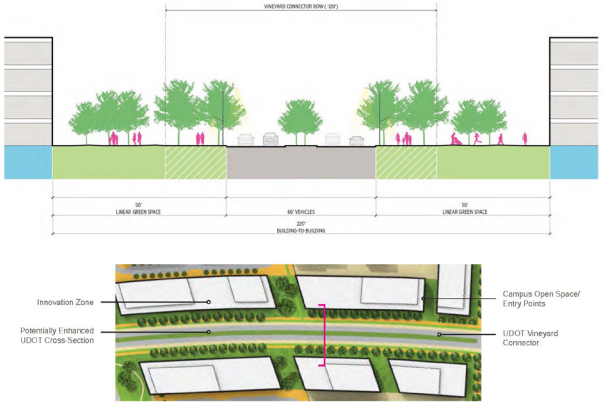
Legend

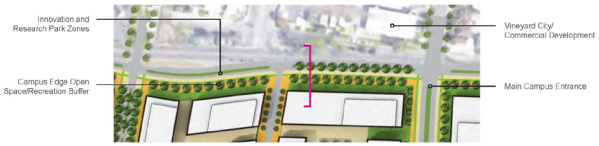
- Campus Boulevard
- Campus Street
- Railroad Park Road
- Municipal/State Roads

Street Section | Vineyard Connector

Vineyard Connector is undergoing change from a small local street into a major transportation corridor. A 2008 UDOT Environmental Study explores Vineyard Connector as a limited-access 5- or 7-lane road. With the vastly different context for Vineyard Connector in 2021 than in 2008, this plan -- and specifically this cross-section -- suggests a more contemporary, holistic, and complete-street approach to Vineyard Connector, accommodating pedestrians, cyclists, and vehicles in the ROW in a manner that creates a public space that contributes to adjacent property, instead of detracting from it.

Any future plans for Vineyard Connector would be an important collaboration between Vineyard City, UVU, and UDOT. This section is intended to spur conversations about the impacts of transportation development on adjacent property and make the planning of a road critical to the future development of the Vineyard Campus more holistic.



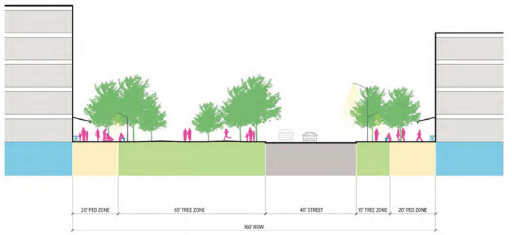


Street Section | Mill Road

Mill Road is a crucial interface between the Vineyard Campus and surrounding Vineyard City. The section includes a pedestrian zone along the traveled way, a linear open space buffer, and a second pedestrian zone along the building frontages. The vegetated open space serves multiple functions: it identifies the edge of campus and does so in a manner that is a counter-point to the ubiquitous asphalt-/concrete-dominated development pattern; it serves as a recreation amenity and off-street circulation corridor for the campus and surrounding community; it provides a buffer between the anticipated vehicular traffic and the adjacent campus facilities; and it offers the potential for performative landscape (e.g. counteracting urban heat-island effect, treating stormwater, etc.).

Street Section | Campus Boulevard

The Campus Boulevard street type serves as the main "artery" for the campus. It is intended to provide ample space for pedestrians and cycles, while also accommodating vehicular traffic and limited on-street parking. With the widest ROW of the internal campus streets it is a signature component of the campus site plan. To create a vibrant public realm pedestrian zones along the building frontages are wide enough to accommodate dining, seating, street furniture, street trees, and general circulation. Additional street width is dedicated to open space. This portion of the ROW is meant to be flexible and respond to the adjacent uses; over it's length through campus it could morph from a micro-park to a playground to a plaza to a parking area, and so on.

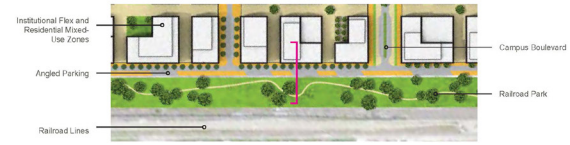


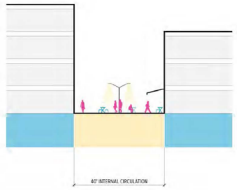
Street Section | Campus Street

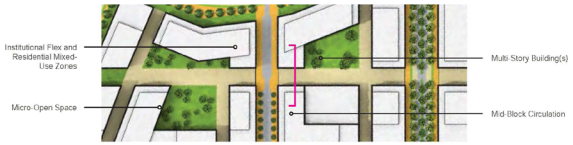
The Campus Street is a low-volume ROW that prioritizes the pedestrian, urban design, and the creation of engaging public realm that is an asset to the campus. This ROW type strikes a balance between being narrow enough to keep spatial definition between abutting buildings, while being wide enough to accommodate a diversity of users. There are generous pedestrian zones along the building frontages to encourage seating, street furniture, circulation, etc. There is a flex zone to accommodate either street tree planting and stormwater treatment swales, or parallel parking.

Street Section | Linear Park Street

The street section along Railroad Park is simple and asymmetrical. Along the building frontages there is a wide pedestrian zone to facilitate indoor/outdoor uses for first-floor tenants that may benefit from adjacency to the park (e.g. seating, sidewalk retail, etc); along the park there is parking to facilitate trail and open space access.







Street Section | Campus Alley

The blocks on the Vineyard Campus are designed to have internal circulation. This hardscaped public realm is flexible and multi-functional. It serves as plaza space for pedestrian and bicycle circulation, outdoor amenity space to support first-floor uses, and also as access for service/delivery vehicles and to structured parking. With a curbless design pedestrians and vehicles share the public space.

Context

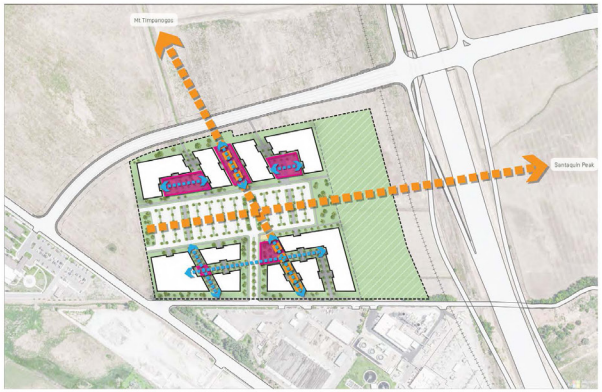
The Payson Campus is the newest addition to the network of UVU. Purchased in the summer of 2020, this parcel of land consists of 38.7 acres. Situated just off of I-15, this campus will be visually prominent from the interstate. The campus parcel is largely surrounded by large undeveloped land owned by the LDS Church to the north, east, and west. To the south are the Nebo and Payson Power Plants. Payson town center is approximately 1.5 miles south with the most immediate access to the City being Bamberger Road which runs on the southern edge of the site and travels under the freeway. Current UDOT plans for a new highway interchange may impact the configuration of the property.

Existing Conditions

The site is primarily undeveloped agricultural land with a small section containing some tree stands and outbuildings The closest development is the Central Utah Veterans Home that is just north west of the site; two power generation facilities abut the campus to the south. Thus far much of Payson's residential and commercial development has occurred east of I-15, while the west side remains primarily agricultural land.

Property Boundaries

As the population continues to grow in Utah County it is anticipated that UDOT will develop a new freeway interchange and right-of-way expansion around the property. This diagram shows the anticipated boundary of the new interchange and road configuration.



The Big Idea

The campus is organized along two primary axes, the first running east and west to highlight the views of the surrounding mountain ranges. The second a north to south pedestrian corridor.

Within the site and are connecting micro-quadrants of small plazas and green space to link the buildings and interstitial spaces into the public realm.

Legend

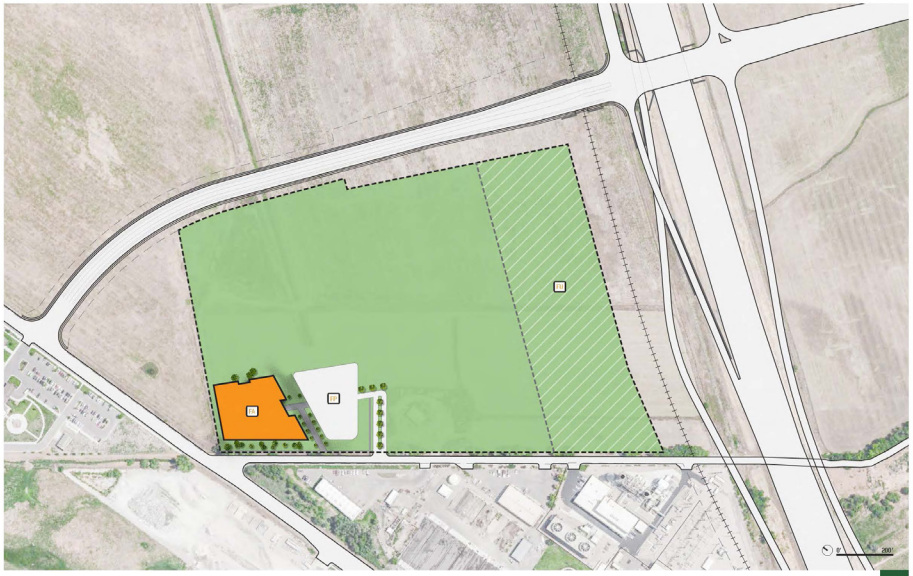
- Pedestrian Plaza
- Main Campus Axis (Wasatch Peaks)
- Pedestrian Circulation Axis

25-Year Plan

Initial development of the Payson Campus is not anticipated to extend beyond the need for one building and surface parking. As this location is currently situated at the edge of the City's current development, the population demand will take some time to justify any major development on the site beyond one or two buildings. It is anticipated that a joint facility will be developed with Mountainland Technical College as well as Nebo School District to create a centralized location for post-secondary eduction.

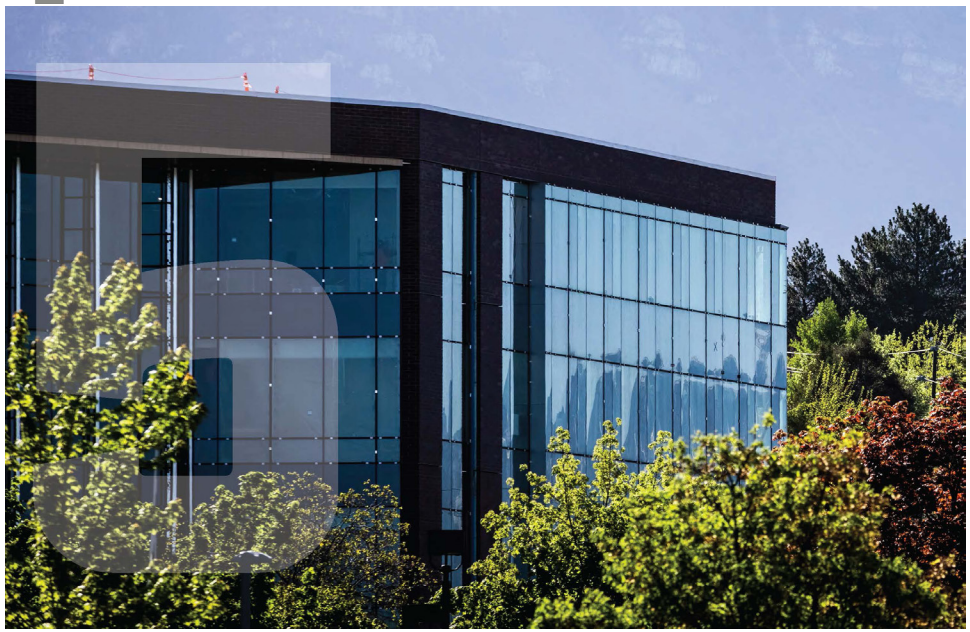
Legend

- Future Academic Building
- Future Parking Area
- Future UTA Development



Projective Plan

The Payson Campus is well situated as a sizable parcel of land that can accommodate a substantial amount of future development. Future growth will vary according with potential partnerships between Mountainland Technical College, Nebo School District, and any other pertinent organizations. As the demand for technical and trade services grows, and programing needs and opportunities as this campus develops, and organized system of buildings can evolve over time to create a centralized and organized campus development focused on both vehicular and pedestrian movement through the campus.



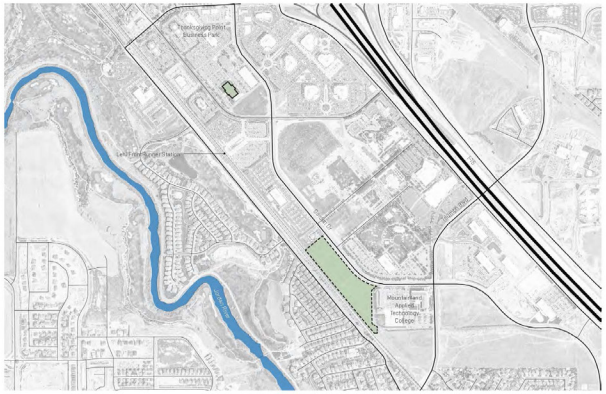
Context + Existing Conditions

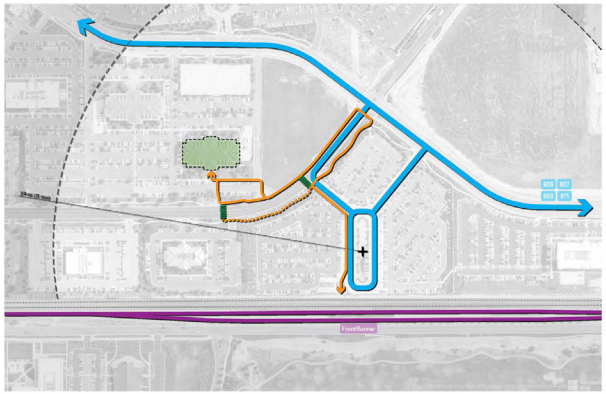
In the Spring of 2020 UVU finalized the purchase of a 103,000 square foot office building to use as its Thanksgiving Point campus in Lehi, Utah. Just south of the building along the FrontRunner transit line is approximately 30 acres of land owned by the University. This land sits directly adjacent to Mountainland Applied Technology College.

The building is a three story structure is situated in a typical office park development of stand along office structures surrounded by parking lots. The building is approximately 15 years old. Proximity to the Lehi FrontRunner Station and the Orem Station provides direct access between the two campuses.

The 30 acres of land to the south of the campus building remains an undeveloped parcel adjacent to the Frontrunner rail line the runs along the west boundary of the site and Ashton Boulevard that runs along the east boundary. It is anticipated that a property negotiation with Mountainland Technology College will better serve each respective party moving forward in the future. The land is an ideal opportunity for campus growth for Mountainland to better provided additional business and technical skills education for the area.

The residential and commercial development around Thanksgiving Point continues its rapid growth south and west in Lehi and will further the rapid population growth of Utah County.





Walkability

A key selling point and consideration for the Thanksgiving Point building acquisition was the ability to provide an interconnected network of campuses through mass transit. The site is withing easy walking distance of the Lehi Frontrunner Station and is serviced by several UTA bus routes in the area.

There is substantial infill potential around the numerous surrounding parking lots that would create opportunity for the development of a walkable mixed-use community and education center.

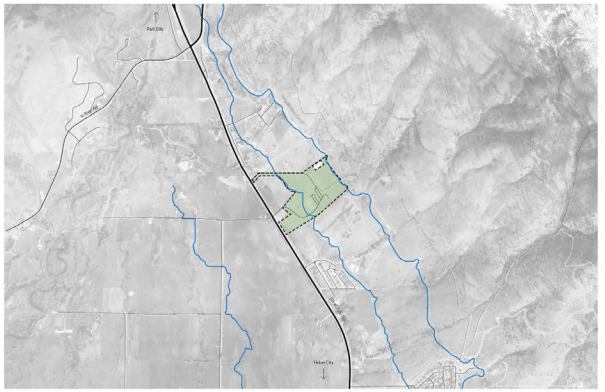
Legend

- Bus Route(s)
- FrontRunner
- Pedestrian Route (Existing/Potential)
- Proposed Pedestrian Crossings
- Walking Radius

Context

The Wasatch Campus sits just off of State Route 189 on the north east bench of the Heber Valley. SR-189 is a primary road entering the city and the campus is passed by many drivers on a daily basis. The site is located just over two miles north of Heber City.

The building sits on the bench and offers views of the valley and mountain ranges. Adjacent development is limited to a Jehovah's Witness kingdom hall located at the edge of the property near the road and an apartment complex just south of the site. Otherwise much of the surrounding land is agricultural or wilderness.



Existing Conditions

Currently the site features the two-story main campus building, completed over 20 years ago. Much of the site remains undeveloped, with native vegetation and tree species scattered throughout. The Wasatch Canal runs north to south through the site, running directly in front of the existing campus building. The Coyote trail system that sits just above the Campus is anticipated to be expanded with a larger transit pathway that will connect to an expansive 5,500 home housing project.

In 2016 the Wasatch Center for Advanced Professional Studies (CAPS) program opened a facility within the campus building to create a partnership with UVU and the Wasatch School District.

25-Year Plan

To capitalize on the natural beauty and recreational opportunities of the area, a cluster of yurts is planned to provide unique accommodations that can be utilized by the UVU community.

Additional programing and space utilization changes may occur to the existing campus building as further partnerships with external partners, or internal curriculum programs change and develop over time.

Further recreational activities may be developed on the campus through the canal and trail systems that run through and adjacent to the site.

Buildings

- MC Main Campus Building
- TB Technology Building
- Future Yurts

Projective Plan

It is anticipated the additional partnerships with educational or community organizations can be made to further utilize the Wasatch Campus building. Programing or curriculum changes could direct the campus into a hospitality lead education center that corresponds with the surrounding resort communities.

Hotels and other resort-focused buildings can be developed on the northern edge of the property to create a one-of-a-kind campus with a focus on recreation, hospitality, and executive education.

Buildings

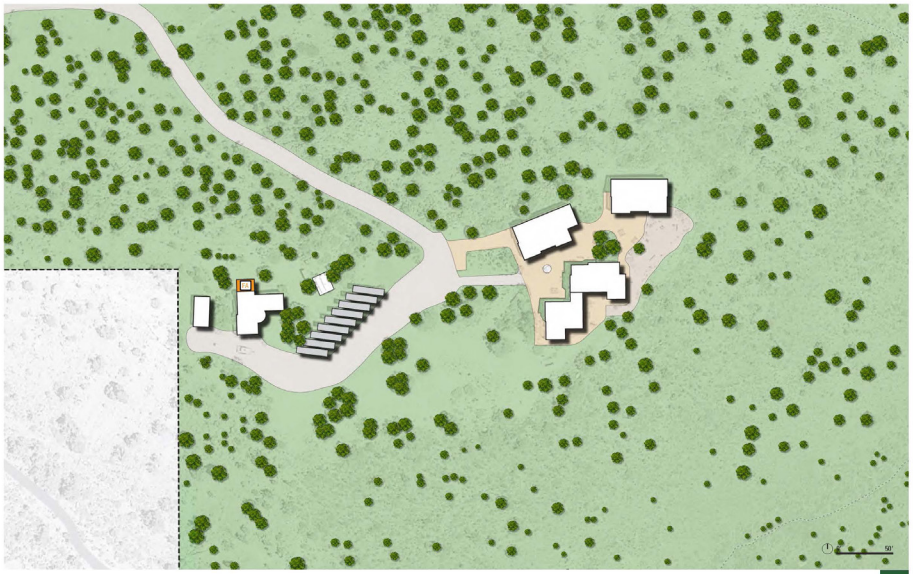
WB Main Campus Building
TH Technology Building
FH Future Hospitality Development

25-Year Plan

The Capitol Reef Field Station will continue to support research and environmental education within Capitol Reef National Park. With time, if new structures or other improvements are needed to the site all efforts should be made to continue to promote sustainability in the design and construction of its buildings. The Field Station can continue exploring energy saving ideas and innovations that can be translated into other building projects throughout all of UVU's campuses.

Buildings

- Bastian Property
- Browning Administration
- Business Resource Center
- Future Apartment



Vineyard Precedent | SDSU Mission Valley Campus

As San Diego State University continues to grow the University is looking to a new 169-acre site to develop an innovative and sustainable campus. The goal of the new campus expansion is to create a mixed-use, transit-oriented educational hub that serves the academic, athletic, economic, and environmental needs of the University and region.

Key to the plan is a proposed joint-use stadium that will host professional sports organizations. The campus will also feature over 80 acres of active and passive recreations space available for students and the wider community including recreation and practice fields, biking and walking paths, and a river park.

Tantamount to the athletic and recreational focus of the campus will be the 1.6 million square feet of space dedicated to educational, research, entrepreneurial, and technology programs that will create the "Innovation District" on the campus. Additionally the district will provide 95,000 square feet of retail space.

4,600 units of new housing will be integrated into the design and available for students, athletes, faculty and will play a vital role in the mixed-use, transit oriented goal of the campus. Regional public transportation will run through the campus and provide access to downtown San Diego and the surrounding communities.

The project broke ground in the Fall of 2020 and has been funded through revenue bonds and public-private partnerships. It is anticipated that this joint venture will expand the University's economic impact in the region by $3 billion annually.




Vineyard Precedent | Novus Innovation Corridor Arizona State University

The Novus Innovation Corridor is a large scale planning effort by Arizona State University to utilize 355-acres of University-owned property and transform into a thriving campus and downtown community, with business, education, shopping, dining, housing, sports facilities and light rail transit, each feeding into the other to create a vibrate downtown and university campus development.

The project has been driven by several motivating forces, the first being reduced states funds for operating costs. By allowing private developers to building on university land, ASU will be able to use revenue to maintain and construct existing and future sports facilities. Additionally the University recognizes the strategic value in providing a university-adjacent business hub would provide a synergistic relationship with ASU students for real-world experience and workforce recruitment.

The mixed-use center will include a future multi-purpose arena adjacent to the existing ASU Stadium and Arena. There is a proposed 3,500 units of multi-family housing, 3.5 million square feet of office space, and over 300,00 square feet of restaurant and retail space, as well as hotels and parking structures. The project will also feature a network of public spaces including parks, plazas, and squares. This development will be connected through multi-modal network of pedestrian, bicycle, transit, and vehicular connections.

Construction has begun on office buildings, multifamily housing, a hotel and parking structure, with anticipated build-out of the project expected over the next 15-20 years.

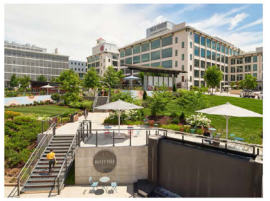

Vineyard Precedent | Wake Forest Innovation Quarter

In the 1990's the R.J. Reynolds Tobacco Company closed in downtown Winston-Salem, North Carolina. In 1993, shortly after the closure, researchers from the nearby Winston-Salem State University moved into one of the former Reynolds warehouses. This move lead to a discussion regarding an expansion and reuse of the warehouse and surrounding land in order to create a research park.

A team from Sasaki Associates was hired to create a master plan for the new development. As part of the redevelopment effort, the Innovation Quarter's expansion plan included a strong public-private collaboration. The city and county helped to leverage $350 million in state, federal, and private investment. Input for the plan included voices from the university, city officials, regional stakeholders, and members of the community.

Initially, plans called for building a 1200-acre research park between the city and its neighboring municipality. City leaders realized an infill/redevelopment project would be better for the city and would present more opportunities. They then focused on the 220 acre brownfield site. The project provided an example of how generating infill development with research parks can help to revitalize a deteriorating city center.

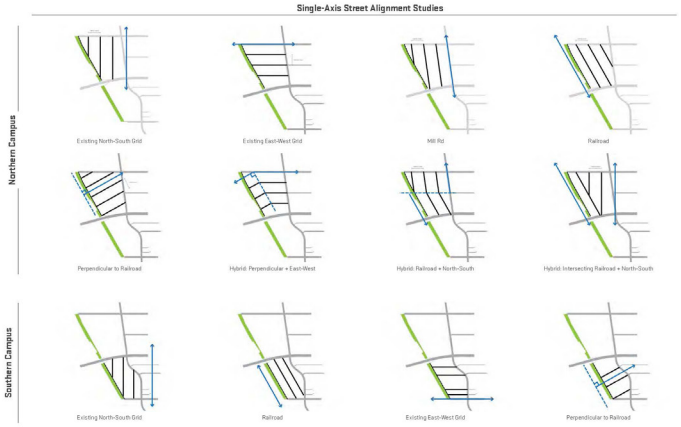
The plan includes an eventual 5 million square feet of office, lab, mixed-use space, and 55 acres of open green space. The project seeks to be environmentally friendly and does so through such methods as reuse of existing materials, re-purposing existing buildings and LEED development practices.



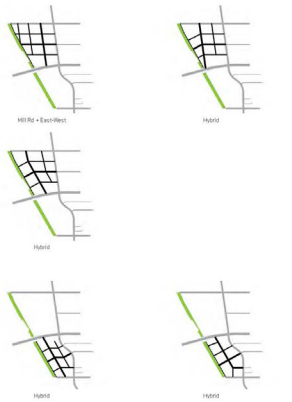
Vineyard Analysis | Street Alignment Studies

The internal circulation network for the Vineyard Campus is the foundational framework for all future campus development. Synchronizing the internal streets with the existing, external street network is an essential component in the master planning of the campus.

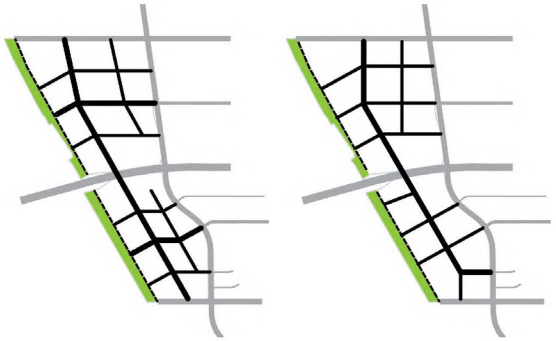
The campus is surrounded by numerous street alignments. These studies identify these numerous geometries, and attempt to suggest approaches for combining them into plausible street layouts.



Dual-Axis Street Alignment Studies



Combined Campus Street Alignment Studies

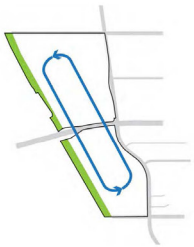


Vineyard Analysis | Connectivity Concepts

The Vineyard Campus is divided into north and south portions by the Vineyard Connector Road. This road is converting from a local Vineyard City road into a significant UDOT project. Thus far the evaluation of the road has been narrowly focused on the vehicular transportation considerations. Depending on the development of the road, pedestrian and cyclist considerations, and all the adjacent land use and urban design impacts, the Vineyard Campus has a chance to function in very different ways, either as a unified campus, two separate campuses, or a partially connected campus.

Further collaboration with Vineyard City and UDOT are necessary steps to develop Vineyard Connector in a holistic, interdisciplinary manner which acknowledges and incorporates the design considerations of users at a major new state-owned educational facility.

Unified



Separated

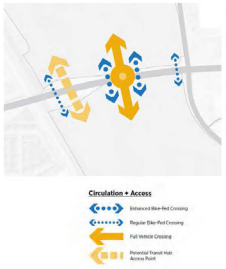
Partially Connected

Vineyard Analysis | North-South Crossing

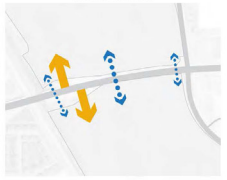
While it is unknown exactly how the Vineyard Connector will evolve as surrounding development increases, it is clear from the vehicular transportation focus of UDOT that the road will be developed to maximize vehicle capacity. However, with the acquisition of the Vineyard Campus property by UVU the calculus of an appropriate road design has changed. As a vehicle-first road, the Vineyard Connector will divide the Vineyard Campus into two, separate halves. To make it function as a unified campus north-south connections across the Vineyard Connector will be essential. Some concept-level alternatives examine a range of pedestrian, cyclist, and vehicular options.

Separated

Unified



Partially Connected



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