

SARATOGA SPRINGS MOUNTAIN VIEW DISTRICT AREA PLAN

SARATOGA SPRINGS, UTAH

FEBRUARY 2025



**PROPERTY
RESERVE**



**NORRIS
DESIGN**
PEOPLE + PLACEMAKING

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EXECUTIVE SUMMARY

PURPOSE STATEMENT

This 2025 Amended and Restated Mountain View District Area Plan (2025 Plan) replaces in full the 2010 city Center District Areas Plan (2010 Plan). The intent then and now is to create a framework for the orderly development of the City’s downtown core and supporting neighborhoods.

BACKGROUND

In 2010, leaders from Saratoga Springs and Property Reserve, the real estate investment arm of the reserve funds for The Church of Jesus Christ of Latter-day Saints, created a vision for more than 2,000 acres in the heart of Saratoga Springs. The vision, captured in the Saratoga Springs Mountain View District Area Plan (Plan) and the corresponding Saratoga West Annexation Agreement, paved the way for the City to grow, for homes and families to be established, and for business, transportation, and recreation opportunities to flourish. The Plan was designed in collaboration with Saratoga Springs and in furtherance of the Saratoga Springs General Plan.

In accordance with Section 19.26.13 of the City Code, this Plan grants the right to develop 16,000 housing units and 10 million gross square feet of non-residential uses, at the discretion of the landowner, which includes the right to develop 20,620 equivalent residential units (ERU) as detailed in the Land Use table. (See *District Area Plan Development, 2025 table for details.*)

Under the 2010 Plan, build out of the DAP was estimated to create approximately 17,000 jobs and contribute to a population range of 43,000 to 59,000. In the 14 years since adoption of the Plan, the City and Property Reserve, together with development partners and builders, have worked to carry out the City Center vision. By the end of 2024, nearly half of the land area had been developed, with over 3,300 residential units built and 100-acres of non-residential established within the plan area. This leaves approximately 70% of entitled ERUs remaining for future build-out.

In January 2025, Saratoga Springs City Council approved the annexation of 162 acres and inclusion of the parcel in the PC Zone and inclusion in the Mountain View District Area Plan. With this amendment the City and Property Reserve also add three other adjacent land parcels to the plan, for a total of 235 acres of new area included in the Mountain View District Area Plan. See hatched areas on Figure 1 - Plan Area Map.

While additional land is added, no additional ERUs are added. This lowers the gross residential density in the Mountain View District Area Plan from 5.65 units per acre to 5.22 units per acre.

The 2010 Plan was anticipated to take up to 30 years to build out; however, current projections indicate a longer build out period. The City Saratoga Springs and Property Reserve desire to allow time for thoughtful build out that is responsive to local needs, market demands, and community growth and under this 2025 Amended and Restated Plan allow an additional 30 years for development, running through approximately 2055.

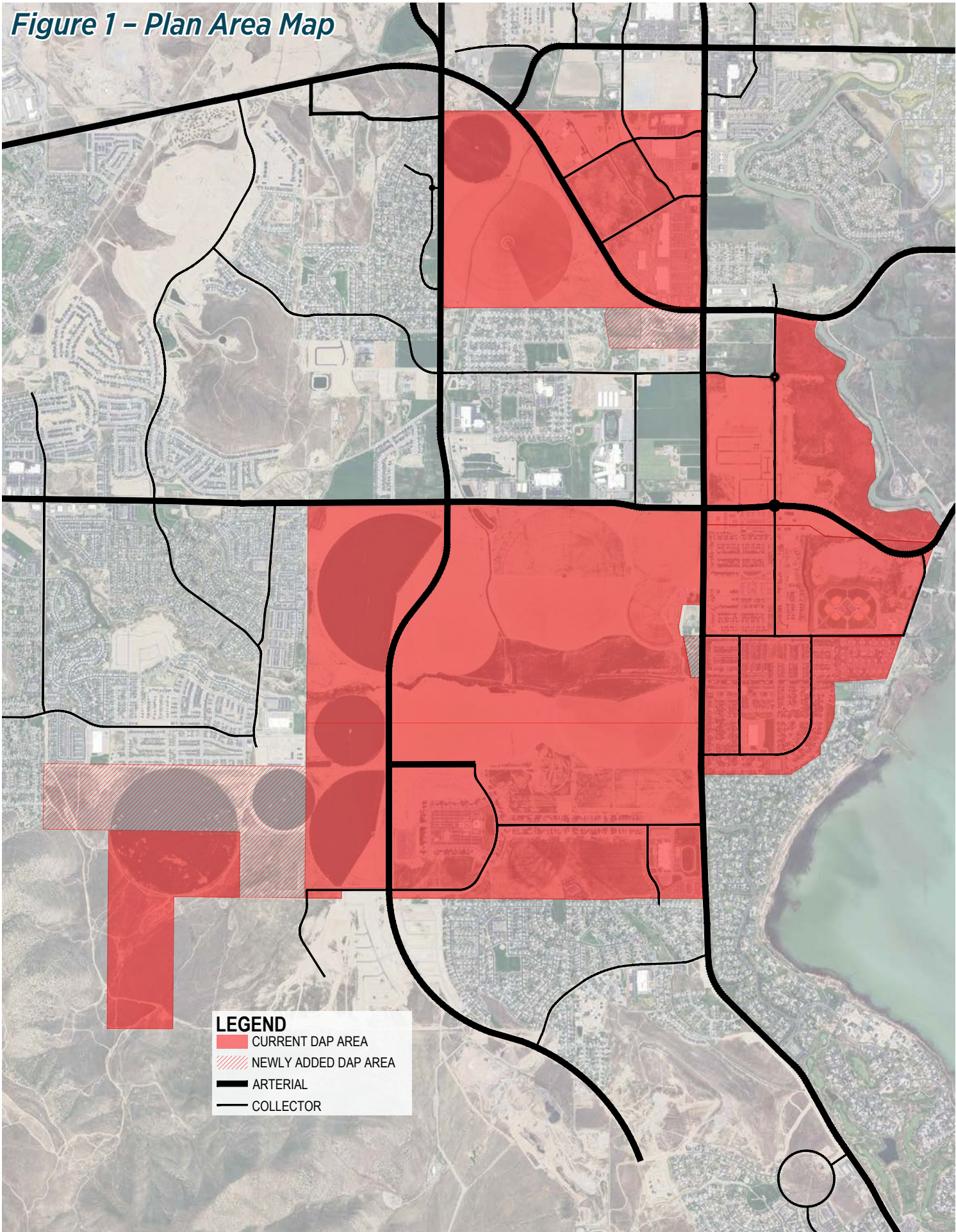
COMMUNITY GOALS

- 1. Provide flexible tools for implementation of the plan.
- 2. Outline maximum density and allocate appropriate infrastructure and amenities for the betterment of the community and promotion of health, safety, and welfare of residents.
- 3. Establish guidelines for developments of Place Types and connection of each place to the overall community.

Table 1

	ERU	AREA
2010	20,620	2,833
<i>Interim Development</i>	4,578	831
2025 Added Land		235
Total Remaining	16,042	2,237

Figure 1 – Plan Area Map



Scale, North Arrow

CITY CENTER PLAN OVERVIEW

ENTITLEMENT OVERVIEW

The 2025 Plans adds land to the Plan Area, but does not add additional ERUs. The 2010 Plan allowed for a gross density of 7.28 units per acre, while the 2025 Plan reduces the gross project density to 6.72 units acre.

While the gross density is slightly reduced, individual Place Types will vary greatly in density, from typical suburban single family units to urban multifamily homes.

The ERU Use Table is a summary of how development has been implemented to date. The table shows projects with an approved Village Plan and summarizes ERUs and acres used in each project. It is anticipated that the table will be updated from time to time to track approved projects and provide clarity to all parties regarding how much land and entitlements are remaining in the Plan area.

SARATOGA SPRINGS TODAY

The past 15 years have seen record growth, not only in the Plan area, but throughout Saratoga Springs, Utah County, and all along the Wasatch Front. Since adoption in 2010, the population of Saratoga Springs has increased at an average rate of 9.4% annually¹, with an estimated population of 52,532 according to 2022 American Community Surveys data².

Due to record growth, Utah faces significant housing shortages with an estimated shortage of ~37,000 units in 2024³. Meanwhile this growth has created significant strain on transportation and utility infrastructure. This requires ongoing collaboration between Saratoga Springs and Property Reserve, as well as regional, state and federal resources, to identify and implement solutions that contribute to an active, vibrant and well-balanced community. The Mountain View District Area Plan is intended to help these ongoing needs, providing housing, transportation, and community resources for Saratoga Springs.

PLAN ACHIEVEMENTS THROUGH 2025

- **3,341 residential units built with a diversity of housing choices**
 - **Phase 1 Intermountain Healthcare and future University of Utah Healthcare**
 - **100 acres of retail built, including Costco, FatCats, Smith’s Marketplace, and a diverse selection of restaurants**
 - **Taxable Retail Sales grew 18% from 2013 to 2022**
 - **Job growth in medical, office, entertainment, and retail sectors**
 - **Water secured for development**
 - **Schools Built**
 - » Springside Elementary School
 - » Lake Mountain Middle School
 - » Future High School site designated
- **Transportation Connections**
 - » Pioneer Crossing
 - » Redwood Road
 - » Pony Express
 - » Mtn View Corridor
 - » Halvorsen Blvd
 - » Saratoga Road
 - » Riverside Drive
 - » Medical/Market
 - **Civic & Institutional Construction**
 - » Patriot Park
 - » Beacon Pointe Park (planned)
 - » Saratoga Springs Public Safety Building,
 - » Future City Hall site under construction
 - » Saratoga Springs Temple
 - » Saratoga Springs Meetinghouses

1. City of Saratoga Springs. Saratoga Spring General Plan Updates 2022-2042. 2022
2. United States Census Bureau. U.S. Census Bureau QuickFacts: Saratoga City, Utah.
3. Kem. C Gardner Policy Institute, State of the State’s Housing Market, 2022-2024. Sept. 2023 Wood, James, and Dejan Eskic

Table 2

RESIDENTIAL DEVELOPMENT	APPROVED ERU / ACRES		BUILT ERU/ACRES		REMAINING ERU/ ACRES	
Wander	1,900.00	421.80	1,900.00	421.80	-	-
Legacy Farms	869.00	181.84	869.00	181.84	-	-
Beacon Pointe 1A & 2	274.00	82.00	274.00	82.00	-	-
Beacon Pointe Future Phases	1,635.00	377.57	-	-	1,635.00	377.57
Viviano	298.00	45.01	298.00	45.01	-	-
Total	4,976.00	1,108.22	3,341.00	730.65	12,659.00	2,336.90

Table 3

NON-RESIDENTIAL DEVELOPMENT	APPROVED ERU ¹ / ACRES		BUILT ERU/ACRES		REMAINING ³ ERU/ ACRES	
Crossings Phase 1	199.10	21.05	199.10	21.05	-	-
Crossings Phase 2	166.42	17.60	89.13	9.42	77.29	8.18
Crossings Phase 3A	231.00	24.41	222.40	23.05	8.60	1.36
Intermountain Healthcare	555.00	40.32	506.39	22.91	48.61	17.41
U of U VP1 & VP2 - Vacant	180.00	22.47	-	-	180.00	22.47
U of U - Vacant, No Plans ²	150.00	9.00	-	-	150.00	9.00
SLR (2 Lots) - Vacant ²	26.65	22.30	-	-	26.65	22.30
LDS Welfare (SLR) Lot 1	10.66	2.09	-	-	10.66	2.09
LDS Welfare Lot 2	32.20	9.42	-	-	32.20	9.42
Costco Village Plan I (2 Lots)	173.40	18.34	161.00	17.30	12.40	1.04
Market Street Village Plan II	59.80	6.30	59.80	6.30	-	-
Total	1,784.23	193.30	1,237.82	100.03	3,382.18	1,859.30

1. Per Community Plans
2. ERU based on Engineer Estimates
3. Calculated by subtracting total entitlements from total approved and adding back remaining entitlements



SARATOGA SPRINGS DISTRICT AREA PLAN SCENARIOS

PLAN SCENARIOS

The following concept plans illustrate how the plan area may develop. As with all planning documents and scenarios, these concepts are preliminary and subject to change within the guidelines of this Plan.

The concepts were developed in collaboration with Saratoga Springs and informed by transportation planning, the geography, existing development, and projected housing and employment needs. There are commercial and mixed-use centers distributed regularly to provide the population with a variety of services. A mix of residential neighborhoods provides diverse housing product options to allow families at all stages of life to live in close proximity to one another. Existing residential neighborhoods are buffered when adjacent uses are higher intensity.

PLACE TYPES

“Place Types” are used to describe combinations of land uses in which planning principles are applied to achieve a particular community character. Place types are meant to be used as a guideline for future development. Each Place Type covers a range of uses and building types and include descriptions, illustrations and examples from communities through the United States with a similar look and feel. Descriptions of each Place Type follow. The precise boundaries, locations, and mix of uses within each Place Type are allowed to be flexible. Not all Place Types and land uses authorized in this Plan are required to be utilized. Conversely, new Place Types and land uses may be approved as needs change. Densities are to be calculated as average gross densities across the entire Place Type for the listed use. For example, residential density is calculated as an average gross density across all residential acres within the place type. Densities are not required to be maximized. Floor Area Ratio (F.A.R.) ranges are included as guidelines for the intensity of non-residential development.

Table 4

PLACE TYPES	RESIDENTIAL DENSITY	F.A.R.
Suburban Neighborhood	4-14	0.35-0.50
Neighborhood Commercial	5-14	0.39-1.50
Traditional Neighborhood	5-32	0.47-1.04
Town Neighborhood	6-34	0.36-1.82
Regional Retail	-	0.36-0.47
Business Park	-	0.39-0.93
Urban Center	14-75	0.39-2.34



SARATOGA SPRINGS DISTRICT AREA PLAN

Figure 2 – Scenario A

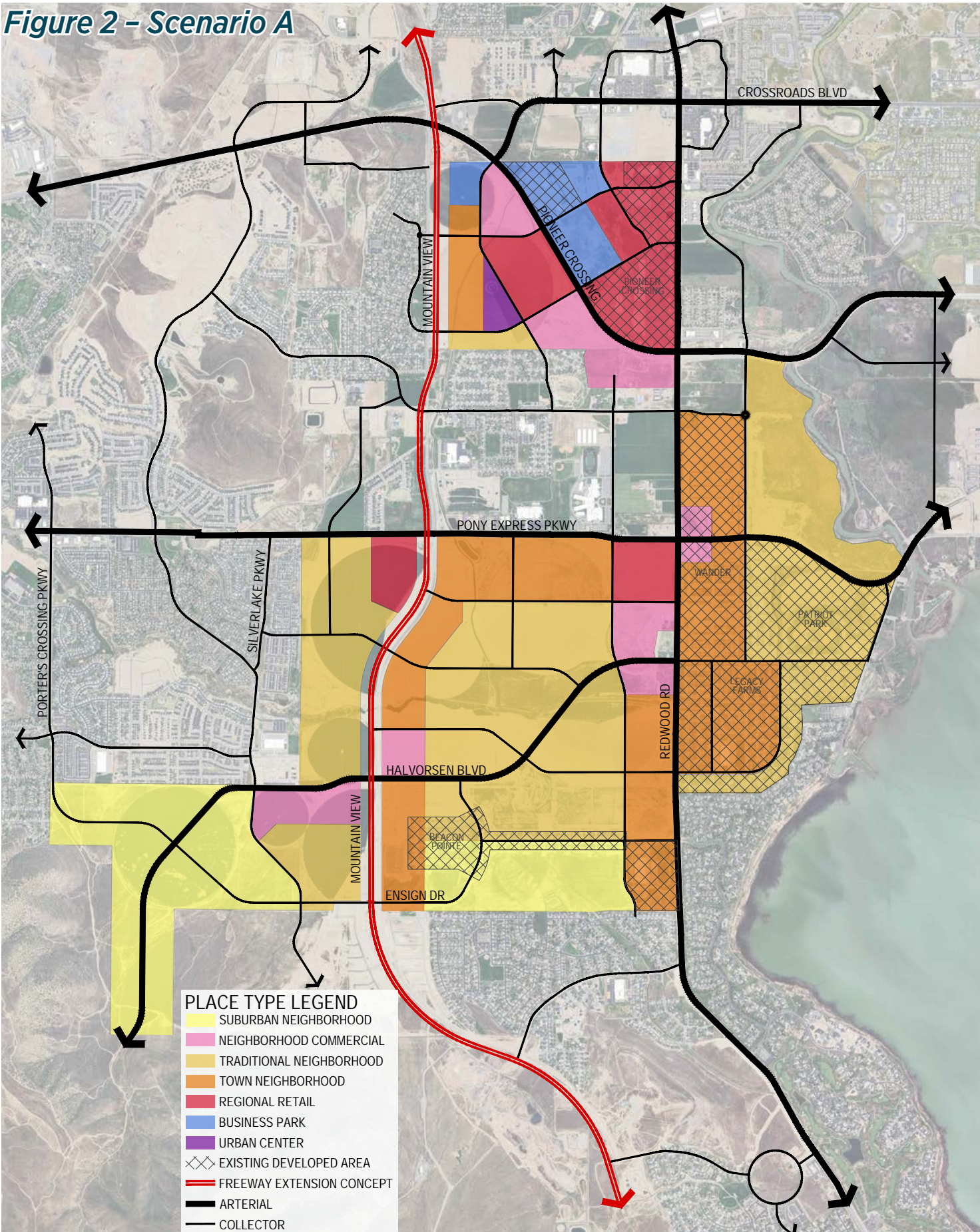
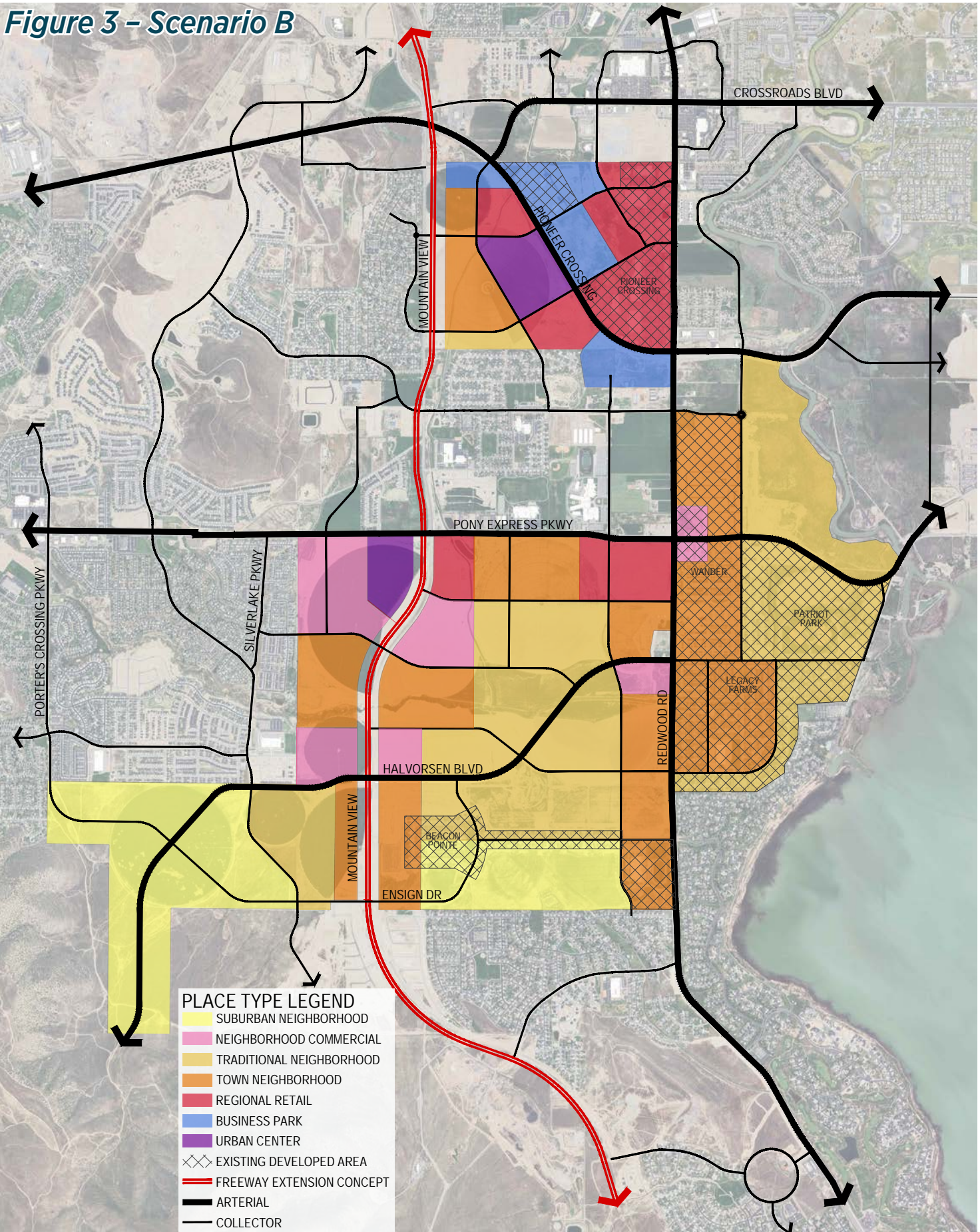


Figure 3 – Scenario B



PLANNING CRITERIA AND DESIGN GUIDELINES

The District Area Plan includes planning criteria and design guidelines generally governing the planning of the Saratoga Springs City Center. Such criteria and guidelines establish the overall character of the land use designations called “Place Types.” The criteria and guidelines contained herein are not meant to be rigid design standards, but rather flexible guidelines.

The following are principles that should serve as the basis for more detailed development standards adopted with various phases of development (see Implementation section for more details). These principles are reflected in the Place Types.

WALKABLE DISTRICTS

Districts must be pleasant places to walk, to encourage people to reduce their use of cars. Walkable districts mix complementary uses, maintain reasonable walking distances, and bring building entrances and facades to the street to provide eyes on the street and visual interest for pedestrians. Walkable districts in the Saratoga Springs Mountain View District Area Plan will generally be found in Urban Centers and Neighborhood Commercial, Town Neighborhood and Traditional Neighborhood. Urban grassy areas or hardscape plazas provide gathering places in walkable districts and can be a focal point for restaurants and shopping to locate around. This traditional “main street” or “town center” pattern presents a sensible development pattern. Above ground-floor retail and offices, there may be opportunities for people to live within these walkable mixed-use districts, in upper story residential units.

COMMUNITY SPACES

Community spaces are designed in many shapes, sizes and forms and are critical components of a healthy community. They should be identified as achieving a specific goal such as creating parks, greens, squares, plazas and playgrounds and should be developed and improved to the extent that they will serve the purpose for which they are designated. Community spaces will include urban public space, neighborhood public space and regional open space.



Saratoga Springs District Area Plan Amendment

SMART PARKING

While transit, biking, and walking are important pieces of a transportation strategy, people will continue to use cars. To make the optimal use of land in centers and along main streets, it is important to provide parking areas that allow visitors to park once, then walk to several destinations. Additionally, master developers and cities must identify the right amount of parking capacity and avoid creating excess parking that reduces developable land and pedestrian appeal. Shared parking can provide efficiency; for example, where day-use offices, and evening and weekend use restaurants and residences can share the same spaces over the course of a day. Parking in the Urban Core particularly, and in other Place Types in general, is anticipated to evolve over time from more typical surface parking during initial build out to structured parking as densities and demand increase.

NETWORK CONNECTIVITY

New streets should be designed to reinforce connectivity within and throughout the plan area. Connected streets decrease traffic on adjacent arterials, shorten travel distances, and improve conditions for walking and biking.

STREET-FACING ARCHITECTURE

Streets are more attractive and safer when they are lined with building entrances and windows, rather than parking lots or blank garage doors. Commercial streets that have entrances from the sidewalk and display windows tend to be more popular with pedestrians. In residential areas, porches provide families with a protected place where they can engage in neighborhood life. By implementing smaller setbacks, buildings also establish a more intimate and village-like scale and contribute activity and informal surveillance to the street.



A SENSE OF PLACE

Saratoga Springs is a unique place with roots in Utah County’s climate, topography, history and cultural traditions. The design of the plan area will cultivate interaction between residents and create a community connected to place. An important dimension of place-making includes the way in which buildings and public space relate. Buildings should create logical and well-shaped public spaces along streets, and in parks and plazas.

LIVABLE STREETS

Streets can set the stage for many dimensions of community life. Streets in mixed-use centers that are lined with trees, sidewalks, building entries and windows make walking more comfortable and attractive – whether for errands or recreation. Well-designed streets also make it easier to meet neighbors and partake in community life. Livable streets are created by implementing a variety of design elements including some or all the following:

- Street trees for shade and aesthetic qualities
- Benches and street furniture
- Wide sidewalks with trail connections to open space
- Safe intersection crossings such as curb extensions and colored/textured crosswalks
- On-street parking



OPEN SPACE

It is anticipated that many types of open space will be applicable and appropriate for consideration in Saratoga Springs City Center. Open space types may be proposed by Property Reserve and added to this list as outlined in the Implementation section. As programming develops, the open space needs for each of the proposed Place Types will be satisfied by assigning one or more of the various open space types to each Place Type. Open space will generally follow the matrix set fourth below, with flexibility afforded to tailor the appropriate open space to each situation.

Table 5

OPEN SPACE TYPE	TOTAL ACRES BY PLACE TYPE *	PUBLIC SPACE RANGE		PUBLIC SPACE ACREAGE	
		LOW	HIGH	LOW	HIGH
SUBURBAN NEIGHBORHOOD	483 AC	22%	28%	106.3 AC	135.2 AC
NEIGHBORHOOD COMMERCIAL	265 AC	13%	15%	34.5 AC	39.8 AC
TRADITIONAL NEIGHBORHOOD	1,155 AC	18%	24%	207.9 AC	277.2 AC
TOWN NEIGHBORHOOD	750 AC	13%	15%	97.5 AC	112.5 AC
REGIONAL RETAIL	320 AC	11%	14%	35.2 AC	44.8 AC
BUSINESS PARK	70 AC	15%	17%	10.5 AC	11.9 AC
URBAN CENTER	25 AC	8%	9%	0 AC	0 AC
TOTAL	3,068 AC			493.8 AC (16.1%)	623.6 (20.3%)

* Estimated based on Scenario A. Actual allocation may be different.

Chart 5

OPEN SPACE TYPE	GENERAL DESCRIPTION	TYPICAL SIZE	SERVICE RADIUS	EXAMPLES	PLACE TYPES						
WATERWAY/ CHANNEL	Linear space defined by a waterway. The space serves as a pedestrian connection, recreational opportunity, and property value creation (waterfront property). It can serve as a secondary connection to a greenway or parkway. Typically less than 100 feet in width.	Varies	Varies	Daybreak (South Jordan, UT)							
PARKWAY (BOULEVARD)	Urban streets that provide comfortable and safe pedestrian and cyclist connections. May include landscaped center median, large shade trees, on or off street bikeways, and seating.	Varies	Varies	300 South 600 East (Salt Lake City, UT)							
CONNECTOR TRAIL	Secondary public connections for pedestrians and cyclists. Located as mid-block connections and linkages between other park spaces. Typically less than 30 feet in width with minimal landscaping.	Varies	Varies	Boise River Greenbelt (Boise, ID)							
SPECIAL USE	Covers a broad range of parks and recreation facilities oriented toward single purpose use. Special uses generally fall into three categories: Historic, Cultural, and Social Sites (ex: historic downtown areas, performing arts parks, arboretums, ornamental gardens, indoor theaters, churches, public buildings and amphitheaters). Recreation facilities (i.e. either specialized or single purpose facilities) fall into this category; for example, community centers, senior centers, hockey arenas, marinas, golf courses and aquatic parks. Frequently community buildings and recreational facilities are located within neighborhood parks and community parks.	Varies	Varies	Pioneer Monument State Park (Salt Lake City, UT)							
COMMUNITY GARDEN	Space programmed specifically for gardening. Located in the center of a neighborhood to provide convenient and safe access. Often times included in pocket parks and neighborhood parks. They are a valued asset in urban areas, where residential yards are rare.	Up to 1 acre	1/8 to 1/4 mile radius	Daybreak (South Jordan, UT)							
PLAZA	Available for civic purposes and commercial activities. Spatially defined by building frontages. Design consists primarily of pavement with optional trees. Located at intersections of important streets. Programmed with passive uses and serves as point of respite.	Up to 2 acres	1/4 to 1/2 mile radius	Olympic Plaza @ Gateway (Salt Lake City, UT)							
SQUARE	A public space, seldom larger than a block, at the intersection of important streets, and circumscribed spatially by building frontages. Its landscape consisting of paths, lawns, trees, and civic buildings all formally disposed, and requiring substantial maintenance. Often understood as the heart or center of a neighborhood or district.	1 to 3 acres	1/8 to 1/4 mile radius	Pioneer Square (Portland Square)							
NEIGHBORHOOD PARK	The neighborhood park remains the basic unit of the park system and serves as the recreational and social focus of the neighborhood. The focus is on informal active and passive recreation. The park should be centrally located within the neighborhood. Frequently these parks are developed adjacent to civic uses such as an elementary school.	3 to 10 acres	1/4 to 1/2 mile radius	Reservoir Park (Salt Lake City, UT)							

OPEN SPACE

DETERMINING OPEN SPACE REQUIREMENTS

When determining precise open space requirements within the ranges identified above, the City will take into account the following factors:

- The desirability and balance within certain Place Types, between active open space and passive open space;
 - The intensity of programmed uses within proposed open space (by way of example, a public swimming pool on 3 acres may provide the same open space benefit to the City as a park on 10 acres);
 - The capital requirements of open space features (by way of example, a skate park may satisfy the same open space requirement as a much larger soccer field);
 - The shifting of open space from one Place Type to another (by way of example, open space in a retail Place Type may be reduced to offset a larger community park in another location within the District);
- The accessibility and proximity of the open space;
 - The quality of the open space; and
 - Requirements for land dedication, capital improvement, maintenance, and impact fees should ensure that all City residents bear their fair burden of the costs associated with such requirements.

OPEN SPACE TYPE	GENERAL DESCRIPTION	TYPICAL SIZE	SERVICE RADIUS	EXAMPLES	PLACE TYPES						
POCKET PARK	Small and frequent, generally with passive recreation that ensures walkable green space access for everyone. May contain specialized facilities that serve a concentrated or limited population or group such as tots, pets, or senior citizens.	2,5000 SF to 1 acres	1/4 mile radius	Davis Park (Salt Lake City, UT)							
SCHOOL PARK	School site that can be classified as fulfilling specific public space requirements for other classes of parks such as neighborhood, community, sports complex, and special use. Joint-use agreement required.	5 to 8 acres	1/2 mile radius	Farmington Elementary - Main City Park (Farmington, UT)							
ENTRANCE PARK	Formal delineation of a residential community entrance through landscaping and monumentation. It provides passive uses and creates neighborhood identity.	Up to 1 acre		Daybreak (South Jordan, UT)							
PARK LAWNS	Open space within a Public ROW that allows for passive use, bus stops, shade trees and ornamental landscaping.	Varies	Varies	South Temple (Salt Lake City, UT)							
GREENWAY	The space is located around or within a natural resource area (stream; wetlands) but is user based in function. Uses include nature viewing and study, modal sport recreation, and also function as connections within the larger park system allowing uninterrupted pedestrian movement. Corridor width may range from 25-200 feet with 50 feet as a typical standard width.	Varies	Varies	Boise River Greenbelt (Boise, ID)							
COMMUNITY PARK	The focus of this park classification is on meeting community based recreational needs, as well as preserving unique landscapes and open spaces. They allow for group activities and offer other recreational opportunities not feasible at the neighborhood level. They should be developed for both active and passive recreation activities and serve two or more neighborhoods.	1 to 3 acres	1/8 to 1/4 mile radius	Pioneer Square (Portland Square)							
PASEO	Linear pedestrian corridor that is defined by homes fronting the space. Often includes passive activities as well as tot lots, community gardens, ball games.	Varies	Varies	Daybreak (South Jordan, UT)							
REGIONAL PARK	Serves a broader purpose than community parks and is used when community and neighborhood parks are not adequate to serve the needs of the community. Focus is on meeting community-based recreation needs as well as preserving unique landscapes and open space.	20+ acres	2 mile radius	Liberty Park (Salt Lake City, UT)							
SPORTS COMPLEX	Heavily programmed athletic fields and associated facilities at larger and fewer sites strategically located throughout the community. Locate with good automotive and pedestrian access.	40 to 150 acres	2 to 5 mile radius	Sunnyside Park (Salt Lake City, UT)							

TRANSPORTATION: NETWORK

OVERVIEW

The transportation system in Utah County continues to experience paralyzing levels of congestion as the population rapidly grows. With the current system approaching capacity, the Saratoga Springs Mountain View Plan anticipates active and passive transportation options including:

- A new freeway-style connection along Pioneer Crossing from Eagle Mountain to I-15
- Phased improvements to Mtn View Corridor, which will eventually be a full freeway system connecting western Salt Lake County to Saratoga Springs
- A robust and connected network of local, collector and arterial streets
- Local and regional transit opportunities
- Trails connecting neighborhoods, retail, businesses, parks, public land and services

TRANSIT

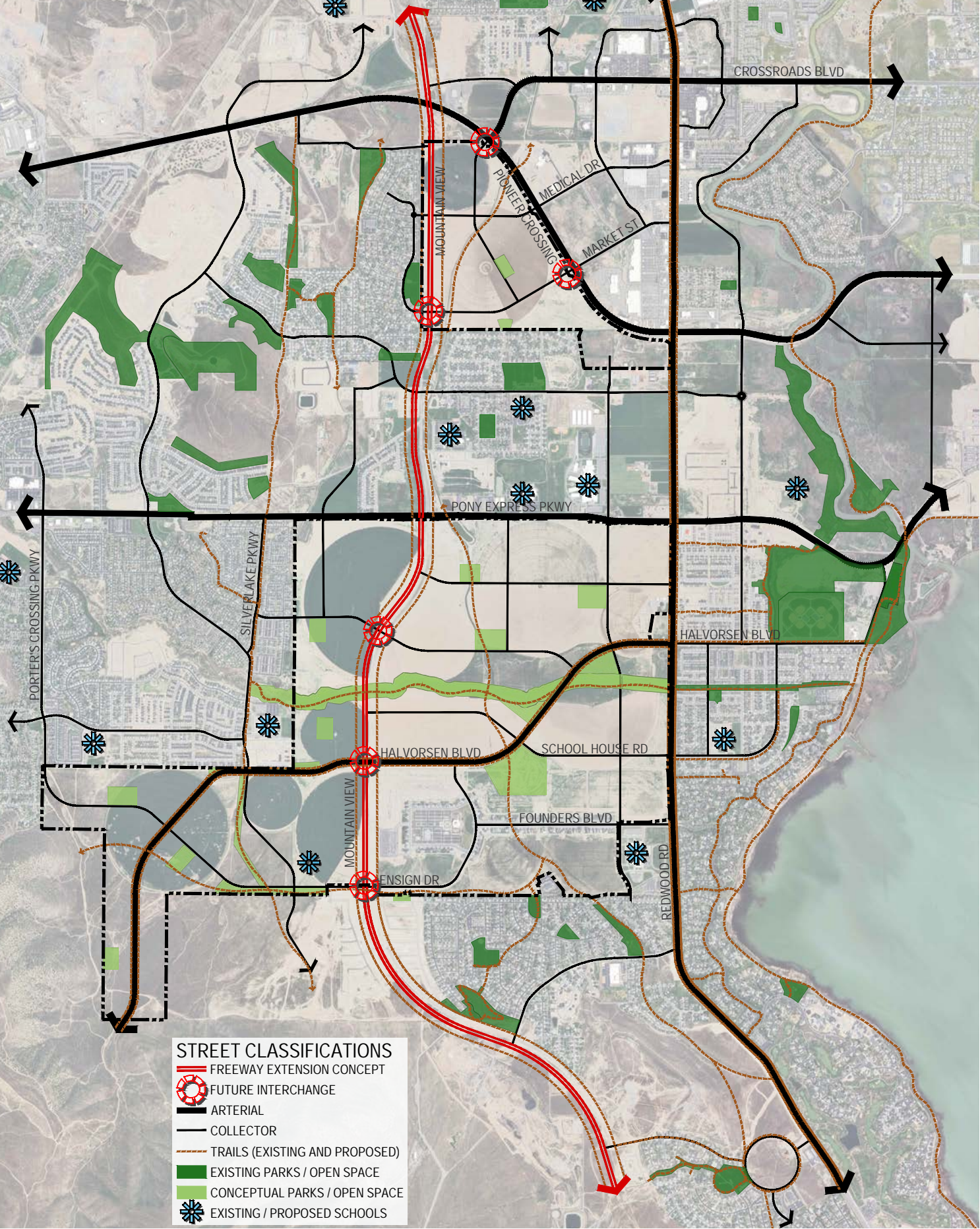
Transit is virtually non-existent in Saratoga Springs. The City and Property Reserve will work to promote additional transit service to connect both within the City and to other locations in Utah County and along the Wasatch Front. Coordination with partners such as UDOT, UTA Mountainland Association of Government, League of Cities and Towns, and others will be critical to accomplishing the transit goals in the Plan Area.

TRANSIT GOALS

1. Create a Bus Rapid Transit (BRT) line through the downtown core; this line will likely connect Eagle Mountain, Saratoga Springs and Lehi to Orem and Provo, and to the passenger rail systems. This BRT may also serve as a future route for light rail.
2. Create a local-serving bus route to allow residents within the City to access recreation, retail, medical and other services and amenities provided in the Plan area.
3. Use anticipated freeway improvements for express or long range bus routes to Salt Lake County and eastern Utah County.
4. Consider new and evolving innovations to move people locally and regionally on a mass scale: ride share, drones, self-driving transit, and more should be considered.



Figure 4 – Transportation Network Map



TRANSPORTATION: STREET CONCEPTS

Streets throughout the plan area will serve different purposes and carry varying capacities. The context of the land use along a street shapes the design of a street. One of the basic building components of the Plan is the multi-modal street system which balances the needs of many modes of travel, giving people the option to walk, bike, ride transit or drive. It is likely that, in order to achieve the Plan goals, street sections will vary from the City's typical cross sections, as illustrated conceptually in the descriptions and depictions contained in this section.

URBAN ARTERIALS

Urban arterials have capacity to move a high volume of traffic while simultaneously accommodating other modes of travel such as buses and bicycles. Arterials form the backbone of the transportation system and connect smaller scale neighborhood serving streets. Freeway interchanges will intersect with the major arterials in the plan area to move traffic easily to regional shopping and service destinations. Urban arterials serve both local and regional traffic and are lined with uses with jobs, housing and shopping amenities. The urban design within arterials should be comfortable for pedestrians, and the infrastructure will include sidewalks, street trees and crosswalks.

URBAN ARTERIAL WITH BUS RAPID TRANSIT



APPLICABLE PLACE TYPES:

- Urban Center
- Town Neighborhood

MAIN STREET TWO LANES



APPLICABLE PLACE TYPES:

- Urban Center
- Town Neighborhood
- Neighborhood Commercial

NEIGHBORHOOD RESIDENTIAL STREETS

Neighborhood residential streets do not serve regional traffic, rather they are low-volume and neighborhood serving. The urban design of residential streets includes sidewalks, street trees and building frontages. On-street parking is encouraged, both for resident convenience and to slow traffic. Driveways and garages may be in the back of buildings and accessed by an alley which decreases the number of driveways entering onto the street.

NEIGHBORHOOD RESIDENTIAL



APPLICABLE PLACE TYPES:

- Town Neighborhood
- Neighborhood Commercial

MAIN STREETS

Main streets serve surrounding neighborhoods by creating lively streetscapes within walking distance of homes. They attract visitors to eateries and shops that give each main street its own unique character. On main streets, traffic travels slower than on arterials, though bus lines on these streets may still provide utility. Buildings along main streets are typically built up to the sidewalk and it is easy to park on the street or in a shared lot.

MAIN STREET FOUR LANES



APPLICABLE PLACE TYPES:

- Urban Center
- Town Neighborhood

NEIGHBORHOOD RESIDENTIAL NARROW



APPLICABLE PLACE TYPES:

- Suburban Neighborhood
- Traditional Neighborhood

TRANSPORTATION: TRAILS, PARKS AND GREENWAYS

A system of trails, parks and greenways will connect neighborhoods within the Plan area, and tie to existing and planned amenities outside the Plan area.

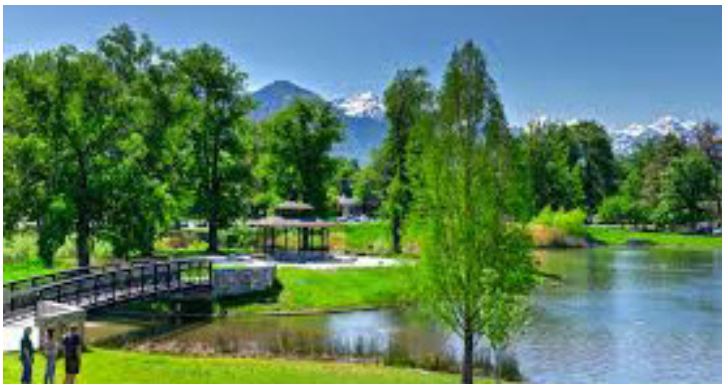
TRAILS

BOISE GREENBELT, IDAHO



PARKS

RESERVOIR PARK, SALT LAKE CITY, UTAH

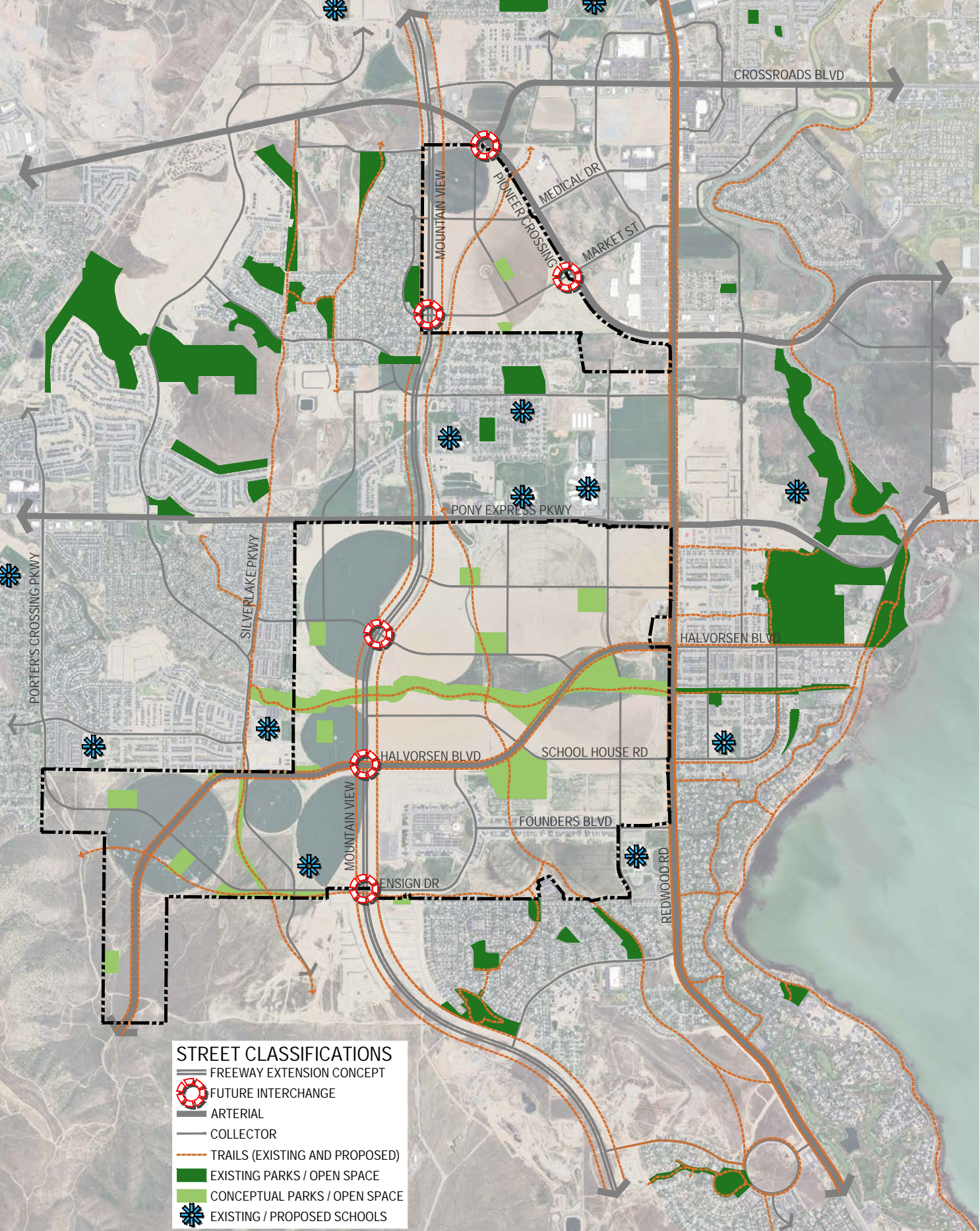


GREENWAYS

BOISE RIVER GREENBELT, BOISE, IDAHO
PIONEER SQUARE, PORTLAND SQUARE



Figure 5 – Trails and Open Space Map



PLACE TYPES

“Place Types” describe combinations of land uses in which the planning principles are applied in a certain way to achieve a particular community character. Place types are meant to be used as a guideline for future development. Each type covers a range of uses and building types that are described and illustrated by images taken from similar places throughout the country. Descriptions of each place type follow. The precise boundaries, locations, and mix of uses within each place type are allowed to be flexible. Not all place types and land uses authorized in this Plan are required to be utilized. Conversely, new place types and land uses may be approved as needs change. Densities are to be calculated as average gross densities across the entire place type for the listed use. For example, residential density is calculated as an average density across all residential acres within the place type. Densities are not required to be maximized.

OTHER MAJOR USES

Other uses not specified in this Plan, such as schools, churches, and community centers, will continue to be included over time by amending an existing Community or Village Plan, in connection with new Community and Village plans, or as stand-alone Community and Village plans as the circumstances demand. The Plan should be flexible enough to accommodate these community-building assets as opportunities and needs arise.



SUBURBAN NEIGHBORHOOD

Suburban Neighborhood subdivisions are comprised of single-family detached homes, with single-family attached as a secondary land use. These homes have varying designs on a range of lot sizes. Residential uses in a Suburban Neighborhood subdivision are generally separated from other commercial activities. However, the neighborhoods are walkable with sidewalk and trail connectivity. Open spaces and parks are abundant in this place type and are

SUBURBAN NEIGHBORHOOD	
Residential Density	4-14 du/ac
Average FAR	0.35-0.5
Typical Open Space	22-28%

OPEN SPACE TYPES:

- Entrance Park or Pocket Park
- Neighborhood Park
- Regional Park
- School Park
- Sports Complex
- Special Use
- Connector Trail
- Paseo
- Community Garden
- Parkway (Boulevard)
- Greenway

RESIDENTIAL



OPEN SPACE



STREETS



PLACE TYPES

NEIGHBORHOOD COMMERCIAL

Neighborhood Commercial is modeled after the American tradition of “Main Street” as a place for living, working and shopping. These are active areas with buildings usually right up to the sidewalk and parking available on-street. Businesses will be visible from the street and sidewalk, with storefront windows encouraging interaction with the sidewalk activity.

It serves as a center for small community or neighborhood services including retail and offices. Buildings include one to three story retail, office, and residential with potential for a blend of uses both horizontally and vertically. Streets will have trees and wide sidewalks, with treatments such as pavement textures, bulb-out-curbs at intersections for easy pedestrian crossings and on-street parking separating pedestrians from traffic.

NEIGHBORHOOD COMMERCIAL	
Residential Density	5 - 14 DU/AC
Average FAR	0.4 - 1.5
Typical Open Space	13 - 15%

OPEN SPACE TYPES:

- Community Garden
 - Community Park
 - Neighborhood Park
 - Pocket Park
- Special Use
 - Greenway
 - Parkway (Boulevard)
 - Connector Trail

RESIDENTIAL



COMMERCIAL/MIXED USE



STREETS



TRADITIONAL NEIGHBORHOOD

Traditional Neighborhoods in this district are medium-density residential areas typically comprised of many small lot single-family detached dwellings, including attached and detached products, and small-scale apartments. Houses in these neighborhoods are close enough to the street to encourage interaction among neighbors and create a “front porch” culture, and are closer together than in a Traditional Neighborhood subdivision. There are small neighborhood-serving parks and connections to trails. Street connectivity shall be prioritized to allow for a walkable environment and transit options. On-street parking may be used to slow traffic and create a buffer between traffic and pedestrians on the sidewalks.

TRADITIONAL NEIGHBORHOOD	
Residential Density	5 - 32 DU/AC
Average FAR	0.5 - 1.1
Typical Open Space	18 - 24%

OPEN SPACE TYPES:

- Plaza
 - Entrance Park
 - Pocket Park
 - Neighborhood Park
 - Community Park
 - Regional Park
- School Park
 - Sports Complex
 - Special Use
 - Community Garden
 - Parkway (Boulevard)
 - Greenway

RESIDENTIAL



OPEN SPACE



STREETS



PLACE TYPES

TOWN NEIGHBORHOOD

Town Neighborhoods are vibrant and close to urban and commercial centers or transit stations. They are predominately residential in nature but are distinguished from other residential areas because of the wide variety of housing options they offer. The housing mix is comprised primarily of single family, with a mix of small-scale multifamily. They are characterized by proximity to neighborhood-serving commercial shops and offices along key corridors or at key intersections. Streets are expected to be highly walkable, providing connectivity to shopping, schools, and other community services. On-street parking and other traffic calming measures may be used to naturally discourage speeding.

TOWN NEIGHBORHOOD	
Residential Density	6 - 34 DU/AC
Average FAR	0.3 - 1.8
Typical Open Space	13 - 15%

OPEN SPACE TYPES:

- Plaza
 - Entrance Or Pocket Park
 - Neighborhood Park
 - Community Park
 - School Park
 - Special Use
- Community Garden
 - Greenway
 - Waterway/Channel
 - Parkway (Boulevard)
 - Park Lawns
 - Connector Trail

RESIDENTIAL



COMMERCIAL/MIXED USE



STREETS



OPEN SPACE



REGIONAL RETAIL

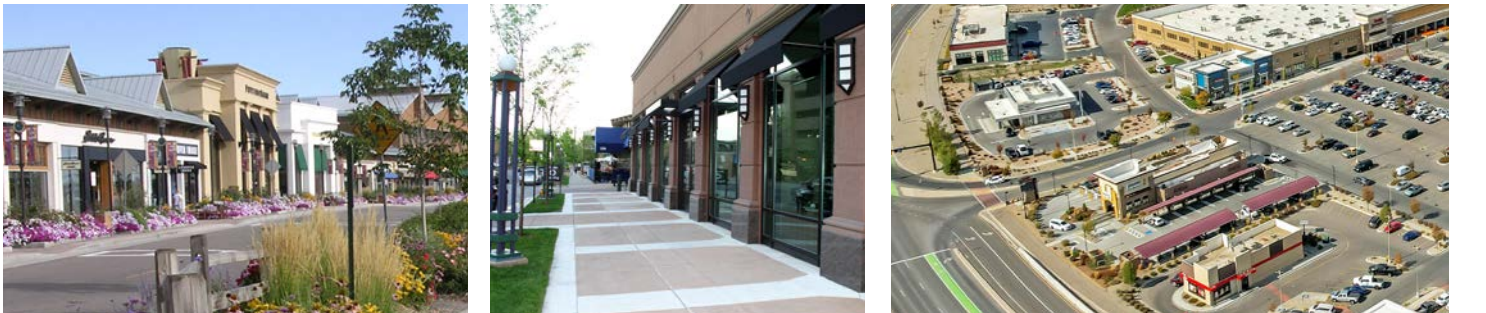
Regional Retail includes a variety of mid and big box retailers. This place type is intended to serve the local community as well as provide a regional draw. Some office buildings can also be found in this Place Type. Regional Retail provides adequate parking for the businesses and their customers arriving via automobile. This Place Type is located at major intersections of highways and arterials and along key transit corridors. Housing is not included in this place type; however, neighborhoods may be located adjacent to Regional Retail and connected by trails and walkable, gridded street network.

REGIONAL RETAIL	
Residential Density	0 DU/AC
Average FAR	0.4-0.5
Typical Open Space	11 - 14%

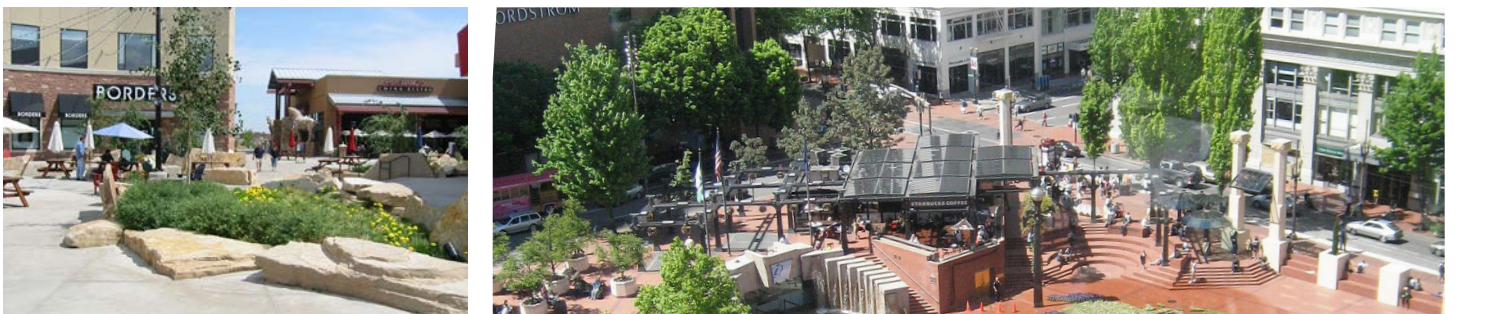
OPEN SPACE TYPES:

- Plaza
 - Entrance Park
 - Pocket Park
 - Special Use
 - Greenway
- Parkway (Boulevard)
 - Park Lawns
 - Connector Trail

COMMERCIAL



OPEN SPACE



STREETS



PLACE TYPES

BUSINESS PARK

Business Parks are comprised of low to medium density office buildings (generally one to five stories). Business Parks can also contain a small amount of light industrial and retail uses. They provide a concentration of diverse employment opportunities near housing. Business Parks will be designed to be easily accessible by the freeway, major arterials, commuter rail and integrated into the community’s street network for walk-ability. Business Parks must be sensitive to and compatible with the surrounding uses.

BUSINESS PARK	
Residential Density	0 DU/AC
Average FAR	0.4-0.9
Typical Open Space	15 - 17%

OPEN SPACE TYPES:

- Plaza
 - Entrance Park
 - Pocket Park
 - Special Use
- Greenway
 - Parkway (Boulevard)
 - Park Lawns
 - Connector Trail

URBAN CENTER

The Urban Center place type incorporates a vibrant and concentrated mix of residential, retail and employment uses. Urban centers serve as a significant source of employment and provide many essential local and regional services. The land use mix is typically apartments, condominiums, and offices with some supportive retail, civic and other housing types, such as townhomes. Urban centers are highly walkable, with wide, inviting sidewalks, active streets and several destinations within a small area. Interconnected streets make the area inviting on foot and accessible by car, transit and bicycle. On-street parking accommodates visitors and creates a comfortable buffer between pedestrians and traffic. Urban centers can serve as important transit hubs for commuter rail, light rail or Bus Rapid Transit systems. Open space will be primarily in the form of small public plazas.

URBAN CENTER	
Residential Density	14-75 DU/AC
Average FAR	0.3 - 2.3
Typical Open Space	8-9%

OPEN SPACE TYPES:

- Plaza
 - Entrance Park
 - Special Use
 - Waterfront
 - Waterway/Channel
- Greenway
 - Parkway (Boulevard)
 - Park Lawns
 - Connector Trail

COMMERCIAL/MIXED USE



RESIDENTIAL/COMMERCIAL/MIXED USE



OPEN SPACE



COMMERCIAL/MIXED USE



OPEN SPACE



STREETS



STREETS



IMPLEMENTATION

FLEXIBILITY

This Plan is intended to allow variance from typical City standards to create the unique sense of place and pattern of developments anticipated. The City and Property Reserve will work closely to identify opportunities to create places that meet the objectives of the Plan.

TIMING

It is anticipated the project will continue to be developed in phases at Property Reserve's full discretion. If there are elements of the Plan that the City desires to be built sooner than Property Reserve is ready or able to supports, the City may provide specific incentives to expedite development.

PROCESS

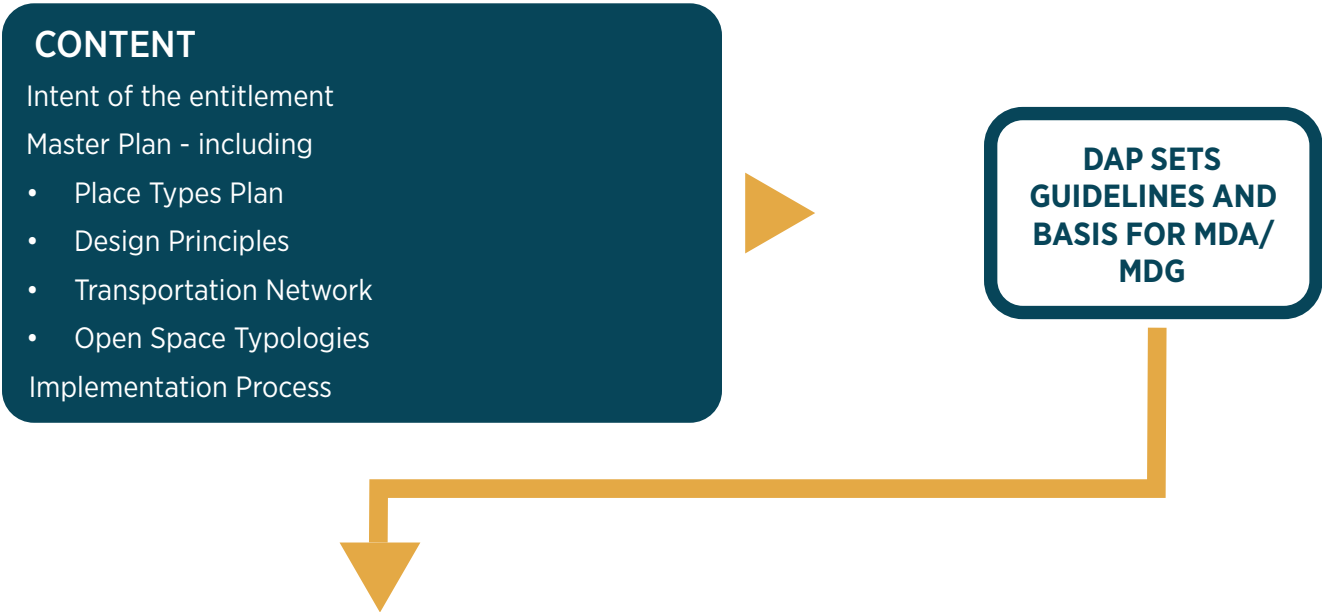
Using the guidelines in this Plan, City and Property Reserve will create an administrative review process for all development applications in the Plan area.

District Area Plan - Sets overall parameters, densities, and guiding principles.

Community Plan - Provides a community-wide level of detail in enough specificity to determine the size, scope, intensity, and character of subsequent and more detailed Village Plans. Community Plans within the Mountain View District Area Plan may vary in size based on the Place Type and uses, with higher intensity uses generally requiring less acreage than lower intensity uses. By way of example, Neighborhood Retail uses may only include 20-50 acres in a Community Plan, while a Suburban Neighborhood may include 100+ acres.

Village Plan - Applies densities to a specific planning area; sets primary and secondary roadway alignments and profiles; sets design guidelines for the village plan area.

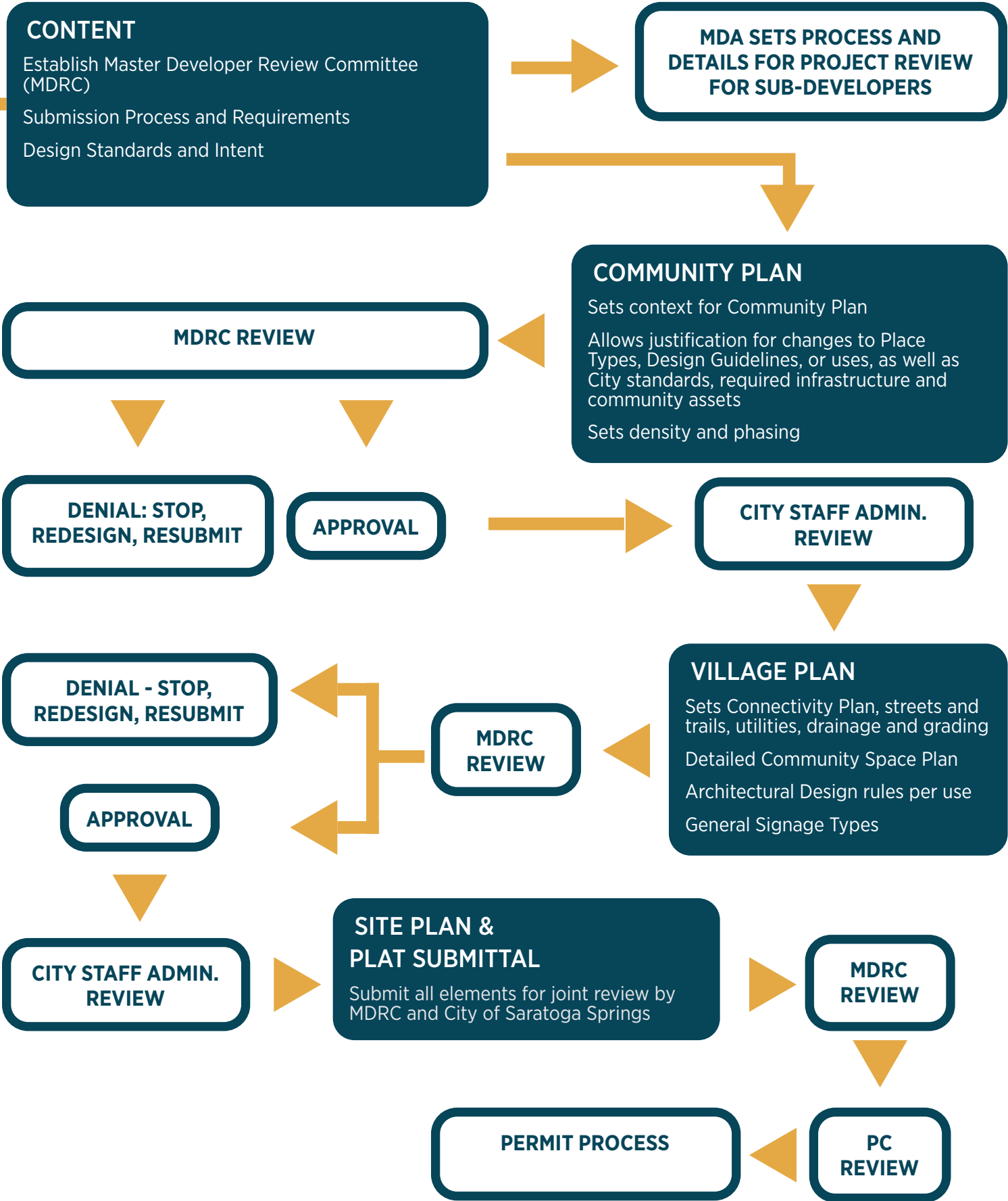
STEP 01 - DAP: DISTRICT AREA PLAN



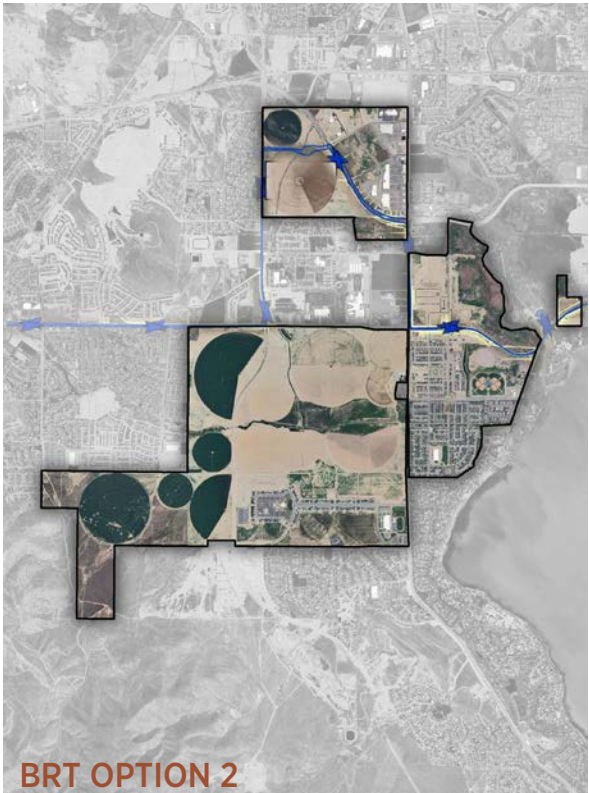
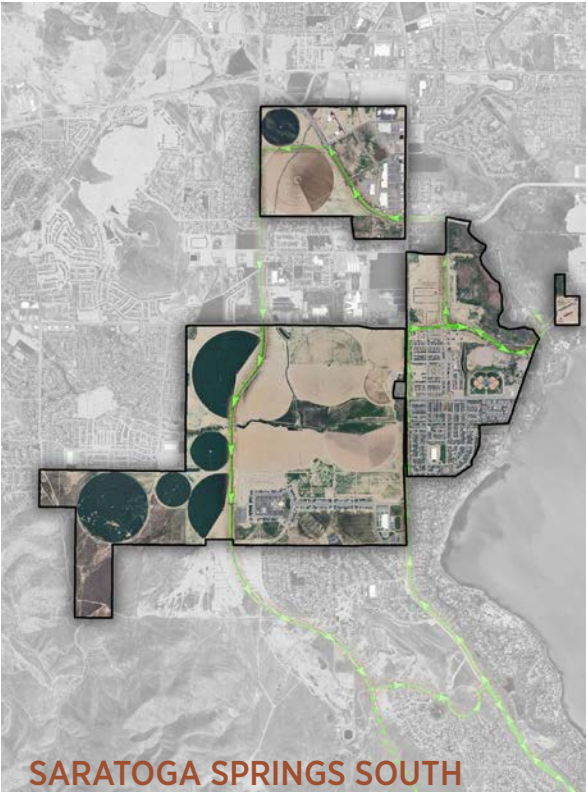
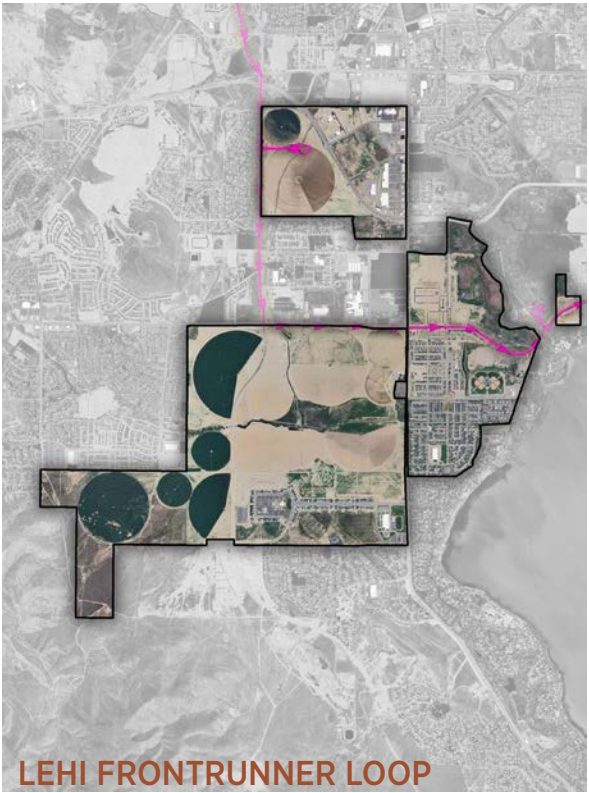
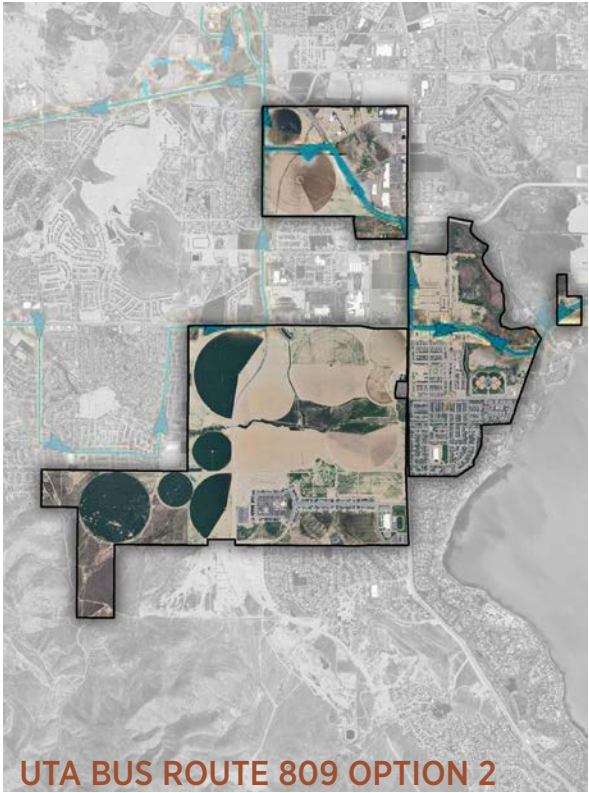
STEP 02 - MDA : MASTER DEVELOPMENT AGREEMENT



STEP 03 - MDG : MASTER DEVELOPMENT GUIDE



APPENDIX - 2025 TRANSIT PLAN



- PLAN SUMMARY**
- Collection of maps which feature proposed future transit routes
 - Input from the Planning Departments of Saratoga Springs City, Lehi City, Eagle Mountain City, and American Fork City
 - Future transit routes should be built in order of priority (yet to be determined)
 - Main Objectives
 - Create logical connections from major points of interest (nodes) within the region
 - Integrate the Lehi and American Fork FrontRunner Stations into proposed routes
 - Encourage regional connectivity
 - Connect to the downtown and city center areas to UTA Park and Ride stations
 - Prioritize ridership and direct routes
 - Encourage multi-modal transportation. Connect to walking and biking routes.
 - Policy document to help guide future development and identify key goals and objectives