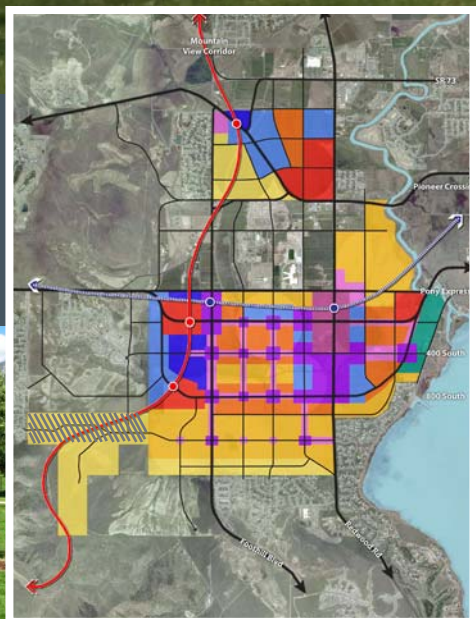
SARATOGA SPRINGS
CITY CENTER DISTRICT AREA PLAN



SARATOGA SPRINGS CITY CENTER DISTRICT AREA PLAN

TABLE OF CONTENTS

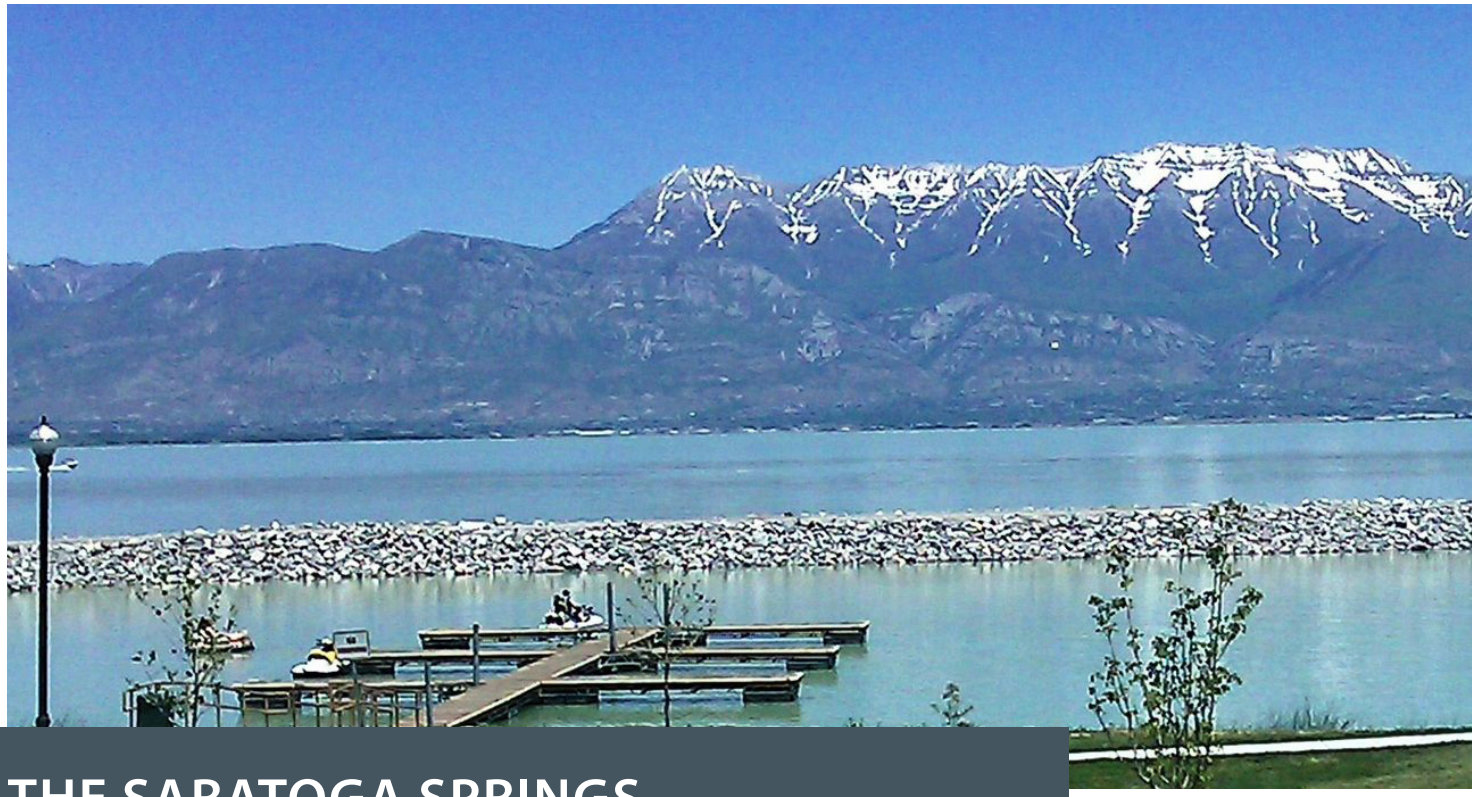
The Saratoga Springs Opportunity 2

Saratoga Springs City Center District Area Overview 7

Saratoga Springs City Center District Area Plan 9

- Transportation Concepts 10
- Street Concepts 13
- Planning Criteria and Guidelines 17

Appendix 44



THE SARATOGA SPRINGS OPPORTUNITY

Rapid growth in Utah County, and especially the areas west and north of Utah Lake, presents a tremendous challenge as well as a wonderful opportunity. Forward-thinking planning and design can shape this growth into a wonderful place for people and families. This is a pivotal moment for Saratoga Springs and Utah County. It's an opportunity to create a model of community development in the Intermountain West, to be a new regional destination for quality jobs, shopping, recreation, and services, and to become a complete community for residents. This document provides an innovative plan to not just create housing for the new anticipated growth but to create a great place; a place that draws people from around the region and serves the neighborhoods and local residents by providing walkable town centers, plenty of open space and parks, nearby jobs and a diversity of housing options.

Not many cities have the opportunity to plan for the future of a property of this size in the center of their city. With the automobile, the pattern has been for suburbs to grow as bedroom communities, forcing long commutes. Saratoga Springs has put down its early roots as a bedroom community but, unlike most suburban cities, is fortunate that The Church of Jesus Christ of Latter-day Saints has held in reserve (as a welfare farm) a large area for a future city center that can provide jobs, shopping, and recreation close to home. Internal and external transportation connectivity is the one of the keys to creating the type of city center that is envisioned.

WHY HERE?
SARATOGA SPRINGS' STRATEGIC LOCATION

Saratoga Springs is the center point for transportation connections between Cedar Valley, Utah Valley and Salt Lake Valley. Existing arterials such as Redwood Road (north-south) and SR-73 (east-west), as well as Pioneer Crossing and Pony Express Parkway, both of which are under construction, will link the plan area to surrounding communities and other major transportation corridors. A future freeway route is planned, connecting the Saratoga Springs City Center to the Mountain View Corridor to the north and into the Cedar Valley to the west. With commuter rail and bus rapid transit stops also planned at the center of the plan area, new residents can expect seamless connections to most of Utah County and Salt Lake County.

WHY A PLACE LIKE THIS?
DESIGNING A COMPLETE COMMUNITY

Planned as a complete, mixed-use community, the Saratoga Springs City Center is designed around urban and neighborhood centers. The Plan emphasizes a diversity of housing options, walkable commercial and job centers, a resort area, open space, trails, schools and public gathering places throughout. In the face of mounting concerns about air quality and longer commute times, this Plan showcases how to build a compact and vibrant community with a short car, transit, walk or bike commute to home, work, shopping and recreational opportunities. The proposed community's size, compactness and proximity to services can also lead to a reduction in automobile travel , air pollution and resource consumption.

THE SARATOGA SPRINGS CITY CENTER DISTRICT AREA PLAN

Development Potential

This is a long range vision for this area – anticipated development will occur over the next 30 years. The rationale for doing such long range planning is to ensure that decisions made today do not block transportation and other opportunities, and will allow for efficient and wise future use of land. This District Area Plan is the first planning step for a large-scale planned community district. This planning stage establishes the overall amount of development that is approved for the property, as well as a vision for the property, in order to facilitate infrastructure planning. Later planning stages determine the exact location and detail of various uses. Variables that are outside of the control of the landowner and even of the City, such as the exact location and timing of construction of roadways and interchanges, make it inadvisable to tie down various land uses with precision at the District Area Plan stage. In fact, multiple land use and transportation scenarios are provided herein in order to provide additional flexibility to respond to such variables, although even within each scenario flexibility is to be provided in the location and specific details of uses.

This Saratoga Springs City Center District Area Plan grants the right to develop, in accordance with Section 19.26.130 of the City Code, 16,000 housing units and 10 million gross square feet of non-residential uses, at the discretion of the land owner, which includes the right to develop 20,620 equivalent residential units in accordance with the previously executed water agreement. Buildout of all these uses would mean a population range of 43,000 to 59,000 and approximately 17,000 jobs. Actual water needed to serve the development will be determined by applicable ordinances and engineering standards as development occurs. Open space will be provided within the ranges as set forth within this Plan.

The Plan was designed in collaboration with Saratoga Springs and in furtherance of the Saratoga Springs General Plan.

Land Use Table

Type of Land Use	Quantity
Residential Housing	16,000 Units
Non-residential Area	10 million sq. ft.
Equivalent Residential Units	20,620 Units

THE SARATOGA SPRINGS **OPPORTUNITY**

As Utah County grows, it is important to establish new job centers that provide high-wage employment accessible to residents. The Saratoga Springs City Center is positioned to provide that type of job center. Transportation accessibility is essential to facilitate such a job center. This community will be driven by its position as both a regional and neighborhood serving commerce center. Access to major multimodal transportation (major roadways and new transit) networks enhances the marketability of housing in the community and in attracting jobs and businesses to the area. Even with many jobs available within Saratoga Springs, some people will continue to commute to Salt Lake and Utah County job centers. All housing units will be within a close distance to major highways and/or high speed transit options for convenient commuting connections.

Current development trends indicate that corporations' and workers' concept of the ideal workplace is changing. Many companies are transitioning from single-use to multi-use or mixed-use environments, given workers' desire to live closer to work environments in order to spend less time commuting. In addition, companies are locating in places with more transportation options, usable open spaces, walkable environments, and retail amenities. There are some key components that are recognized as being essential, including a master plan with development guidelines supportive of the commercial core, a transportation system that is effective in moving people and goods, an educated labor force within a reasonable commuting distance of the work place, and the provision or existence of lifestyle quality indicators such as schools, cultural opportunities, and recreational opportunities. Urban design guidelines can help to achieve a high quality environment that stresses diverse opportunities for business, recreation, and entertainment, and aids in the preservation of the environment.

Mixed-use development encourages flexible and creative design as well as reduces the cost of public infrastructure. It is essential to develop land within and around the core in a mix of supportive land uses to provide office, shopping, recreational and cultural uses in close proximity to residents and employees.

Research indicates that well-executed planned communities can:

- Be developed as walkable, interconnected, transit-ready places
- Allow people to live closer to shopping, work, and recreation
- Offer a more diverse mix of housing types
- Preserve open space
- Allow for a comprehensive approach to infrastructure planning
- Promote community safety through around-the-clock presence of people

THE SARATOGA SPRINGS **OPPORTUNITY**

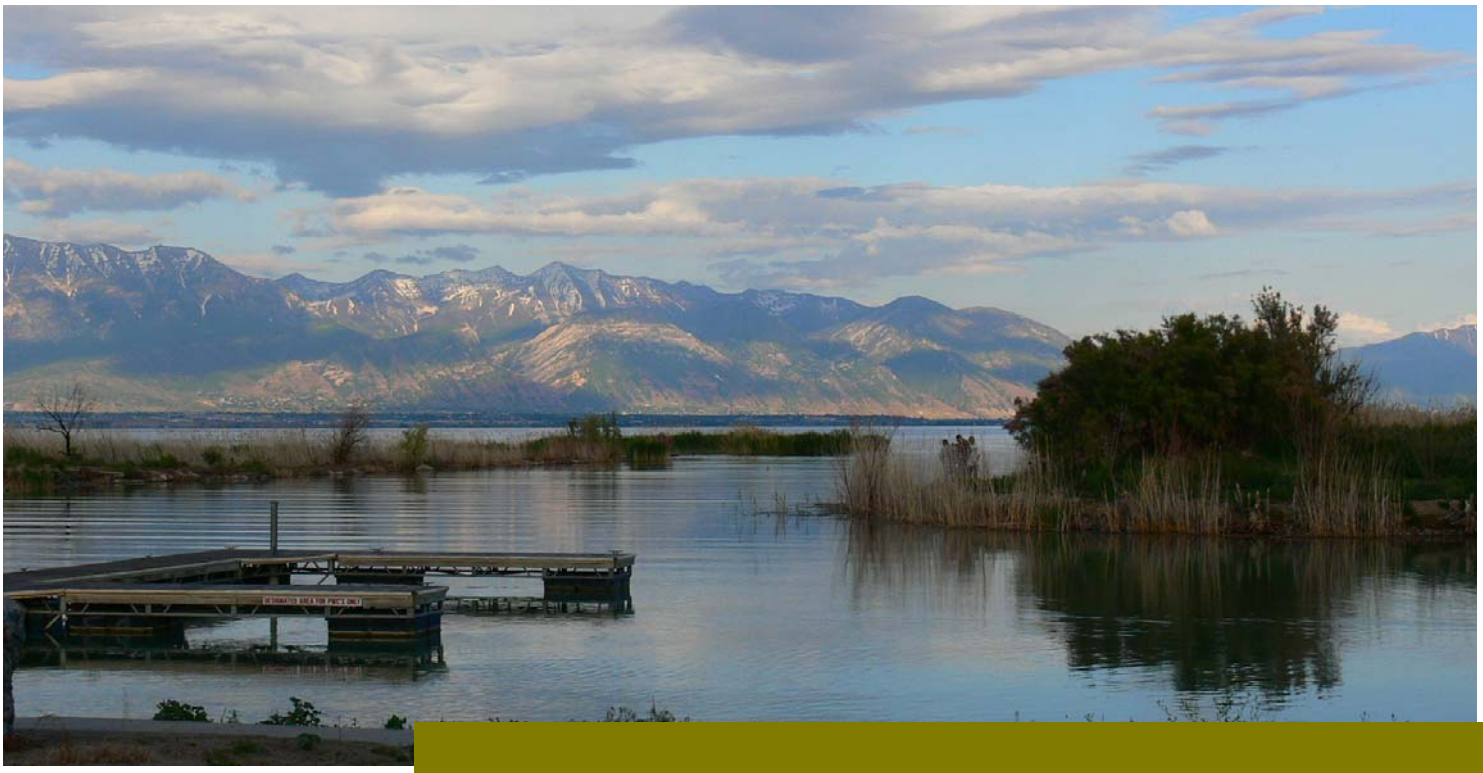
In summary, the Saratoga Springs City Center District Area Plan makes sense for Utah County. It establishes a center of activity and accommodates a portion of the large forecast of new jobs and housing units. This mixed-use environment will improve the area's jobs to housing balance, enhance the area's economic sustainability, provide connectivity and accessibility that will reduce traffic congestion, and contribute to the regional economy. This District Area Plan is designed to ensure that this part of Utah County reaches its potential.

What Types of Development Are Possible?

In an active mixed-use community there exists an opportunity to develop a diversity of building and place types. The community will range from traditional single family types to mixed-use town centers and job centers. Extensive trail systems, transit service and walkable distances to commercial services and jobs characterize the Saratoga Springs City Center District Area Plan. With less reliance on the automobile and increased emphasis on creating community, new mixed-use development types are possible.

Jobs and Housing Balance

The creation of housing near job sites should also be a priority to prevent escalation of commuting costs and time. Failure to deal with workforce housing issues will certainly diminish the region's ability to compete in an increasingly global economy. A healthy jobs/housing balance means a decrease in long commutes and an increase in time to spend in the community.



SARATOGA SPRINGS CITY CENTER DISTRICT AREA **OVERVIEW**

SARATOGA SPRINGS TODAY

Existing Land Use

The existing land use in the plan area is primarily agriculture. The pressures of population growth on all four sides of the property make continuation of agriculture in this area challenging. At the request of, and in collaboration with, the City of Saratoga Springs, this Plan was developed to contribute towards an attractive community while developing a broad range of housing and employment uses. An intentional result of being smart with the land is that growth will use less agriculture and natural land to accommodate a substantial number of housing units and jobs, due to the compact plan and small footprint.

SARATOGA SPRINGS CITY CENTER DISTRICT AREA **OVERVIEW**

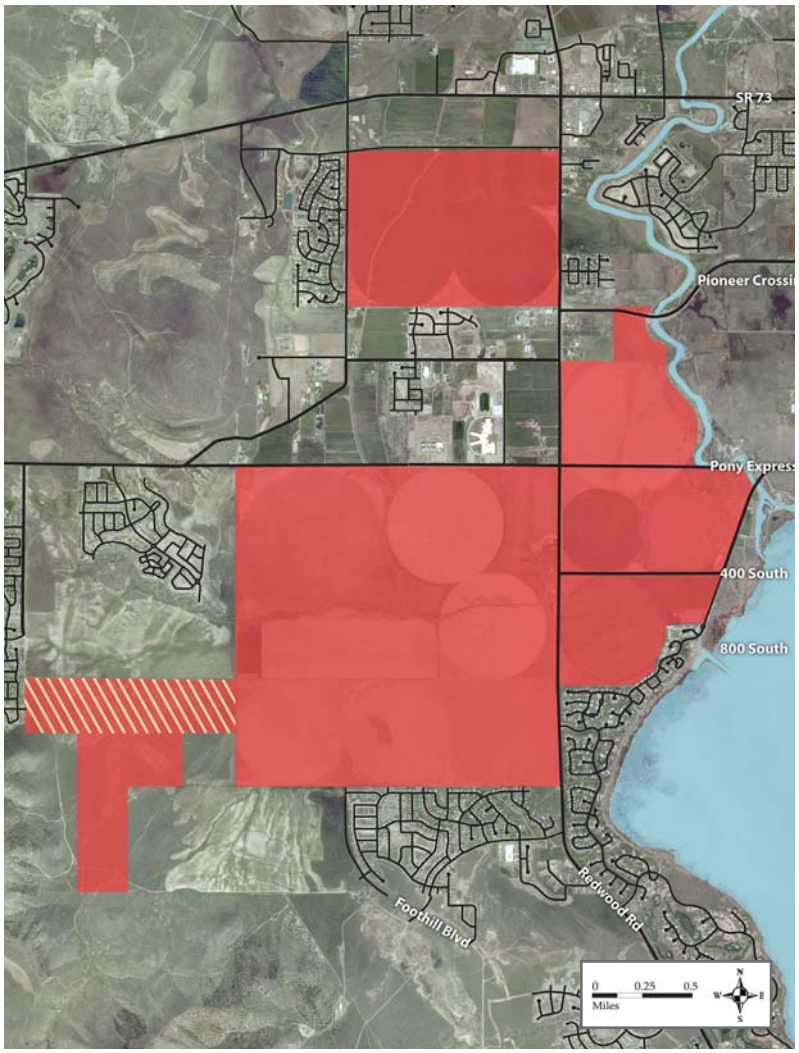
Natural Landscape

The plan area is set in the beautiful Utah Valley with the dramatic backdrop of the Wasatch Mountains to the east and Lake Mountain to the west. Utah Lake is just southeast of the plan area.

Environmental Constraints

There are a variety of natural features in the region; however, the plan area consists of a large swath of flat agricultural land that is relatively free of natural constraints. Steep slopes characterize the Lake Mountain range to the west. Both Utah Lake and the Jordan River present great opportunities as amenities to the community.

Plan Area Map and Current Transportation System



Arterial

Collector

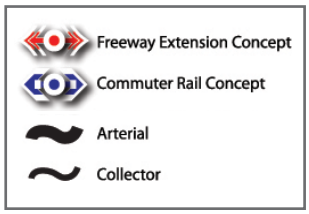
District Area Plan area

Additional CPB ownership not subject to District Area Plan

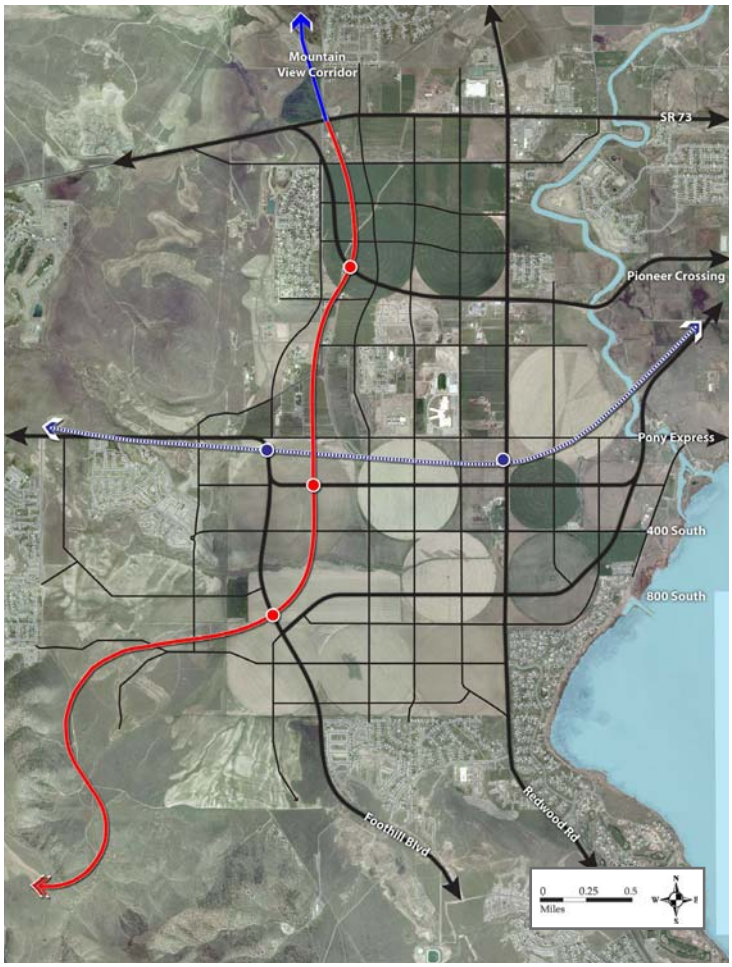
Plan Area Acreage = 2,833

SARATOGA SPRINGS CITY CENTER DISTRICT AREA **PLAN**

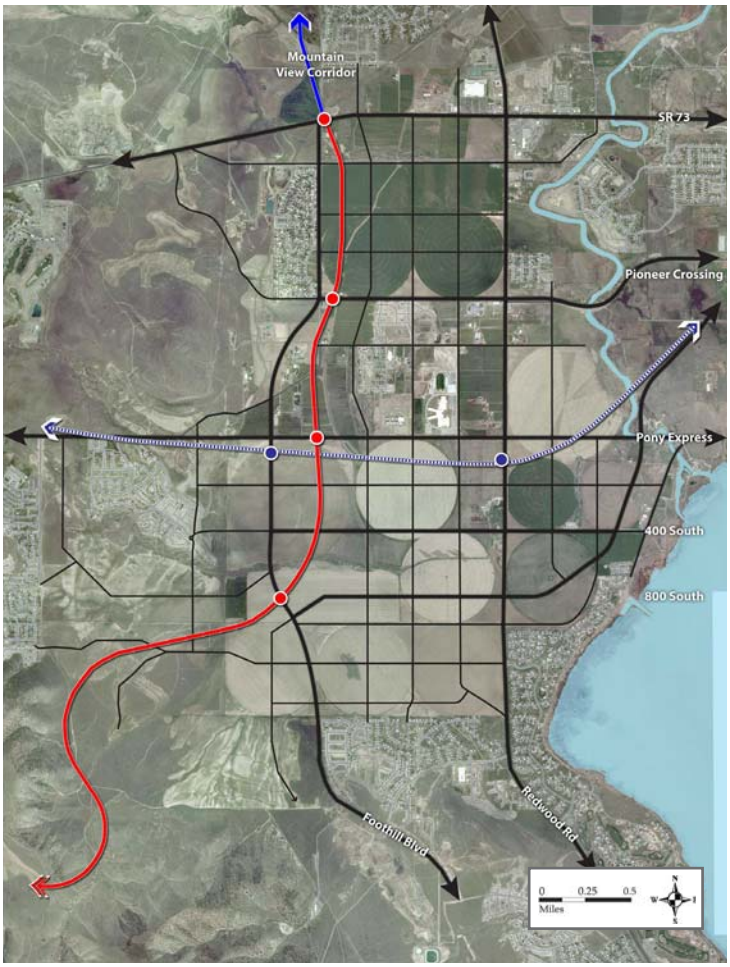
This Plan provides a vision for the future of the Saratoga Springs City Center. This section describes the elements of a plan to guide the development of a great community, including descriptions of the transportation system, street concepts, urban design guidelines, place types and densities, and a concept plan that pulls together all the Plan elements. Six alternative scenarios are described, each of which is consistent with an overall vision for the property.



Proposed Transportation Network - Option 1



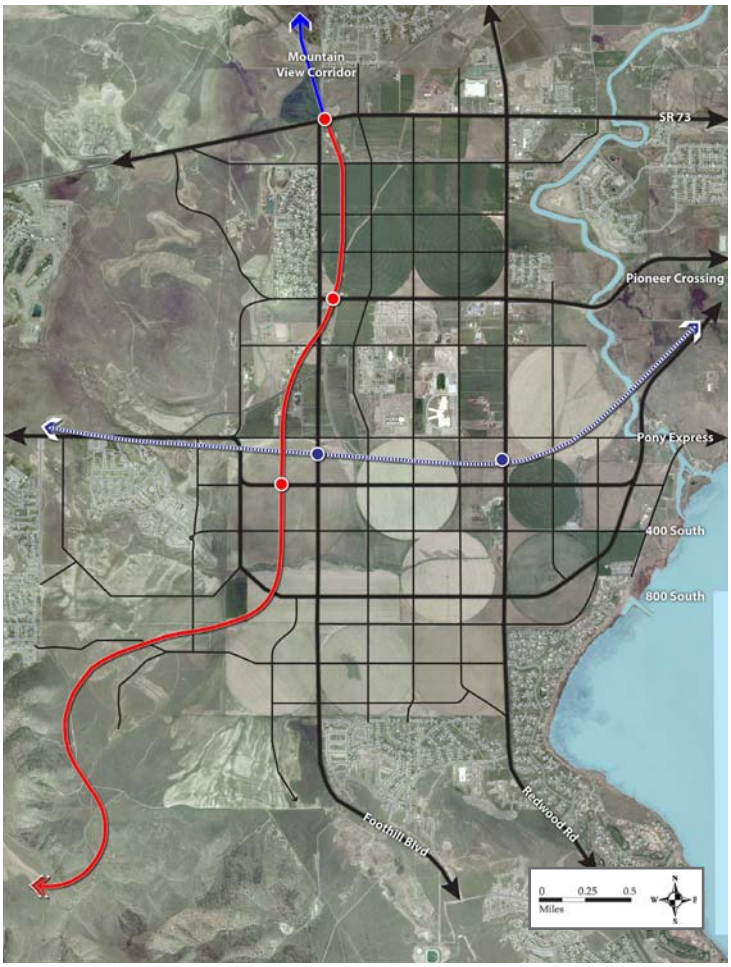
Proposed Transportation Network - Option 2



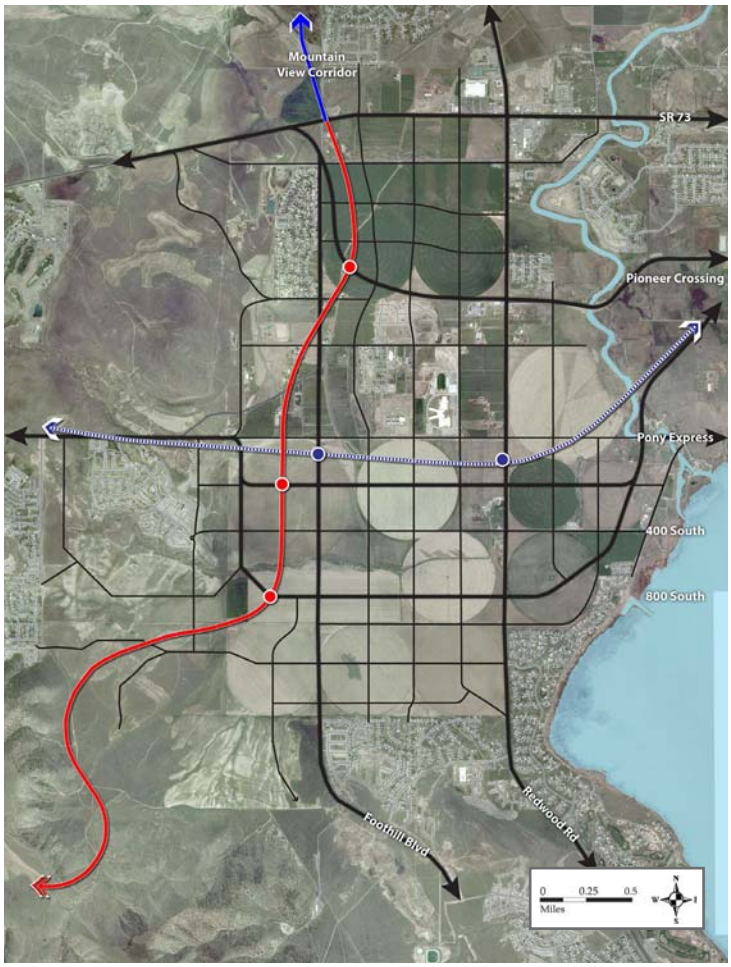
TRANSPORTATION CONCEPTS

The transportation system in Utah County is experiencing increasing congestion as the population rapidly grows. As the current system approaches capacity the Saratoga Springs City Center Plan anticipates a freeway parallel to I-15, an arterial network, a grid system of local roads, and local and regional public transportation. In addition, it offers an alternative development design with less reliance on auto travel. With a robust jobs/housing balance, close proximity to services and destinations and potential new commuter rail and bus rapid transit options, there is great potential for decreased travel times.

Proposed Transportation Network - Option 3



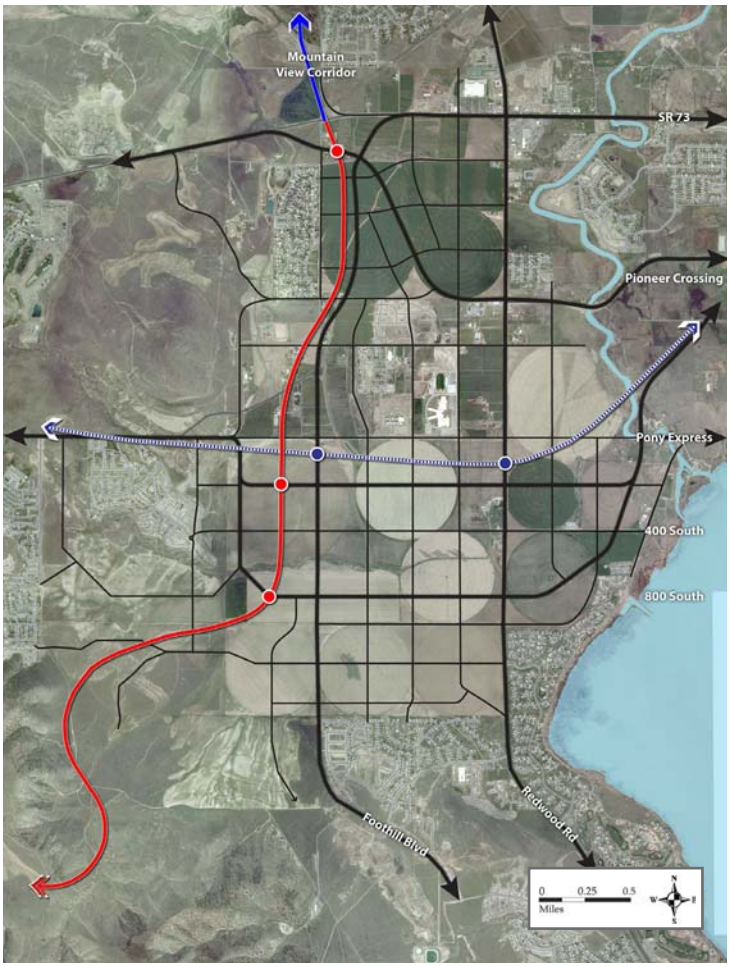
Proposed Transportation Network - Option 4



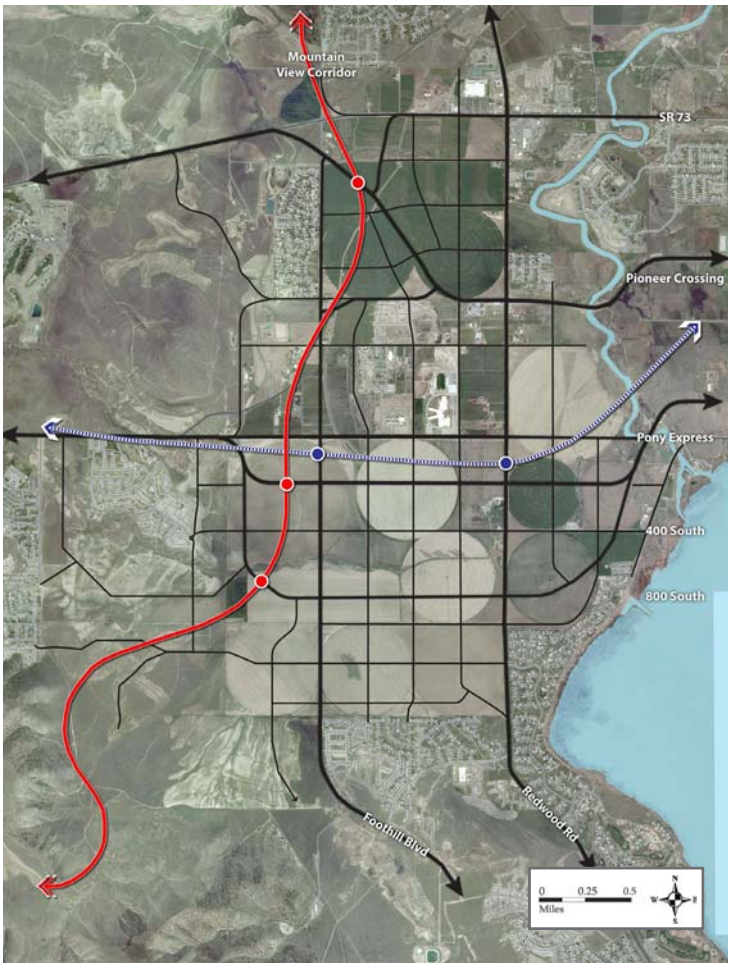
Future Freeway and Major Arterials

Because of the barriers of Utah Lake and Lake Mountain, there is a need for significant transportation capacity through the bottleneck area of Saratoga Springs. A new freeway is anticipated that connects the Mountain View Corridor at the north to Cedar Valley to the west and south. Multiple freeway interchanges in the plan area make Saratoga Springs a convenient and competitive location for retail, jobs and housing. The existing Pony Express Parkway is planned to extend to the east through the plan area, and Pioneer Crossing will provide a direct connection to I-15 from the plan area. Pony Express and Pioneer Crossing together will form a major east-west corridor through the plan area and provide access to retail opportunities. The Mountainland Association of Governments and Utah DOT are currently conducting a corridor study and will make a final decision for the alignment of Pioneer Crossing. Final concepts will be based on their decision, as well as other future decisions of transportation planning agencies regarding freeway alignments, interchange locations, and other infrastructure.

Proposed Transportation Network - Option 5



Proposed Transportation Network - Option 6



Anticipated New High Capacity Transit

The western portion of Utah County will need a high capacity transit system to link with the extensive system now being built all along the Wasatch Front, and should be designed from the outset to plan for that transit system. Therefore two types of high capacity transit are planned to be accomodated in the District Area Plan: bus rapid transit and commuter rail. Bus Rapid Transit (BRT) is an increasingly popular transit choice in urban areas. It is an enhanced bus service that operates much like light rail, within its own right of way or designated lanes along the urban thoroughfares. BRT operates with high frequency headways and has a higher average speed than a rapid bus. BRT buses and stations are branded to distinguish them from local bus services and the stations have more amenities than typical bus stops.

Both BRT and commuter rail stops will have major effects on land use. When properly designed, land use can increase ridership and the development of stops can increase the value of the surrounding land. As a result, areas near transit are typically developed in a way that concentrates businesses, destinations, and housing. The concept for the District Area Plan shows higher density mixed-use development around potential transit stations. Redwood Road and Pony Express provide the two major spines of a new BRT system.

Proposed Grid System

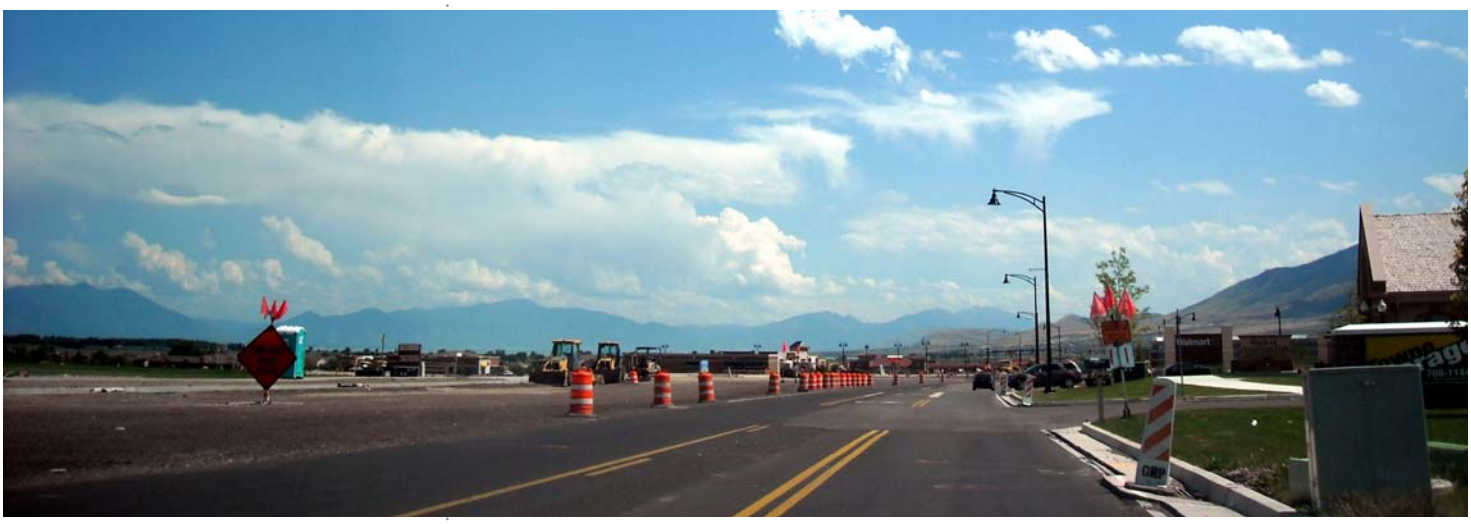
The proposed transportation system creates a well connected system of major and local roads. A grid design builds on existing major arterials and ensures that all commercial centers and neighborhoods are well connected. In addition, the ability of major arterial streets to deviate from the grid in order to improve the efficiency of the freeway system fosters an identity and a sense of place. The issue of connectivity is especially important to ensure that roads connect between existing major arterials and communities and that if development of roads is phased over time convenient access is maintained throughout the development process. Future effective transportation depends on planned connectivity.

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. A multi-modal street balances the needs of many modes of travel, giving people the option to walk, bike, ride transit or drive.

Street designs will incorporate Context Sensitive Solutions (CSS). CSS is a planning process by which transportation projects are designed to serve all users and meet the needs of the community and environment through which they pass. Traditionally streets have been designed to have the same layout throughout their length. CSS adapts the lanes, parking and sidewalks to meet the needs of the surrounding area, while accommodating the traffic flow. The street types shown attempt to strike a balance among the road's function, adjacent land use, and the competing travel needs.

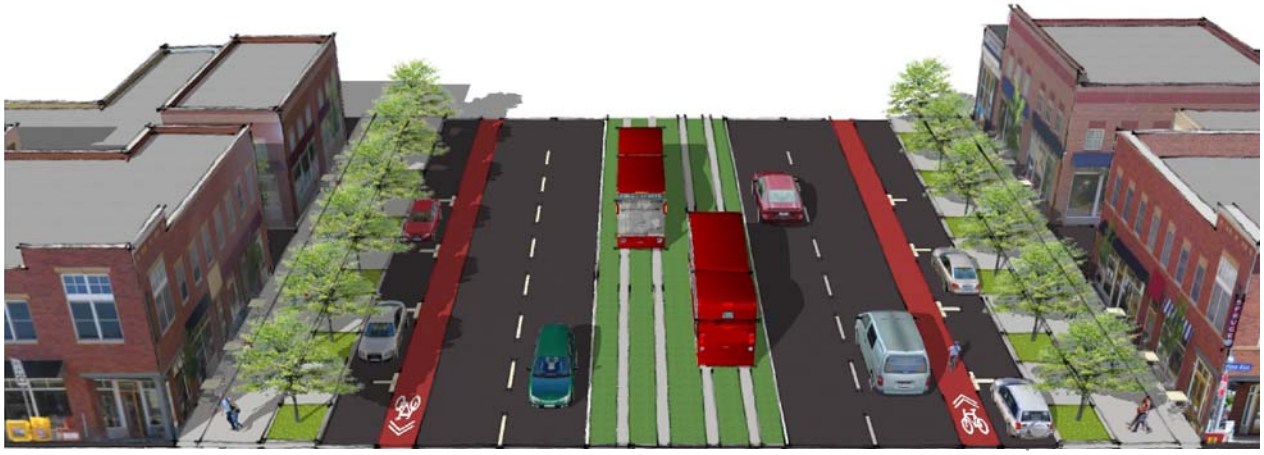
This approach diverges from conventional street designs that emphasize automobile mobility and speed to the exclusion of other users and instead relies on the Institute of Transportation Engineer's Recommended Practice for Walkable Urban Thoroughfares. Street concepts can be adjusted to best fit the land use; however the following concepts serve as examples of potential options. Additional classifications may be proposed through the Community Plan and/or Village Plan process.



Urban Arterials

Urban arterials have capacity to move a high volume of traffic while simultaneously accommodating other modes of travel. 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 places 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.

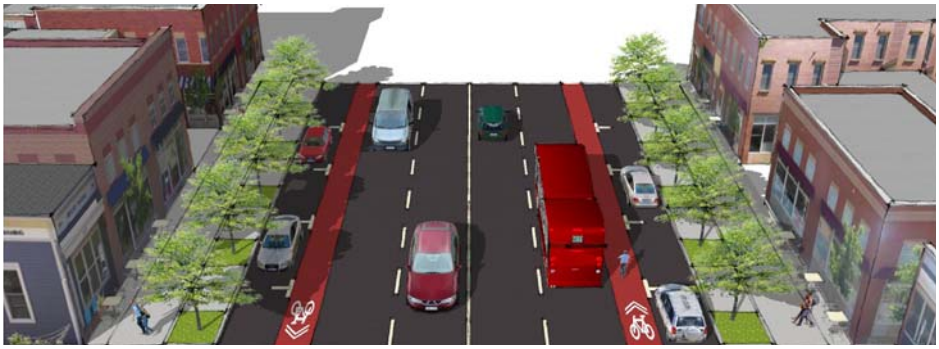
Urban Arterial with Bus Rapid Transit



Main Streets

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

Main Street Four Lanes



Main Street Two Lanes

One Way Couplet Main Street

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 ease of residents 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

Neighborhood Residential

PLANNING CRITERIA AND GUIDELINES

The District Area Plan includes planning criteria and guidelines generally governing the planning of the Saratoga Springs City Center. Such criteria and guidelines establish the overall character of the land use designations or "place types." The criteria and guidelines contained herein are not meant to be design standards, but rather, flexible guidelines.

Regional centers are an important focus in the District Area Plan. They will draw people from throughout the region for shopping and services. Easy transportation accessibility and visibility are key to the success of regional retail centers. While regional retail centers are largely dependent on automobile travel, designing them within the context of adjoining neighborhoods has the potential to encourage some alternative travel, such as walking.

Walkable mixed-use neighborhoods represent the most basic places that are economically stable and environmentally sustainable. Each day residents and workers travel to meet an array of needs. If a modest fraction of these trips are made on foot, Saratoga Springs will realize significant economic, environmental, and social benefits. Car use and expensive roadway infrastructure can be reduced, and walking improves the likelihood that neighbors will know each other and engage in informal community policing. Within neighborhoods, "walk-to convenience" can bring amenities, retail shops, and community services within a short distance of most homes and businesses, connected with pedestrian-friendly routes. Streets are more attractive to pedestrians when building entrances and windows that face the street and encourage neighborhood activity while discouraging crime. Street trees and landscaping help create inviting and comfortable walking environments. Buildings also make environments more pedestrian friendly by offering protection from heat and rain, and by being designed in a human scale with features that make streets more welcoming.

The quality of pedestrian environments also plays a critical role in the success of centers that serve multiple neighborhoods or the region. These centers typically offer retail, employment, cultural activities, and/or transit services. Street-facing shops, generous tree-lined sidewalks, and "eyes on the street" provided by upper-story housing represent essential components for urban safety and vitality. To become attractive destinations, centers must

also incorporate conditions that have made great places throughout history: encouraging foot-traffic and civic activity, sizing parks and plazas to their level of activity, shaping urban space with building walls, and using materials and architecture that correspond with Utah's climate and history.

The following are principles that should serve as the basis for more detailed development standards adopted with the Community Plan. These principles are reflected in the place types.

Planning Principles

WALKABLE DISTRICTS

Communities 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. Walkable districts in the Saratoga Springs City Center District Area Plan will generally be found in urban centers, transit oriented development, and neighborhood commercial. Walkable neighborhoods such as town neighborhood and traditional neighborhood support these districts by providing nearby housing opportunities. 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. Conveniences and recreation can be walked to easily, along safe and attractive routes. This traditional "main street" or "town center" pattern presents a sensible alternative to auto-reliant development that separates housing and jobs from conveniences and transit, exacerbates traffic congestion, creates social enclaves, and consumes more land. Above ground floor retail and offices there could be opportunities for people to live within these walkable mixed use districts in upper story residential units.

SMART PARKING

Walkable districts are supported by smart parking strategies. While transit, biking and walking are important pieces of a transportation strategy, people will continue to own and drive cars. To make the optimal use of land in centers and along main streets, it is important to provide the right amount of parking capacity and not too much. These walkable districts are areas in which you can park once and walk to a variety of destinations. Both on-street parking and off-street lots, preferably behind buildings, allow the ease of parking once. Offices usually do not need parking spaces in the evenings when restaurants and residences do, so these and other uses can share the same spaces over the course of a day.

LIVABLE STREETS

Streets can set the stage for many dimensions of community life. Streets in mixed-use centers that are lined with street trees, sidewalks, building entries and windows make walking more attractive – whether for errands or recreation. Well-designed streets also make it easier to meet neighbors and partake in community life. Their character can also have a profound effect on the image and identity of a city or neighborhood. Multi-modal streets slow traffic through centers, bringing the necessary activity while simultaneously making them places that are desirable to visit. Livable streets are created by implementing a variety of design elements including some or all of the following:

- Street trees for shade and aesthetic qualities
- Benches and street furniture
- Wide sidewalks
- Safe intersection crossings –
  curb extensions and colored/textured crosswalks
- On-street parking

STREET-FACING ARCHITECTURE

Streets are more attractive and safe when they are lined with building entrances and windows, rather than parking lots or blank garage doors. Furthermore, commercial streets that have entrances from the sidewalk and display windows tend to be more popular with pedestrians. Minimal front setbacks for buildings contribute activity and informal surveillance to the street, which encourages walking. 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.

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 coherent and well-shaped public spaces while shielding them from parking lots and other features that dilute activity and urban form along streets, parks, and plazas.

NETWORK CONNECTIVITY

New streets should be designed to reinforce connectivity within and throughout the plan area. Connected streets decrease traffic on adjacent arterials, shorten distances, and improve conditions for walking and biking. While disconnected streets may enhance privacy and discourage through traffic they also hinder walking and biking and decrease opportunities for community interaction in neighborhoods.

PUBLIC/COMMUNITY SPACES

Public/community spaces are designed in many shapes, sizes and forms and are critical components of a healthy community. Public/community spaces 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. Public/community spaces will include urban public space, neighborhood public space and regional open space.

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 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.

Place Types	Dwelling Unit Density Range	Range of FAR *
Urban Center	14-75	0.39–2.34
Transit Oriented Development	8–75	1.25–2.4
Town Neighborhood	6–34	0.36–1.82
Business Park	0	0.39–0.93
Office Warehouse	0	0.39–0.93
Neighborhood Commercial	5–14	0.39–1.5
Regional Retail	0	0.36–0.47
Traditional Neighborhood	5 –32	0.47–1.04
Master Planned Subdivision	4–14	0.35–0.50
Resort/Hospitality	6–8	.36–.93

* FAR = Floor Area Ratio

URBAN CENTER

Range of Average Dwelling Units/Acre	14–75 du/ac
Range of Average FAR	0.39–2.34
Range of Open Space	8 - 9%

Open Space Types:

- Plaza
- Entrance park
- Special use
- Waterfront
- Waterway/Channel
- Greenway
- Parkway (Boulevard)
- Park Lawns
- Connector trail

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 office 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 to the district 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.

The "ingredients" that make up an Urban Center:

Residential

Commercial/Mixed Use

Streets

Open Space

TRANSIT ORIENTED DEVELOPMENT

Range of Average Dwelling Units/Acre	8–75 du/ac
Range of Average FAR	1.215–2.4
Range of Open Space	8 - 9%

Open Space Types:

- Square
- Plaza
- Pocket park
- Neighborhood park
- School Park
- Special use
- Community park
- Parkway (Boulevard)
- Connector trail

Transit oriented development refers to new development planned to accommodate mass transit with dense mixed-use at the existing or planned transit station or corridor, transitioning to multi-family and single-family housing on the fringe. The transition may occur over a distance of up to a half-mile. The majority of the area is typically developed with multifamily residential, townhomes, and mixed-use retail, and office, with smaller amounts of single family. Residents will choose to live in these places because of walkability to nearby jobs , easy access to transit for commutes to regional jobs or accessibility to services. Street trees, lighting, on-street parking, pavement treatments and effective signage at intersections will aid pedestrians with way finding. Short blocks create quick access to the station and the public places. Public plazas and/or civic uses will be centrally located and easily accessible by transit.

The "ingredients" that make up Transit Oriented Development

Residential

Commercial/Mixed Use

Streets

Open Space

TOWN NEIGHBORHOOD

Range of Average Dwelling Units/Acre	6–34 du/ac
Range of Average FAR	0.36–1.82
Range of 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

Town neighborhoods are vibrant and close to urban and commercial centers or transit stations. Town neighborhoods 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, a significant portion in small scale multifamily and a smaller percentage in townhomes. They are characterized by close proximity to neighborhood serving commercial shops and offices along key corridors or at key intersections. The streets are expected to be highly walkable, providing connectivity to shopping, schools, and other community services. There will be some emphasis on slowing traffic with the help of on-street parking and other similar traffic calming measures.

The "ingredients" that make up a Town Neighborhood:

Residential

Commercial/Mixed Use

Streets

Open Space

BUSINESS PARK

Range of Average Dwelling Units/Acre	0 du/ac
Range of Average FAR	0.39–0.93
Range of Open Space	15 - 17%

Open Space Types:

- Plaza
- Entrance park
- Pocket park
- Special Use
- Greenway
- Parkway (Boulevard)
- Park lawns
- Connector trail

Business parks are comprised of low to medium density office buildings. Business parks can also contain a small amount of light industrial and retail uses. They provide a concentration of diverse employment opportunities in close proximity to 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 walkability. Business park uses must be sensitive to and compatible with the surrounding uses.

The "ingredients" that make up a Business Park:

Commercial/Office

Streets

Open Space

OFFICE WAREHOUSE

Range of Average Dwelling Units/Acre	0 du/ac
Range of Average FAR	0.39–0.93
Range of Open Space	15 - 17%

Open Space Types:

- Plaza
- Entrance park
- Special Use
- Greenway
- Parkway (Boulevard)
- Park lawns
- Connector trail

Office warehouse is made up of a mix of low and medium density industrial buildings. This type often consists of industrial yards and campuses separate from other uses due to the nature of the industrial use. However, office warehouse can be located adjacent to other uses and walkable and bikable to housing. The availability of this place type in the community has the potential to attract businesses and industry to the region. Industrial uses must be sensitive to and compatible with the surrounding uses.

The "ingredients" that make up Office Warehouse

Office/Industrial Uses

Streets

Open Space

NEIGHBORHOOD COMMERCIAL

Range of Average Dwelling Units/Acre	5–14 du/ac
Range of Average FAR	0.39–1.50
Range of Open Space	13 - 15%

Open Space Types:

- Pocket park
- Neighborhood park
- Community park
- Special Use
- Community garden
- Parkway (Boulevard)
- Greenway
- Connector trail

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 story retail, office, single family, townhouses and potentially some mixed use. Streets will have street 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.

The "ingredients" that make up Neighborhood Commercial

Residential

Commercial/Mixed Use

Streets

Open Space

REGIONAL RETAIL

Range of Average Dwelling Units/Acre	0 du/ac
Range of Average FAR	0.36–0.47
Range of Open Space	11 -14 %

Open Space Types:

- Plaza
- Entrance park
- Pocket park
- Special Use
- Greenway
- Parkway (Boulevard)
- Park lawns
- Connector trail

Regional retail includes an agglomeration of large and small scale retail buildings. Some office buildings can also be found in regional retail areas. The retail serves a community that extends beyond the neighborhoods to the entire region. Regional retail provides adequate parking for the businesses in close proximity to the stores and the customers arriving via automobile. Regional retail is located at major intersections of highways and arterials and along key transit corridors in the region. Housing is not included in this place type, however neighborhoods may be located adjacent to regional retail. Nearby residential can be connected to regional retail centers by a grid street network that is walkable.

The "ingredients" that make up Regional Retail:

Commercial

Streets

Open Space

TRADITIONAL NEIGHBORHOOD

Range of Average Dwelling Units/Acre	5–32 du/ac
Range of Average FAR	0.47–1.04
Range of 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

Traditional neighborhoods in this district are medium-density residential areas typically comprised of many small lot single-family dwellings, some townhomes 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. Houses are closer together and on smaller lots than in a master planned subdivision. There are small neighborhood serving parks and connections to trails. Street connectivity is relatively favorable, allowing for a walkable environment and transit options. On-street parking slows traffic and creates a buffer between traffic and pedestrians on the sidewalks.

The "ingredients" that make up a Traditional Neighborhood:

Residential

Open Space

Streets

MASTER PLANNED SUBDIVISION

Range of Average Dwelling Units/Acre	4–14 du/ac
Range of Average FAR	0.35–0.5
Range of Open Space	22 - 28%

Open Space Types:

- Entrance or pocket park
- School park
- Neighborhood park
- Special Use
- Greenway
- Parkway (Boulevard)
- Park lawns
- Connector trail
- Paseo
- Community garden
- Sports Complex
- Regional park

Master planned subdivisions are comprised primarily of single family homes. The single family homes are varying designs on a range of lot sizes. Mixed in the single family neighborhoods, some townhomes can typically be found. Residential uses in a master planned subdivision are 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 easily accessible.

The "ingredients" that make up Master Planned Subdivision

Residential

Open Space

Streets

PUBLIC/COMMUNITY SPACES

Public/community spaces are designed in many shapes, sizes and forms and are critical components of a healthy community. Public/community spaces 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. Public/community spaces will include urban public space, neighborhood public space and regional open space.

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 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.

Place Types	Dwelling Unit Density Range	Range of FAR *
Urban Center	14-75	0.39–2.34
Transit Oriented Development	8–75	1.25–2.4
Town Neighborhood	6–34	0.36–1.82
Business Park	0	0.39–0.93
Office Warehouse	0	0.39–0.93
Neighborhood Commercial	5–14	0.39–1.5
Regional Retail	0	0.36–0.47
Traditional Neighborhood	5 –32	0.47–1.04
Master Planned Subdivision	4–14	0.35–0.50
Resort/Hospitality	6–8	.36–.93

* FAR = Floor Area Ratio

URBAN CENTER

Range of Average Dwelling Units/Acre	14–75 du/ac
Range of Average FAR	0.39–2.34
Range of Open Space	8 - 9%

Open Space Types:

- Plaza
- Entrance park
- Special use
- Waterfront
- Waterway/Channel
- Greenway
- Parkway (Boulevard)
- Park Lawns
- Connector trail

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 office 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 to the district 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.

The "ingredients" that make up an Urban Center:

Residential

Commercial/Mixed Use

Streets

Open Space

TRANSIT ORIENTED DEVELOPMENT

Range of Average Dwelling Units/Acre	8–75 du/ac
Range of Average FAR	1.215–2.4
Range of Open Space	8 - 9%

Open Space Types:

- Square
- Plaza
- Pocket park
- Neighborhood park
- School Park
- Special use
- Community park
- Parkway (Boulevard)
- Connector trail

Transit oriented development refers to new development planned to accommodate mass transit with dense mixed-use at the existing or planned transit station or corridor, transitioning to multi-family and single-family housing on the fringe. The transition may occur over a distance of up to a half-mile. The majority of the area is typically developed with multifamily residential, townhomes, and mixed-use retail, and office, with smaller amounts of single family. Residents will choose to live in these places because of walkability to nearby jobs , easy access to transit for commutes to regional jobs or accessibility to services. Street trees, lighting, on-street parking, pavement treatments and effective signage at intersections will aid pedestrians with way finding. Short blocks create quick access to the station and the public places. Public plazas and/or civic uses will be centrally located and easily accessible by transit.

The "ingredients" that make up Transit Oriented Development

Residential

Commercial/Mixed Use

Streets

Open Space

TOWN NEIGHBORHOOD

Range of Average Dwelling Units/Acre	6–34 du/ac
Range of Average FAR	0.36–1.82
Range of 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

Town neighborhoods are vibrant and close to urban and commercial centers or transit stations. Town neighborhoods 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, a significant portion in small scale multifamily and a smaller percentage in townhomes. They are characterized by close proximity to neighborhood serving commercial shops and offices along key corridors or at key intersections. The streets are expected to be highly walkable, providing connectivity to shopping, schools, and other community services. There will be some emphasis on slowing traffic with the help of on-street parking and other similar traffic calming measures.

The "ingredients" that make up a Town Neighborhood:

Residential

Commercial/Mixed Use

Streets

Open Space

BUSINESS PARK

Range of Average Dwelling Units/Acre	0 du/ac
Range of Average FAR	0.39–0.93
Range of Open Space	15 - 17%

Open Space Types:

- Plaza
- Entrance park
- Pocket park
- Special Use
- Greenway
- Parkway (Boulevard)
- Park lawns
- Connector trail

Business parks are comprised of low to medium density office buildings. Business parks can also contain a small amount of light industrial and retail uses. They provide a concentration of diverse employment opportunities in close proximity to 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 walkability. Business park uses must be sensitive to and compatible with the surrounding uses.

The "ingredients" that make up a Business Park:

Commercial/Office

Streets

Open Space

OFFICE WAREHOUSE

Range of Average Dwelling Units/Acre	0 du/ac
Range of Average FAR	0.39–0.93
Range of Open Space	15 - 17%

Open Space Types:

- Plaza
- Entrance park
- Special Use
- Greenway
- Parkway (Boulevard)
- Park lawns
- Connector trail

Office warehouse is made up of a mix of low and medium density industrial buildings. This type often consists of industrial yards and campuses separate from other uses due to the nature of the industrial use. However, office warehouse can be located adjacent to other uses and walkable and bikable to housing. The availability of this place type in the community has the potential to attract businesses and industry to the region. Industrial uses must be sensitive to and compatible with the surrounding uses.

The "ingredients" that make up Office Warehouse

Office/Industrial Uses

Streets

Open Space

NEIGHBORHOOD COMMERCIAL

Range of Average Dwelling Units/Acre	5–14 du/ac
Range of Average FAR	0.39–1.50
Range of Open Space	13 - 15%

Open Space Types:

- Pocket park
- Neighborhood park
- Community park
- Special Use
- Community garden
- Parkway (Boulevard)
- Greenway
- Connector trail

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 story retail, office, single family, townhouses and potentially some mixed use. Streets will have street 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.

The "ingredients" that make up Neighborhood Commercial

Residential

Commercial/Mixed Use

Streets

Open Space

REGIONAL RETAIL

Range of Average Dwelling Units/Acre	0 du/ac
Range of Average FAR	0.36–0.47
Range of Open Space	11 -14 %

Open Space Types:

- Plaza
- Entrance park
- Pocket park
- Special Use
- Greenway
- Parkway (Boulevard)
- Park lawns
- Connector trail

Regional retail includes an agglomeration of large and small scale retail buildings. Some office buildings can also be found in regional retail areas. The retail serves a community that extends beyond the neighborhoods to the entire region. Regional retail provides adequate parking for the businesses in close proximity to the stores and the customers arriving via automobile. Regional retail is located at major intersections of highways and arterials and along key transit corridors in the region. Housing is not included in this place type, however neighborhoods may be located adjacent to regional retail. Nearby residential can be connected to regional retail centers by a grid street network that is walkable.

The "ingredients" that make up Regional Retail:

Commercial

Streets

Open Space

TRADITIONAL NEIGHBORHOOD

Range of Average Dwelling Units/Acre	5–32 du/ac
Range of Average FAR	0.47–1.04
Range of 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

Traditional neighborhoods in this district are medium-density residential areas typically comprised of many small lot single-family dwellings, some townhomes 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. Houses are closer together and on smaller lots than in a master planned subdivision. There are small neighborhood serving parks and connections to trails. Street connectivity is relatively favorable, allowing for a walkable environment and transit options. On-street parking slows traffic and creates a buffer between traffic and pedestrians on the sidewalks.

The "ingredients" that make up a Traditional Neighborhood:

Residential

Open Space

Streets

MASTER PLANNED SUBDIVISION

Range of Average Dwelling Units/Acre	4–14 du/ac
Range of Average FAR	0.35–0.5
Range of Open Space	22 - 28%

Open Space Types:

- Entrance or pocket park
- School park
- Neighborhood park
- Special Use
- Greenway
- Parkway (Boulevard)
- Park lawns
- Connector trail
- Paseo
- Community garden
- Sports Complex
- Regional park

Master planned subdivisions are comprised primarily of single family homes. The single family homes are varying designs on a range of lot sizes. Mixed in the single family neighborhoods, some townhomes can typically be found. Residential uses in a master planned subdivision are 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 easily accessible.

The "ingredients" that make up Master Planned Subdivision

Residential

Open Space

Streets

RESORT/HOSPITALITY

Range of Average Dwelling Units/Acre	NA
Range of Average FAR	NA
Range of Open Space	25 - 33%

Open Space Types:

- Plaza
- Entrance park
- Waterfront
- Waterway/Channel
- Special Use
- Greenway
- Parkway (Boulevard)
- Park lawns
- Connector trail

Resort/Hospitality refers to a development type that may include hotels, marinas, shopping, restaurants, recreation activities, hot springs and boardwalks. This place type may serve as a vacation destination with hotels and rental condominiums available within close proximity to the community's urban centers. Local residents will take advantage of the shopping and restaurant opportunities in this unique lakefront setting. This development takes advantage of spectacular lakefront views and lake and river front recreation opportunities.

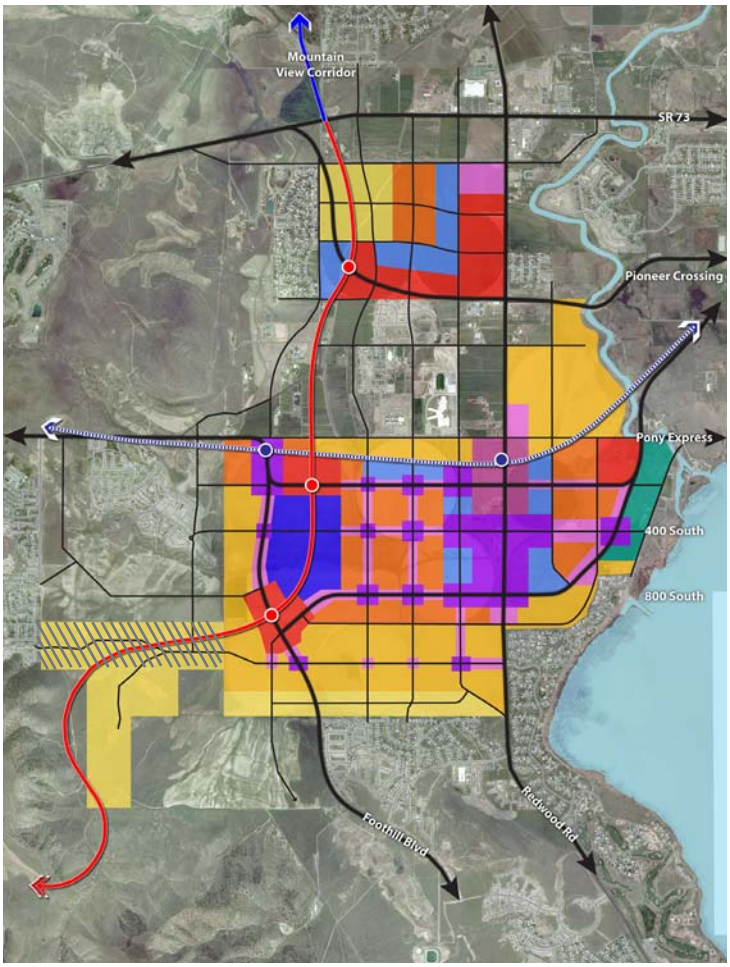
The "ingredients" that make up Resort/Hospitality Development

Resort/Hospitality

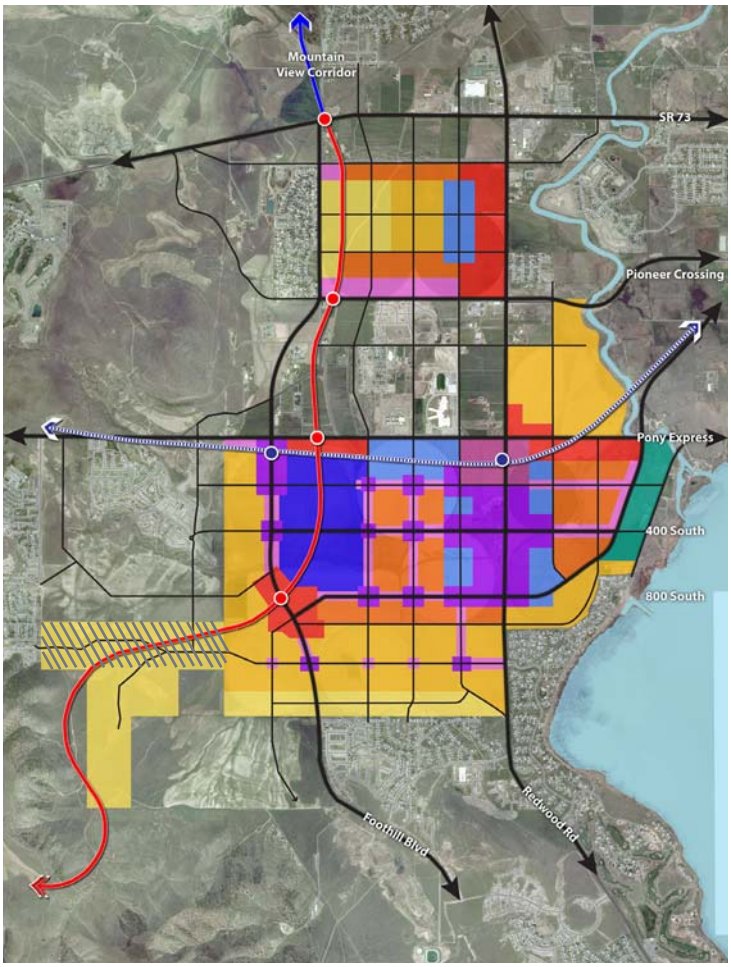
Concept Map

The concept plan illustrates a design to guide the development of the plan area. The design was developed in collaboration with the City and informed by transportation planning, the geography, existing development, and projected housing and employment numbers. There is a hierarchy of commercial and mixed-use centers that are distributed regularly to serve the population with a variety of services. A mix of residential neighborhoods provides diverse housing product options to allow families at all different stages of life to be able to live in close proximity to each other. Existing residential neighborhoods are buffered.

Proposed Concept Map - Option 1



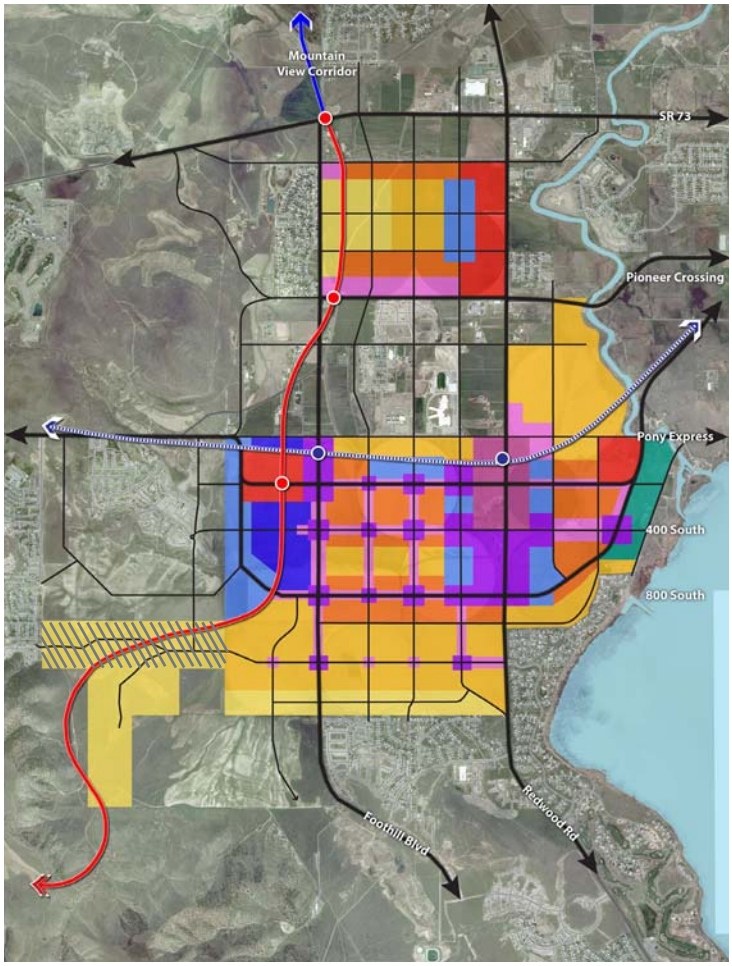
Proposed Concept Map - Option 2



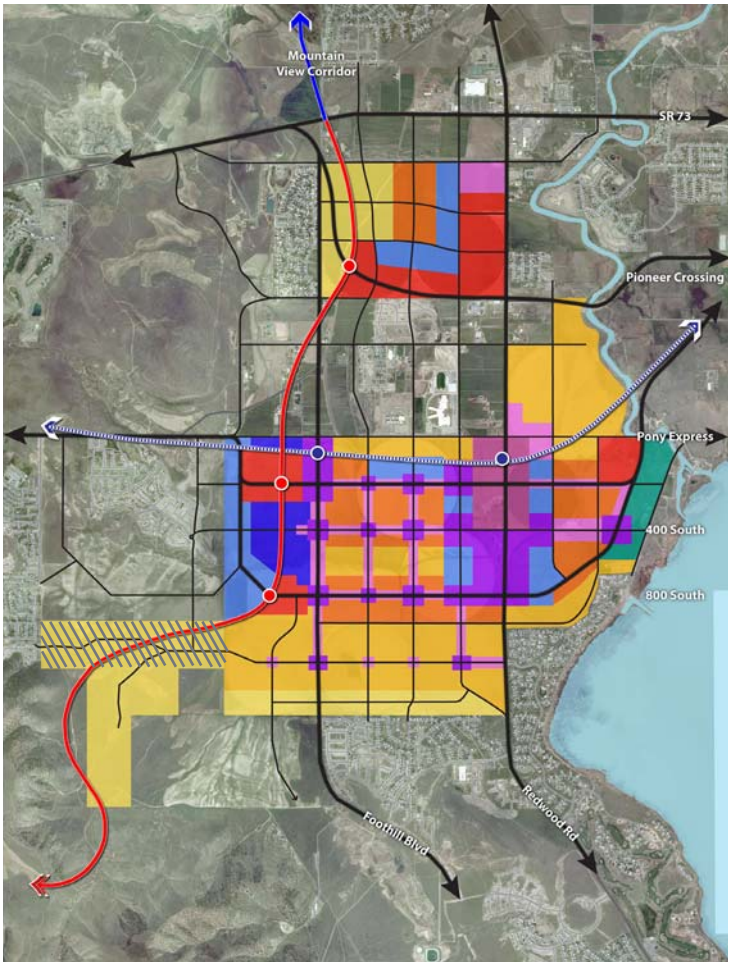
EMPLOYMENT CENTERS

Areas of the plan with the highest employment numbers are office park, office warehouse and town center, with additional employment in regional retail. These four place types make up the major Employment Centers of the District Area Plan. One of the keys to this plan is a healthy jobs to housing ratio. The employment found in these areas is a mix of office, research, retail, and light industrial jobs. With extensive water rights and flat, easily developable land, it is advantageous to encourage a light industry to locate here. Areas on the concept plan with high employment opportunities are located with convenient access to transit, major arterials and/or the new freeway. Some of the employment centers have residential mixed into them and all are supported by surrounding neighborhoods that will provide housing in walkable distances to jobs.

Proposed Concept Map - Option 3



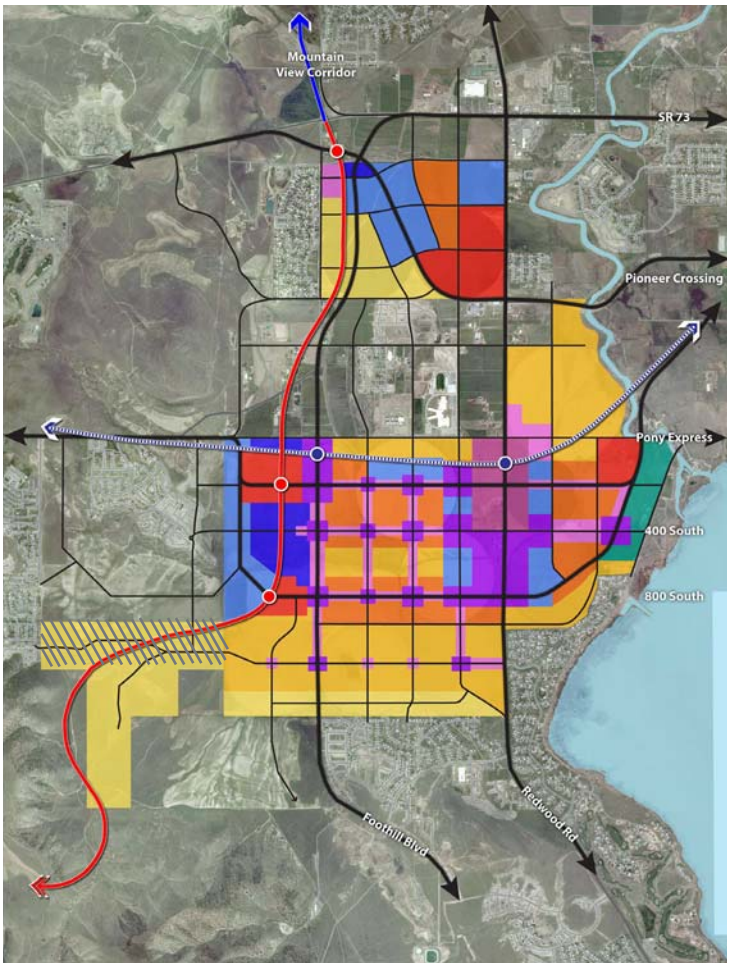
Proposed Concept Map - Option 4



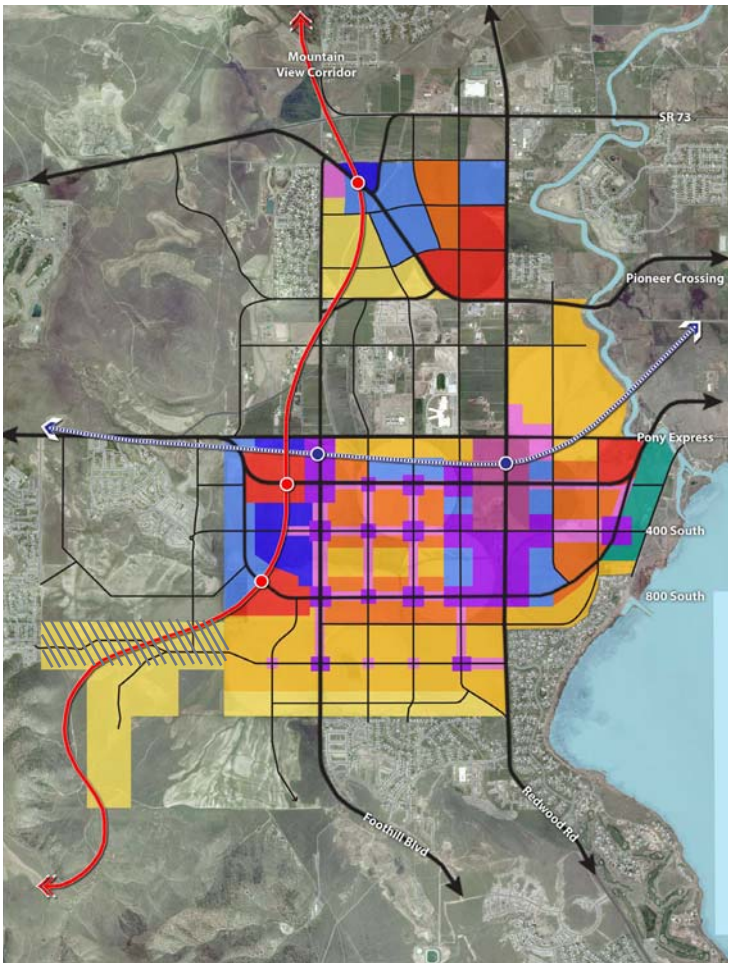
TOWN CENTERS

Town centers create the hearts of activity in the Plan. Urban centers, regional retail, and transit oriented development cluster together to create these town centers. Town centers have a mix of local serving uses as well as retail that provides a regional draw. The larger town center of the plan area is surrounded by a mix of employment opportunities and higher density housing options and is well served by major transportation routes such as Redwood Road, Pony Express Parkway and commuter rail. The smaller town centers have a mix of retail, office and residential and are located on the major corridors in the Plan. Each town center will grow and evolve over time, probably beginning as a one to two story mixed use area and eventually growing to support four to six story buildings. A town center environment provides a good location for a compact, urban community college. Nearby housing and transportation options provide students with easy commutes to school.

Proposed Concept Map - Option 5



Proposed Concept Map - Option 6

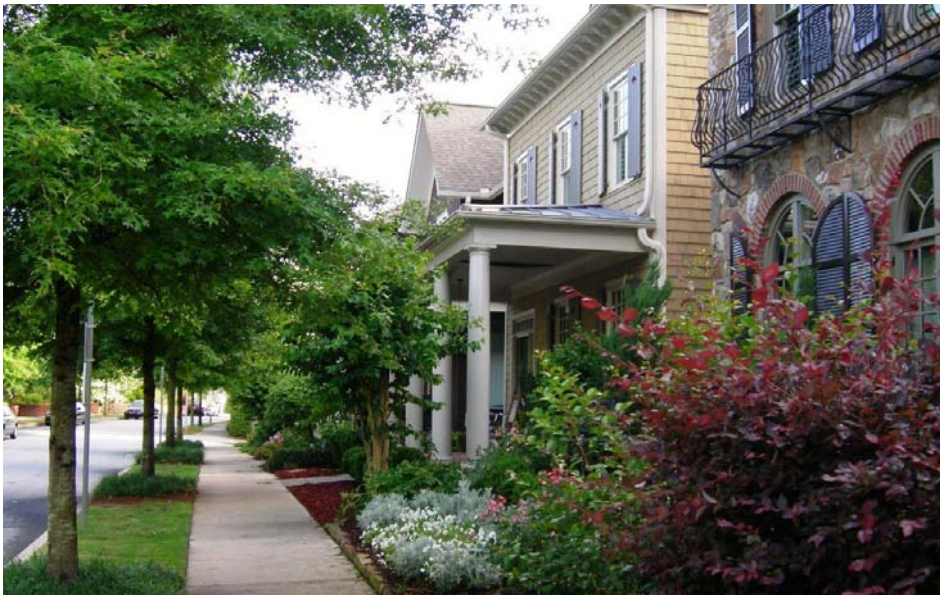


SECONDARY NEIGHBORHOOD COMMERCIAL CENTERS

In addition to town centers, neighborhood commercial centers have been located at key intersections throughout the Plan, so that most households are anticipated to be within half a mile of retail and services. This is a distance easily covered by car, transit or bicycle in a matter of minutes while also being accessible by pedestrians. Successful development of the town and neighborhood centers will require careful management of nearby uses to ensure, for example, that strip commercial uses outside the plan area do not capture the demand for retail development that is otherwise planned for the town centers.

RESIDENTIAL AREAS

The plan area will provide a mix of housing choices. This mix provides housing opportunities to a variety of ages and incomes. The town and neighborhood centers are conceived as mixed use and contain a sizable portion of the housing. The housing in these centers is a mix of multifamily units in mixed-use and apartment buildings as well as townhomes and small lot single family homes. Large areas of primarily residential neighborhoods surround the commercial centers. These are identified as traditional neighborhood and master planned community on the map and consist of a mix of single family homes, townhomes and apartments of varying sizes.



OPEN SPACE

Among its many qualities, open space serves as recreation and gathering places, and provides pedestrian and bicycle access to employment, shopping and education. The Saratoga Springs City Center is surrounded by bountiful open space, including mountains, the Jordan River, Utah County Inlet Park and Utah Lake. Extensive trails and diversity of open space will afford residents a high quality of life and promote a healthy lifestyle. Rigid adherence to this Plan is not contemplated or desirable. This Plan is intended to allow flexibility and creativity in the planning of open space.

Open space fulfills many different functions for a community; therefore, different ratios and designs of open space are appropriate for different areas in the Plan. The Open Space Type table identifies a wide range of possible open space types to be considered within the Saratoga Springs City Center.

Open Space Type Table

Open Space Type	General Description	Typical Size	Service Radius	Examples
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)
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)
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)
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.	2,500 SF to 1 acres	1/4 mile radius	Davis Park (Salt Lake City, UT)
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)
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.	10 to 20 acres	1/2 to 2 mile radius	Scera Park (Orem, UT)

Open Space Type	General Description	Typical Size	Service Radius	Examples
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)
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)
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)
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/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)
Waterfront	Waterfront space serving as public access to open water. It is located with community and regional access in mind. Uses include trailheads, boat launches, day picnicking, and fishing.	Varies	Varies	Daybreak - Oquirrh Lake (South Jordan, UT)

Open Space Type	General Description	Typical Size	Service Radius	Examples
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)
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 25-200 feet with 50 feet a standard minimum.	Varies	Varies	Boise River Greenbelt (Boise, ID)
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)
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)
Connector trail	Secondary public connections for pedestrians and cyclists. Located as mid-block connections, linkages between other park spaces. Typically less than 30 feet in width with minimal landscaping.	Varies	Varies	Boise Greenbelt (Boise, ID)
Paseo	Linear pedestrian corridor that is defined by homes fronting the space. Often includes passive activities as well as tot lots, community gardens, half court ball games.	0.5 to 2 acres	Varies	Daybreak (South Jordan, UT)

It is anticipated that other types of open space, not included on the table on previous pages, might be applicable and appropriate for consideration in Saratoga Springs. Other open space types may be proposed by the applicant and added to this list at the discretion and approval of the City Council. As programming develops at the Community Plan and Village Plan stage, 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 identified above to each place type, generally following the matrix set forth below.

Open Space Types \ Place Types	Urban Center	Transit-Oriented Development	Town Neighborhood	Traditional Neighborhood	Neighborhood Commercial	Master Planned Community	Regional Retail	Office Warehouse	Business Park	Resort/Hospitality
Square	■	■								
Plaza	■	■	■	■			■	■	■	■
Entrance Park			■	■		■	■	■	■	■
Pocket Park		■	■	■	■	■	■		■	
Neighborhood Park		■	■	■	■	■				
Community Park			■	■	■	■				
Regional Park				■		■				
School Park		■	■	■		■				
Sports Complex				■		■				
Special Use	■	■	■	■	■	■	■	■	■	■
Waterfront										■
Community Garden	■	■	■	■	■	■				
Greenway			■	■	■	■	■	■	■	■
Waterway/Channel			■	■		■				■
Parkway (Boulevard)	■	■	■	■	■	■	■	■	■	■
Park Lawns			■	■		■	■	■	■	■
Connector Trail	■	■	■	■	■	■	■	■	■	■
Paseo			■	■		■				

Assuming a blend of place types consistent with the concept maps on pages 32-34, this Plan would provide total open space acreage and percentages as follows:

Place Types	Total Acreage by Place Type	Public Space Ranges		Acreage	
		Low	High	Low	High
Urban Center	256	8%	9%	20.48	23.04
Transit-Oriented Development	92	8%	9%	7.28	8.19
Town Neighborhood	341	13%	15%	44.2	51
Traditional Neighborhood	655	18%	24%	117.9	157.2
Neighborhood Commercial	200	13%	15%	26	30
Master Planned Community	567	22%	28%	124.74	158.76
Regional Retail	234	11%	14%	25.74	32.76
Office Warehouse	97	15%	17%	14.55	16.49
Business Park	341	15%	17%	51.15	57.97
Resort/Hospitality	50	25%	33%	12.5	16.5
	2,833			***444.75***	***552.15***
				15.7%	***19.5%***

DETERMINING OPEN SPACE REQUIREMENTS

When determining precise open space requirements at the Community Plan and/or Village Plan stage, within the ranges identified above, the City Council 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 the 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 the 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 cross-subsidization between the project and the remainder of the City does not occur, in order that all City residents bear their fair burden of the costs associated with such requirements.

Open space within the Saratoga Springs City Center will be planned and programmed from a needs-driven perspective across the entire plan area. For example, while a community park may not be justified or required within the open space ranges for the proposed place types for any single Community Plan area, a community park may nevertheless be required at an appropriate stage of plan development. The landowner will cooperate with the City in a process of master planning the Saratoga Springs City Center park and open space needs. Variances from the ranges may be granted in order to either defer or accelerate the provision of open space. The City of Saratoga Springs has identified the need for the following open space features:

- Community Park
- Public Swimming Pool
- Community Center
- Interconnected Trail Network

The precise location, character, and financing structure of such features would need to be worked out over time. Furthermore, to the extent such open space features are sized and designed to serve a population outside of the plan area, appropriate allocation of the costs will need to be worked out. Such open space will be disbursed through the plan area, allowing easy and convenient access by residents and visitors.

To ensure that open space will be used, certain points of design criteria will be considered. The following list applies particularly to urban and neighborhood public spaces.

- Create intimate places - "outdoor rooms"
- Too much space disperses people - encourage higher intensity use per park
- Make it easily accessible for pedestrians – make it walkable
- Surround with development that will support the use of public space
- Know the community needs – what population are you building for?
- Create a destination
- Locate in areas of high visibility

Resort/Hospitality/Recreation

Resort/Hospitality/Recreation refers to a development type that may include hotels, marinas, retail, restaurants, recreation activities, hot springs and boardwalks. This development type is located to take advantage of Utah County Inlet Park, Utah Lake and the Jordan River, as well as active commercial centers and spectacular lake and mountain views. Lake and riverfront recreation opportunities make this a natural location for a destination, which builds on the history of Saratoga Springs as a resort destination for its hot springs.

Other Major Uses

Other uses will be included over time in Community and Village Plan stages that are not located in the Plan such as schools and churches. An area that includes this size of population will eventually contain medical centers, and potentially an urban style community college near commuter line. The Plan should be flexible enough to accommodate these needed uses at the time the opportunity arises. The applicant recognizes that the city will be updating its Capital Facilities Plan and will cooperate in providing any requested information to aid in the process.

Square

UC | TOD | TON | TRN | NC | MPC | RR | OW | BP | RH

Description
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.

Size
1 to 3 acres

Service
1/8 to 1/4 mile radius

Examples
Pioneer Square - Portland, Oregon

Plaza

UC	TOD	TON	TRN	NC	MPC	RR	OW	BP	RH

Description
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.

Size
up to 2 acres

Service
1/4 to 1/2 mile radius

Examples
Olympic Plaza- Gateway Lifestyle Center Salt Lake City, Utah

Entrance Park

UC | TOD | TON | TRN | NC | MPC | RR | OW | BP | RH

Description
Formal delineation of a residential community entrance through landscaping and monumentation. It provides passive uses and creates neighborhood identity.

Size
up to 1 acre

Service
Varies

Examples
Entrance @ Daybreak - South Jordan, Utah

Pocket Park

UC	TOD	TON	TRN	NC	MPC	RR	OW	BP	RH

Description
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.

Size
2,500 SF to 1.0 Acre

Service
1/4 mile radius

Examples
Davis Park - Salt Lake City, Utah

Neighborhood Park

UC	TOD	TON	TRN	NC	MPC	RR	OW	BP	RH

Description
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.

Size
3 to 10 acres

Service
1/4 to 1/2 mile radius

Examples
Reservoir Park - Salt Lake City, Utah

Community Park

UC	TOD	TON	TRN	NC	MPC	RR	OW	BP	RH

Description
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.

Size
10 to 20 acres

Service
1/2 to 2 mile radius

Examples
Scera Park - Orem, Utah

Regional Park

UC | TOD | TON | **TRN** | NC | **MPC** | RR | OW | BP | RH | OS

Description
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.

Size
20+ acres

Service
2 mile radius

Examples
Liberty Park - Salt Lake City, Utah

School Park

UC | TOD | TON | TRN | NC | MPC | RR | OW | BP | RH

Description
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.

Size
5 to 8 acres

Service
1/2 mile radius

Examples
Farmington Elementary School - Farmington, Utah

Sports Complex

UC	TOD	TON	TRN	NC	MPC	RR	OW	BP	RH

Description
Heavily programmed athletic fields and associated facilities at larger and fewer sites strategically located throughout the community. Locate with good automotive and pedestrian access.

Size
40 to 150 acres

Service
2 to 5 mile radius

Examples
Sunny Side Park - Salt Lake City, Utah

Special Use

UC	TOD	TON	TRN	NC	MPC	RR	OW	BP	RH

Description
Covers a broad range of parks and recreation facilities oriented toward single-purpose use. Special uses generally fall into three categories: Historic/Cultural/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.

Size
Varies

Service
Varies

Examples
Pioneer Monument State Park

Waterfront

UC | TOD | TON | TRN | NC | MPC | RR | OW | BP | **RH**

Description
Waterfront space serving as public access to open water. It is located with community and regional access in mind. Uses include trailheads, boat launches, day picnicking, and fishing.

Size
Varies

Service
Varies

Examples
Pelican Bay Marina - Saratoga Springs, Utah

Community Garden

UC	TOD	TON	TRN	NC	MPC	RR	OW	BP	RH

Description
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.

Size
up to 1 acre

Service
1/8 to 1/4 mile radius

Examples
Daybreak Community Garden - South Jordan, Utah

Greenway

UC	TOD	TON	TRN	NC	MPC	RR	OW	BP	RH

Description
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 25-200 feet with 50 feet a standard minimum.

Size
Varies

Service
Varies

Examples
Boise River Greenbelt - Boise, Idaho

Waterway/Channel

UC	TOD	TON	TRN	NC	MPC	RR	OW	BP	RH

Description
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.

Size
Typically less than 100 feet in width. Length varies.

Service
Varies

Examples
Daybreak - South Jordan, Utah

Parkway (Boulevard)

UC	TOD	TON	TRN	NC	MPC	RR	OW	BP	RH

Description
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.

Size
Varies

Service
Varies

Examples
600 East, 300 South (Broadway)

Urban - 300 South SLC, Utah

Suburban - 600 East SLC, Utah

Park Lawns

UC | TOD | TON | TRN | NC | MPC | RR | OW | BP | RH

Description
Open space within a public right-of-way that allows for passive use, bus stops, shade trees and ornamental landscaping.

Size
Varies

Service
Varies

Examples
South Temple - Salt Lake City, Utah

Connector Trail

UC	TOD	TON	TRN	NC	MPC	RR	OW	BP	RH

Description
Secondary public connections for pedestrians and cyclists. Located as mid-block connections, linkages between other park spaces. Typically less than 30 feet in width with minimal landscaping.

Size
Varies

Service
Varies

Examples
Jordan River Trail - Lehi, Utah

Paseo

UC | TOD | **TON** | **TRN** | NC | **MPC** | RR | OW | BP | RH

Description
Linear pedestrian corridor that is defined by homes fronting the space. Often includes passive activities as well as tot lots, community gardens, and half court ball games.

Size
0.5 to 2 acres

Service
Varies

Examples
Daybreak - South Jordan, Utah