



AGENDA – Planning Commission Meeting

Planning Commission Chair Rachel Sprosty Burns
Planning Commission Vice Chair Doug Willden
Planning Commissioner Charlie Carn
Planning Commissioner Scott A. Hill
Planning Commissioner Jack K. Mangum
Planning Commissioner Virginia Rae Mann
Planning Commissioner Colton Miles

CITY OF SARATOGA SPRINGS

Thursday, June 26, 2025 @ 6:00 pm

City of Saratoga Springs Council Chambers
1307 North Commerce Drive, Suite 200, Saratoga Springs, UT 84045

CALL TO ORDER

1. Pledge of Allegiance.
2. Roll Call
3. Public Input: *Time for Public Input is limited to no more than 15 minutes total. This time has been set aside for the public to express ideas, concerns, and comments for subject matter not listed as public hearing on the agenda.*

PUBLIC HEARINGS

The Commission will accept public comment and may make a recommendation to the City Council for the following items:

1. Alpine School District High School 722 General Plan Land Use Map Amendment from Planned Community and Low Density Residential to Institutional/Civic, and a Rezone from Planned Community and Agriculture to Institutional/Civic, with an accompanying Concept Plan. Located approximately at the northwest corner of Ensign Drive and Mountain View Corridor. Scott Johnson as applicant. Senior Planner David Jellen.
2. Amendment to Title 19 Land Development Code of the City of Saratoga Springs, Chapter 19.05 – Small Wireless Facility Design; and update to the Standard Technical Specifications & Drawings Manual. City-Initiated. Planner II Sam Stout and Engineer Ken Knight.
3. Amendments to Title 19 of the Land Development Code of the City of Saratoga Springs, Chapters 19.02, 19.04, and 19.09, related to Outdoor Seating Areas, including the addition of a definition, identification of permitted zones, and specification of applicable parking requirements. City-Initiated. Planner II Kendal Black.

BUSINESS ITEMS

The Commission will discuss (without public comment) and may either make a recommendation to the City Council, or approve the following items as needed:

1. Approval of Minutes: May 29, 2025.

REPORTS

1. Commissioner's Comments.
2. Director's Report.

CLOSED SESSION

Possible motion to enter into closed session for the purchase, exchange, or lease of property; pending or reasonably imminent litigation; the character, professional competence, or the physical or mental health of an individual; or the deployment of security personnel, devices, or systems.

ADJOURNMENT

Supporting materials are available for inspection on the City Website www.saratogasprings-ut.gov Questions and comments to Staff and/or Commissioners may be submitted to comments@saratogasprings-ut.gov Meetings are streamed live at <https://www.youtube.com/c/CityofSaratogaSprings>

PLEASE NOTE: The order of items may be subject to change with the order of the planning commission chair. One or more members of the Commission may participate electronically via video or telephonic conferencing in this meeting.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting should notify the City Recorder at 801.766.9793 at least two days prior to the meeting.



PLANNING COMMISSION Staff Report

Rezone, General Plan Amendment, and Concept Plan

Alpine School District High School 722

June 26, 2025

Public Hearing

Report Date:	June 19, 2025
Applicant:	Frank Pulley/Scott Johnson, Alpine School District
Owner:	Property Reserve Inc.
Location:	Northwest Corner of Ensign Drive and Mountain View Corridor
Major Street Access:	Mountain View Corridor
Parcel Number(s) & Size:	58:041:0187; 58:041:0005; 58:041:0279 (61.61 acres total)
Land Use Designation:	Planned Community and Low Density Residential
Requested Land Use:	Institutional/Civic
Parcel Zoning:	Planned Community and Agricultural
Requested Zoning:	Institutional/Civic
Adjacent Zoning:	Planned Community, R1-10, and R3-6
Current Use of Parcel:	Agriculture, Undeveloped
Adjacent Uses:	Agriculture, Undeveloped, Residential
Previous Meetings:	N/A
Previous Approvals:	Annexation – January 7, 2025
Type of Action:	Legislative
Land Use Authority:	City Council
Future Routing:	Preliminary Plat/Site Plan/Final Plat
Planner:	David Jellen, Senior Planner

A. Executive Summary:

The applicant has requested to rezone a 61.61-acre property situated northwest of the intersection of Ensign Drive and Mountain View Corridor. The application includes a proposal to amend the current General Plan Land Use designation, as well as rezone the entire 61.61-acre property. The applicant is requesting that the current General Plan Land Use designation of Planned Community and Low Density Residential be amended to Institutional/Civic, and that the entire 61.61-acre property be rezoned from Planned Community (PC) and Agricultural (A) to Institutional/Civic (I/C), consistent with the requested General Plan Land Use Amendment. In addition to the requested general plan amendment and rezone, the applicant has submitted an accompanying Concept Plan showing a proposed public high school, as depicted in Exhibit 5.

Recommendation:

Staff recommends that the Planning Commission conduct a public hearing on the rezone and general plan amendment, take public comment, review and discuss the proposal, and choose from the options in Section I of this report. Options include a positive recommendation with or without conditions, a negative recommendation, or continuation.

B. Background:

The subject property is approximately 61.61 acres and is located at the northwest corner of the intersection of Ensign Drive and Mountain View Corridor. A portion of the property was annexed into the City on January 7, 2025, and the remainder of the property is located within the Planned Community (PC) and Agricultural (A) zoning districts.

C. Specific Request:

The applicant is requesting a rezone and associated general plan amendment for a new public high school. The general plan amendment would amend the current General Plan Land Use designation of Planned Community and Low Density Residential on the property to the Institutional/Civic land use designation. The rezone request would change the zoning of the property from Planned Community (PC) and Agricultural (A) to Institutional/Civic (I/C), consistent with the requested General Plan Amendment.

The applicant has provided a conceptual site plan and conceptual building elevations for the project site showing a new public school, as shown in Exhibits 5 and 6.

D. Process:

Code Section 19.13.04 outlines the process for a Rezone and General Plan Amendments. A public hearing is required with the Planning Commission who then make a recommendation to the City Council. The City Council makes the final decision to either approve with or without conditions, continue, or deny the request.

Section 19.17.03 outlines the process criteria for Planning Commission and City Council Review:

1. The Planning Commission shall review the petition and make its recommendations to the City Council within thirty days of the receipt of the petition.
Complies. *The application will be reviewed by the Planning Commission and receive a recommendation prior to review by the City council.*
2. The Planning Commission shall recommend adoption of proposed amendments only where it finds the proposed amendment furthers the purpose of the Saratoga Springs Land Use Element of the General Plan and this Title.
Complies. *Please see Sections G and H of this report.*
3. The Planning Commission shall provide the notice and hold a public hearing as required by the Utah Code and Chapter 19.13. For an application which concerns a specific parcel

of property, the City shall provide the notice required by the Utah Code and Chapter 196.13 for a public hearing.

Complies. Please see Section E of this report.

Concept Plan

Section 19.17.02 states “Petitions for changes to the City’s Zoning Map for all land use zones may be accompanied by an application for Concept Plan Review or Master Development Agreement approval pursuant to Chapter 19.13 of this Code.”

Per Chapter 19.13 of the Land Development Code, the process for a Concept Plan includes an informal review of the Concept Plan by both the Planning Commission and the City Council. The review shall be for comment only and is non-binding.

A concept plan has been submitted with the request for a rezone and General Plan Amendment and is included with this staff report. The concept plan is meant to help understand the intent of the applicant’s request and their future development plans. The attached concept plan review is non-binding and does not address all concerns or requirements of the Land Development Code. The items marked “shall comply” or “does not comply” shall be incorporated into the site plan/preliminary plat applications.

E. Community Review:

Public Hearing: This has been noticed as a public hearing pursuant to City and State statutes, which requires posting notice on the Utah public notice website and the City’s website and in City Hall, and, except for code amendments, mailing notices to property owners whose land is directly affected by the request and property owners within 300 feet of the subject property at least 10 calendar days prior to the public hearing.

Public Comment: As of the date of this report, no public input has been received.

F. Review: State Code provides specific exceptions to municipal land use ordinances for public schools, as outlined in Title 10-9a-305 of Utah State Code.

Staff conclusion: *Consistent.* Staff has noted the sections of City Code that do not apply to public schools, as outlined in the Planning Review Checklist (Exhibit 3).

G. General Plan: The General Plan Land Use Map shows the property as being located within the Planned Community and Low Density Residential land use designations. The applicant has requested to amend the existing land use designations to place the property entirely within the Institutional/Civic land use designation.

The General Plan characterizes development within the Institutional/Civic land use classification as “areas designated for civic or institutional space, including municipal buildings and schools.”

Staff conclusion: *Up for Discussion*. Any change to the General Plan Land Use Map is subject to approval of the City Council. If the City Council approves the requested amendment, then the requested rezone will be consistent with the General Plan.

H. Code Criteria:

The requested rezone would change the land use regulations for the subject property as follows:

- Minimum Lot Size 20,000 sf
- Front Setback 25'
- Interior Side Setback 25'
- Rear Setback 25'
- Maximum Height 75'

Rezone and General Plan Amendment

A zoning map amendment (rezone) and General Plan Amendment are legislative decisions. The City Council has significant discretion when considering these changes. The criteria for a rezone and general plan amendment are outlined below and act as guidance in the decision making. Note that the criteria are non-binding.

19.17.05. Consideration of General Plan, Ordinance, or Zoning Map Amendment.

The Planning Commission and City Council shall consider, but not be bound by, the following criteria when deciding whether to recommend or grant a General Plan, ordinance, or zoning map amendment:

1. the proposed change will conform to the Land Use Element and other provisions of the General Plan;
Staff finding: *Consistent if approved*.
2. the proposed change will not decrease or otherwise adversely affect the health, safety, convenience, morals, or general welfare of the public;
Staff finding: Consistent. The proposed change will improve the health, safety, convenience, morals, or general welfare of the public by providing another High School to be utilized by students from Saratoga Springs and Eagle Mountain.
3. the proposed change will more fully carry out the general purposes and intent of this Title and any other ordinance of the City;

19.01.04. Purpose.

1. The purpose of this Title, and for which reason it is deemed necessary, and for which it is designed and enacted, is to preserve and promote the health, safety, morals, convenience, order, fiscal welfare, and the general welfare of the City, its present and future inhabitants, and the public generally, and in particular to:

- a. encourage and facilitate the orderly growth and expansion of the City;
- b. secure economy in governmental expenditures;
- c. provide adequate light, air, and privacy to meet the ordinary or common requirements of happy, convenient, and comfortable living of the municipality's inhabitants, and to foster a wholesome social environment;
- d. enhance the economic well-being of the municipality and its inhabitants;
- e. facilitate adequate provisions for transportation, water, sewer, schools, parks, recreation, storm drains, and other public requirements;
- f. prevent the overcrowding of land, the undue concentration of population, and promote environmentally friendly open space;
- g. stabilize and conserve property values;
- h. encourage the development of an attractive and beautiful community; and
- i. promote the development of the City of Saratoga Springs in accordance with the Land Use Element of the General Plan.

Staff finding: Up for Discussion. 19.04.09 states the purpose of each zone. The purpose of the I/C zone is included below. The Planning Commission should evaluate this information and make a recommendation to the City Council.

Institutional/Civic:

The purpose of the Institutional/Civic Land Use Zone is to allow for public or quasi-public land uses. Development under these regulations should provide for university or college campuses as well as traditional schools, libraries, hospitals, public buildings or facilities, and other land uses that provide essential services to the general public, as well as some ancillary commercial uses to benefit the public use of certain facilities.

- 4. in balancing the interest of the petitioner with the interest of the public, community interests will be better served by making the proposed change; and

Staff finding: Up for discussion.

- 5. any other reason that, subject to legislative discretion of the City Council, could advance the general welfare.

Staff finding: Can comply. Staff recommends a mutually agreed upon development agreement be approved and signed before a rezone and General Plan Amendment take effect, if the City Council approves this request.

Concept Plan

A concept plan has been submitted with the request for a rezone and General Plan Amendment and is included with this staff report. The concept plan is meant to help understand the intent of the applicant's request and their future development plans. The attached concept plan review is non-binding and does not address all concerns or requirements of the Land Development Code. The items marked "shall comply" or "does not comply" shall be incorporated into the site plan/preliminary plat application. It is common for the concept plan

review to have a significant amount of redlines as this is a non-binding informal review and staff typically completes one review, rather than multiple reviews at this stage of the process.

Section 19.12.06 requires connectivity to adjacent land and states the following:

1.c.: The City shall require the use of connecting streets, pedestrian walkways, trails, and other methods for providing logical connections and linkages between neighborhoods.

4. Connectivity Standards. All new subdivisions shall provide connectivity with adjacent developed and undeveloped properties and with adjacent open space, amenities, parks, and natural areas. All new subdivisions are required to:

- a. Extend streets, sidewalks, and trails at least once in each direction to adjacent
- b. properties; and
- c. Connect to all existing vehicular and pedestrian access points on adjacent
- d. developed properties; and
- e. Install and connect public trails into all adjacent public open space, parks, and
- f. trails, which includes but is not limited to connections to trail corridors with
- g. public access easements; and
- h. d. Stub public streets at least every 1,000 feet into all adjacent sides of undeveloped
- i. properties; and
- j. e. Connect or stub into all adjacent master-planned rights-of-way, sidewalks, trails,
- k. and public transportation stops, stations, and facilities.

Staff Finding: **Shall Comply.** Due to the need for the High School to serve both Eagle Mountain and Saratoga Springs, the attached Engineer's Staff Report requires that Bonneville Drive in Saratoga Springs be extended to the north to connect with Silver Lake Parkway in Eagle Mountain in order to provide logical vehicular and pedestrian connections for future students. This connection is shown in the 2025 Transportation Master Plan.

I. Recommendation and Alternatives:

Staff recommends that the Planning Commission conduct a public hearing, take public input, discuss the application, and choose from the following options.

Option 1 – Positive Recommendation

"I move that the Planning Commission forward a recommendation for approval of the requested rezone and general plan amendment for Alpine School District High School 722, located at the northwest corner of Ensign Drive and Mountain View Corridor, with the Findings and Conditions in the Staff Report."

Findings

1. The application will be consistent with the General Plan if the requested amendment is approved, as articulated in Section G of the staff report, which section is incorporated by reference herein.

2. The application complies with the criteria in Section 19.04 of the Land Development Code, as articulated in Section H of the staff report, which section is incorporated by reference herein.

Conditions:

1. All conditions of the City Engineer shall be met, including but not limited to those in the attached Engineering Staff Report.
 - a. Per the attached report, Bonneville Drive in Saratoga Springs shall be extended to the north to connect with Silver Lake Parkway in Eagle Mountain to provide logical connections between the High School and Eagle Mountain City.
2. All requirements of the Fire Chief shall be met.
3. The Alpine School District High School 722 rezone and general plan amendment are recommended as shown in the attachments to the Staff report.
4. The concept plan review is an informal review and is not binding.
5. All other Code requirements shall be met.
6. Any other conditions or changes as articulated by the Planning Commission:
_____.

Option 2 – Continuance

"I move to **continue** the rezone and general plan amendment for Alpine School District High School 722 to another meeting on [DATE], with direction to the applicant and Staff on information and/or changes needed to render a decision, as follows:

1. _____

Option 3 – Negative Recommendation

"I move that Planning Commission forward a recommendation for denial of the requested rezone and general plan amendment for Alpine School District High School 722, located at the northwest corner of Ensign Drive and Mountain View Corridor, with the Findings below:

1. The application is not consistent with the Future Land Use Map of the General Plan:
 - a. _____, and/or,
2. The application is not consistent with Section [XX.XX] of the Code:
 - a. _____.

J. Exhibits:

1. Engineer's Staff Report
2. Location Map
3. Planning Review Checklist
4. Proposed Rezone
5. Concept Site Plan
6. Concept Building Elevations
7. Neighborhood Meeting Minutes

Staff Report

Author: Scott Petrik, Engineer I

Subject: High School 733

Date: June 26, 2025

Type of Item: Concept Plan Review



SARATOGA
SPRINGS

Description:

A. Topic: The applicant has submitted a concept plan application. Staff has reviewed the submittal and provides the following recommendations.

B. Background:

Applicant: Frank Pulley / Scott Johnson – Alpine School District

Request: Concept Plan

Location: 1103 S Mountain View Corridor

Acreage: 61.56 acres - 1 lot

C. Recommendation: Staff recommends the applicant address and incorporate the following items into the development of their project and construction drawings.

1. The City has insufficient information at this time to determine what project and system improvements will be necessary to service the developer's property. As a result, this review does not reserve utility system capacity. Prior to, concurrent with, or subsequent to Final Plat Approval, the developer will be required to install all required infrastructure to service the property while mitigating negative impacts to the existing system. In addition to all required project improvements, the developer may also be required to install any and all system improvements, subject to required impact fee credits.
2. These are concept-level plans which are not ready for construction. The applicant understands that full engineering review will need to occur on final-level engineering plans to comply with City Standards. The applicant also understands that concept plans do not entitle the applicant to any approvals, including lot yields, and that approvals are not granted until final-level engineering plans are accepted by the City for construction.
3. The developer is required to adhere to the horizontal and vertical sewer separations standards established by the State of Utah.
4. Developer shall be responsible to install any offsite infrastructure required to service the property. It shall be noted that there is currently no pressure irrigation pond to service the project area. The existing irrigation system and ponds do not have sufficient capacity to service the needs of the school. The irrigation needs must be addressed prior to the opening of the school.
5. The project shall include and address at a minimum, but not be limited to, the following Utility items:

a. Transportation –

- i. Project shall comply with the City's current adopted Transportation Masterplan.
- ii. In accordance with the City's Transportation Master Plan, Ensign Drive shall be built and extended as a minor arterial roadway along the south of the site including the intersection of Ensign Drive and Bonneville Drive.
- iii. In accordance with the City's Transportation Master Plan, Bonneville Drive shall be built and extended as a collector road along the west side of the project. This road shall extend south through the intersection of Ensign Drive to the south connecting to the existing portion of Bonneville Drive within Brixton Park Plat B Phase 2 and north to the municipal boundary with Eagle Mountain connecting to the existing Silverlake Pkwy.
 1. A Traffic Study Performed by Avenue (and attached to this Staff Report) has shown that "The proposed Silverlake Parkway connection would improve traffic distribution and efficiency in the study area, particularly by alleviating pressure on MVC & Pony Express Parkway. The connection will immediately relieve traffic as it supports long-term connectivity and system resilience and aligns with the City's Transportation Master Plan vision. It also provides transportation choices so students can walk and bike to the school."
- iv. The intersection of Bonneville Drive and Ensign Drive shall be signalized with this project.
- v. A local road shall be built along the north side of the project extending and including the intersection with Bonneville Drive on the west and east to Mountain View Corridor.
- vi. All other requirements of the Traffic Impact Study and the UDOT Memorandum dated 12/29/2024 shall be complied with and implemented into the final design.

b. Water –

- i. Project shall comply with the City's current Drinking Water and Pressurized Irrigation Master Plans
- ii. A Zone 2 16" drinking water line and 20" Pressurized Irrigation Line shall be installed in Bonneville Drive connection the existing master planned Pipes in the Brixton Park Plat B Phase 2 plat and extending North to the future intersection of Halverson and Bonneville Pkwy.
- iii. A 20" pressure irrigation line should be installed in the Bonneville Drive Right-of-Way.
- iv. The increased demand from the development causes pressure in the irrigation system to drop below the level of service in the Brixton Park development. The master planned Zone 2 South irrigation pond (Pond 12) must be constructed before the development connects to the

pressurized irrigation system to maintain adequate pressures in Zone 2 South.

- v. There is a master planned pressurized irrigation storage facility near the development (Pond 5). The location of this facility is preliminary. It is recommended that the location of this pond be solidified before proceeding with the development.
- vi. The project concept plan currently shows water line dead-end pipelines longer than 600 feet on the drinking water system, this is not in compliance with the City's engineering standards and specification and needs to be corrected.

c. Stormwater-

- i. Project shall comply with the City's current adopted Stormwater Masterplan.
- ii. This stormwater release rate for this site is determined by the Tickville Outfall's downstream capacity. All stormwater shall be detained and treated in accordance with City Standards and then may be discharged to the City system at a rate not to exceed 0.016 cfs/acre. If there is insufficient capacity in the existing system, a new outfall to Tickville Wash may be required. New crossings of MVC will not be permitted.

d. Sanitary Sewer

- i. Project shall comply with the City's current adopted Sanitary Sewer Masterplan.
- ii. Project shall connect to the City Existing system at either Ensign Drive or Halvorsen Parkway. New crossings of MVC will not be permitted.

MEMORANDUM

To: Jeremy Lapin, Saratoga Springs City Engineer & Public Works Director

From: Avenue Consultants

Date: June 10, 2025

Subject: Silverlake Parkway Connection to High School

1 INTRODUCTION

The City of Saratoga Springs has engaged Avenue Consultants (Avenue) to prepare a technical memorandum analyzing the implications of a potential roadway connection from Silverlake Parkway to a planned future high school. This memorandum is intended to evaluate the necessity of the proposed connection and assess its potential traffic impacts on the surrounding roadway network, with particular attention to key intersections on Woodhaven Boulevard, Pony Express Parkway, Mountain View Corridor, Ensign Drive, and Halvorsen Parkway. **Figure 1** presents an overview of the existing and proposed roadways in the vicinity of the future high school, including the proposed connection, as well as the locations of the intersections identified for analysis.

2 BACKGROUND

The proposed connection would serve as a collector roadway, linking the new high school to Silverlake Parkway, which serves as a collector roadway within Eagle Mountain. While this connection is not currently included in the high school's concept plan, it is identified in the City's long-range Transportation Master Plan, reflecting its potential role in improving area access and connectivity.

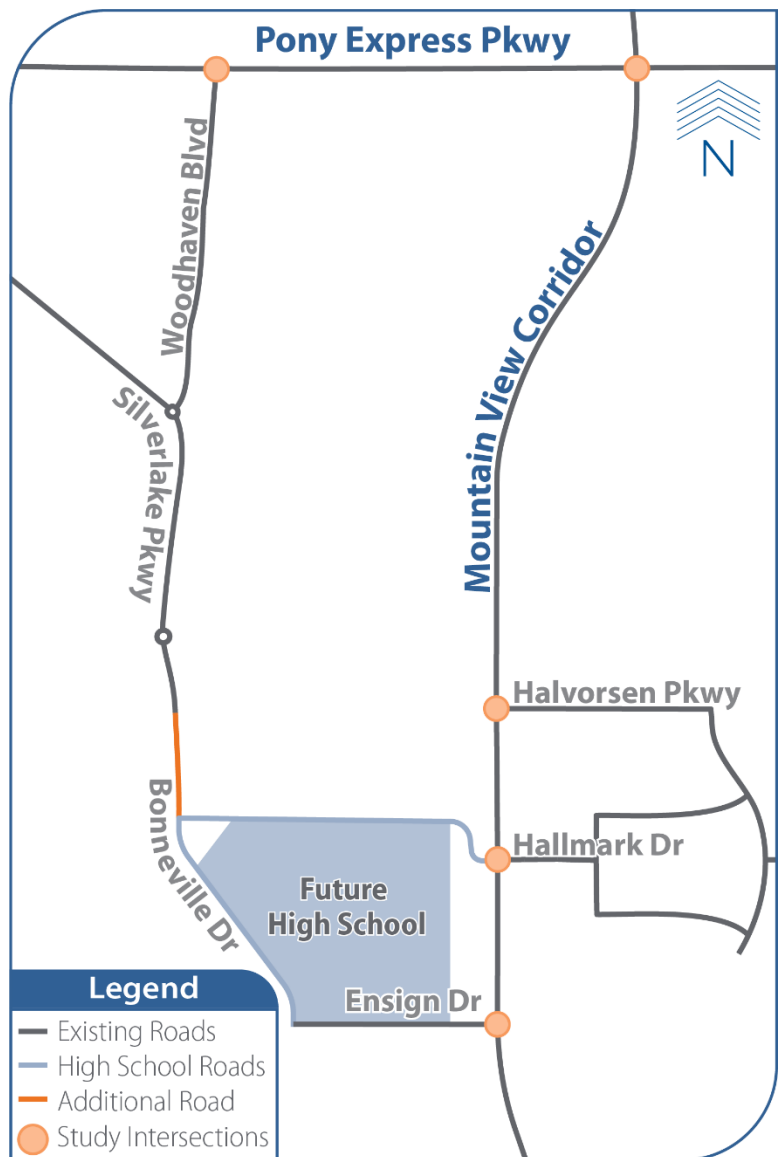


Figure 1. Future High School Site Location in Saratoga Springs

The Mountainland Association of Governments (MAG) in cooperation with the Wasatch Front Regional Council (WFRC) is responsible for regional transportation planning in the study area. They produce the Regional

Transportation Plan (RTP) which lists the planned regionally significant transportation projects. The MAG/WFRC TDM is a tool used to predict future travel and traffic volumes for Utah County in Utah. MAG/WFRC works in partnership with UDOT, local governments, and other stakeholders to develop long-range transportation plans for the communities within their jurisdictions. Version 9.0 of the MAG/WFRC TDM was used for this analysis. The TDM has two primary inputs: land use data and transportation system data. Land use data consists of residential and employment data for the entire region. This data is prepared in geographic blocks called Traffic Analysis Zones (TAZs). The TDM was evaluated with and without the connection between the high school and Silverlake Parkway.

It is anticipated that Ensign Drive will be extended as a collector roadway to intersect Mountain View Corridor (MVC) from the east, forming a 4-leg intersection. However, this extension was not included in the TDM used for this analysis, which reflects existing conditions. As a result, the TDM may not fully capture the future roadway network or the potential traffic redistribution associated with the planned connection.

3 EFFECTS OF CONNECTION TO SILVERLAKE PARKWAY

3.1 Traffic Operations & Roadway Function with No Build

Using the 2024 base year, volumes for the study area were projected, including the anticipated high school traffic but without the connection to Silverlake Parkway. The turning movement counts for the intersections of interest for the AM and PM peak hours are summarized in **Table 1** and **Table 2**, respectively.

Table 1. AM Peak Hour Turning Movement Counts without Silverlake Parkway Connection

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
MVC & Ensign Dr	5	131	-	-	68	0	11	-	36	-	-	-	251
MVC & Hallmark Dr	0	139	2	4	67	35	91	0	0	2	0	11	351
MVC & Halvorsen Pkwy	-	232	5	17	104	-	-	-	-	1	-	17	376
MVC & Pony Express Pkwy	77	56	98	164	40	128	774	1,245	50	40	761	300	3,733
Pony Express Pkwy & Woodhaven Blvd	1	-	290	-	-	-	-	1,819	13	134	671	-	2,928

Table 2. PM Peak Hour Turning Movement Counts without Silverlake Parkway Connection

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
MVC & Ensign Dr	4	159	-	-	206	0	36	-	31	-	-	-	436
MVC & Hallmark Dr	0	193	2	11	202	33	75	0	0	4	0	6	526
MVC & Halvorsen Pkwy	-	268	5	93	242	-	-	-	-	4	-	21	633
MVC & Pony Express Pkwy	127	92	70	46	191	574	622	802	46	74	1,281	98	4,023
Pony Express Pkwy & Woodhaven Blvd	3	-	287	-	-	-	-	1168	27	408	1,421	-	3,314

3.2 Traffic Operations & Roadway Function with Build

Using the same 2024 MAG/WFRC TDM for Saratoga Springs, volumes for the study area were projected with the anticipated high school traffic and the connection to Silverlake Parkway. The turning movement counts for the study intersections for the AM and PM peak hours are summarized in **Table 3** and **Table 4**, respectively.

Table 3. AM Peak Hour Turning Movement Counts with Silverlake Parkway Connection

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
MVC & Ensign Dr	163	34	-	-	23	0	5	-	145	-	-	-	370
MVC & Hallmark Dr	0	37	2	0	22	34	24	3	0	2	3	8	135
MVC & Halvorsen Pkwy	-	54	14	13	37	-	-	-	-	19	-	7	144
MVC & Pony Express Pkwy	4	48	9	164	25	108	829	1,193	10	30	600	300	3,320
Pony Express Pkwy & Woodhaven Blvd	1	-	248	-	-	-	-	1,794	13	56	521	-	2,633

Table 4. PM Peak Hour Turning Movement Counts with Silverlake Parkway Connection

Intersection	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
MVC & Ensign Dr	201	53	-	-	64	0	19	-	257	-	-	-	594
MVC & Hallmark Dr	0	70	2	8	60	57	41	4	0	4	3	4	253
MVC & Halvorsen Pkwy	-	84	31	32	79	-	-	-	-	45	-	2	273
MVC & Pony Express Pkwy	2	70	15	46	95	604	523	675	12	20	1,200	45	3,307
Pony Express Pkwy & Woodhaven Blvd	3	-	213	-	-	-	-	1,019	27	300	1,337	-	2,899

For both the AM and PM peak hours, total intersection volumes decrease at all analyzed intersections with the addition of the connection, except at the intersection of Mountain View Corridor and Ensign Drive. At this location, the southbound through, northbound through, and eastbound left-turn movements decrease, while the northbound left-turn and eastbound right-turn movements increase significantly. This increase is likely due to vehicles using the new route to bypass anticipated congestion at the intersection of Mountain View Corridor and Pony Express Parkway.

3.3 Intersection Level of Service and Delay

The analysis of peak hour intersection operations serves as a key indicator of overall roadway system performance. Average vehicle delay was calculated using the methodology found in the *Highway Capacity Manual (HCM)*, 6th Edition. Intersection performance is described using Level of Service (LOS), a metric that quantifies average vehicle delay and classifies it on a scale from A to F, where LOS A indicates minimal delay and optimal conditions, and LOS F represents excessive delay and poor performance. In urbanized areas, LOS D or better is generally considered acceptable. For unsignalized intersections, LOS is reported based on the approach with the highest average delay. **Table 5** provides a brief explanation for each LOS and the associated delay per vehicle.

Table 5. Intersection Level of Service

Level of Service	Traffic Conditions	Unsignalized Average Delay (seconds/vehicle)	Signalized Average Delay (seconds/vehicle)
A	Free Flow Operations / Insignificant Delay	≤10.0	≤10.0
B	Smooth Operations / Short Delays	>10.0 - 15.0	>10.0 - 20.0
C	Stable Operations / Acceptable Delays	>15.0 - 25.0	>20.0 - 35.0
D	Approaching Unstable Operations / Tolerable Delays	>25.0 - 35.0	>35.0 - 55.0
E	Unstable Operations / Significant Delays Begin	>35.0 - 50.0	>55.0 - 80.0
F	Very Poor Operations / Excessive Delays	>50.0	>80.0

Source: *Highway Capacity Manual, 6th Edition*, Transportation Research Board National Research Council, Washington D.C.

3.4 Intersection Performance Comparison: No Build vs. Build

Table 6 summarizes the Level of Service (LOS) and average vehicle delay for the AM and PM peak hours under both No Build and Build scenarios at the five key study intersections. This comparison provides insight into how the proposed Silverlake Parkway connection would impact operational efficiency at each location.

Table 6. Signalized Scenario Intersection Level of Service & Delay

Intersection	No Build		Build	
	AM LOS / Delay ¹	PM LOS / Delay ¹	AM LOS / Delay ¹	PM LOS / Delay ¹
MVC & Ensign Drive	A / 9	B / 10	A / 9	B / 10
MVC & Hallmark Drive	B / 11	B / 14	A / 9	A / 10
MVC & Halvorsen Parkway	A / 10	B / 11	A / 9	B / 10
MVC & Pony Express Parkway	D / 41	E / 58	D / 35	D / 38
Pony Express Parkway & Woodhaven Boulevard	C / 28	B / 20	C / 22	B / 13

1. Average delay reported in seconds/vehicle

Overall, the results show improvements in delay at the study intersections in the Build condition. Most notably:

- MVC & Pony Express Parkway experiences a reduction in delay during the PM peak, improving overall delay by 20 seconds from LOS E/D. This suggests the connection may help redistribute traffic that would otherwise congest this major intersection.
- MVC & Hallmark Drive improve to LOS A during the AM peak with the connection, indicating decreased traffic volumes and better flow.
- MVC & Ensign Drive maintains LOS A/B in both scenarios, but the shift in turning movements (as discussed in Section 3.2) indicates a rerouting of traffic patterns through this location.

- Pony Express Parkway & Woodhaven Boulevard shows improvement in delay of 6-7 seconds, operating at LOS C/B. Notably, shifts in turning movements (as discussed in Section 3.2) indicates a rerouting of traffic patterns through this location.

These findings suggest that while the proposed connection provides localized relief and efficiency gains at several intersections, its impact is not substantial enough to resolve existing or projected congestion at all critical points, particularly at Woodhaven Boulevard. Nonetheless, the connection may support broader network resiliency and flexibility as the area continues to develop.

3.5 Travel Route Options

The connection of Bonneville Drive to Silver Lake Parkway enhances east-west connectivity between West Saratoga Springs and East Eagle Mountain. While the boundaries for the new high school have not yet been finalized, it is anticipated that many students will reside in areas that would benefit from alternative routes beyond Mountain View Corridor.

These additional routes are expected to improve peak-period travel times, as demonstrated in the travel demand model (TDM). **Table 7** summarizes modeled travel times between the high school and the intersection of Pony Express Parkway and Mt. Saratoga Boulevard. While students will originate from various locations, this intersection serves as a representative reference point for assessing travel time changes for trips coming from the west. Overall, the Bonneville Drive connection is projected to reduce travel times by 43% to 57%.

Table 7. Peak Period Model Travel Times

Scenario	From Mt. Saratoga/ Pony to High School		From High School to Mt. Saratoga/Pony	
	AM ¹	PM ¹	AM ¹	PM ¹
Without Connection	5.03	4.89	4.62	5.69
With Connection	2.61	2.8	2.43	2.45
% Change	-48%	-43%	-47%	-57%

1. Travel times in minutes

Beyond the travel time improvements, the new collector roadway will introduce sidewalk connections to nearby neighborhoods. These pedestrian facilities will allow students to walk, bike, or roll to school along Bonneville Drive, avoiding the current need to travel in the shoulder of Mountain View Corridor. Although a trail is planned along Mountain View in the future, it currently lacks sidewalks or dedicated paths. The addition of sidewalks along Bonneville Drive will provide a safer, more accessible route for non-motorized travel to the school.

4 CONCLUSION

This analysis evaluated the potential traffic impacts of a proposed connection between Silverlake Parkway and a future high school in Saratoga Springs. Using the MAG/WFRC travel demand model and Highway Capacity Manual methodologies, the study assessed turning movements, total intersection volumes, and intersection performance across both No Build and Build scenarios for the 2024 base year. Key findings include:

- **Traffic Redistribution:** The connection to Silverlake Parkway reduces volumes at all analyzed intersections except MVC & Ensign Drive, where new left-turn and right-turn movements suggest a shift in travel patterns to avoid congestion elsewhere.

- **Intersection Performance:** Levels of Service remain similar across scenarios, with improvements in average delay at several locations. Notably, MVC & Pony Express Parkway also improves level of service from LOS E to LOS D in the PM peak.
- **Improved Travel Time:** The proposed connection to Silverlake Parkway will improve model travel times by 43% to 57% compared to those without the connection to west Saratoga Springs and eastern Eagle Mountain
- **Dedicated Pedestrian Connection:** The connection will also provide sidewalks to nearby neighborhoods. These pedestrian facilities will allow students to walk and bike to school along Bonneville Drive, avoiding the current need to travel in the shoulder of Mountain View Corridor.

The proposed Silverlake Parkway connection would improve traffic distribution and efficiency in the study area, particularly by alleviating pressure on MVC & Pony Express Parkway. The connection will immediately relieve traffic as it supports long-term connectivity and system resilience and aligns with the City's Transportation Master Plan vision. It also provides transportation choices so students can walk and bike to the school. As growth continues, this connection may become increasingly valuable to the regional network.

MEMORANDUM

To: Aaron Weight, PRI
Jeremy Lapin, City of Saratoga Springs

From: UDOT Mountain View Corridor Extension SES Project Team

Date: December 19, 2024

Subject: Mountain View Corridor Access from Proposed High School

1 INTRODUCTION

The Utah Department of Transportation (UDOT) is preparing an Environmental study to evaluate transportation improvements for the extension of Mountain View Corridor (MVC) from Pioneer Crossing to Pelican Point. Property Reserve, Inc. (PRI) is a landowner that the proposed MVC extension will affect. PRI is developing a significant amount of property near the proposed MVC extension. PRI is working with the Alpine School District (ASD) for a new high school on a portion of their property west of the proposed MVC extension, south of the future Halverson Lane and north of Ensign Drive.

PRI, ASD, Saratoga Spring City, and Meridian Engineer (acting as engineer for PRI and ASD), in a meeting on December 9, 2024, requested that UDOT consider approval of the temporary local road access to the existing Foothill Blvd (which will be the northbound frontage road of the MVC Extension and the long term access to the southbound frontage road of the proposed MVC Extension.

2 PROPOSED ACCESS AND REQUIREMENTS

The following are descriptions and requirements of the long-term and short-term accesses. The attached figure shows the approximate location of both access points according to the Meridian Engineering design.

Long-Term Access:

- The distance of the right-in and right-out access is approximately 738 ft. from Halverson Parkway and would tie into the proposed MVC southbound frontage road. The minimum street spacing (per R930, Table 1) is 660'.
- The proposed local road is approximately 200 ft. south from the southbound on-ramp painted gore (approx. 150 ft. from actual gore) from Halverson Blvd to mainline MVC. As a result, motorists from the local road would not be able to access the southbound on ramp.
- All utilities crossing the MVC associated with this development must be cased for the full width of the future corridor (right-of-way line to right-of-way line)
- Limited Access of this local road must be deeded or documented in the acquisition of the property.

Short-Term Access:

- The full access connection must align with Hallmark Drive which is approximately 1200' from Halverson Blvd. and 1300' from Ensign Drive. A reverse curve must be used to align the local access with Hallmark Drive, thus avoiding closely spaced offset intersections.
- The design (including signing and striping) and approval of this local road must be provided by Saratoga Springs City.
- Drainage of the existing west side north-south ditch must accommodate the flow of the channel under the access. The estimated pipe size required is 36 inches.
- Limited Access of this local road must be deeded or documented in the acquisition of the property.



Halverson Parkway

738'

FUTURE MOUNTAIN VIEW CORRIDOR

Future connection to MVC one-way southbound frontage road. Right in and right out required.

Local Road

MOUNTAIN VIEW CORRIDOR ROW

Temporary access to Foothill Blvd.

Hallmark Drive

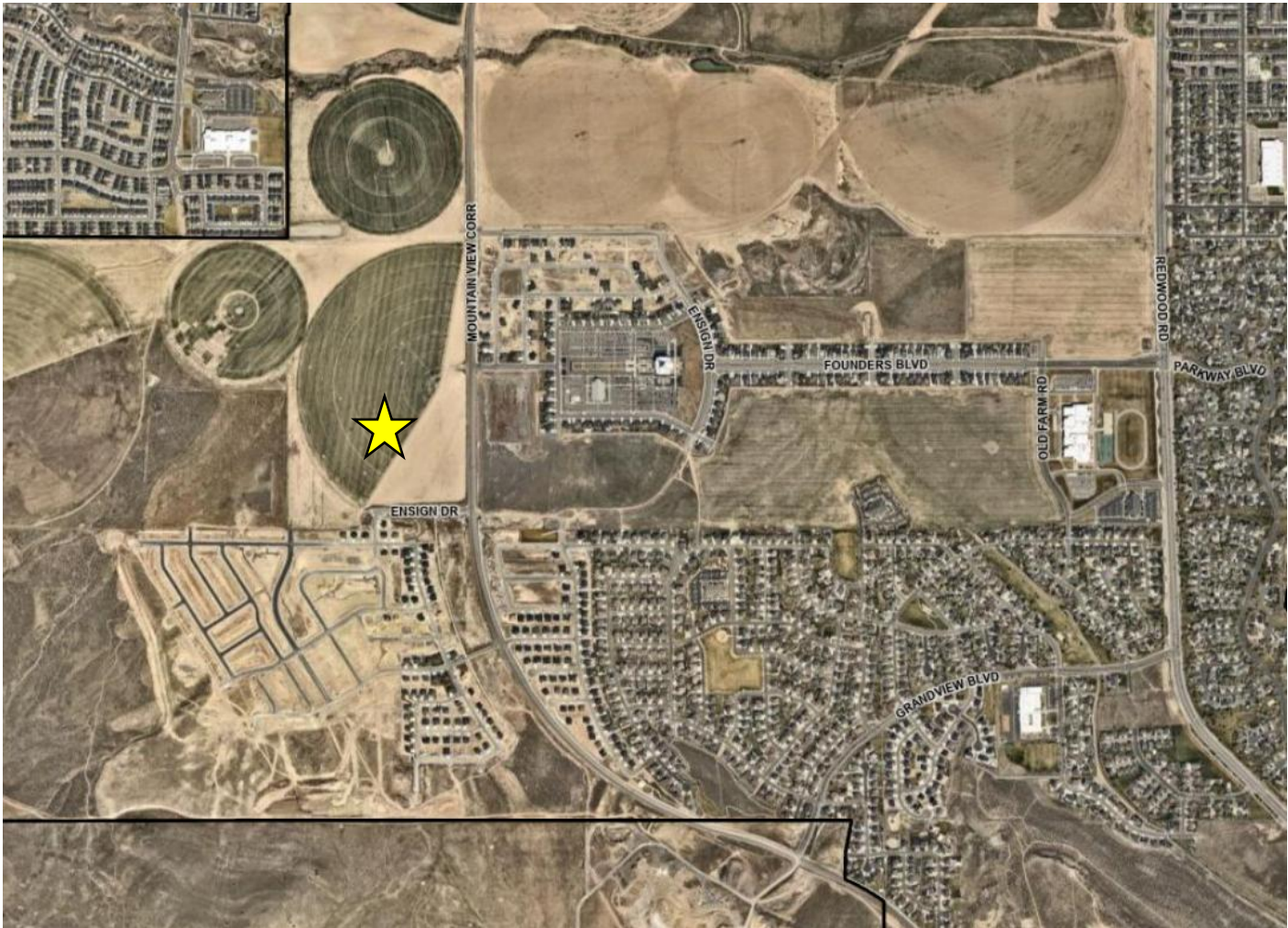
Determine drainage needed and necessary striping and signage for stop condition per city standards/approval

Proposed High School

Existing Foothill Boulevard

Ensign Drive

Exhibit 2: Location Map





SARATOGA
SPRINGS
PLANNING

APPLICATION REVIEW CHECKLIST

Application Information

Date Received:	2/6/2025
Date of Review:	2/19/2025
Project Name:	ASD High School 722
Project Request / Type:	Concept Plan
Meeting Type:	N/A
Applicant:	Scott Johnson, Alpine School District
Owner:	The Church of Jesus Christ of Latter-Day Saints
Location:	Northwest of the intersection of Ensign Drive and Mountain View Corridor
Major Street Access:	Mountain View Corridor
Parcel Number(s) and size:	58:041:0187; 58:041:0005; 58:041:0279 (61.61 acres total)
Land Use Designation:	Planned Community and Low Density Residential
Parcel Zoning:	Planned Community and Agricultural
Adjacent Zoning:	Planned Community, R1-10, and R3-6
Current Use:	Undeveloped
Adjacent Uses:	Undeveloped, Residential
Previous Meetings:	N/A
Previous Approvals:	Annexation – January 7, 2025
Type of Action:	
Land Use Authority:	
Future Routing:	N/A
Planner:	David Jellen, Senior Planner

Section 19.13 – Application Submittal

- Application Complete: Yes
- Rezone Required: Yes – Is this site going to be rezoned within the Planned Community Zone or the Institutional/Civic Zone? PC zoning will require a Community Plan and Village Plan.
- General Plan Amendment required: Yes – This will be needed together with the rezone
- Additional Related Application(s) required: Preliminary Plat/Site Plan/Final Plat

Section 19.13.04 – Process

- PC/CC required: Yes for Rezone/GPA/Site Plan/Preliminary Plat

General Review

DRC Review Comments:

Building Department

- N/A

Fire Department

- N/A

GIS / Addressing

- N/A

Additional Recommendations:

- Any DRC comments?

Engineering:

- N/A

Code Review

- 19.04, Land Use Zones
 - Zone: TBD
 - Land Use: Public School

19.05 Supplemental Regulations

Regulation	Compliance	Findings
Flood Plain: All buildings and structures intended for human occupancy shall be constructed at least (1) one foot above the base flood elevation of Zone A as defined on the FEMA Flood Insurance Map.	Complies.	<i>Refer to plans on file</i>
Water & Sewage: Each lot shall be connected to City water and sewer.	Shall Comply.	<i>Refer to redlines on plans</i>
Transportation Master Plan: No building lot shall be created and no structure shall be erected within the location of a proposed street, road, highway, or right-of-way as shown on the City's currently-approved Transportation Master Plan.	Shall Comply.	<i>Refer to redlines on plans</i>
Property Access - All lots shall abut a dedicated public street or highway or a private roadway.	Complies.	<i>Refer to plans on file</i>

19.06 Landscaping and Fencing

Landscape Plans

Regulation	Compliance	Findings
Planting Plan: Show location and planting details for all proposed vegetation and materials. Indicate the size of the plant material at maturation. All existing vegetation that will be removed or remain must be identified.	N/A.	<i>Provide the landscape plan for City records.</i> <i>Landscaping is not regulated per State Code.</i>

19.09 Off Street Parking

General Provisions

Regulation	Compliance	Findings
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Materials: Parking areas shall consist of concrete, asphalt, or other impervious materials approved in the City’s adopted construction standards	Shall Comply.	<i>TBD with Site Plan</i>																				
Parking Area Access: Common Access: Parking areas for one or more structures may have a common access so long as the requirements of all City ordinances, regulations, and standards are met. The determination of the locations for a common access shall be based upon the geometry, road alignment, and traffic volumes of the accessed road per the Standard Technical Specifications and Drawings.	Shall Comply.	<i>TBD with Site Plan</i>																				
Sidewalk Crossing: All non-residential structures are required to provide parking areas where automobiles will not back across a sidewalk to gain access onto a public or private street.	Shall Comply.	<i>TBD with Site Plan</i>																				
Cross Access: Adjacent non-residential development shall stub for cross-access. Developers must provide the City with documentation of cross-access easements with adjacent development.	Shall Comply.	<i>TBD with Site Plan</i>																				
Lighting: Parking areas shall have adequate lighting to ensure the safe circulation of automobiles and pedestrians. Lighting shall be shielded and directed downward.	N/A.	<i>Not regulated, per State Code</i>																				
Location of Parking Areas: Required off-street parking areas for non-residential uses shall be placed walking path of travel distance to the nearest customer entrance from the correlating non-residential use and individual tenant space as outlined in the table below. Unenclosed parking for residential areas shall not be provided in rear yards, unless said yard abuts an alley-type access or is fenced with privacy fencing. <table><tr><th>Size of Non-Residential Use and Individual Tenant Space</th><th>Walking Path of Travel Distance to the Nearest Customer Entrances</th></tr><tr><td>Up to 1,500 square feet</td><td>150'</td></tr><tr><td>1,501 to 5,000 square feet</td><td>200'</td></tr><tr><td>5,001 to 10,000 square feet</td><td>250'</td></tr><tr><td>10,001 to 25,000 square feet</td><td>300'</td></tr><tr><td>25,001 to 50,000 square feet</td><td>350'</td></tr><tr><td>50,001 to 75,000 square feet</td><td>400'</td></tr><tr><td>75,001 to 100,000 square feet</td><td>450'</td></tr><tr><td>100,001 to 125,000 square feet</td><td>500'</td></tr><tr><td>Over 125,000 square feet</td><td>600'</td></tr></table> Exception: To promote walkability, Mixed Use and Mixed Waterfront zones, and the Town Center Overlay (identified in the General Plan), shall be allowed to place parking garages and parking lots on the edge of shopping areas. <ul style="list-style-type: none">i. The walking path travel distance from a business’ main entrance shall not apply to these areas.	Size of Non-Residential Use and Individual Tenant Space	Walking Path of Travel Distance to the Nearest Customer Entrances	Up to 1,500 square feet	150'	1,501 to 5,000 square feet	200'	5,001 to 10,000 square feet	250'	10,001 to 25,000 square feet	300'	25,001 to 50,000 square feet	350'	50,001 to 75,000 square feet	400'	75,001 to 100,000 square feet	450'	100,001 to 125,000 square feet	500'	Over 125,000 square feet	600'	Shall Comply.	<i>TBD with Site Plan</i>
Size of Non-Residential Use and Individual Tenant Space	Walking Path of Travel Distance to the Nearest Customer Entrances																					
Up to 1,500 square feet	150'																					
1,501 to 5,000 square feet	200'																					
5,001 to 10,000 square feet	250'																					
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75,001 to 100,000 square feet	450'																					
100,001 to 125,000 square feet	500'																					
Over 125,000 square feet	600'																					
Curb Cuts and Shared Parking: In most cases, shared parking areas shall share ingress and egress. This requirement may be waived when the City Engineer believes that shared accesses are not feasible. In reviewing the site plans for the shared parking areas, the City Engineer shall evaluate the need for limited access, appropriate number of curb cuts, shared driveways, or other facilities that will result in a safer, more efficient parking and circulation pattern.	Shall Comply.	<i>TBD with Site Plan</i>																				
Parking plans shall show the following: the required number of stalls and aisles scaled to the correct dimensions; the correct number of ADA accessible parking spaces; storm water drainage capabilities; lighting; landscaping and irrigation; and pedestrian walkways.	Shall Comply.	<i>TBD with Site Plan</i>																				
Provide accessible parking as required by Americans with Disabilities Act, see https://www.ada.gov/topics/parking/ https://adata.org/factsheet/parking	Shall Comply.	<i>TBD with Site Plan</i>																				

Certain types of medical facilities need more accessible stalls, see link.	Shall Comply.	<i>TBD with Site Plan</i>
Accessible stalls shall be as close to the primary entrance as possible.	Shall Comply.	<i>TBD with Site Plan</i>
Parking Requirements and Shared Parking		
Available on-street parking shall not be counted towards meeting the required parking stalls.	Shall Comply.	<i>TBD with Site Plan</i>
When a parking requirement is based upon square footage, the assessed parking shall be based upon gross square footage of the building or use unless otherwise specified in the requirement.	Shall Comply.	<i>TBD with Site Plan</i>
When parking requirements are based upon the number of employees, parking calculations shall use the largest number of employees who work at any one shift. Where shift changes may cause substantial overcrowding of parking facilities, additional stalls may be required.	Shall Comply.	<i>TBD with Site Plan</i>
When a development contains multiple uses, more than one parking requirement may be applied.	Shall Comply.	<i>TBD with Site Plan</i>
Tandem parking spaces will not be counted as parking spaces for non-residential uses except for stacking spaces where identified.	Shall Comply.	<i>TBD with Site Plan</i>
Any fraction obtained when calculating the parking requirement shall be rounded up to the next whole number to determine the required number of parking stalls.	Shall Comply.	<i>TBD with Site Plan</i>
Where no comparative land use standard for parking is found in Section 19.09.10, Required Minimum Parking, the Land Use Authority for the related development shall determine an appropriate requirement using the following criteria: (see code)	Shall Comply.	<i>TBD with Site Plan</i>
Any information provided by the developer relative to trip generation, hours of operation, shared parking, peak demands, or other information relative to parking shall be considered when evaluating parking needs.	Shall Comply.	<i>TBD with Site Plan</i>
<p>Parking Deviations. Parking requirements may deviate from the standards contained in Section 19.09.10, Required Minimum Parking, when the Land Use Authority determines that the deviation meets the intent of this Chapter. Reductions may not exceed 25% of the parking requirements and shall be based on the following criteria:</p> <ol style="list-style-type: none"> 1. the intensity of the proposed use; 2. times of operation and use; 3. whether the hours or days of operation are staggered thereby reducing the need for the full amount of required parking; 4. whether there is shared parking agreement in accordance with Section 19.09.05.10 below; 5. the number of employees; 6. the number of customers and patrons; 7. trip generation; and 8. peak demands. 	Shall Comply.	<i>TBD with Site Plan</i>
<p>Shared Parking. Up to 25% of required parking may be shared with an adjacent use upon approval by the Land Use Authority. The developer must provide:</p> <ol style="list-style-type: none"> a. an agreement granting shared parking or mutual access to the entire parking lot; and b. peak demand data by a professional traffic engineer showing that shared parking will accommodate the uses. 	N/A.	
<p>Guest Parking. Two-Family dwellings, Three-Family dwellings, Multi-Family dwellings, and dwellings above commercial.</p> <ol style="list-style-type: none"> a. Guest parking shall be provided at a ratio of 0.25 stalls per unit. 	N/A.	

<p>i. When a rear-load product is allowed in a village plan or neighborhood plan, and is accessed with aprons rather than driveways, guest parking shall be provided at a ratio of one stall per unit.</p> <p>b. Driveways shall not count towards the guest parking requirement.</p> <p>c. Guest parking shall be located within two-hundred feet of the dwelling unit.</p>		
<p>Pedestrian Walkways and Accesses.</p> <p>Parking lots larger than 75,000 square feet shall provide raised or delineated pedestrian walkways. Walkways shall be a minimum of 10' wide and shall be placed through the center of the parking area and extend to the entrance of the building. Landscaped islands along the center walkway shall be placed at a minimum interval of every 30'. Landscaped islands are encouraged to be offset from one another to create a feeling of greater coverage. Pedestrian covered walkways may be substituted for tree-lined walkways. Where the developer desires to have a driveway access at the center of the parking area, a pedestrian access shall be placed on either side of the driveway.</p>	Shall Comply.	<i>TBD with Site Plan</i>
Landscaping in Parking Areas		
<p>All parking areas (not including a driveway for an individual dwelling) for non-residential or multi-family residential uses that are adjacent to public streets shall have landscaped strips of not less than 10' in width placed between the sidewalk and the parking areas, containing a berm, hedge, or screen wall with a minimum height of 3' to minimize intrusion of lighting from headlights and other lighting on surrounding property. Trees, both deciduous and evergreen, shall be placed in the strip with spacing of no more than 30' between trees except in the clear sight triangle, and except where located beneath powerlines. The standards of section 19.06.06, Planting Standards and Design Requirements, shall apply for the minimum size of vegetation. Within regional parks this requirement may be met through the use of intermittent planter beds rather than a berm, hedge, or screen wall; trees or shrubs may be clustered in the planter beds where necessary to shield light spillage.</p>	N/A.	<i>Not regulated, per State Code</i>
<p>All landscaped areas abutting any paved surface shall be curbed (not including a driveway for an individual dwelling). Boundary landscaping around the perimeter of the parking areas shall be separated by a concrete curb 6" higher than the parking surface.</p>	N/A.	<i>Not regulated, per State Code</i>
<p>Clear Sight Triangles must be followed.</p>	N/A.	<i>Not regulated, per State Code</i>
<p>All landscaped parking areas shall consist of trees, shrubs, and groundcover. Areas not occupied by structures, hard surfaces, vehicular driveways, or pedestrian walkways shall be landscaped and maintained. All landscaped areas shall have an irrigation system.</p>	N/A.	<i>Not regulated, per State Code</i>
<p>On doubled rows of parking stalls, there shall be one 36' x 9' landscaped island on each end of the parking rows, plus one 36' x 9' landscaped island to be placed at a minimum of every twenty parking stalls. Each island on doubled parking rows shall include a minimum of two trees per planter.</p>	N/A.	<i>Not regulated, per State Code</i>
<p>On single rows of parking or where parking abuts a sidewalk, there shall be one 18' x 9' foot landscaped island a minimum of every ten stalls. Islands on a single parking row shall have a minimum of one tree per island.</p> <p>i. Exception: Landscaped islands are not required in single rows of parking that abut or are no farther than 6' from a landscaped area containing an equal or greater number of trees as would</p>	N/A.	<i>Not regulated, per State Code</i>

have been provided in islands, in addition to trees required for the landscaped area. Such trees shall be located within 9' of the edge of parking area, and shall have a canopy width that, at maturity, will extend into the parking area.		
Landscaped islands at the ends of parking rows shall be placed and shaped in such a manner as to help direct traffic through the parking area.	N/A.	<i>Not regulated, per State Code</i>
Required Minimum Parking		
<i>See table in 19.09</i>	Shall Comply.	<i>TBD at Site Plan 1,033 total stalls shown on Concept Plan (27 ADA stalls)</i>

19.11 Lighting		
General Standards		
Regulation	Compliance	Findings
Material: All Lighting Fixtures and assemblies shall be metal.	N/A.	<i>Not regulated, per State Code</i>
Base: All lighting poles shall have a 16" decorative base.	N/A.	<i>Not regulated, per State Code</i>
Type: All lighting fixtures shall be of the full cutoff variety. Shoebox fixtures are prohibited.	N/A.	<i>Not regulated, per State Code</i>
Angle: Shall be directed downward.	N/A.	<i>Not regulated, per State Code</i>
Lamp: Bulbs may not exceed 4000k.	N/A.	<i>Not regulated, per State Code</i>
Drawings: Design and location of fixtures shall be specified on the plans.	N/A.	<i>Not regulated, per State Code</i>
Flags: The United States flag and the state flag shall be permitted to be illuminated from dusk till dawn. All other flags shall not be illuminated past 11:00 p.m. Flag lighting sources shall not exceed 10,000 lumens per flagpole. The light source shall have a beam spread no greater than necessary to illuminate the flag.	N/A.	<i>Not regulated, per State Code</i>
Prohibited Lighting: Searchlights, strobe lights and any laser source light or any similar high intensity light.	N/A.	<i>Not regulated, per State Code</i>
Descriptions: Descriptions of the illuminating devices, fixtures, lamp supports, and other devices. This description may include, but is not limited to, manufacturers' specifications, drawings, and sections.	N/A.	<i>Not regulated, per State Code</i>
Nonresidential Lighting		
All wall-mounted fixtures shall not be mounted above 16'. The exception shall be those instances where there is a second story access directly from the outdoors, and under-eave lighting. Wall-mounted lighting shall be only for the illumination of vertical surfaces such as building facades and signs, and shall not cast illumination beyond the surface being illuminated.	N/A.	<i>Not regulated, per State Code</i>
Intermittent lighting must be of the "motion sensor" type that stays on for a period of time not to exceed 10 minutes and has a sensitivity setting that allows the lighting fixture to be activated only when motion is detected on the site.	N/A.	<i>Not regulated, per State Code</i>
All trespass lighting shall not exceed 1.0 foot-candles measured at the property line, except that trespass lighting into residential development shall not exceed 0.1 foot-candles measured at the property line.	N/A.	<i>Not regulated, per State Code</i>
Service station canopies must utilize canopy lights that are fully recessed into the canopy or are fully shielded by the canopy.	N/A.	<i>Not regulated, per State Code</i>
All freestanding lighting fixtures and assemblies shall be black. Regional Parks may include theme lighting fixtures in colors other than black. The color shall enhance the theme of the park and shall be approved during the site plan review process.	N/A.	<i>Not regulated, per State Code</i>

Pole design shall include an arm and bell shade. Regional Parks may include theme lighting fixtures that do not include an arm and bell shade. The design shall enhance the theme of the park and shall be approved during the site plan review process.	N/A.	<i>Not regulated, per State Code</i>
Parking lot poles shall be limited to a height of 16' when in or within 200' of a residential zone; all other locations shall have a height limit of 20'.	N/A.	<i>Not regulated, per State Code</i>
All lighting fixtures in surface parking lots and on the top decks of parking structures shall be fitted to render them full cutoff.	N/A.	<i>Not regulated, per State Code</i>
One hour after closing or by 11:00 pm, whichever is earlier, businesses must turn off at least 50% of building lighting and lighting fixtures in surface parking lots and on top decks of parking structures; however, those lighting fixtures turned off may be set to function utilizing a motion detector system. Lights may be turned back on one half hour prior to the first employee shift.	N/A.	<i>Not regulated, per State Code</i>
Business open for 24 hours must turn off 50% of their outdoor and parking lot lighting by 11:00 pm and must keep them off until one half hour before sunrise, however, those lighting fixtures turned off may be set to function utilizing a motion detector system.	N/A.	<i>Not regulated, per State Code</i>
Walkway Lighting		
Lighting of all pedestrian pathways is recommended.	N/A.	<i>Not regulated, per State Code</i>
All pathway, walkway, and sidewalk lighting fixtures shall be mounted at a height not to exceed 10'. i. Themed walkway lighting within Regional Parks shall not exceed a height of 25'. Such lighting within 200' of residential development shall not exceed 16'.	N/A.	<i>Not regulated, per State Code</i>
Bollard lighting shall be limited to a height of 4'.	N/A.	<i>Not regulated, per State Code</i>
Lighting Plan		
Plans indicating the location and types of illuminating devices on the premises.	N/A.	<i>Not regulated, per State Code</i>
Descriptions of the illuminating devices, fixtures, lamp supports, and other devices. This description may include, but is not limited to, manufacturers' specifications, drawings, and sections.	N/A.	<i>Not regulated, per State Code</i>
Photometric sheet showing measurement of light intensity across the site and onto adjacent property in terms of candela, lumens, and foot-candles.	N/A.	<i>Not regulated, per State Code</i>

19.13 Process	
Regulation	Findings
Neighborhood Meeting. Required before Planning Commission for any multi-family or non-residential development proposal adjacent to developed property in a residential zone. Inform the applicant when this is required.	<i>Held on May 23, 2025</i>
Notice/Land Use Authority.	<i>City Council</i>
Master Development Agreement. A Master Development Agreement shall be required of any development that is in excess of twenty acres in size if non-residential or mixed-use or developments in excess of 160 acres in size if residential. A Master Development Agreement may also be required pursuant to this Title 19	<i>Forthcoming</i>

including Chapter 19.26 or may be desirable or necessary pursuant to the exercise of the City Council's legislative discretion in the fact scenarios listed in Section 19.13.08.	
Phasing Improvements.	
Payment of Lieu of Open Space.	Amount of \$:
Piping of Canals	For residential projects, piping of canals per canal company specifications if a canal or canal easement that area is adjacent to or within the area of the proposed residential project, unless the canal company or Bureau of Reclamation does not allow piping. Non-residential projects shall install secure fencing adjacent to canal easements or canals per canal company specifications to prevent entry from the non-residential project onto the canal or canal easement.
Burial of Overhead Utility Lines	See Section 19.13.10

Concept Plan Application Requirements		
Regulation	Compliance	Findings
A completed application and affidavit, form, and application fee.	Complies.	<i>Refer to plans on file</i>
Plat/Parcel Map of the area available at the Utah County Surveyor's Office.	Complies.	<i>Refer to plans on file</i>
Proposed changes to existing zone boundaries, if such will be needed	Shall Comply.	<i>This property requires a rezone</i>
Conceptual elevations and floor plans, if available	Complies.	<i>Refer to plans on file</i>
Drawn to a scale of not more than 1" = 100'	Complies.	<i>Refer to plans on file</i>
Proposed name of subdivision, cleared with the County Recorder to ensure the name is not already in use	Complies.	<i>Refer to plans on file</i>
Name of property if no subdivision name has been chosen. This is commonly the name in which the property is locally known	Complies.	<i>Refer to plans on file</i>
Locations and widths of existing and proposed streets and right-of-ways	Complies.	<i>Refer to plans on file</i>
Road centerline data including bearing, distance, and curve radius	Complies.	<i>Refer to plans on file</i>
Configuration of proposed lots with minimum and average lot sizes	Complies.	<i>Refer to plans on file</i>
Approximate locations, dimensions, and area of all parcels of land proposed to be set aside for park or playground use or other public use, including acreages, locations, and percentages of each and conceptual plan of proposed recreational amenities	Complies.	<i>Refer to plans on file</i>
Those portions of property that qualify as sensitive lands per Section 19.02.02., including acreages, locations, types, and percentages of total project area and of open space	Complies.	<i>Refer to plans on file</i>
Total acreage of the entire tract proposed for subdivision	Complies.	<i>Refer to plans on file</i>
General topography shown with 1' or 2' contours and slope arrows with labels	Complies.	<i>Refer to plans on file</i>
North arrow, scale, and date of drawing	Complies.	<i>Refer to plans on file</i>
Property boundary with dimensions	Complies.	<i>Refer to plans on file</i>
Data table including total number of lots, dwellings, and buildings, square footage of proposed buildings by floor, number of proposed garage City of Saratoga Springs Municipal Code Land Development Code - Title 19.13 Page 10 parking spaces, number of proposed surface parking spaces, number of required and proposed ADA compliant parking spaces, percentage of buildable land, percentage and amount of open space or landscaping, and net density of dwellings by acre	Complies.	<i>Refer to plans on file</i>
Existing conditions and features within and adjacent to the project area including roads, structures, drainages, wells, septic systems, buildings, and utilities	Complies.	<i>Refer to plans on file</i>

Conceptual utility schematic with existing and proposed utility alignments and sizes sufficient to show how property will be served including drainage, sewer, culinary and secondary water connections and any other existing or proposed utilities needed to service the proposed development or that will need to be removed or relocated as part of the project	Complies.	<i>Refer to plans on file</i>
A schematic drawing of the proposed project that depicts the existing proposed transportation corridors within two miles, and the general relationship of the proposed project to the Transportation and Land Use Element of the General Plan and the surrounding area	Shall Comply.	<i>Refer to redlines on plans</i>
Trails Master Plan: Shows required trails	Shall Comply.	<i>Refer to redlines on plans</i>

19.14 Site Plan Review		
Regulation	Compliance	Findings
Approval Required: Site Plan approval shall be required for all developments which contain the following uses, together with any others for which it is required elsewhere in these Ordinances: <ol style="list-style-type: none"> 1. Any industrial use; 2. Any commercial use; 3. Any institutional use; 4. Two-Family Structures and Three-Family Structures; and 5. A multi-family residential development. 	Shall Comply.	<i>TBD at Site Plan review</i>
Site Plan Standards: The entire parcel area shall be built upon, landscaped, or paved in accordance with the zone's open space and parking requirements.	Shall Comply.	<i>TBD at Site Plan review</i>
Utilities: All utility lines shall be underground in designated easements. No pipe, conduit, cable, water line, gas, sewage, drainage, steam, electrical, or any other energy or service shall be installed or maintained upon any lot outside of any building above the surface of the ground except during construction. <ol style="list-style-type: none"> a. Transformers shall be grouped with other utility meters where possible and screened with vegetation or fencing. b. Each contractor and owner or developer shall be responsible to know the whereabouts of all underground utilities. Protection of such utilities shall also be their responsibility. c. Prior to construction, contact must be made with Blue Stakes and any other utility company, public or private, not participating in Blue Stakes in the area to identify underground utility lines. d. Exception: electric power transmission lines of 46kV or above are not required to be placed underground. 	Shall Comply.	<i>TBD at Site Plan review</i>
Grading and Drainage: Drainage from any lot must follow current City requirements to show on site retention and a maximum allowable discharge of 0.2 cubic feet per second (cfs) per acre. Drainage shall not be allowed to flow upon adjoining lots unless the owner of the lot upon which the water flows has granted an easement for such purpose. The Planning Commission must approve a Site Plan with grading, drainage, and clearing plans before any such activities may begin. Lot grading shall be kept to a minimum. Roads and development shall be designed for preservation of natural grade except as otherwise approved by the City Engineer based on standards and specifications.	Shall Comply.	<i>TBD at Site Plan review</i>
Secondary Water System and Dedication of Water Shares: The applicant shall comply with the City's adopted Water Utility Ordinance and other adopted standards, regulations, and ordinances and shall	Shall Comply.	<i>TBD at Site Plan review</i>

dedicate to the City the amount of water specified in those adopted standards, regulations, and ordinances upon approval of the Site Plan.		
Piping of Irrigation Ditches: All existing irrigation canals and ditches which are located on the site or straddle a site property line shall be piped with a sufficient size pipe and shall be approved by the City Engineer.	Shall Comply.	<i>TBD at Site Plan review</i>
Preliminary Plat With Attached Units: When the proposed Site Plan includes attached units, the Site Plan submittal shall include a preliminary subdivision plat. Said plat shall include an ALTA survey of the property recorded with the Utah County Surveyor pursuant to the Utah Code, the proposed building locations, proposed floor plans and proposed elevations identifying each building in the development. Approval of the proposed Site Plan may occur simultaneously with the approval of the proposed preliminary plat.	Shall Comply.	<i>TBD at Site Plan review</i>
Nuisances: All commercial uses shall be free from objectionable odors, noises, hazards, or other nuisances.	Shall Comply.	<i>TBD at Site Plan review</i>
Residential Conversions: No existing residential dwelling or residential lot in any commercial or residential zone may be used or converted into a commercial use unless all of the standards set forth herein are met, including parking regulations, setbacks, landscaping, and architectural design.	Shall Comply.	<i>TBD at Site Plan review</i>
Ownership Affidavit: A statement of ownership and control of the subject property and a statement describing the nature of the intended use.	Shall Comply.	<i>TBD at Site Plan review</i>
Vicinity Map: A general location map indicating the approximate location of the subject parcel.	Shall Comply.	<i>TBD at Site Plan review</i>
Context plan: A context plan shall include the existing features within 200 feet of the proposed Site Plan property line. Existing features include, but are not limited to, buildings, ingress and egress points, landscaping areas, pedestrian paths, and property names.	Shall Comply.	<i>TBD at Site Plan review</i>
Site Analysis: A site analysis is a plan view drawing demonstrating land constraints and existing features. Existing features may consist of the presence of boulders, existing man-made features, significant trees, canals or ditches, access points or public rights-of-way, and existing conditions within 200 feet of the property line.	Shall Comply.	<i>TBD at Site Plan review</i>
Survey: A survey prepared and stamped by a Utah registered land surveyor listing the metes and bounds legal description and the gross acreage within the subject parcel.	Shall Comply.	<i>TBD at Site Plan review</i>
Compliance statement: A statement indicating how the proposed development complies with the City's adopted Land Use Element of the General Plan.	Shall Comply.	<i>TBD at Site Plan review</i>
<p>Final Construction Drawings containing, at a minimum, all items specified in the City's "Standard Technical Specification and Drawings" manual. Applicant shall provide three full-size 24" x 36" copies and five 11 x 17 inch reductions as required on the application form, along with digital copies as outlined below.</p> <p>Additional copies may be required prior to adding the application to the Planning Commission agenda. Final Construction Drawings for a Site Plan is hereby required and shall be prepared and stamped by licensed or certified professionals including architects, landscape architects, land planners, engineers, surveyors, transportation engineers, or other professionals deemed necessary by the Planning Director. The City may require plans prepared by any or all of the above-noted professionals. A Site Plan application shall also contain the following :</p>	Shall Comply.	<i>TBD at Site Plan review</i>

<ul style="list-style-type: none"> i. locations, dimensions, floor plans, uses and heights of all proposed buildings and structures, including overhangs, porches, stairwells, and balconies, and the locations of all structures on adjoining properties; ii. access points, provisions for vehicular and pedestrian circulation on and off site, interconnection to adjacent sites, dimensions of such access and circulation, and pedestrian paths within 200 feet of the property boundary; iii. acceleration and deceleration lanes, and dimensions thereof, if required; iv. off-street parking and loading areas complying with the City's off-street parking requirements contained in Chapter 19.09 of this Title; v. proposed outdoor display areas; vi. screening and buffering provisions, including types and heights of existing and proposed buffering and fencing elements; vii. location and treatment of refuse collection areas, storage areas, mechanical equipment, and external structures; viii. location, type, and size of all business and on-site circulation signage; ix. tabulation of square footage devoted to various land uses, ground coverage by structures, and other impervious surfaces; x. type of construction of all structures, presence or absence of fire sprinkling, and location of existing and proposed fire hydrants; xi. Established Grade of building area. 		
<p>Final Hydraulic and Hydrological storm drainage report and calculations. location of all existing and proposed secondary irrigation systems, both on site and on adjacent properties, including ditches, pipes, and culverts;</p>	Shall Comply.	<i>TBD at Site Plan review</i>
<p>Final Traffic report: Said report shall comply with the standards outlined in the City's adopted Transportation Master Plan and shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> i. an analysis of the average daily trips generated by the proposed project; ii. an analysis of the distribution of trips on City street systems; iii. a description of the type of traffic generated; and iv. recommendations on what mitigation measures should be implemented with the project to maintain a level of service for existing and proposed residents acceptable to the City. 	Shall Comply.	<i>TBD at Site Plan review</i>
<p>Data table including:</p> <ul style="list-style-type: none"> i. total project area ii. total number of lots, dwellings, and buildings iii. square footage of proposed building footprints and, if multiple stories, square footage by floor iv. number of proposed garage parking spaces v. number of proposed surface parking spaces vi. percentage of buildable land vii. acreage of sensitive lands and what percent sensitive lands comprise of total project area and of open space area viii. area and percentage of open space or landscaping ix. area to be dedicated as right-of-way (public and private) x. net density of dwellings by acre (sensitive lands must be subtracted from base acreage). 	Shall Comply.	<i>TBD at Site Plan review</i>

xi. number of off-street parking spaces (e.g., number of proposed garage parking spaces, number of proposed surface parking spaces, etc.)		
Landscaping Plan: A landscaping plan, prepared and stamped by a licensed landscape architect, indicating the location, spacing, types, and sizes of landscaping elements and existing trees, and showing compliance with the City's off-street parking requirements, the City's design guidelines and policies, and the requirements of the appropriate zone.	Shall Comply.	<i>TBD at Site Plan review</i>
Lighting Plan: A lighting plan indicating the illumination of all interior areas and immediately adjoining streets showing the location, candle power, and type of lighting proposed, and in conformance with the City's lighting standards. An individual photometric plan is also required.	Shall Comply.	<i>TBD at Site Plan review</i>
Elevations: The elevations of all proposed buildings, fences, and other structures viewed from all sides indicating height of structures, the average finished grade of the site at the foundation area of all structures, percentage of building materials proposed, and color of all materials. A board showing building colors and materials is required.	Shall Comply.	<i>TBD at Site Plan review</i>
Signage Plan: An overall signage plan shall be approved during the Site Plan approval process. All information to be provided for the sign approval shall be submitted concurrent with Site Plan application materials, consistent with the requirements in Section 19.18.	Shall Comply.	<i>TBD at Site Plan review</i>
Fee: A fee set by resolution of the City Council shall accompany the application for any Site Plan review.	Shall Comply.	<i>TBD at Site Plan review</i>
Public Notice and Hearing: All site plans shall comply with the noticing and public hearing requirements of Section 19.13, and applicants shall pay the cost to post and mail required notice to property owners.	Shall Comply.	<i>TBD at Site Plan review</i>
Development or Bond Agreement: A development agreement and bond agreement shall be required based on the conditions, requirements, findings, and recommendations made by the City Council. The development agreement and bond agreement shall also be based on requirements of the City Code and legal requirements as specified by the City Attorney. The City Council may determine that a development agreement is not required, but in all cases a bond agreement shall be required. A development agreement is not required when conditions, requirements, findings, and recommendations are all consistent with Title 19 requirements unless the City Council, in exercising its legislative authority pursuant to Utah Code § 10-9a-102, determines that a development agreement is necessary to further the public health, safety, or welfare or any other legitimate purpose outlined in Utah Code § 10-9a-102(1).	Shall Comply.	<i>TBD at Site Plan review</i>
Considerations Relating to Traffic Safety and Traffic Congestion: <ul style="list-style-type: none"> i. the effect of the site development plan on traffic conditions on adjacent street systems; ii. the layout of site with respect to location and dimensions of vehicular and pedestrian entrances, exits, driveways, and walkways; iii. the arrangement and adequacy of off-street parking facilities to prevent traffic congestion and compliance with the provisions of Chapter 19.09, off-street parking requirements; iv. the location, arrangement, and dimensions of truck loading and unloading facilities; v. the circulation patterns within the boundaries of the development; and 	Shall Comply.	<i>TBD at Site Plan review</i>

vi. the surfacing and lighting of off-street parking facilities.		
Considerations Relating to Outdoor Advertising: Outdoor advertising shall comply with the provisions of Chapter 19.18.	Shall Comply.	<i>TBD at Site Plan review</i>
Consideration Relating to Landscaping: i. the location, height, and materials of walls, fences, hedges, and screen plantings to ensure harmony with adjacent development, to provide buffer areas, or to conceal storage areas, utility installations, or other unsightly development; ii. the requirements of Chapter 19.06; iii. the planting of ground cover or other surfaces to prevent dust and erosion; and iv. the unnecessary destruction of existing healthy trees.	Shall Comply.	<i>TBD at Site Plan review</i>
Considerations Relating to Buildings and Site Layout: i. the general silhouette and mass, including location on the site, elevations, and relation to natural plan coverage, all in relationship to the character of the neighborhood; ii. the exterior design in relation to adjoining structures in height, bulk, and area openings, breaks in facade facing the street, line and pitch of roofs, and the arrangement of structures on the parcel; iii. compliance with the City's Architectural design standards.	Shall Comply.	<i>TBD at Site Plan review</i>
The effect of the site development plan on the adequacy of the storm and surface water drainage.	Shall Comply.	<i>TBD at Site Plan review</i>
Adequate water pressure and fire flow must be provided on the site as required by the applicable fire code.	Shall Comply.	<i>TBD at Site Plan review</i>
The proposed project shall comply with the City's adopted Land Use Element of the General Plan, Land Use Ordinance, land development regulations, architectural guidelines, and all other adopted ordinances, regulations, policies, and standards.	Shall Comply.	<i>TBD at Site Plan review</i>
Trails Master Plan: Shows required trails	Shall Comply.	<i>TBD at Site Plan review</i>

19.16 Site and Architectural Design Standards		
General Site Design Standards		
Regulation	Compliance	Findings
Pedestrian Connectivity: All buildings and sites shall be designed to be pedestrian friendly by the use of connecting walkways.	Shall Comply.	<i>Refer to redlines on plans</i>
Safe pedestrian connections shall be made between buildings within a development, to any streets adjacent to the property, to any pedestrian facilities that connect with the property, when feasible between developments, and from buildings to the public sidewalk to minimize the need to walk within the parking lot among cars.	Shall Comply.	<i>Refer to redlines on plans</i>
Non-residential and residential developments shall provide pedestrian connections that lead to the building entrances of adjacent non-residential and residential sites and shall stub to adjacent undeveloped property to allow for future connections.	Shall Comply.	<i>Refer to redlines on plans</i>
All pedestrian connections shall be shown on the related site plan or plat.	Shall Comply.	<i>Refer to redlines on plans</i>
Parking Areas: On-site parking shall be located primarily to the sides or rear of the building. Variations may be approved by the Land Use Authority, subject to the following criteria: i. The use is a big box with outparcels helping to screen parking, or ii. At least 50% of the parking is located to the side or rear of the building, or	N/A.	<i>Not regulated, per State Code</i>

<ul style="list-style-type: none"> iii. A safety issue is created by locating parking to the side or rear as verified and documented by the Saratoga Springs Police Department. For example, the parking will be entirely concealed from view by existing walls or buildings, or iv. That portion of development that lies within the Waterfront Buffer Overlay, or v. The development is Office, Warehouse/Flex space and when loading docks are not adjacent to a public right-of-way. Exception: when a lot with Office, Warehouse/Flex space is adjacent to more than one public street, loading docks may face the lower classification of the streets. 		
Parking lots shall be designed with a hierarchy of circulation: major access drives with no parking; major circulation drives with little or no parking; and then parking aisles for direct access to parking spaces.	N/A.	<i>Not regulated, per State Code</i>
Parking lots adjacent to, and visible from, public streets shall be screened from view through the use of earth berms, screen walls, landscape hedges or combinations thereof with a minimum height of 3' as measured from the parking surface. Within regional parks this requirement may be met through the use of intermittent planter beds rather than a berm, hedge, or screen wall; trees and shrubs may be clustered in the planter beds where necessary to avoid light spillage.	N/A.	<i>Not regulated, per State Code</i>
Acceleration and Deceleration Lanes: Acceleration and deceleration lanes shall be required on major arterials when deemed necessary by the City Engineer.	N/A.	<i>Not regulated, per State Code</i>
Parking Structures: Parking structures shall be architecturally consistent with the project buildings, including the use of the same primary finish materials as the exterior of the adjacent or adjoining buildings.	N/A.	<i>Not regulated, per State Code</i>
When placement of parking structures along site frontages is necessary, visual mitigation such as landscape buffers, upper-level setbacks, or additional architectural treatment shall be used.	N/A.	<i>Not regulated, per State Code</i>
The view of a parking structure from a public street shall be minimized by placing its shortest dimension along the street edge.	N/A.	<i>Not regulated, per State Code</i>
The top deck of parking structures shall include screen walls, periphery landscape islands, or similar features where visible from public view in order to soften the appearance of the top of the parking structure and screen the view of cars on the top deck of the structure.	N/A.	<i>Not regulated, per State Code</i>
All top deck lighting shall be screened and directed downward to avoid light spill onto the street below and shall consist of only bollards or building lighting. Light poles are prohibited.	N/A.	<i>Not regulated, per State Code</i>
Trash Enclosures, Storage Areas, and External Structures: Landscaping, fencing, berms, or other devices integral to overall site and building design shall screen trash enclosures, storage areas, and other external structures.	N/A.	<i>Not regulated, per State Code</i>
Service yards, refuse and waste-removal areas, loading docks, truck parking areas and other utility areas shall be screened from view by the use of a combination of walls, fences, and dense planting. Screening shall block views to these areas from on-site as well as from public rights of way and adjacent properties. This does not apply to Municipal Buildings.	N/A.	<i>Not regulated, per State Code</i>
<p>All trash dumpsters shall be provided with solid enclosures.</p> <ul style="list-style-type: none"> a. Enclosures shall be composed of 6' high solid masonry or decorative precast concrete walls, with opaque gates and self-latching mechanisms to keep gates closed when not in use. Bollards are required at the front of the masonry walls to protect the enclosure from trash collection vehicles. Gates shall 	N/A.	<i>Not regulated, per State Code</i>

be made of opaque metal for durability. Chain-link gates with or without opaque slats are not acceptable. Colors and materials shall be consistent with the main building or use.		
Where trash enclosures, storage areas, or other external structures are adjacent to parking areas, a 3' landscaped buffer shall be provided that does not impede access into and out of vehicles.	N/A.	<i>Not regulated, per State Code</i>
These areas shall be well maintained and oriented away from public view. The consolidation of trash areas between buildings is encouraged. The use of modern disposal and recycling techniques is encouraged. This section shall not apply to community or public recycling bins or drop boxes; however, the location shall be determined by city Staff in accordance with the standards herein.	N/A.	<i>Not regulated, per State Code</i>
Utility Boxes: Dense vegetative buffers which include an evergreen variety of plant materials shall be placed where appropriate to screen all utility boxes and pedestals in order to remain attractive during the winter months.	N/A.	<i>Not regulated, per State Code</i>
Interconnection. Interconnection shall occur via pedestrian and vehicular connections. All parking and other vehicular use areas shall be interconnected with, or stubbed to, all adjacent non-residential developed and undeveloped properties, as designated on the land use map or the zoning map, in order to allow maximum off-street vehicular circulation. Walkways and trails shall be connected to adjacent sites and stubbed for future development. All residential site plans shall meet 19.12 Connectivity Standards.	Shall Comply.	<i>Refer to redlines on plans</i>
Site Design Standards: Non-Residential Development		
Shopping Cart Corrals: Shopping cart corrals are required for big box or mid box retail uses. Roof covers are recommended as the local climate includes wind, rain, and winter snow conditions. If roof covers are utilized they shall blend in with the established building design.	N/A.	<i>Not regulated, per State Code</i>
The shopping cart corral rail finish shall match or compliment the exterior finishes of the main building through the use of two out of three of the same exterior colors and finishes.	N/A.	<i>Not regulated, per State Code</i>
Uses Within Buildings: All uses established in any commercial, office warehouse, business park, or industrial zone shall be conducted entirely within a fully enclosed approved building except those uses deemed by the City Council to be customarily and appropriately conducted in the open. Uses which qualify for this exception include vegetation nurseries, home improvement centers with lumber, outdoor cafes, outdoor retail display, car wash vacuums, auto dealerships, and similar uses.	N/A.	<i>Not regulated, per State Code</i>
Outdoor Display: All retail product displays shall be located under the buildings' permanent roof structure or on designated display pads within front landscape areas.	N/A.	<i>Not regulated, per State Code</i>
All display areas shall be clearly defined on the approved Site Plan and designated on the site with a contrasting colored, painted, or striped surface.	N/A.	<i>Not regulated, per State Code</i>
Display areas shall not block building entries or exits, pedestrian walks, or parking spaces in front of the building. Outdoor display areas shall not spill into walkways or any drive aisle adjacent to a building.	N/A.	<i>Not regulated, per State Code</i>
Seasonal uses outside of these areas may be approved through the Temporary Use process.	N/A.	<i>Not regulated, per State Code</i>
Outdoor Storage Standards: Outdoor storage areas shall be located to minimize views from adjacent public rights-of-way, residential development or zones, and adjacent developments. They shall be located behind or to the side of buildings.	N/A.	<i>Not regulated, per State Code</i>

Outdoor storage shall be screened from public view. Screening shall consist of a solid wall, excluding CMU blocks. Screening shall be a minimum of 6 feet high and may reach a maximum height of 20 feet subject to approval by the Land Use Authority. A building permit is required for all fencing or walls higher than 7 feet. Chain link fencing is prohibited.	N/A.	<i>Not regulated, per State Code</i>
The method of screening shall be architecturally integrated with the adjacent building in terms of materials and colors.	N/A.	<i>Not regulated, per State Code</i>
A landscape strip with a minimum width of five feet shall be installed next to the screening fence or wall when the storage area is adjacent to or visible from a public right-of-way.	N/A.	<i>Not regulated, per State Code</i>
Outdoor storage materials must be stored in an orderly manner such that fire codes are met and access to all areas of the yard is possible (e.g. access lanes).	N/A.	<i>Not regulated, per State Code</i>
The outdoor storage materials may not extend above the height of the fence or wall.	N/A.	<i>Not regulated, per State Code</i>
Access Requirements: <ul style="list-style-type: none"> a. Each roadway shall not be more than 40' in width, measured at right angles to the center line of the driveway except as increased by permissible curb return radii; and b. the entire flare of any return radii shall fall within the right-of-way. 	N/A.	<i>Not regulated, per State Code</i>
Off-Street Truck Loading Space: Every structure involving the receipt or distribution by vehicles of materials or merchandise shall provide and maintain on the building's lot adequate space for standing, loading, and unloading of the vehicles in order to avoid undue interference with public use of streets, alleys, required parking stalls, or accessible stalls.	N/A.	<i>Not regulated, per State Code</i>
Screening of Storage & Loading Areas: To alleviate the unsightly appearance of loading facilities, these areas shall not be located on the side(s) of the building facing the public street(s). Such facilities shall be located interior to the site. This does not apply to Municipal Buildings	N/A.	<i>Not regulated, per State Code</i>
Screening for storage and loading areas shall be composed of 6' high solid masonry or architectural precast concrete walls with opaque gates and self-latching mechanisms, to keep gates closed when not in use. Bollards are required at the front of the masonry walls to protect the enclosure from trash collection vehicles.	N/A.	<i>Not regulated, per State Code</i>
Gates shall be made of opaque metal for durability. Chain-link gates with opaque slats are prohibited.	N/A.	<i>Not regulated, per State Code</i>
The method of screening shall be architecturally integrated with the adjacent building in terms of materials and colors.	N/A.	<i>Not regulated, per State Code</i>
Trash areas shall be designed to include the screening of large items (e.g. skids and pallets) as well as the trash bin(s) that are needed for the business (unless storage is otherwise accommodated behind required screened storage areas).	N/A.	<i>Not regulated, per State Code</i>
Buffers: A wall and landscaping, fencing, or landscaping of acceptable design shall effectively screen the borders of any commercial or industrial lot which abuts an existing agricultural or platted residential use. Such a wall, fence, or landscaping shall be at least 6' in height, unless a wall or fence of a different height is required by the Land Use Authority as part of a site Plan review.	N/A.	<i>Not regulated, per State Code</i>
No chain-link or wood fences are permitted as buffering or screening between commercial and residential. Masonry and solid vinyl are suggested types of fences, and as circumstances require, one or the other may be required.	N/A.	<i>Not regulated, per State Code</i>

Unless otherwise required by this Title, walls or fences used as a buffer or screen shall not be less than 6' in height.	N/A.	<i>Not regulated, per State Code</i>
Parking Lot Buffers: There shall be a minimum of 10' of landscaping between parking areas and side and rear property lines adjacent to agricultural and residential land uses.	N/A.	<i>Not regulated, per State Code</i>
Building Buffer: No building shall be closer than 5' from any private road, driveway, or parking space. The intent of this requirement is to provide for building foundation landscaping and to provide protection to the building. Exceptions may be made for any part of the building that may contain an approved drive-up window.	N/A.	<i>Not regulated, per State Code</i>
Change in Grade Buffer: Where a proposed change in grade would increase the elevation of a non-residential development adjacent to existing residential development greater than three feet (3'), a buffer shall be established adjacent to the existing residential development, as follow:	N/A.	<i>Not regulated, per State Code</i>
An increased setback requirement of two feet (2') per one-foot (1') of elevation change, as measured by the difference between the existing finished floor elevation of the nearest building on the residential property and the proposed finish floor elevation of the nearest non-residential building. The increased setback requirement shall be in addition to the existing setback requirement.	N/A.	<i>Not regulated, per State Code</i>
A six-foot (6') masonry wall shall be required along the property line between the uses.	N/A.	<i>Not regulated, per State Code</i>
One (1) tree shall be required per 15 linear feet along the property line to provide additional screening and privacy.	N/A.	<i>Not regulated, per State Code</i>
No drive-thru lanes shall be permitted within the setback area.	N/A.	<i>Not regulated, per State Code</i>
This buffer shall be in addition to any other required buffers.	N/A.	<i>Not regulated, per State Code</i>
Exceptions: The buffer shall not be required in areas where a non-residential development is separated from an existing residential development by a roadway, a canal, or a 20-foot or wider trail corridor or powerline easement.	N/A.	<i>Not regulated, per State Code</i>
General Architectural Design Standards		
General standards do not apply one-family and two-family dwellings unless governed under a DA.		
Building Articulation: Building elevations exceeding 40' in length shall incorporate a minimum of one horizontal elevation shift or combination of vertical and horizontal elevation shifts, stepping portions of the elevation to create shadow lines and changes in volumetric spaces of at least five feet, and a minimum of two of the following, all spaced at intervals of 20' to 50' of horizontal width: <ul style="list-style-type: none"> i. A combination of vertical and horizontal elevation shifts that together equal at least 5'. ii. Addition of horizontal and vertical divisions by use of textures or materials. iii. Primary material change. iv. Addition of projections such as balconies, cornices, covered entrances, porte-cocheres, trellis', pergolas, arcades, and colonnades. Such trellis' and awnings extend outward from the underlying wall surface at least 36". v. Variation in the rooflines by use of dormer windows, overhangs, arches, stepped roofs, gables or other similar devices. 	N/A.	<i>Not regulated, per State Code</i>
Roof Treatment: Sloped roofs shall provide articulation and variations in order to break up the massiveness of the roof. Sloped roofs shall include eaves which are proportional to the roofs slope and scale of the building.	N/A.	<i>Not regulated, per State Code</i>

Flat roofs shall be screened with parapets on all sides of the building. If no roof top equipment exists or is proposed, the parapet shall be a minimum of 12” in height above the roof.	N/A.	<i>Not regulated, per State Code</i>
All roofs on three-family and multi-family dwellings shall have a minimum pitch of 3/12 (25% slope). To provide architectural enhancement, residential structures are encouraged to have multiple pitch variations.	N/A.	<i>Not regulated, per State Code</i>
Roof mounted equipment shall not be visible from adjacent public and private streets as well as from adjacent properties, unless grade differences make visibility unavoidable.	N/A.	<i>Not regulated, per State Code</i>
Screening shall be solid and shall be consistent with the material and color of exterior finishes of the building through the use of at least two out of three of the exterior finishes of the building.	N/A.	<i>Not regulated, per State Code</i>
Windows: Windows, other than rectangular windows, may be used as accents and trim. Untreated aluminum or metal window frames are prohibited.	N/A.	<i>Not regulated, per State Code</i>
Awnings, Canopies, Trellises, Pergolas, and Similar Features: All such features must be attached to a vertical wall.	N/A.	<i>Not regulated, per State Code</i>
All such features shall project at least 4’ from the building when located over a pedestrian traffic area and no less than 2’ otherwise.	N/A.	<i>Not regulated, per State Code</i>
All such features shall maintain a minimum clearance above sidewalk grade of 8’ to the bottom of the framework when located over a pedestrian traffic area.	N/A.	<i>Not regulated, per State Code</i>
Backlighting is not permitted.	N/A.	<i>Not regulated, per State Code</i>
Mechanical Equipment: All mechanical equipment shall be located or screened and other measures shall be taken so as to shield visibility of such equipment from any public or private streets.	N/A.	<i>Not regulated, per State Code</i>
Wing walls, screens, or other enclosures shall be integrated into the building and landscaping of the site, whether located on the ground or roof.	N/A.	<i>Not regulated, per State Code</i>
Rooftops of buildings shall be free of any mechanical equipment unless completely screened from all horizontal points of view.	N/A.	<i>Not regulated, per State Code</i>
Screening materials shall conform to the color scheme and materials of the primary building.	N/A.	<i>Not regulated, per State Code</i>
Non-Residential Architectural Design Standards		
Four Sided Architecture: All sides of a building that are open to public view (including views from adjacent residential dwellings or probable location of residential dwellings) shall receive equal architectural design consideration as the building front.	N/A.	<i>Not regulated, per State Code</i>
Color and Materials: Exterior Building Materials shall be considered any materials that make up the exterior envelope of the building and shall be limited to no more than four and no less than two types of materials per building, window and door openings excluded.	N/A.	<i>Not regulated, per State Code</i>
Color of exterior building materials (excluding accent colors) shall be limited to no more than four and no less than two major colors per development.	N/A.	<i>Not regulated, per State Code</i>
Bright colors, such as neon or fluorescent colors, bright orange or yellow, and primary colors, are only permitted as accent colors.	N/A.	<i>Not regulated, per State Code</i>
No more than 75% of any building elevation shall consist of any one material or color. i. No more than 50% of any building elevation shall consist of CMU, except in the Office Warehouse and Industrial zones, or ii. Office, Warehouse, Flex buildings in approved zones that utilize concrete tilt up construction are exempt from the	N/A.	<i>Not regulated, per State Code</i>

maximum 75% of one material per elevation requirement but must follow all other architectural standards.		
Prohibited Materials: Tiles. Full veneer brick and tiles exceeding ½” in thickness is permitted, however veneer tile is prohibited. Stucco stone patterns and stucco brick patterns. Wood as a primary exterior finish material. Plain, grey, unfinished CMU block except as an accent material.	N/A.	<i>Not regulated, per State Code</i>
Stairways: All stairways to upper levels shall be located within the building unless otherwise approved by the Land Use Authority for secondary access to outdoor patio decks or other usable outdoor area.	N/A.	<i>Not regulated, per State Code</i>
Roof Drains: All roof drains, conduit and piping, maintenance stairs and ladders, and other related services shall be located on the interior of the building.	N/A.	<i>Not regulated, per State Code</i>
Electrical Panels: To the extent possible, all electric panels and communication equipment should be located in an interior equipment room.	N/A.	<i>Not regulated, per State Code</i>
Street Orientation: All Retail or Commercial buildings shall have expansive windows, balconies, terraces, or other design features oriented to the street or adjacent public spaces.	N/A.	<i>Not regulated, per State Code</i>
At least 35 percent of the first floor elevation(s) of a building that is viewed from a public street shall include windows, and/or glass doors to minimize the expanse of blank walls and encourage a pedestrian friendly atmosphere. For purposes of determining the glass area, the first floor shall be the first 10 feet from the finished floor. This standard does not apply to a single-story retail building of 50,000 square feet or greater provided a single primary tenant occupies the entire building square footage and additional architectural elements are used in City of Saratoga Springs Municipal Code Land Development Code - Title 19.16 Page 9 place of windows and/or glass doors to include awnings or canopies, and must include roof line changes and horizontal articulation.	N/A.	<i>Not regulated, per State Code</i>
Metal Buildings: Metal buildings are only permitted in the Agricultural, Residential Agricultural, Rural Residential, Office Warehouse and Industrial Zones.	N/A.	<i>Not regulated, per State Code</i>
All metal buildings shall be designed to have an exterior appearance of conventionally built structures. Stock, “off the shelf” metal buildings are prohibited.	N/A.	<i>Not regulated, per State Code</i>
Metal buildings in the Agricultural, Residential Agricultural, and Rural Residential zones shall only be used for agriculture as defined in Section 19.02.02 of the City Code.	N/A.	<i>Not regulated, per State Code</i>

19.27 Addressing and Street Naming		
Double Check all Addresses after GIS Assigns Them		
Regulation	Compliance	Findings
WebApp to Review Addresses assigned by GIS: https://ssgis.maps.arcgis.com/apps/webappviewer/index.html?id=b4786008c6dd420ab06445cd8d5e5fe0		
Lot Numbers: Are they correct and sequential. Lot numbers shall not be duplicated in separate phases/plats in the same development. i.e. Phase 1 and Phase 2 shall not have Lot 101.	Shall Comply.	<i>TBD with Plat/Site Plan</i>
Address Numbers: is it accurate and sequential and does it fit between the intersection coordinates	Shall Comply.	<i>TBD with Plat/Site Plan</i>
Compare Surrounding Addresses: do the addresses work with surrounding addresses? Are there any repetitions in address numbers?	Shall Comply.	<i>TBD with Plat/Site Plan</i>

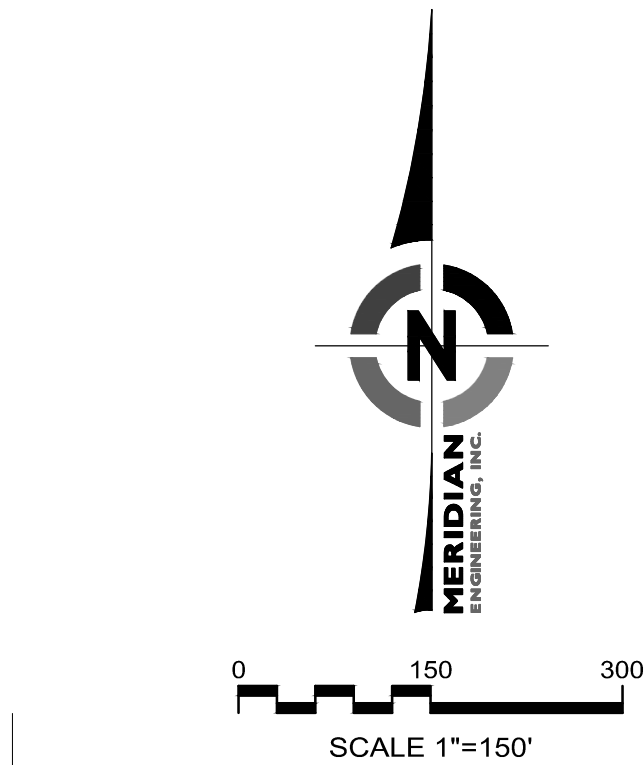
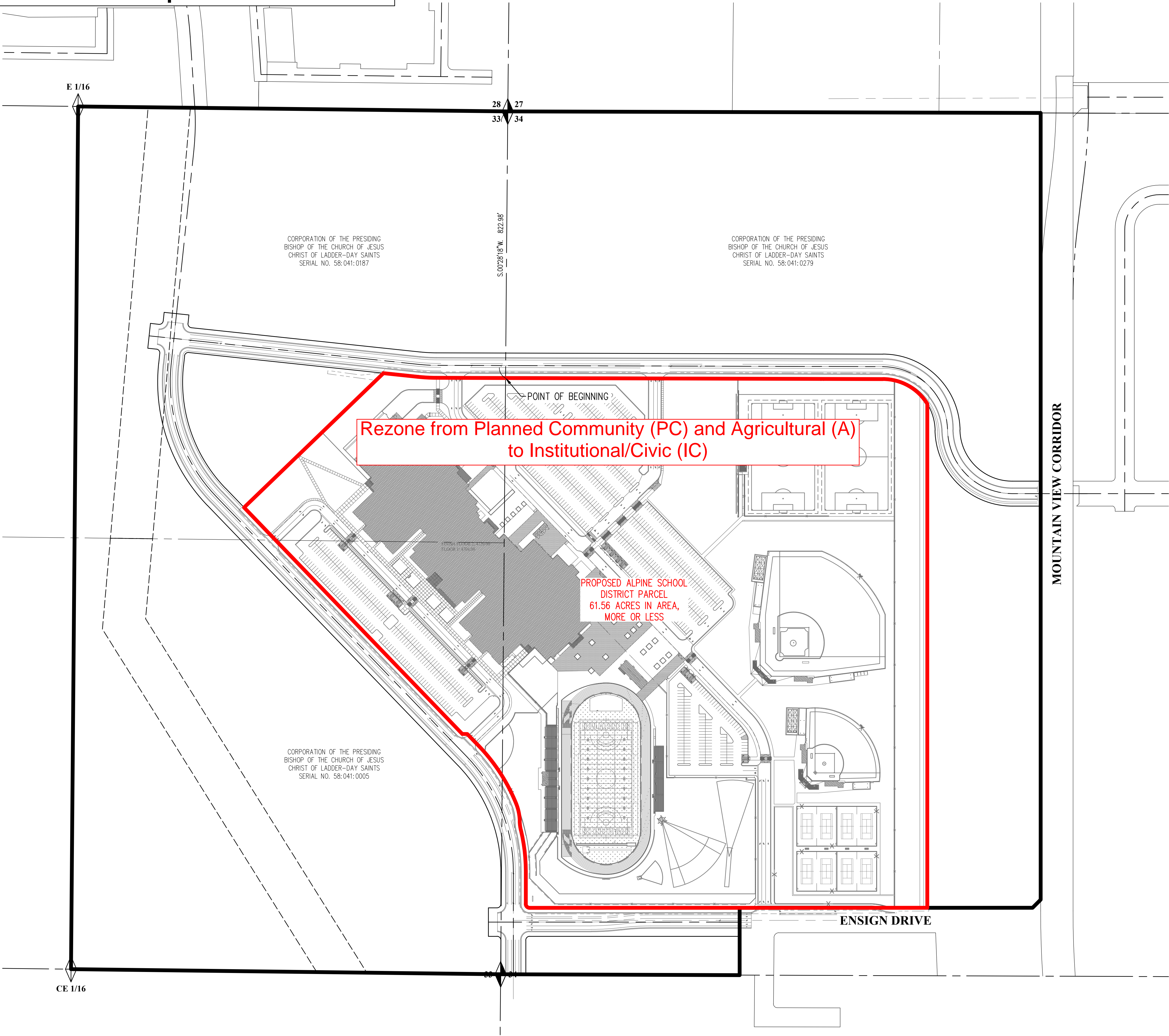
Do the street names match and line up with streets in other plats and across intersections?		
Double Access Lots and Corner Lots. These types of lots should have an address on each road frontage, unless front door access is not allowed. If a front door is allowed, but not a driveway, this should be clear on the plat.	Shall Comply.	<i>TBD with Plat/Site Plan</i>
No Access on Double Frontage of Lots: The plat should state what this means. No driveway and no front door, or just no driveway	Shall Comply.	<i>TBD with Plat/Site Plan</i>
Alternate Addresses: are they in the right location on the lot and do they make sense concerning lots that have no access. What does “no access mean”?	Shall Comply.	<i>TBD with Plat/Site Plan</i>
Rear Load: Meet with Brian to review every time there is a rear-load product.	N/A.	
Rear Load: label “FRONT” to identify which side is the front, but check grading to see if the units can be accessed from the front.	N/A.	
Grading/Slope: Does the grade in front of rear-load product allow for front door access for EMT and deliveries?	Shall Comply.	<i>TBD with Plat/Site Plan</i>
New Address: street names shall be proposed by the developer and approved by City staff. Street coordinates and house numbers shall be approved by City staff and placed on the final subdivision plat by the developer before plat recordation.	Shall Comply.	<i>TBD with Plat/Site Plan</i>
Duplicate Street Names: No duplication of street names or numbers shall be used. No phonetic duplications shall be used (same name, spelled differently). If a street is terminated by unimproved land and continues on the same bearing beyond the unimproved land, it should continue with the same name.	Shall Comply.	<i>TBD with Plat/Site Plan</i>
Continuity. Proposed street names are encouraged to have the following characteristics: Historic significance, local sense of places, overall theme, compatibility with adjacent streets	Shall Comply.	<i>TBD with Plat/Site Plan</i>
Compass Directions. The four compass directions shall not be used as part of the street name.	Shall Comply.	<i>TBD with Plat/Site Plan</i>
Name Length. Street names shall not be longer than thirteen letters, including spaces between letters. (this does not include the street type designator)	Shall Comply.	<i>TBD with Plat/Site Plan</i>
Street Type Designations. Proposed street names and types shall be matched as follows: a. Boulevard (Blvd), Parkway (Pkwy): This name may only be used for arterials and collectors.. b. Drive (Dr), Way (Wy): Meandering, curvilinear, or diagonal street usually longer than 1000 feet. c. Road (Rd): Limited streets that may run in a direction and are most always longer than 1000 feet. d. Streets (St), Avenues (Ave): Straight directional streets. e. Lanes (Ln), Row: Short collector or minor streets which are usually less than 1000 feet in length. May be used in names for private rights-of way. f. Circle (Cir), Court (Ct), Place (Pl), Cove (Cv): Permanent dead end streets or cul-de-sac streets usually less than 600 feet in length and containing three or more lots or separate dwelling structures. g. Center (Cntr) and Mall: Designations reserved for high density commercial developments with multiple structures and occupancies that can be substituted for the street type designator in an assigned address.	Shall Comply.	<i>TBD with Plat/Site Plan</i>

Street and Property Numbering. Each street, lot, unit, dwellings, or parcel in the site plan or plat shall be addressed according to the following standards:	Shall Comply.	<i>TBD with Plat/Site Plan</i>
1. All street intersections shall be addressed numerically. Street intersection numbers shall end with a “0” or a “5” and with “North,” “South,” “East,” or “West”.	Shall Comply.	<i>TBD with Plat/Site Plan</i>
2. Where possible, property addresses shall be odd on the south and west sides of a street.	Shall Comply.	<i>TBD with Plat/Site Plan</i>
3. Where possible, property addresses shall be even on the north and east sides of a street.	Shall Comply.	<i>TBD with Plat/Site Plan</i>
4. Property addresses for IADUs (see Chapter 19.20), ADUs, stacked multi-family, dwelling above commercial, commercial/retail, or office building that have multiple users shall be identified by a single address, and the individual units shall have a unique identifier such as suite, apartment, dwelling, or unit number.	Shall Comply.	<i>TBD with Plat/Site Plan</i>
5. Dual addresses on corner lots will be assigned at plat recordation. At Building Permit issuance, one address shall be permanently assigned.	Shall Comply.	<i>TBD with Plat/Site Plan</i>
6. Buildings that are hidden behind other buildings or do not have public frontage, shall be numbered from the centerline of the principal access or driveway.	Shall Comply.	<i>TBD with Plat/Site Plan</i>
7. City Staff shall assign numbers to site plans before final site plan approval, based on the above standards.	Shall Comply.	<i>TBD with Plat/Site Plan</i>
8. If a unit faces a street, it shall be numbered on that street. If a unit faces open space, it shall be numbered to the alley way.	Shall Comply.	<i>TBD with Plat/Site Plan</i>
Building Identification. All buildings shall have approved address numbers, and such numbers shall be identified using the following standards:	Shall Comply.	<i>TBD with Plat/Site Plan</i>
1. Background. Numbers shall be set on a background of a contrasting color.	Shall Comply.	<i>TBD with Plat/Site Plan</i>
2. Size. Residential building numbers shall be at least four inch tall block letters. All building numbers shall be of sufficient size so as to be legible from the street or private road. Non-residential buildings shall use Western Arabic numbers or alphabetic letters that are a minimum four inches high with a minimum stroke width of 0.5 inch, installed on a contrasting background and be plainly visible from the street or road fronting the property.	Shall Comply.	<i>TBD with Plat/Site Plan</i>
3. Visibility. Numbers shall be placed in a position that is plainly legible and visible from the street or road fronting the property. When a building is at a distance greater than the required setback from a street or when view of the building is blocked by trees or shrubs, numbers shall be displayed on a sign attached to a fence, gate, street mailbox, or lawn stake, in addition to being placed on the building. a. Stacked multi-family structures, condominiums, commercial, office, or institutional building numbers shall be placed in a prominent location at the main entrance of such buildings. b. Interior suites, apartments, units, or offices shall be clearly identified in a logical numeric or alphabetic sequence. c. Attached side-by-side town homes, commercial, office, or institutional buildings adjacent to a public or private street shall have individual addresses for each unit building numbers or letter with associated unit numbers. Developments with buildings that do not have direct access to a public or private street shall use one address from the public or private street, and each unit shall have a number or letter, such as 1, 2, 3 or A,	Shall Comply.	<i>TBD with Plat/Site Plan</i>

<p>B, C and so on. with building numbers or letters and associated unit numbers.</p> <p>d. Stacked multi-family structures, commercial, office, or institutional buildings shall have one address facing a public or private street and each unit shall have a number or letter such as 1, 2, d, or A, B, C and so on. with an individual building number or letter with associated unit numbers.</p> <p>e. Townhomes, three-family dwellings, two-family dwellings, commercial, office, or institutional buildings that have a front door that faces a public or private road and a driveway or parking access from a rear alley shall number only attach address numbers to the front of each unit and not the rear.</p> <p>f. Townhomes, three-family dwellings, two-family dwellings, commercial, office, or institutional buildings that have a front door that faces open space or another building and have a driveway or parking access from a rear alley shall number both the front and back of each unit. The applicant shall verify that address numbers are not duplicated in units that are across the green space or across the alley.</p>		
---	--	--

Fiscal Impact	
Regulation	Findings
Is there any City maintained open space?	<i>No</i>
What is the anticipated cost to the City?	<i>None</i>
When will City maintenance begin?	<i>N/A</i>

Exhibit 4. Proposed Rezone



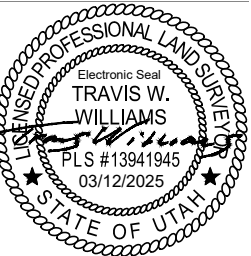
MERIDIAN ENGINEERING, INC.
1628 West 1500 South, Suite 102
South Jordan, UT 84095
T 801.568.1315 • F 801.568.1319
www.meridianinc.com

24138_PROPOSED ASD PARCEL DESCRIPTION

A parcel of land, situate in the Northwest Quarter of Section 34 and the Northeast Quarter of Section 33, Township 5 South, Range 1 West, Salt Lake Base & Meridian, Utah County, Utah. The boundaries of said entire tract of land are described as follows:

Beginning at a point, which is 822.98 feet S.00°28'18"W. along the section line from the Northwest Corner of said Section 34 (Basis of Bearing is S.00°28'18"W. along the section line between the Northwest Corner and the West Quarter Corner of said Section 34); and running thence S.89°50'04"E. 1164.92 feet to the beginning of a 161.50 foot radius curve to the right; thence easterly along the arc of said curve 163.57 feet through a central angle of 58°01'44" (note: chord for said curve bears S.60°49'12"E. for a distance of 156.66 feet); thence South 1555.30 feet; thence S.89°50'55"W. 1227.08 feet to the beginning of a 12.00 foot radius curve to the right; thence northwesterly along the arc of said curve 18.85 feet through a central angle of 90°00'05" (note: chord for said curve bears N.45°00'02"W. for a distance of 16.97 feet); thence North 99.64 feet to the beginning of a 548.50 foot radius curve to the left; thence northerly along the arc of said curve 128.91 feet through a central angle of 13°27'56" (note: chord for said curve bears N.06°43'58"W. for a distance of 128.61 feet) to the beginning on a 135.50 foot radius reverse curve to the right; thence northerly along the arc of said curve 28.58 feet through a central angle of 12°04'58" (note: chord for said curve bears N.07°25'26"W. for a distance of 28.52 feet) to the beginning of a 154.50 foot radius reverse curve to the left; thence northwesterly along the arc of said curve 55.83 feet through a central angle of 20°42'12" (note: chord for said curve bears N.11°44'03"W. for a distance of 55.52 feet) to the beginning of a 559.50 foot radius compound curve to the left; thence northwesterly along the arc of said curve 213.38 feet through a central angle of 21°51'05" (note: chord for said curve bears N.33°00'42"W. for a distance of 212.09 feet); thence N.43°58'14"W. 50.54 feet; thence N.89°05'15"W. 15.52 feet; thence N.43°56'14"W. 570.72 feet; thence N.48°00'46"E. 597.43 feet; thence S.83°57'11"E. 107.37 feet to the beginning of a 548.50 foot radius curve to the left; thence easterly along the arc of said curve 56.30 feet through a central angle of 05°52'53" (note: chord for said curve bears S.86°53'38"E. 56.28 feet); thence S.89°50'04"E. 213.96 feet to the point of beginning.

The above described parcel of land contains 61.56 acres in area, more or less.



Meridian Engineering, Inc. | 1 of 1

LEGEND	
	PROPOSED SSSH SUBDIVISION PARCEL
	PROPOSED ASD PARCEL
	ADJOINER BOUNDARY
	SECTION LINE
	ROAD CENTER LINE
	FOUND SECTION CORNER
	NOT FOUND SECTION CORNER


<div><div>MERIDIAN ENGINEERING, INC.</div></div> <div>1628 WEST 1100 SOUTH, SUITE 102 SOUTH JORDAN, UTAH 84095 PHONE (801) 568-1315 FAX (801) 568-1319</div>		COPYRIGHT		DRAWN	TRW				
		ALL RIGHTS RESERVED REPRODUCTION, DISTRIBUTION, OR TRANSMISSION IN ANY FORM WITHOUT THE WRITTEN PERMISSION OF MERIDIAN ENGINEERING, INC. IS PROHIBITED.		SURVEYED	GB				
				CHECKED	MWN				
				DATE	12-MAR-2025	NO.	REVISIONS	BY	DATE
<div>ALPINE SCHOOL DISTRICT 575 NORTH 100 EAST AMERICAN FORK, UTAH 84003</div>									
<div>PROPOSED ASD PARCEL SARATOGA SPRINGS, UTAH COUNTY, UTAH SITUATE IN THE NW 1/4 OF SECTION 34 & THE NE 1/4 OF SECTION 33, T5S, R1W, SLB&M</div>									
COMP. FILE		24138_ Exhibit							
PROJECT NO.		24138							
SHEET NO.		1 OF 1							

Exhibit 5. Concept Site Plan

ARKWAY

S89°22'21"E 1326.32'

S89°50'04"E 1844.53'

HALVORSEN PARKWAY

OVERALL BOUNDARY
177.87 ACRES IN AREA
MORE OR LESS

MOUNTAIN VIEW PIVOT SUBDIVISION

SITUATE IN THE NORTHWEST 1/4 OF SECTION 34 AND
THE NORTHEAST 1/4 OF SECTION 33, TOWNSHIP 5
SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN

PROPOSED PARCEL A
90.11 ACRES IN AREA
MORE OR LESS

DEDICATED ROADWAY
10.69 ACRES IN AREA
MORE OR LESS

PROPOSED LOT 2
3.27 ACRES IN AREA
MORE OR LESS

PROPOSED LOT 1
61.61 ACRES IN AREA
MORE OR LESS

PROPOSED PARCEL B
10.39 ACRES IN AREA
MORE OR LESS

PROPOSED PARCEL A
90.11 ACRES IN AREA
MORE OR LESS

$\Delta=43^{\circ}56'14"$
L=391.00'
R=510.00'
CB=S21°58'07"E
CH=381.58'

Roadway is to be
classified as a minor
arterial. Enough
Right-of-Way should
be dedicated for 2
additional lanes

MOUNTAIN VIEW CORRIDOR

PROPOSED PARCEL C
1.80 ACRES IN AREA
MORE OR LESS

ENSIGN DRIVE

PRINCE DRIVE

Bonneville Drive is required to be extended through the project site and north into Eagle Mountain to complete the connection with Silverlake Parkway. A Traffic Study has been permed by Avenue showing that the connection to Silverlake Parkway will improve traffic distribution and efficiency in this area, alleviating pressure on Mountain View Corridor and Pony Express Parkway. Additionally, the extension of Bonneville Drive to Silverlake Parkway will provide a safer, more accessible route for non-motorized travel to and from the proposed school.

20" PI Master Plan
Pipe - Zone 2

16" DW Master Plan
Pipe - Zone 2



PARKING STALL COUNT

TOTAL STALLS:	1033
REQUIRED ADA STALLS:	21
PROPOSED ADA STALLS:	27

BUILDING FLOOR AREAS

MAIN BUILDING:	
FLOOR 1:	174,161 SF
FLOOR 2:	128,602 SF
FLOOR 3:	84,144 SF
CONCESSION BUILDING:	
FLOOR 1:	2,880 SF
ANNOUNCER BOOTH:	
FLOOR 1:	522 SF
DRIVING RANGE TOWER:	
FLOOR 1:	400 SF
FLOOR 2:	320 SF
DUGOUT:	
FLOOR 1:	766 SF

LAND USAGE (AREA, %)

PROPOSED LOT 1:	
-	61.61 ACRES (2,683,732 SF)
BUILDINGS:	
-	243,936 SF; 9.1%
HARDSCAPE:	
-	1,119,492 SF; 41.7%
LANDSCAPE:	
-	1,320,304 SF; 49.2%

Preliminary Concept

01_28_2025

VCBO

SALT LAKE CITY - HQ
524 SOUTH 600 EAST
SALT LAKE CITY, UT 84102
801.575.8800
ST. GEORGE
20 N. MAIN ST. #113
ST. GEORGE, UT 84770
435.522.7070
VCBO.COM
VCBO NUMBER: 24155
CLIENT NUMBER: 710
DATE: 2025-01-28



REV DATE DESCRIPTION

ASD #710 NEW HIGH SCHOOL

ENSIGN DRIVE & SILVERLAKE PARKWAY
SARATOGA SPRINGS, UT
DESIGN DEVELOPMENT

ENGINEERING CONCEPT PLAN



Exhibit 6. Concept Building Elevations

01_28_2025

Label the building height
from established grade

Provide elevations showing
the school from each direction.

ALPINE VCBO
SCHOOL DISTRICT

Preliminary Concept

01_28_2025

6



A1 PLAN - OVERALL - LOWER LEVEL -PRESENTATION

SCALE: 1" = 20'



ASD #710 NEW HIGH SCHOOL

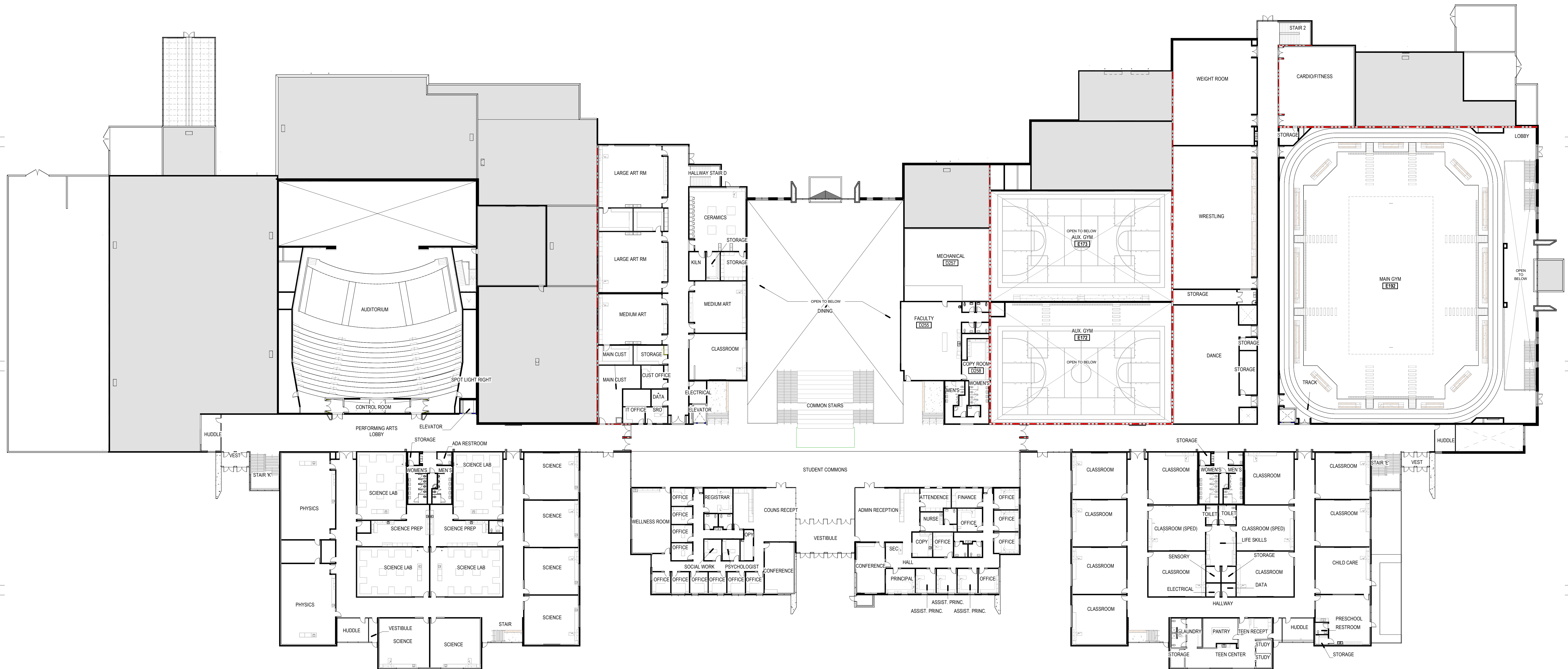
ALPINE SCHOOL DISTRICT



524 SOUTH 600 EAST
SALT LAKE CITY, UT 84102
801.575.8800
VCBO.COM

Preliminary Concept

01_28_2025

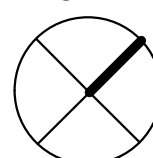


ASD #710 NEW HIGH SCHOOL

A1 PLAN - OVERALL - MAIN LEVEL - PRESENTATION

SCALE: 1" = 280'

NORTH



ALPINE SCHOOL DISTRICT



524 SOUTH 600 EAST
SALT LAKE CITY, UT 84102
801.575.8800
VCBO.COM

Preliminary Concept

01_28_2025

6



A1 PLAN - OVERALL - UPPER LEVEL - PRESENTATION

SCALE: 1" = 20'



ASD #710 NEW HIGH SCHOOL

ALPINE SCHOOL DISTRICT

Exhibit 7. Neighborhood Meeting Minutes

NEIGHBORHOOD MEETING AGENDA

Project: ASD High School 722

Date: 5/23/2025

Time: 11am

Location: Lake Mountain Middle School, 1058 S Old Farm Rd, Saratoga Springs, UT 84045

- ☐ Introduction
 - ☐ Attendees
- ☐ Project Description
 - ☐ Review & discuss general site location and road connections
 - ☐ Review & discuss site layout
 - ☐ Review & discuss building elevations
- ☐ Review & discuss Project Timeline
- ☐ Time for discussion and Q&A
- ☐ Close the meeting

Attendees: _____

Name:

Lauren Rowley
Cameron Williams
FRANK PULLEY - ASD
SCOTT JOHNSON - ASD
JED PRIOR - ASD
BRAD NIELSON - ASD

NEIGHBORHOOD MEETING MINUTES

Project: ASD High School 722

Date: 5/23/2025

Time: 11am

Location: Lake Mountain Middle School, 1058 S Old Farm Rd, Saratoga Springs, UT 84045

ASD Reviewed the general site location and road connections, reviewed the site layout, and reviewed building elevations.

Question: What grades will attend this school?

Response: Grades 10-12.

Question: What middle school feeds this high school?

Response: School boundaries and process was explained.

Question: What are the student population numbers.

Response: Roughly 2,000 students.

Question: How many parking stalls?

Response: approximately 1000 stalls.

Question: Who would we need to talk to about street "no parking" signage.

Response: City controls street parking.

Question: What will be the school hours.

Response: School hours 7:45 to 2:15. Practices etc. 10 pm latest. Stadium lights used mostly in the fall.

Question: What is the stadium layout.

Response: Further explanation on grading elevations and how the stadium is designed.

Question: Where is the football main entrance? Concerned about street parking.

Response: Demonstrated on drawing layout and parking.

Question: Asked about noise and light pollution.

Response: Follow city ordinances. Explained that tennis, baseball, softball, and soccer do not have lights. Just football stadium.

Question: Asked if stadium is used for anything other than school related activities.

Response: Yes, there will be some rentals.

Question: Where will most of the traffic come from.

Response: Primarily the from the south.

Question: Who was invited to the meeting?

Response: The city requirement was anyone within 300 feet of the site.

Question: Where will the bus drop off be located?

Response: Buses will drop off in the back of the school.

Question: Will the back road be open to students.

Response: Yes, but not a public road. There are gates that can be closed.

Question: Where will construction start.

Response: Preparing the building pad will be the focus.

Question: Who is the contractor.

Response: Hogan

Question: Regarding funding.

Response: Funding is prior approved before construction starts.

Question: What does the church have planned for their surrounding property.

Response: They have not shared any plans with ASD.



Code Amendments
Amending Sections 19.05
June 26, 2025
PUBLIC HEARING

Report Date: June 19, 2025
Applicant: Sam Stout
Previous Meetings: N/A
Type of Action: LEGISLATIVE
Land Use Authority: CITY COUNCIL
Planner: Sam Stout

A. Executive Summary and Request:

Amendment to Title 19 Land Development Code of the City of Saratoga Springs, Chapter 19.05.03 – Small Wireless Facility Design; and update to the Standard Technical Specifications & Drawings Manual adding designs for these facilities. The amendment would differentiate mono-pole towers and freestanding structures from small wireless facility poles. It would also clarify that applications for small wireless facility permits will be processed under Title 8 of the City Code. The Engineering Standard Technical Specifications & Drawings Manual will be updated to include detailed specifications and drawings for small wireless facilities as attached. This is a city-initiated proposal.

Recommendation:

Staff recommends that the Planning Commission conduct a public hearing on the proposed code amendments, take public comment, review and discuss the proposal, and choose from the options in SECTION H of this report. Options include a positive recommendation with or without conditions, a negative recommendation, or continuation.

B. Specific Request:

This is a request for approval of proposed code amendments to Section 19.05 of the Land Development Code, as summarized below and as attached.

19.05.03 Wireless Telecommunication Equipment	Differentiating mono-pole towers or freestanding structures from small wireless facility poles. The application for a small wireless facility permit will fall under Title 8 of the City Code.
--	--

Standard Technical Specifications & Drawings Manual	The Engineering Standard Technical Specifications & Drawings Manual will be updated to show the details for small wireless facilities.
--	--

C. Process:

Section 19.17.03 outlines the process criteria for Planning Commission and City Council Review:

1. The Planning Commission shall review the petition and make its recommendations to the City Council within thirty days of the receipt of the petition.
***Complies.** The application will be reviewed by the Planning Commission and receive a recommendation prior to review by the City Council.*
2. The Planning Commission shall recommend adoption of proposed amendments only where it finds the proposed amendment furthers the purpose of the Saratoga Springs Land Use Element of the General Plan and this Title.
***Complies.** Please see Sections F and G of this report.*
3. The Planning Commission shall provide the notice and hold a public hearing as required by the Utah Code and Chapter 19.13. For an application which concerns a specific parcel of property, the City shall provide the notice required by the Utah Code and Chapter 19.13 for a public hearing.
***Complies.** Please see Section D of this report.*

D. Community Review:

Public Hearing: This has been noticed as a public hearing pursuant to City and State statutes, which requires posting notice on the Utah public notice website and the City's website and in City Hall, and, except for code amendments, mailing notices to property owners whose land is directly affected by the request and property owners within 300 feet of the subject property at least 10 calendar days prior to the public hearing.

Public Comment: As of the date of this report, no public input has been received.

F. General Plan:

The proposed amendments, as they relate to the 2022 – 2042 General Plan Vision, Goals and Strategies for Land Use & Neighborhoods, are evaluated below.

Land Use and Neighborhoods, The Vision

"Land Use and Neighborhoods supports the general plan vision by preserving existing neighborhoods and requiring new attractive, healthy, and family-friendly neighborhoods. Neighborhoods will have a variety of housing types and amenities. As new development occurs, it will be supported by appropriate services and amenities, ensuring a high quality of life for existing and future residents."

Land Use Goal

Future development in Saratoga Springs reflects the community's preferred vision.

Staff conclusion: Consistent.

The proposed code amendments will better allow the City to meet the goals and vision of the General plan by providing improved codes and standards for small wireless facilities.

G. Code Criteria:

Code amendments are a legislative decision and grant the City Council significant discretion when considering changes to the Code.

The criteria for an ordinance are outlined below and act as guidance to the Council and to the Commission in making a recommendation. Note that the criteria are not binding.

19.17.05. Consideration of General Plan, Ordinance, or Zoning Map Amendment.

The Planning Commission and City Council shall consider, but not be bound by, the following criteria when deciding whether to recommend or grant a General Plan, ordinance, or zoning map amendment:

1. the proposed change will conform to the Land Use Element and other provisions of the General Plan;
Consistent: *See Section F of this report.*
2. the proposed change will not decrease or otherwise adversely affect the health, safety, convenience, morals, or general welfare of the public;
Consistent: *The amendments will not adversely affect the health and welfare of the general public, and will improve the standards for small wireless.*
3. the proposed change will more fully carry out the general purposes and intent of this Title and any other ordinance of the City; and

19.01.04. Purpose.

1. The purpose of this Title, and for which reason it is deemed necessary, and for which it is designed and enacted, is to preserve and promote the health, safety, morals, convenience, order, fiscal welfare, and the general welfare of the City, its present and future inhabitants, and the public generally, and in particular to:
 - a. encourage and facilitate the orderly growth and expansion of the City;
 - b. secure economy in governmental expenditures;
 - c. provide adequate light, air, and privacy to meet the ordinary or common requirements of happy, convenient, and comfortable living of the municipality's inhabitants, and to foster a wholesome social environment;
 - d. enhance the economic well-being of the municipality and its inhabitants;
 - e. facilitate adequate provisions for transportation, water, sewer, schools, parks, recreation, storm drains, and other public requirements;

- f. prevent the overcrowding of land, the undue concentration of population, and promote environmentally friendly open space;
- g. stabilize and conserve property values;
- h. encourage the development of an attractive and beautiful community; and
- i. promote the development of the City of Saratoga Springs in accordance with the Land Use Element of the General Plan.

Consistent. *The proposed amendments will provide improved standards for small wireless and improve the review process benefiting the City, developers, and the public.*

- 4. in balancing the interest of the petitioner with the interest of the public, community interests will be better served by making the proposed change.

Consistent. *The amendments will provide additional clarity and effectiveness of the Code and better enhance the consistency in development review.*

- 5. any other reason that, subject to legislative discretion of the City Council, could advance the general welfare.

H. Recommendation and Alternatives:

Staff recommends that the Planning Commission conduct a public hearing, take public input, discuss the application, and choose from the following options.

Option 1 – Positive Recommendation

“I move that the Planning Commission forward a recommendation for approval of the requested code amendments to Chapters 19.05.03 and updates to the Standard Technical Specifications & Drawings with the Findings and Conditions in the Staff Report.”

Findings

- 1. The application is consistent with the General Plan, as articulated in Section F of the staff report, which section is incorporated by reference herein.
- 2. The application complies with the criteria in section 19.17.05 of the Land Development Code, as articulated in Section G of the staff report, which section is incorporated by reference herein.

Conditions:

- 1. The following conditions or changes as articulated by the Planning Commission:

_____.

Option 2 – Continuance

“I move to continue the proposed code amendments to Chapters 19.05.03 and the Standard Technical Specifications & Drawings to another meeting on [DATE], with direction to the applicant and Staff on information and/or changes needed to render a decision, as follows:

- 1. _____
- 2. _____

Option 3 – Negative Recommendation

"I move that Planning Commission forward a recommendation for denial of the requested code amendments to Chapters 19.05.03 and changes to the Standard Technical Specifications & Drawings, with the Findings below:

1. The application is not consistent with the General Plan:
 - a. _____, and/or,
2. The application is not consistent with Section {19.05.03} of the Code:
 - a. _____.

I. Exhibits:

1. Code Amendment
2. Engineering Staff Report
3. Updates to the City's Standard Technical Specifications and Drawings

Chapter 19.05. Supplementary Regulations.**19.05.03. Wireless Telecommunication Equipment.**

- 3. Free-standing antennae or towers.** References to mono-pole towers or free-standing structures in this section of the code shall not be interpreted to include small wireless facility poles. For definition and regulations pertaining to small wireless facilities, see Title 8.05.
- a. Proliferation minimized. No new mono-pole or other free-standing structure shall be approved unless the applicant demonstrates that the proposed antenna cannot be accommodated on an existing building or structure.
 - b. Mono-pole towers. Mono-pole towers are required to obtain Site Plan Review approval prior to construction.
 - c. Antennae within the right-of-way and on top of sports field lighting.
 - i. Mono-poles are not permitted within a public or private right-of-way.
 - ii. Antennae may be located on top of existing light poles or power poles, subject to ~~a~~ the following conditions and requirements:
 - ~~1. The maximum height of the antennae shall not exceed ten feet above the height of the existing pole in the right of way or 15' above the height of the existing pole in other locations.~~
 - ~~a. In the event the pole needs to be replaced, light fixtures on replacement poles shall be placed at the original height, and shall meet all other City standards.~~
 - 2.1. Antennae located on light poles or power poles shall not extend outward more than four feet from the pole. The wireless provider must apply for a small wireless facility permit under Title 8.05.
 - iii. When antennae are located on top of an existing light pole or power pole, they shall not be closer than ~~250' to each other~~ the current city street light separation standards.

Staff Report

Author: Ken Knight, Staff Engineer
Subject: Revisions to the City's Standard Technical Specifications and Drawings
Date: June 26, 2025
Type of Item: Legislative Recommendation



**SARATOGA
SPRINGS**

- A. Summary: The Engineering Department and Planning Department would like to amend the detail related to small wireless facilities and add additional details for other types of small wireless facilities as part of the City's Standard Technical Specifications and Drawings. As part of a new small wireless facility permit application process under Title 8 adopted June 3 by the City Council, the Public Works and Engineering Department will receive applications for review during permit process. A typical detail is needed for staff and applicants to provide additional clarity and effectiveness, to remove inconsistencies, to reflect new "best practices" in the public works and engineering fields, and to address changes in the community's needs with the goal of adopting revisions every so often to keep the Standard Technical Specifications and Drawings current. Some key items the Standard details include are:
- Standard sizes of freestanding and co-located light poles
 - Materials
 - Base plate connections
 - Foundation details
- B. Funding Source: Not applicable.
- C. Review: The proposed revisions have been reviewed by staff and have been found to be acceptable and in legal form.

STANDARD STREET IMPROVEMENT DETAILS

ST-0	STREET IMPROVEMENT DETAILS
ST-1	SIDEWALK AND CURB & GUTTER
ST-2A	RESIDENTIAL 30" HIGH BACK CURB AND GUTTER
ST-2B	RESIDENTIAL 24" HIGH BACK CURB AND GUTTER
ST-2C	6" CURB WALL
ST-2D	FALL-OUT CURB AND GUTTER
ST-3	WATERWAY
ST-4A	SINGLE FAMILY RESIDENTIAL DRIVE APPROACH
ST-4B	COMMERCIAL DRIVE APPROACH
ST-5A-E	ADA ACCESSIBLE CURB RAMP
ST-6	DEFECTIVE CONCRETE REPLACEMENT CRITERIA
ST-7	STANDARD INTERSECTION & UTILITIES
ST-8	LOCAL 62' RIGHT-OF-WAY
ST-9A	COLLECTOR 77' RIGHT-OF-WAY
ST-9B	INTERIM COLLECTOR 86.5' RIGHT-OF-WAY MTN VIEW CORRIDOR
ST-10	MINOR ARTERIAL 100' RIGHT-OF-WAY
ST-11	MAJOR ARTERIAL 180' RIGHT-OF-WAY
ST-12	PRINCIPAL ARTERIAL 180' RIGHT-OF-WAY
ST-13	INTERIM ARTERIAL 180' RIGHT-OF-WAY
ST-14	TEMPORARY TURN-AROUND
ST-15	TRAILS
ST-16	CUL-DE-SAC
ST-18	ROUND-ABOUT COLLECTOR 77' RIGHT-OF-WAY
ST-26	TEE PATCH
ST-27	UTILITY MARKER
ST-28	STREET SIGNS AND REGULATORY SIGNS
ST-29	SURVEY MONUMENT
ST-30	PRIVATE ROAD 45' RIGHT-OF-WAY W/O PARK STRIP
ST-31	PRIVATE ROAD 53' RIGHT-OF-WAY W PARK STRIP
ST-32	PRIVATE ROAD 59' RIGHT-OF-WAY RURAL
ST-33	PRIVATE ROAD INTERSECTION & UTILITIES
ST-35	ANGLED ON-STREET PARKING
ST-39	POLYMER CONCRETE JUNCTION BOX
ST-40	CONDUIT: FIBER OPTIC/COMMUNICATION

STANDARD STREET LIGHT DETAILS

LP-0	STREET LIGHT DETAILS
LP-1	NOTES
LP-1A	14' LOCAL STREET LIGHT
LP-1B	CONCRETE BASE FOR LOCAL STREET LIGHT
LP-2A	20' COLLECTOR STREET LIGHT
LP-2B	20' COLLECTOR STREET LIGHT W/ BANNER ARM FOR COLLECTOR ROADS AND COMMERCIAL AREAS
LP-2C	CONCRETE BASE FOR COLLECTOR STREET LIGHT
LP-3A	28' ARTERIAL STREET LIGHT
LP-3B	28' ARTERIAL STREET LIGHT WITH BANNER ARM
LP-3C	CONCRETE BASE FOR ARTERIAL STREET LIGHT
LP-4	LOCAL STREET LIGHT CONNECTION
LP-5	COLLECTOR AND ARTERIAL STREET LIGHT CONNECTION
LP-6	LIGHT POLE BELOW GRADE BOXES INSTALLATION
LP-6A	WIRELESS SUPPORT STRUCTURE MONOPOLE FOR SMALL CELL WIRELESS FACILITIES
LP-7	FREE-STANDING POLE FOR SMALL WIRELESS FACILITIES
LP-7A	COLLOCATED STREETLIGHT POLE FOR SMALL WIRELESS FACILITIES

LP-7B CONCRETE BASE FOR SMALL WIRELESS FACILITIES

STANDARD LANDSCAPING DETAILS

LS-0	LANDSCAPING DETAILS
LS-1	SPRINKLER SYSTEM MAINLINE ISOLATION VALVE 4" AND LARGER
LS-2	SPRINKLER SYSTEM QUICK COUPLER VALVE
LS-3	SPRINKLER SYSTEM REMOTE CONTROL VALVE
LS-4	METER & CONTROLLER STAINLESS STEEL ENCLOSURE
LS-5	SATELLITE STAINLESS STEEL CONTROLLER ENCLOSURE
LS-6	SPRINKLER SYSTEM LARGE AREA ROTARY HEAD
LS-7	MEDIUM & SMALL AREA SPRINKLER HEAD
LS-8	SPRINKLER SYSTEM MANUAL DRAIN
LS-9	SPRINKLER SYSTEM SLEEVING
LS-10	SPRINKLER SYSTEM PIPE/TRENCH
LS-11	SPRINKLER SYSTEM PIPE AND WIRE TRENCH
LS-12	SPRINKLER SYSTEM AUTOMATIC DRAIN
LS-13	TREE STAKING & PLANTING
LS-14	VINYL FENCE WITH MOW STRIP
LS-15	CONCRETE MOW CURB
LS-16	DRIP IRRIGATION

STANDARD PLAT TEMPLATE

SP-1	STANDARD PLAT TEMPLATE
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STANDARD STREET LIGHT DETAILS

INDEX:

LP-1	NOTES
LP-1A	14' LOCAL STREET LIGHT
LP-1B	CONCRETE BASE FOR LOCAL STREET LIGHT
LP-2A	20' COLLECTOR STREET LIGHT
LP-2B	20' COLLECTOR STREET LIGHT W/ BANNER ARM FOR COLLECTOR ROADS AND COMMERCIAL AREAS
LP-2C	CONCRETE BASE FOR COLLECTOR STREET LIGHT
LP-3A	28' ARTERIAL STREET LIGHT
LP-3B	28' ARTERIAL STREET LIGHT WITH BANNER ARM
LP-3C	CONCRETE BASE FOR ARTERIAL STREET LIGHT
LP-4	LOCAL STREET LIGHT CONNECTION
LP-5	COLLECTOR AND ARTERIAL STREET LIGHT CONNECTION
LP-6	LIGHT POLE BELOW GRADE BOXES INSTALLATION
LP-6A	MONOPOLE

STREET LIGHT
DETAILS

DATE: AUGUST 2022		REVISIONS			
DRAWING NAME: LP-0		REVISION	DATE	BY	COMMENTS
DRAWN BY: JRP					
CHECKED:	APPROVED:	SARATOGA SPRINGS CITY			
		<small>1307 N. COMMERCE DR. #200, SARATOGA SPRINGS, UT 84045 PHONE: 801-766-9793 FAX: 801-766-9794</small>			



STANDARD DETAILS

STREET LIGHTS

LP-0

STANDARD STREET LIGHT DETAILS

INDEX:

LP-1	NOTES
LP-1A	14' LOCAL STREET LIGHT
LP-1B	CONCRETE BASE FOR LOCAL STREET LIGHT
LP-2A	20' COLLECTOR STREET LIGHT
LP-2B	20' COLLECTOR STREET LIGHT W/ BANNER ARM FOR COLLECTOR ROADS AND COMMERCIAL AREAS
LP-2C	CONCRETE BASE FOR COLLECTOR STREET LIGHT
LP-3A	28' ARTERIAL STREET LIGHT
LP-3B	28' ARTERIAL STREET LIGHT WITH BANNER ARM
LP-3C	CONCRETE BASE FOR ARTERIAL STREET LIGHT
LP-4	LOCAL STREET LIGHT CONNECTION
LP-5	COLLECTOR AND ARTERIAL STREET LIGHT CONNECTION
LP-6	LIGHT POLE BELOW GRADE BOXES INSTALLATION
LP-7	FREE-STANDING POLE FOR SMALL WIRELESS FACILITIES
LP-7A	COLLOCATED STREETLIGHT POLE FOR SMALL WIRELESS FACILITIES
LP-7B	CONCRETE BASE FOR SMALL WIRELESS FACILITIES

**STREET LIGHT
DETAILS**

DATE:
AUGUST 2022

DRAWING NAME:
LP-0

DRAWN BY:
JRP

CHECKED: APPROVED:

REVISIONS

REVISION	DATE	BY	COMMENTS

SARATOGA
SPRINGS CITY

1307 N. COMMERCE DR.
#200, SARATOGA SPRINGS,
UT 84045
PHONE: 801-766-9793
FAX: 801-766-9794



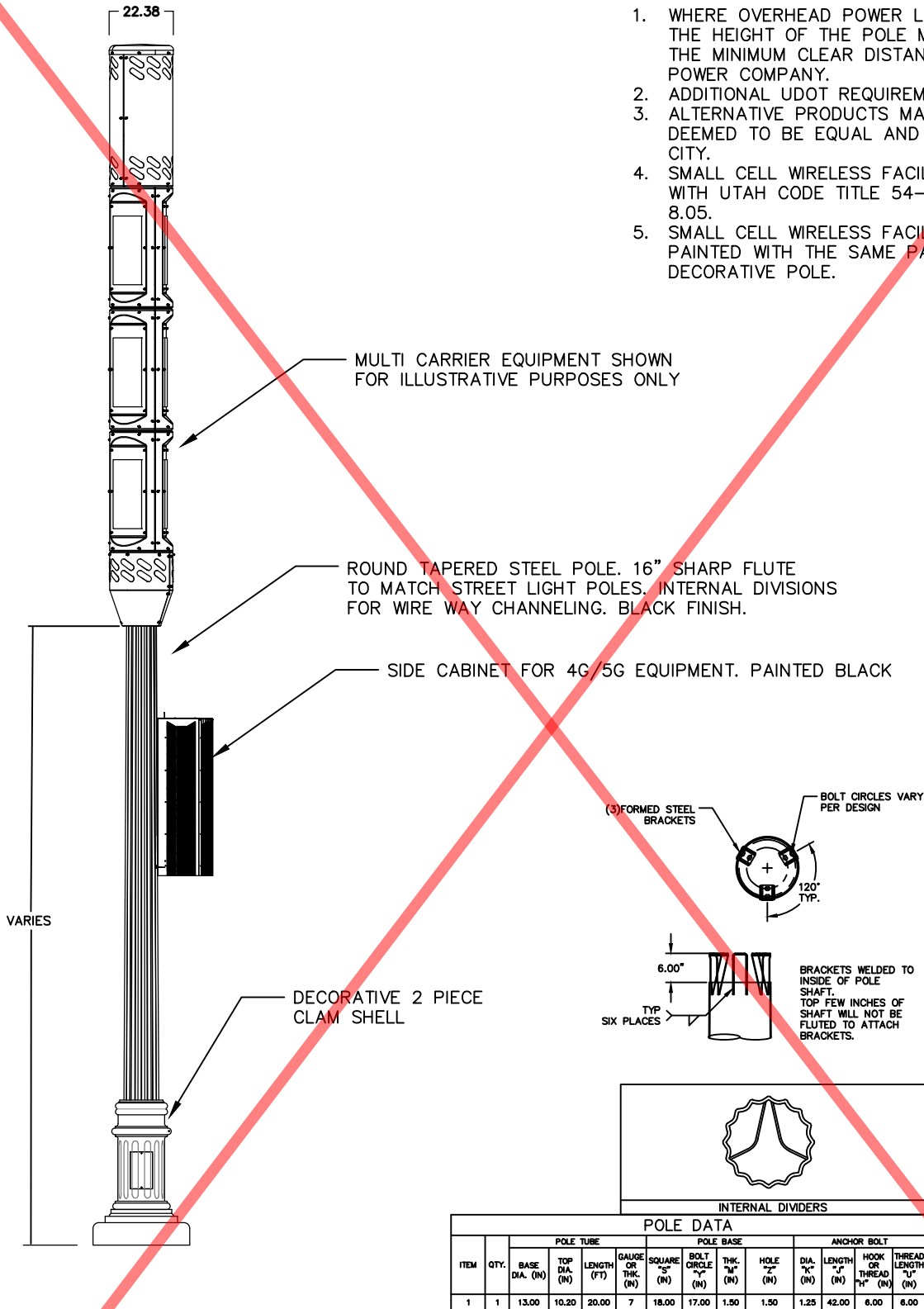
STANDARD DETAILS

STREET LIGHTS

LP-0

NOTES:

1. WHERE OVERHEAD POWER LINES WILL REMAIN, THE HEIGHT OF THE POLE MAY BE REDUCED TO THE MINIMUM CLEAR DISTANCE SPECIFIED BY THE POWER COMPANY.
2. ADDITIONAL UDOT REQUIREMENTS MAY APPLY.
3. ALTERNATIVE PRODUCTS MAY BE SUBSTITUTED IF DEEMED TO BE EQUAL AND APPROVED BY THE CITY.
4. SMALL CELL WIRELESS FACILITIES TO COMPLY WITH UTAH CODE TITLE 54-21 AND CITY CODE 8.05.
5. SMALL CELL WIRELESS FACILITIES SHALL BE PAINTED WITH THE SAME PAINT AS THE DECORATIVE POLE.



**WIRELESS SUPPORT
STRUCTURE-MONOPOLE
FOR SMALL CELL
WIRELESS FACILITIES**

DATE:
MARCH 2022

DRAWING NAME:
LP-6A

DRAWN BY:
JRP

CHECKED: APPROVED:

REVISIONS

REV DATE BY COMMENTS

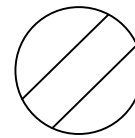
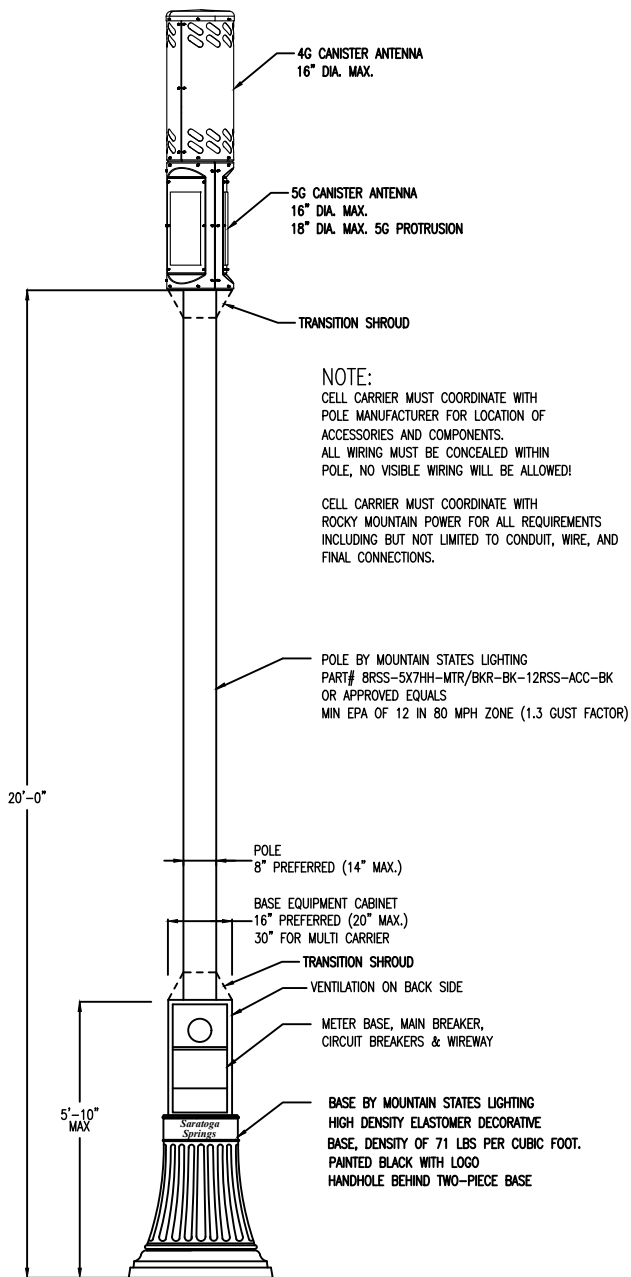
SARATOGA
SPRINGS CITY

1307 N. COMMERCE DR.
#200, SARATOGA SPRINGS,
UT 84045
PHONE: 801-766-9793
FAX: 801-766-9794

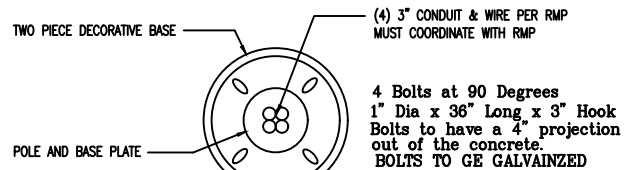
STANDARD DETAILS

STREET LIGHTS

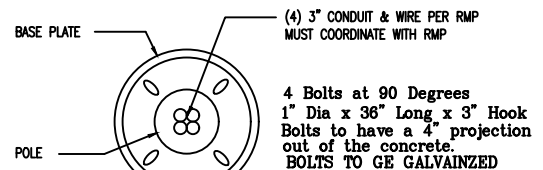
LP-6A



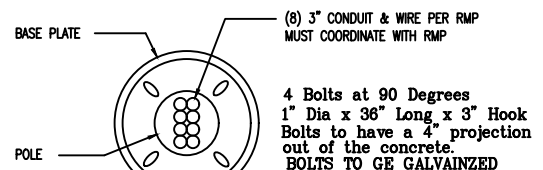
INTERNAL POLE DIVIDERS



16" BASE EQUIPMENT CABINET
ANCHOR BASE DETAIL
20" BOLT CIRCLE
1 1/8" x 2" HOLES TO
ACCOMMODATE UP TO 1" DIA BOLT



20" BASE EQUIPMENT CABINET
ANCHOR BASE DETAIL
24" BOLT CIRCLE
1 1/8" x 2" HOLES TO
ACCOMMODATE UP TO 1" DIA BOLT



30" BASE EQUIPMENT CABINET
ANCHOR BASE DETAIL
32" BOLT CIRCLE
1 1/8" x 2" HOLES TO
ACCOMMODATE UP TO 1" DIA BOLT

NOTES:

1. WHERE OVERHEAD POWER LINES WILL REMAIN, THE HEIGHT OF THE POLE MAY BE REDUCED TO THE MINIMUM CLEAR DISTANCE SPECIFIED BY THE POWER COMPANY.
2. ADDITIONAL UDOT REQUIREMENTS MAY APPLY.
3. ALTERNATIVE PRODUCTS MAY BE SUBSTITUTED IF DEEMED TO BE EQUAL AND APPROVED BY THE CITY.
4. SMALL WIRELESS FACILITIES TO COMPLY WITH UTAH CODE TITLE 54-21 AND CITY CODE 8.05.
5. SMALL WIRELESS FACILITIES SHALL BE POWDER COATED WITH THE SAME PAINT AS THE DECORATIVE POLE.

FREE-STANDING POLE
FOR SMALL WIRELESS
FACILITIES

DATE:
JUNE 2025

DRAWING NAME:
LP-7

DRAWN BY:
KDK

CHECKED: APPROVED:

REVISIONS

REV	DATE	BY	COMMENTS

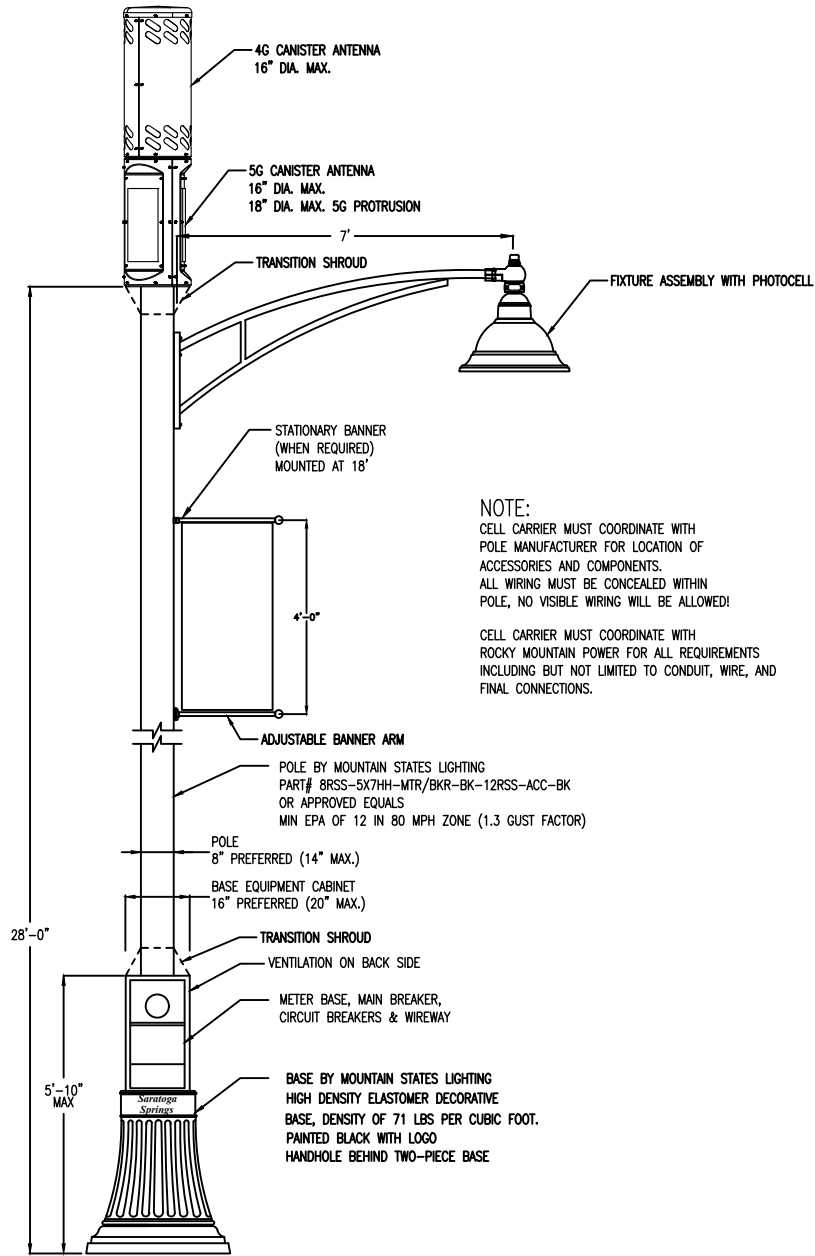
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SPRINGS CITY

1307 N. COMMERCE DR.
#200, SARATOGA SPRINGS,
UT 84045
PHONE: 801-766-9793
FAX: 801-766-9794

STANDARD DETAILS

STREET LIGHTS

LP-7



NOTES:

1. WHERE OVERHEAD POWER LINES WILL REMAIN, THE HEIGHT OF THE POLE MAY BE REDUCED TO THE MINIMUM CLEAR DISTANCE SPECIFIED BY THE POWER COMPANY.
2. ADDITIONAL UDOT REQUIREMENTS MAY APPLY.
3. ALTERNATIVE PRODUCTS MAY BE SUBSTITUTED IF DEEMED TO BE EQUAL AND APPROVED BY THE CITY.
4. SMALL WIRELESS FACILITIES TO COMPLY WITH UTAH CODE TITLE 54-21 AND CITY CODE 8.05.
5. SMALL WIRELESS FACILITIES SHALL BE POWDER COATED WITH THE SAME PAINT AS THE DECORATIVE POLE.

**COLLOCATED
STREETLIGHT POLE
FOR SMALL WIRELESS
FACILITIES**

DATE:
JUNE 2025

DRAWING NAME:
LP-7A

DRAWN BY:
KDK

CHECKED: APPROVED:

REVISIONS

REV	DATE	BY	COMMENTS

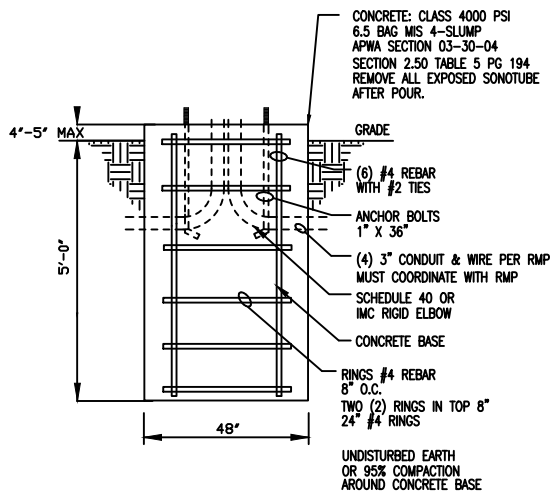
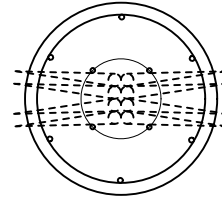
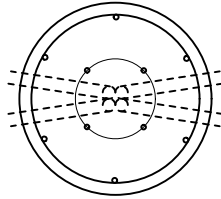
SARATOGA
SPRINGS CITY

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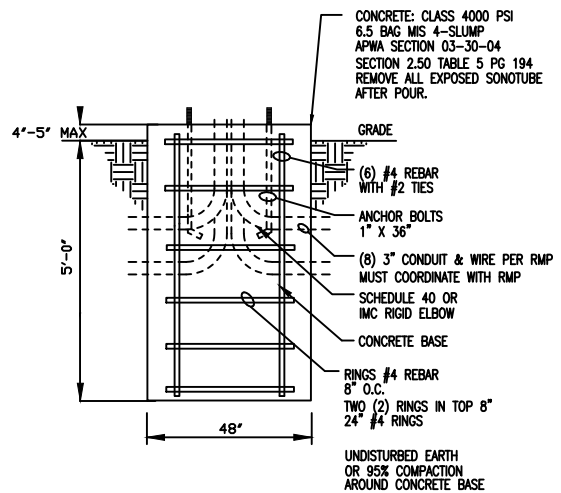
STANDARD DETAILS

STREET LIGHTS

LP-7A



16"-20" BASE EQUIPMENT CABINET
CONCRETE BASE DETAIL



30" BASE EQUIPMENT CABINET
CONCRETE BASE DETAIL

CONCRETE BASE FOR SMALL WIRELESS FACILITIES

DATE:
JUNE 2025

DRAWING NAME:
LP-7B

DRAWN BY:
KDK

CHECKED: APPROVED:

REVISIONS

REV	DATE	BY	COMMENTS

SARATOGA
SPRINGS CITY

1307 N. COMMERCE DR.
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UT 84045
PHONE: 801-766-9793
FAX: 801-766-9794

STANDARD DETAILS

STREET LIGHTS

LP-7B



Code Amendments

Amending Sections 19.02, 19.04, and 19.09

June 26, 2025

Public Hearing

Report Date:	June 19, 2025
Applicant:	City Initiated
Previous Meetings:	None for these topics
Type of Action:	Legislative
Land Use Authority:	City Council
Planner:	Kendal Black, Planner II

A. Executive Summary:

This is a staff-initiated code amendment related to “Outdoor Seating.” The amendment provides a definition, adds the new use to the use table, adds parking standards, and specifies which zones the new use will be allowed in.

Recommendation:

Staff recommends that the Planning Commission conduct a public hearing on the proposed code amendments, take public comment, review and discuss the proposal, and choose from the options in Section H of this report. Options include a positive recommendation with or without conditions, a negative recommendation, or continuation.

B. Background:

There have been recent inquiries about restaurants providing Outdoor Seating. Some outdoor seating may increase the numbers of cars and require more parking stalls. There are other businesses that have a couple of tables outdoors that wouldn’t make sense requiring additional parking. For example, you can see kids out under the pergola at the Maverik on Ring Road who may have ridden to the store on their bikes or scooters. Another example would be the couple of tables in front of Handel’s that provide seating for customers that may want to sit outside and enjoy the weather. We do not want to penalize businesses for having a few tables outside for their customers or employees to sit at for short periods. It is proposed that we allow up to 11 outdoor seats without requiring additional parking stalls (12 or more require additional stalls). The City Code does not currently have a definition, use, or parking standard for Outdoor Seating. This code amendment will provide the Outdoor Seating definition, provide parking standards for the new use, add the new use to the use table, and identify which zones will allow it.

Kendal Black, Planner II

kblack@saratogaspringscity.com

1307 North Commerce Drive, Suite 200 • Saratoga Springs, Utah 84045
801-766-9793 x 161 • 801-766-9794 fax

C. Specific Request:

This is a request for approval of proposed code amendments to Sections 19.02, 19.04, and 19.09 of the Land Development Code, as summarized below and as attached.

19.02, Definitions	Create the definition of “Outdoor Seating”
19.04, Land Use Regulations	Adding “Outdoor Seating” to the use table. “Outdoor Seating” will be allowed in all zones except for Industrial, Light Industrial, Institutional/Civic, and Public School Bus Lot.
19.09, Off-Street Parking	Adding parking requirements for “Outdoor Seating” at half the ratio of the restaurant parking requirement for a seating area with more than 11 outdoor seats.

D. Process:

Section 19.17.03 outlines the process criteria for Planning Commission and City Council Review:

1. The Planning Commission shall review the petition and make its recommendations to the City Council within thirty days of the receipt of the petition.
***Complies.** This is a staff-initiated proposal. The application will be reviewed by the Planning Commission and receive a recommendation prior to review by the City Council.*
2. The Planning Commission shall recommend adoption of proposed amendments only where it finds the proposed amendment furthers the purpose of the Saratoga Springs Land Use Element of the General Plan and this Title.
***Complies.** Please see Sections F and G of this report.*
3. The Planning Commission shall provide the notice and hold a public hearing as required by the Utah Code and Chapter 19.13. For an application which concerns a specific parcel of property, the City shall provide the notice required by the Utah Code and Chapter 196.13 for a public hearing.
***Complies.** Please see Section E of this report.*

E. Community Review:

This has been noticed as a public hearing pursuant to City and State statutes, which requires posting notice on the Utah public notice website and the City’s website and in City Hall, and, except for code amendments, mailing notices to property owners whose land is directly affected by the request and property owners within 300 feet of the subject property at least 10 calendar days prior to the public hearing.

Public Comment: As of the date of this report, no public input has been received.

F. General Plan:

The proposed amendments, as they relate to the 2022-2042 General Plan Vision, Goals and Strategies for Land Use & Neighborhoods, are evaluated below.

Land Use and Neighborhoods, The Vision

“Land Use and Neighborhoods supports the general plan vision by preserving existing neighborhoods and requiring new attractive, healthy, and family-friendly neighborhoods. Neighborhoods will have a variety of housing types and amenities. As new development occurs, it will be supported by appropriate services and amenities, ensuring a high quality of life for existing and future residents.”

Land Use Goal

Future development in Saratoga Springs reflects the community’s preferred vision.

Staff conclusion: Consistent. *The proposed amendments will provide clarity in defining Outdoor Seating, determining the zones the use is allowed in, and a parking standard for this use in present and future developments in the City.*

G. Code Criteria:

Code amendments are a legislative decision and grant the City Council significant discretion when considering changes to the Code.

The criteria for an ordinance are outlined below and act as guidance to the Council and to the Commission in making a recommendation. Note that the criteria are not binding.

19.17.05 Consideration of General Plan, Ordinance, or Zoning Map Amendment

The Planning Commission and City Council shall consider, but not be bound by, the following criteria when deciding whether to recommend or grant a general plan, ordinance, or zoning map amendment:

1. The proposed change will conform to the Land Use Element and other provisions of the General Plan;
Consistent. *See Section F of this report.*
2. the proposed change will not decrease nor otherwise adversely affect the health, safety, convenience, morals, or general welfare of the public;
Consistent. *The amendments will not adversely affect the health and welfare of the general public and will allow for clarifications related to athletic coaching.*
3. the proposed change will more fully carry out the general purposes and intent of this Title and any other ordinance of the City; and

19.01.04. Purpose. This section identifies the purpose of Title 19.

1. The purpose of this Title, and for which reason it is deemed necessary, and for

which it is designed and enacted, is to preserve and promote the health, safety, morals, convenience, order, fiscal welfare, and the general welfare of the City, its present and future inhabitants, and the public generally, and in particular to:

- a. encourage and facilitate the orderly growth and expansion of the City;
- b. secure economy in governmental expenditures;
- c. provide adequate light, air, and privacy to meet the ordinary or common requirements of happy, convenient, and comfortable living of the municipality's inhabitants, and to foster a wholesome social environment;
- d. enhance the economic well-being of the municipality and its inhabitants;
- e. facilitate adequate provisions for transportation, water, sewer, schools, parks, recreation, storm drains, and other public requirements;
- f. prevent the overcrowding of land, the undue concentration of population, and promote environmentally friendly open space;
- g. stabilize and conserve property values;
- h. encourage the development of an attractive and beautiful community; and
- i. promote the development of the City of Saratoga Springs in accordance with the Land Use Element of the General Plan.

Consistent. *The proposed amendments will improve clarity in the code and contribute to a streamlined development review process both benefiting the City, developers, and the public.*

4. in balancing the interest of the petitioner with the interest of the public, community interests will be better served by making the proposed change.

Consistent. *The amendments will provide additional clarity and effectiveness of the Code and better enhance the consistency in development review.*

5. any other reason that, subject to the legislative discretion of the City Council, could advance the general welfare.

H. Recommendation and Alternatives:

Staff recommends that the Planning Commission conduct a public hearing, take public input, discuss the application, and choose from the following options.

Option 1 – Positive Recommendation

"I move that the Planning Commission forward a recommendation for approval of the proposed code amendments to Chapters 19.02, 19.04, and 19.09, with the Findings and Conditions in the Staff Report."

Findings

1. The application is consistent with the General Plan, as articulated in Section F of the staff report, which section is incorporated by reference herein.

2. The application complies with the criteria in section 19.17.05 of the Land Development Code, as articulated in Section G of the staff report, which section is incorporated by reference herein.

Conditions:

1. Any other conditions or changes as articulated by the Planning Commission:

_____.

Option 2 – Continuance

"I move to **continue** the proposed code amendments to Chapters 19.02, 19.04, and 19.09 to another meeting on [DATE], with direction to the applicant and Staff on information and/or changes needed to render a decision, as follows:

1. _____
2. _____

Option 3 – Negative Recommendation

"I move that the Planning Commission forward a recommendation for denial of the requested code amendments to Chapters 19.02, 19.04, and 19.09, with the Findings below:

1. The application is not consistent with the General Plan:
 - a. _____,and/or,
2. The application is not consistent with Section {XX.XX} of the Code:
 - a. _____.

I. Exhibits:

1. Proposed Code Amendments

Exhibit 1: Proposed Code Amendments

19.02. Definitions

19.02.02. Definitions.

XXX. "Outdoor Seating" means an outdoor area, typically directly adjacent to, or otherwise under the legal and operational control of, a restaurant. This area can include patios, decks, gardens, or any space designated for customers to dine or congregate. It may have a roof or partial walls but must not be fully enclosed; any area that is fully enclosed shall be considered a structural addition to the building and not classified as outdoor seating.

19.04. Establishment of Land Use Zones and Official Map

19.04.11. Permitted Uses, Non-Residential and Mixed Use Zones.

	NC	CC	RC ¹	HC	MU	OW	I	LI	MW	BP	IC	PSBL
<u>Outdoor seating</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>

19.09. Off-Street Parking

19.09.10. – Required Minimum Parking.

Office, Professional	4 stalls per 1000 sq. ft.
<u>Outdoor Seating</u>	<u>If there are more than 12 seats, the ratio shall be calculated at 1 additional stall per 4 seats of the outdoor seating area.</u>
Parks, playgrounds, or community recreation - Private	To be determined by the Land Use Authority (See 19.09.05.7)



MINUTES – Planning Commission

Thursday, May 29, 2025

City of Saratoga Springs City Offices

1307 North Commerce Drive, Suite 200, Saratoga Springs, Utah 84045

PLANNING COMMISSION MEETING MINUTES

CALL TO ORDER - 6:02 p.m. by Chair Rachel Sprosty Burns.

- 5 1. **Pledge of Allegiance** - led by Commissioner Carn.
2. **Roll Call** – A quorum was present.

Present:

Commission Members: Rachel Sprosty Burns, Charlie Carn, Scott A. Hill, Virginia Rae Mann, Colton Miles, Doug Willden.

Staff: Sarah Carroll, Planning Director; Rulon Hopkins, Assistant City Attorney; Gina Grandpre, Senior Planner; Kendal Black, Planner II; Joel Temple, Planner I; Ken Knight, Engineer; Wendy Wells, Deputy Recorder.

Others: Chad Spencer, Greg Paley, Ken Puncerelli.

Excused: Commissioner Jack K. Mangum.

3. **Public Input** - Public input was opened by Chair Rachel Sprosty Burns. Receiving no public comment, the Public Hearing was closed by the Chair.

PUBLIC HEARINGS

Commissioner Colton Miles explained a potential conflict of interest and recused himself from Public Hearing Items 1 and 2.

1. **Saratoga 7 Grand Sierra Way Community Plan and Village Plan Amendments, located at 623 North Grand Sierra Way. Chad Spencer as applicant. Planner II Kendal Black presented the item.** The Amendment applications are to adjust the previously approved lot size, the size of the proposed church, elevations for the church, remove Market Street as the adjacent street abutting the project area, and would allow Planning Staff to approve any further required applications. There is only one lot in the project.

Public Hearing Open by Chair Rachel Sprosty Burns. Receiving no public comment, the Public Hearing was closed by the Chair.

Applicant Chad Spencer was in attendance to answer any questions.

Commissioner Carn received clarification that a black line on an aerial image in the packet was related to the Transportation Master Plan (TMP), and that the entrance to the church would be on Grand Sierra Way.

Commissioner Hill thanked Staff, and was happy with the work that had been done.

Commissioner Willden asked Staff to explain more about Equivalent Residential Units (ERUs), and wanted to know if there was a concern with the number increasing from 8.00 to 11.11.

Planning Director Sarah Carroll explained that ERUs are how they calculate capacity needs in the water, sewer and storm drains. She advised there was not a concern with the increase because they had the capacity for it.

Motion made by Commissioner Carn that the Planning Commission forward a positive recommendation to the City Council for the Saratoga 7 Grand Sierra Way Church Community Plan/Village Plan Amendments, located at 623 North Grand Sierra Way, with the Findings and Conditions in the Staff Report. Seconded by Commissioner Hill.

Yes: Rachel Sprosty Burns, Charlie Carn, Scott A. Hill, Virginia Rae Mann, Doug Willden.

No: None.

Recused: Colton Miles.

Absent: Jack. K. Mangum

Motion passed 5 - 0.

- 55
2. **Jordan Promenade (Wander) Community Plan Major Amendment 4, Village Plan 2 Major Amendment 2, and Village Plan 3 Major Amendment 2. Located east of Redwood Road between Pioneer Crossing and 400 South, east to Patriot Park and the Jordan River. Greg Paley of Oakwood Homes Inc. as applicant. Senior Planner Gina Grandpre presented the item.** This is a 367-acre master-planned community and includes three approved Village Plans. On September 3, 2024, the City Council postponed action on changes to Village Plan 3 due to concerns about building size, architectural compliance, and impacts to Jordan River views. During this process, UDOT's planned widening of Pioneer Crossing led the developer to propose significant adjustments: relocating the Riverside Drive and Pioneer Crossing commercial area in Village 3 to Redwood Road and 400 North in Village 2, and shifting the planned LDS meeting house from Village 2 to a larger site in Village 3. City staff also evaluated architectural consistency between Villages 1 and 2 and recommended clearer, more detailed design standards for both single-family and multi-family homes in Villages 2 and 3.

70 Before opening the Public Hearing, Chair Sprosty Burns asked if Senior Planner Gina Grandpre would review why the item had been tabled by City Council.

75 Senior Planner Gina Grandpre responded that City Council had been concerned about the viewshed to the river and lake in the attached townhome area. She explained a viewshed is the area open and visible from a specific location or viewing area. She also noted there had been a concern that some homes were not meeting the Village Plan and Community Plan.

80 Chair Sprosty Burns received clarification that previous concerns regarding architectural standards in Village Plan 2 had all been resolved.

Public Hearing Open by Chair Rachel Sprosty Burns. Receiving no public comment, the Public Hearing was closed by the Chair.

85 Applicant Greg Paley of Oakwood Homes in Murray was in attendance to answer questions. He wanted to add two things to the discussion:

- Pioneer Crossing could raise 30 feet in the future causing an encroachment into the commercial area, disconnecting Pioneer Crossing, and decreasing the viability of the area.
- They would like some flexibility with placement of the monument sign due to Pioneer Crossing undergoing expansion in the future.

90 Planning Director Sarah Carroll advised that the Pioneer Crossing plan to install flex lanes does not need additional Right of Way, but there was an expectation that it would be widened in the future, and the commercial area and monument sign would not work there because UDOT would need more land to expand Pioneer Crossing in the future.

95 Applicant Ken Puncerelli of LAI Design Group was also in attendance to answer questions, and addressed the parking in the area and said there would be 320 possible parking stalls, which would meet the parking requirement.

100 Commissioner Hill spoke about the history of the project. He felt the amendment had added clarity and was more cohesive. He liked that the development would be very walkable. He also said he'd enjoyed looking at the Coach House plans in the packet and asked the applicant if they'd done that type of design before, and what the feedback had been from homeowners.

105 Mr. Puncerelli encouraged Commissioners to walk through the model. He explained the three-story model was almost like an "adult tree house" with small living areas on the lower level, a kitchen on the second level,

and bedrooms on the third level. He said they lived bigger than what they were, and seemed to appeal to first time home buyers, owners who traveled often, or those who did not want yard work. He also commented that he had worked with a lot of planning departments throughout the country, and the Saratoga Springs Planning Staff was exceptional.

Commissioner Hill asked the applicant to give more detail about the Amenity Center. He thanked the applicant for their positive comments about the Planning Staff and agreed with that assessment.

Mr. Puncerelli informed Commissioners that the Amenity Center would be private for Wander residents to use, and would have a pool with restrooms; a clubhouse with a room to rent for family gatherings; a fitness facility; and lifeguard offices. He noted the building was anticipated to be about 3600 square feet.

Chair Sprosty Burns received clarification about the height difference between Neighborhood Commercial (NC) and Community Commercial (CC).

Commissioner Carn received clarification on the following: Pioneer Crossing future expansion plans; poor LOS listed in the traffic study; details about the trail plans and trail connectivity; different zoning types; information regarding home elevations that bordered Redwood Road; and that the Amenity Center would follow the same engineering standards as the residential areas.

Commissioner Mann inquired about geological hazards, and the study done 8 years ago. She wanted to know if there had been a more current geological investigation. She said it had been her understanding that developers were not required to follow the recommendations of the geological engineer. She asked if there had been any problems with flooding or foundation problems in Wander due to soil conditions.

Mr. Puncerelli advised they do geotechnical studies, and a stormwater study. He said there would be slope and/or earth armoring for flood conditions, so there would not be any erosion damage.

Mr. Paley explained that they would be doing a Conditional Letter of Map Revision (CLOMR) with FEMA to bring the site out of the 100-year flood zone. He felt that any developer that did not follow the recommendations of the geological engineer was taking a big risk, and they would be following those recommendations. He noted that there had been some settling in a few homes in Wander, but they had rectified those issues. He expressed that in general there had been no problems.

Chair Sprosty Burns asked if Commissioners wanted to discuss the monument sign. She also had a concern with UDOT money being spent to move a sign, instead of improving traffic.

Commissioner Hill felt that Staff recommendations should be followed.

Commissioners, Applicants, and Staff all discussed who might fund the expense if the monument sign needed to be moved in the future.

Mr. Paley explained that they would like to have flexibility be able to move the monument sign to a future location, if needed, if the primary entrance were to change.

Senior Planner Gina Grandpre advised that they would need to add language to the document to allow the flexibility of the monument sign if that is the route they wanted to go.

Planning Director Sarah Carroll expressed concern that from a code perspective, the sign could obstruct right-of-way. She suggested alternate locations for the sign.

Commissioners Willden and Hill both felt that City Council could make the adjustment later, and did not want to do that now.

Senior Planner Gina Grandpre stated that there was a note in the Wander packet titled *Open Space Management Plan* that should be removed because it was contrary to City code.

Motion made by Commissioner Hill that the Planning Commission forward a positive recommendation to the City Council for the Jordan Promenade (“Wander”) Community Plan Amendment 4, Village Plan 2 Amendment 2, and Village Plan 3 Amendment 2, located east of Redwood Road between Pioneer Crossing and 400 South to the Jordan River and Patriot Park, striking the language on page 83 referring to Open Space Changes, with the other Findings and Conditions in the Staff Report. Seconded by Commissioner Willden.

Yes: Rachel Sprosty Burns, Charlie Carn, Scott A. Hill, Virginia Rae Mann, Doug Willden.

No: None.

Recused: Colton Miles.

Absent: Jack K. Mangum.

Motion passed 5 - 0.

3. **Amendments to Title 19 Land Development Code of the City of Saratoga Springs, Chapter 19.18 – Sign Regulations. City-Initiated. Planner I Joel Temple presented the item.** This is a staff-initiated code amendment related to signage in commercially-zoned districts, and is intended to remove redundant language and clarify language related to non-primary building signage.

Public Hearing Open by Chair Rachel Sprosty Burns. Receiving no public comment, the Public Hearing was closed by the Chair.

Commissioner Willden received clarification about pedestal signs, and the Home Depot sign was used as an example of a pedestal sign.

Planning Director Sarah Carroll advised that there was an acreage minimum for a pedestal sign to be allowed. In Neighborhood Commercial (NC), if it was smaller than 7 acres, it would not be allowed. She explained that the only area that currently qualified was near Ring Road. She also clarified that Commissioners could vote to either allow, or not allow pedestal signage.

Commissioner Miles wondered how this code amendment would affect current signage.

Planning Director Carroll responded that there weren’t any in Neighborhood Commercial (NC), so it would just stay the same.

Motion made by Commissioner Carn that the Planning Commission forward a recommendation for approval of the proposed code amendments to Chapter 19.18, and that Pedestal signs shall not be allowed in Neighborhood Commercial, even above 7 acres, with the other Findings and Conditions in the Staff Report. Seconded by Commissioner Willden.

Yes: Rachel Sprosty Burns, Charlie Carn, Scott A. Hill, Virginia Rae Mann, Colton Miles, Doug Willden.

No: None.

Absent: Jack K. Mangum.

Motion passed 6 - 0.

4. **Amendments to Title 19 Land Development Code of the City of Saratoga Springs, Chapters 19.02 (Definitions), 19.04 (Establishment of Land Use Zones and Official Map), and 19.09 (Off-Street Parking) for Athletic Coaching. City-Initiated. Planner II Kendal Black presented the item.** This is a Staff-initiated code amendment related to “athletic coaching.” The amendment updates the Athletic Coaching definition, adds two more definitions (Group Fitness and Personal Training), and adds the two new uses to the use table, the parking standards, and specifies which zones the new uses will be allowed in.

Public Hearing Open by Chair Rachel Sprosty Burns. Receiving no public comment, the Public Hearing was closed by the Chair.

Commissioner Carn asked about parking requirements for personal training, and how that would be regulated. He was concerned about clarity, and felt this could lead to parking issues. He wanted to know if there could be an incentive to underestimate the parking needed to reduce development costs.

Planner II Kendal Black explained that the number of trainers would be listed on the business license and Staff could follow up and get clarification if needed.

Planning Director Sarah Carroll advised that if there was not adequate parking provided, then that would drive away customers.

Motion made by Commissioner Willden that the Planning Commission forward a recommendation for approval of the proposed code amendments to Chapters 19.02, 19.04, and 19.09, with the Findings and Conditions in the Staff Report. Seconded by Commissioner Mann.

Yes: Rachel Sprosty Burns, Charlie Carn, Scott A. Hill, Virginia Rae Mann, Colton Miles, Doug Willden.

No: None.

Absent: None. Jack K. Mangum

Motion passed 6 - 0.

BUSINESS ITEMS

1. **Approval of Minutes: May 15, 2025.**

Motion made by Commissioner Hill to approve the minutes of May 15, 2025. Seconded by Commissioner Miles.

Yes: Rachel Sprosty Burns, Charlie Carn, Scott A. Hill, Virginia Rae Mann, Colton Miles, Doug Willden.

No: None.

Absent: Jack K. Mangum.

Motion passed 6- 0.

REPORTS

1. **Commission Comments.** No comments were made.
2. **Director's Report.** – Planning Director Sarah Carroll advised of upcoming agenda items, and recent City Council actions. She noted that the next Planning Commission meeting scheduled for June 12, 2025 would need to be canceled due to no quorum.

CLOSED SESSION

Possible motion to enter into closed session – No closed session was held.

ADJOURNMENT

Meeting Adjourned Without Objection at 7:51 p.m. by Chair Rachel Sprosty Burns.

Date of Approval

Planning Commission Chair

Deputy City Recorder