



# 2012 General Plan Update

## South Interchange Neighborhood Plan



# SOUTH INTERCHANGE AREA

## Location and Characteristics

The South Interchange Area of Santaquin is located west of Interstate 15 and south of 500 South (Figure 1). It includes properties already annexed and those currently shown in the City’s Annexation Policy Plan. The 2010 Census shows 681 residents live within this area with 25 of those being out of City limits.

The main characteristics of the area include picturesque views of the Utah valley floor and mountains, largely undisturbed foothills, and easy access to I-15. Most of the homes have been built since 2005 and many vacant lots are available for new construction.

Land Uses (acres)	
Undeveloped:	2308
Unbuildable:	690
Residential:	55
Roads:	163
Agriculture:	307
Commercial:	3
Industrial:	99

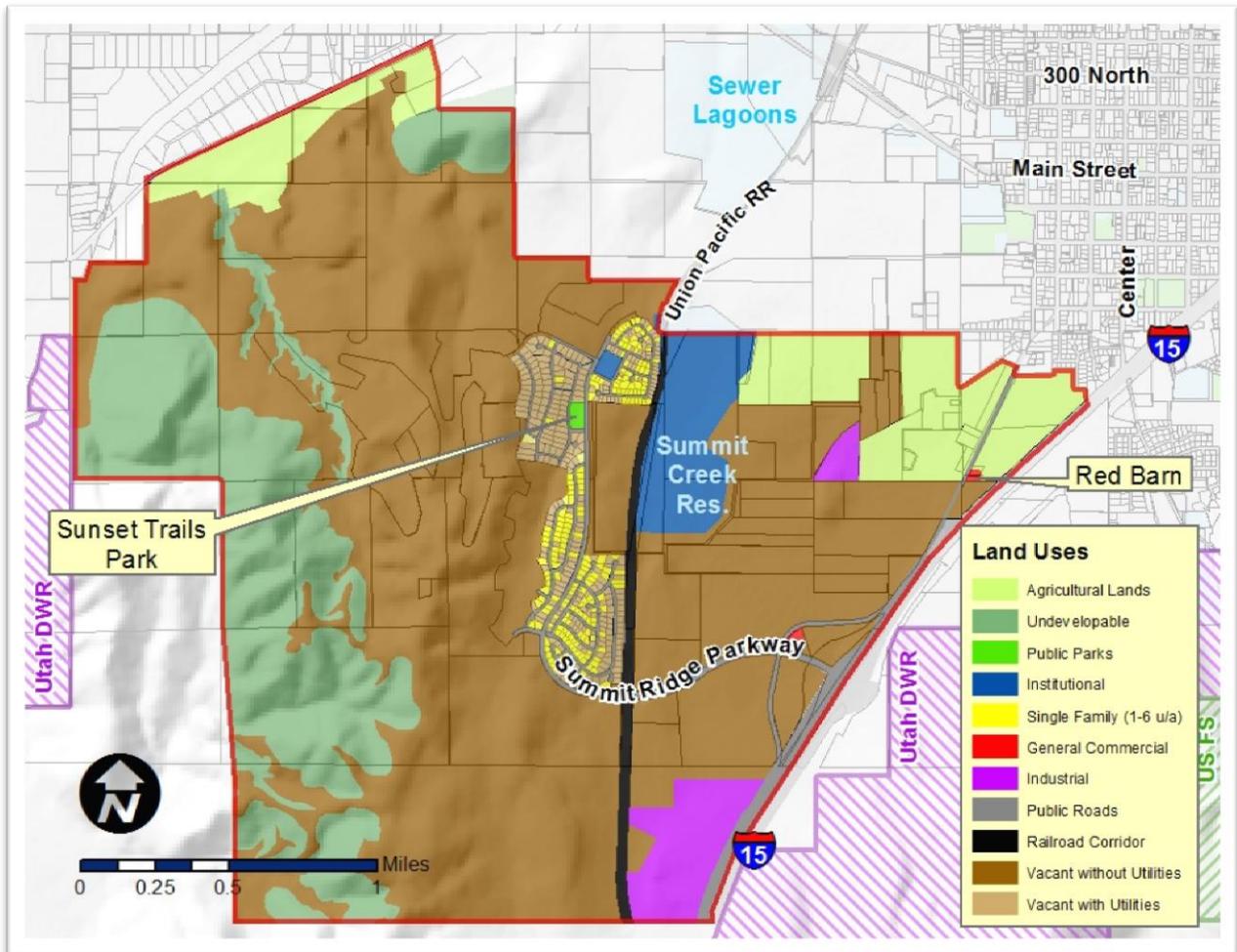


Figure 1: Land Uses identified in the South Interchange Neighborhood.

## SOUTH INTERCHANGE AREA

### Issues for the Future

Residents of this area desire greater connectivity to the Santaquin City core, improved walkability of streets, increased public recreation opportunities, and more businesses near I-15.

**Circulation.** There is great concern from the public safety stand point of only one route in and out of the current residential area in the Summit Ridge development. Summit Ridge Parkway needs to connect to 500 South and additional connections are needed to Highway 6. Other north-south corridors needed for the area include 200 West and 500 West.

Regional transportation goals affecting this area include an end of the line commuter rail station and future Goshen Valley Freeway connection to accommodate east-west traffic through Santaquin. Santaquin has acquired 35 acres adjacent to the railroad corridor for the commuter rail station and some supporting commercial opportunities. The City has started discussions with property owners and other interested parties regarding the extension of a possible east-west freeway corridor and development in the southern portion of this area.



**Schools.** The Nebo School District has indicated they would possibly need two elementary school sites in the area.

**Recreation and Open Space.** As much of the land is still undeveloped, natural open spaces and larger regional parks can be planned to provide amenities for local residents. The Summit Ridge development agreement includes park land dedication requirements for every 1,000 residents. Connecting future parks and trails to lands around the Summit Creek Irrigation reservoirs and public lands east of I-15 will be a challenge.



**Agriculture.** There are active agricultural operations near Highway 6 and agricultural commercial at the Rowley's Red Barn. As commercial areas are developed, the agriculture lands will receive greater pressure to sell and move unless sufficient mitigation and economic policies incorporating these operations are adopted.



**Natural Hazards.** The greatest natural hazard within this area is wild fires due to lightning and human carelessness. Housing adjacent to native vegetation areas and steep slopes will be at risk, especially with long travel distances from responding fire facilities. Future developments in these areas are required to provide fire protection and sufficient water flows to fight any fire threat. The commercial area east of the railroad and west of I-15 is also subject to seasonal flooding.

## SOUTH INTERCHANGE AREA

**Economics.** The south interchange area has over 500 acres available for commercial and light industrial development. Previous plans for the area included a regional shopping destination, hospital, offices, and business centers. More recent visions include ties to a farming heritage center and Native American cultural area. Timing for any of these facilities will be predicated upon growth within and around Santaquin. The city must also balance development timing in this area with the viability of smaller commercial areas near the Main Street interchange and the central business area.

**Additional Public Comments.** During public meetings held in July 2012, several specific concerns were raised by property owners in the neighborhood. In addition to those future issues raised above, public comments included the following:

- Neighborhood cleanup and landscaping standards are needed with new homes.
- The I-15 interchange gateway into this area and Summit Ridge Parkway need to be given as much consideration as Main Street.

### Future Land Uses and Build-out Scenarios

Based on the issues identified above, future possible land uses have been identified (Figure 2).

#### Parks and Open Spaces

There are multiple parks planned in the Summit Ridge development as well as natural open spaces with trails. Larger regional parks are planned around the Summit Creek Irrigation pond and recharge pond near the railroad tracks.



#### Residential

The development agreement with Summit Ridge allows for over 2000 units at buildout. Future housing density should be directed to areas more easily served by infrastructure services and amenities, which may mean shifting densities within the development area. This may include medium density housing with pockets of higher density dispersed throughout the overall development. Low density housing would occur where topographical constraints limit development with very low density in places where utilities are difficult to construct. Areas not able to connect to city services may be possible with private systems. A commuter rail station generally requires high density multi-family or mixed use development around it to provide viable economic synergy.

#### Commercial/Business Park

Being a bookend to the urbanized Wasatch front and located at the crossroads of southern Utah valley, this area is “build ready” for commercial development near the freeway. There is land available for freeway commercial pads and larger big box development. Smaller shops could be near or mixed into the commuter rail station. Business development could also occur, with warehouse commercial and light industrial uses being set back from the freeway, but with visibility and access to the freeway.

# SOUTH INTERCHANGE AREA

## Professional/Institutional

There is sufficient acreage in this area to accommodate many professional, medical, and service oriented businesses. Siting of these businesses within close proximity to commercial and recreation opportunities will increase the attractiveness of the area's business climate. Adding a heritage center, Native American culture center, and regional equestrian show facilities will increase tourism in the area and exposure to businesses.

The amount of housing planned in the Summit Ridge Development will necessitate at least two elementary schools being built. It is greatly desired that a regional satellite campus for a local university also be located within the business areas of this neighborhood.



## Agriculture

Farming operations will continue to be important in the northeast part of the area, especially where they can incorporate tourism, education, and business opportunities. If these lands are not incorporated into the economic framework of the area, they will become too valuable for development and eventually lost, along with the ambience they provide our community.

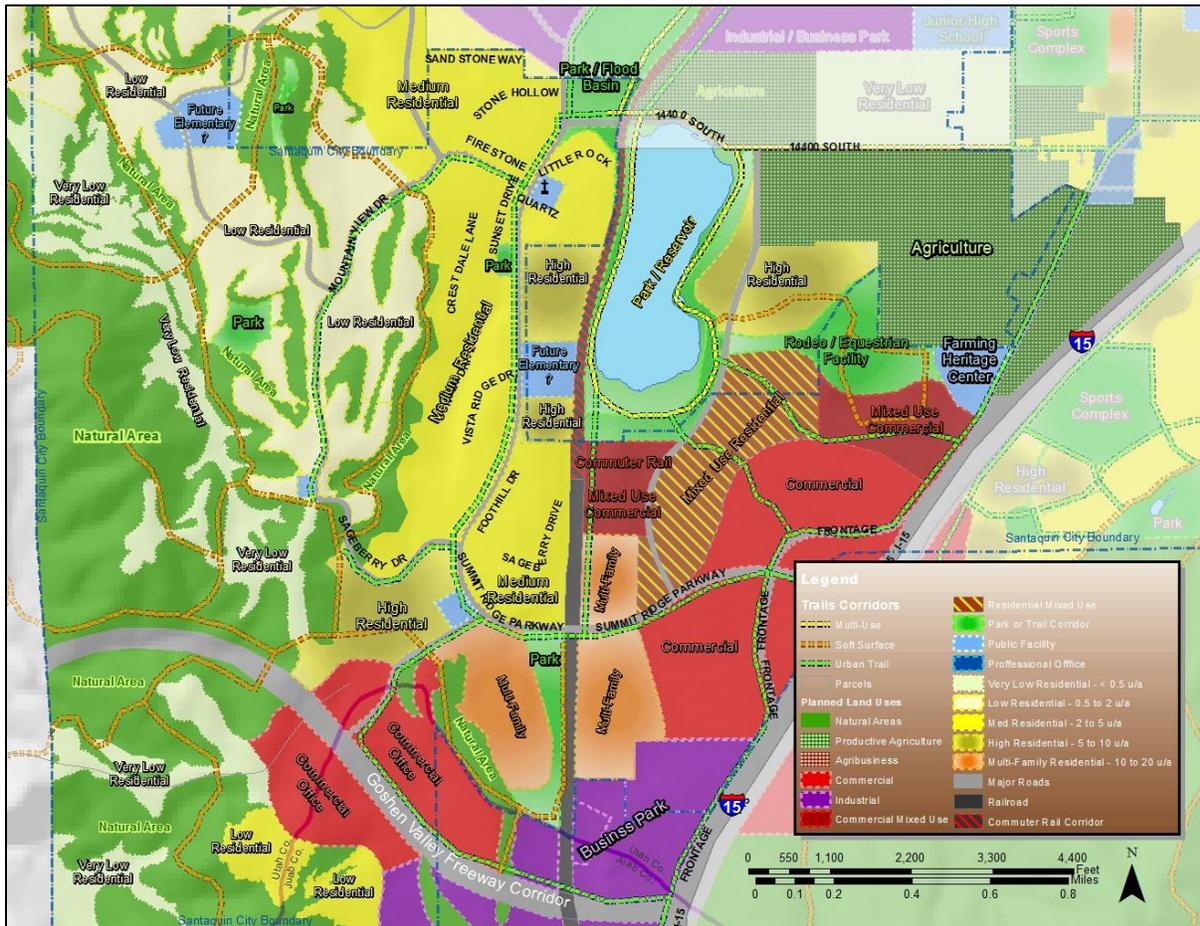


Figure 2: Future land uses identified for the south interchange neighborhood.

## **SOUTH INTERCHANGE AREA**

The build-out for the south interchange neighborhood is based on development agreements with several large property owners. In order to achieve the desired land uses in this plan, renegotiation of those agreements will be necessary.

### **IMPLEMENTING THE NEIGHBORHOOD FOCUS**

#### **Goals for South Interchange Neighborhood**

##### **Economics**

- Encourage commercial development; convene a property-owner planning summit to facilitate cohesive commercial/institutional development in the neighborhood.
- Develop the City's 35 acre site before 2020; convene a property-owner planning summit to facilitate cohesive commercial/institutional development in the neighborhood.
- Create a Transit-Oriented Zone that allows for mixed use and higher densities around the future commuter rail station.

##### **Beautification**

- Clean up, install and maintain landscaping along Summit Ridge Parkway. This should include working with volunteer groups or the Summit Ridge HOA.
- Complete and reclaim mining operations near the railroad.
- Incorporate uses and design elements that highlight the agriculture industry in the area near the Red Barn and South Ridge Farms operations.

##### **Transportation**

- Facilitate commuter rail expansion into the area.
- Complete a fully improved secondary access to Summit Ridge from Highway 6.
- Preserve the Goshen Valley freeway corridor through negotiations with affected property owners or businesses.
- Complete trail and landscaping enhancements between Stone Hollow and the Vistas developments and all the way to South Ridge Farms Road.

##### **Recreation and Culture**

- Identify and work with interested Native American nations to establish a cultural center near the south interchange.
- Seek funding and design of a farming heritage center.
- Work with volunteer groups to establish a trails committee to establish user trails and corridors through future development areas.
- Connect trails to areas east of I-15 and west towards the warm springs area.
- Develop the Stone Hollow 12 acre park.

##### **Environment**

- Complete a storm water protection plan to handle flooding through the area.
- Assure access for all emergency vehicles to protect persons and property from potential wildfires in the Summit Ridge area.