



1 Introduction

"Things worthwhile generally don't just happen. Luck is a fact, but should not be a factor. Good luck is what is left over after intelligence and effort have combined at their best. Negligence or indifference are usually reviewed from an unlucky seat. The law of cause and effect and causality both work the same with inexorable exactitudes. Luck is the residue of design."

Branch Rickey (1881-1965)

Major League Baseball Executive

Branch Rickey was an innovator and pioneer in the modern methods of professional baseball. Among other things, Rickey is credited for developing the minor league farm system and introducing the batting helmet. Branch Rickey is most famous, however, for breaking the color barrier in major league baseball when, as the general manager of the Brooklyn Dodgers, signed Jackie Robinson to a major league baseball contract on August 28, 1945.





Taylorsville General Plan

Chapter 1: Introduction

Chapter 1 Contents:

- 1.1 General Plan Overview
- 1.2 Guiding Principles
- 1.3 Four Fundamental Strategies
- 1.4 Community Context: The Taylorsville Story
- 1.5 Regional Context
- 1.6 Plan Approval and Implementation

The City of Taylorsville is at an important crossroads in its city history. Originally settled in the mid-19th century, Taylorsville was primarily an agrarian community for its first 100 years of development. In the late 1950s and early 1960s, the City began to evolve into its second phase of development as a suburban community of metropolitan Salt Lake City. Now, over 170 years after its original settlement, Taylorsville is potentially proceeding into the early stages of its third major phase of development—as a more densely populated, multifaceted community, containing a finer grain of land uses and transportation. As Utah and metropolitan Salt Lake City continue their rapid population growth, developable vacant land is becoming increasingly scarce, forcing most areas on the Wasatch Front to rethink their historic development patterns. Being an inner ring suburb of Salt Lake City with easy access to numerous important locations within the metropolitan area, Taylorsville may be impacted by prolonged growth even more than most places in the region. In order for Taylorsville to continue its long-established quality of life, smart and consistent decisions regarding future growth will be essential.

The primary aim of this document is to express a shared long-term vision for the community. This plan is intended to provide direction for elected and appointed officials, residents, property owners, business owners, city staff, design professionals, and other local leaders. The purpose of the plan is to:

- Articulate a comprehensive future vision of the community,
- Identify and understand existing conditions, challenges, and opportunities associated with the City, and
- Express policies, goals, objectives, and recommendations to assist in the implementation of the vision established in the plan.



1.1 General Plan Overview

In the twenty-five plus years since its incorporation in 1996, the City of Taylorsville has seen significant changes and will undoubtedly see many more changes in the future. Despite the fact that the city is approaching 100% build out, Taylorsville continues to be part of a dynamic and rapidly growing metropolitan area. Growth alone will be a catalyst for change in all communities within the Salt Lake metropolitan area, but this region is further complicated by a series of geographic constraints including the Great Salt Lake, Utah Lake, and the Wasatch and Oquirrh mountain ranges. These geographic limitations combined with population growth will result in an intensification of land uses and building types not typical of the regions history. Growth and land use intensification will lead to more pressure on regional mobility systems, open space, the environment, and natural resources—especially clean air and water. As the population of Salt Lake County is projected to increase nearly 500,000 people in the next 40 years¹, centrally located areas firmly engrained in the regional transportation system, like Taylorsville, will likely experience considerable development pressure and significant future changes.

This plan is primarily focused on development over the next 20 years. Although it is believed we have reasonably accurate projections in many areas over this time period, there is still much that is unknown about this coming time. There will be demographic changes, technology advancements, social and cultural transformations, climate and weather deviations, economic and market adjustments, and variations in resource availability. Many factors that will impact the way we live and build cities in the future are still not fully understood at this time. As a result—although this plan attempts to look two decades into the future—it should be viewed as a dynamic document that is reevaluated and updated as necessary to reflect the current state of our civilization.

This Plan includes goals, objectives, and broad strategies as well as specific priority projects for each individual plan element. These are designed to proactively anticipate and guide future changes and achieve the community's shared vision.

The Taylorsville General Plan is broad in scope and attempts to articulate the vision and values of the community. This updated plan will provide guidance in terms of how the city will look, feel, and function, as well as how it will provide services and manage resources. Other community development actions, regulations, and policies, such as small area plans, capital improvement plans, strategic planning processes, and development codes should function as tools designed to implement the ideas and direction of the Plan.

The Plan is designed and structured to be applicable to all members of the community as a framework for decision-making for both public and private development projects, programs, and improvements.

¹ Kem C. Gardner Policy Institute—University of Utah, *Utah Long-Term Planning Projections—A Baseline Scenario of Employment Change in Utah and its Counties*. (January 2022)

What is a Municipal General Plan?

A *general plan* is a comprehensive policy document that is used to help guide the local government in its future growth and development. In broad terms, a general plan is a document that aims to guide and articulate a City's future based on a shared vision of the community.

The ideas in this General Plan provide a means to enhance community identity and quality of life for residents, increase prosperity and business development opportunities, and address city goals within the context of this growing region.

Although many communities deal with similar issues, there is no specific template for a general plan. State code stipulates that each municipality "may determine the comprehensiveness, extent, and format of the general plan" [§10-9a-401 (4), Utah Code Annotated].

Utah State Code does stipulate, however, that as a minimum, all general plans address transportation, land use, moderate income housing, and water conservation. For communities with a "fixed guideway public transit station", State Code requires the development of a "station area plan" that addresses land use, housing, transportation, environmental conditions, and access to opportunity for all properties within a 1/2 mile radius of stations providing rail service, or 1/4 mile radius of stations providing bus service. A *station area plan* for the 1300 West, Atherton West, and River Boat Road stations on the Mid-Valley Connector Bus Rapid Transit system is required by the provisions of the Code and included as an addendum to *Chapter 3: Land Use* of the *Taylorsville General Plan*.

The Taylorsville General Plan

The Taylorsville General Plan is tailored to the City's own particular location and circumstances. It is comprehensive in nature, and includes general policies with corresponding objectives, recommendations, and implementation strategies.

The General Plan includes several different elements that attempt to address the community comprehensively. While the plan is a repository for many different individual topics and strategies, these must work together to share a collective vision for the future of the community. Each element may have its own goals and objectives, but they cannot function independently. Each element of the plan is interconnected, with the actions and results of one element usually affecting or being affected by another.

As the City continues to grow and evolve, the General Plan is designed to consider all aspects of growth and the impact it has on our neighborhoods, parks, streets, and other aspects of the community. In order to address future growth in comprehensive terms, the General Plan is divided into nine individual elements, including:

Chapter 1: Introduction. Chapter one introduces the plan and identifies several guiding principals and fundamental strategies intended to bring community values and consistency

to the Plan. Chapter one also provides community context including basic demographics, history, and our place within the larger region.

Chapter 2: Community Character. The Community Character element addresses an important, but perhaps difficult to define, component of the community—creating a unique sense of identity and place. Chapter 2 will address varied issues such as streetscapes, building design, historic preservation, and celebrating the community.

Chapter 3: Land Use. Land Use may be considered the most essential element of a general plan in that it addresses the communities vision of how individual properties within the City should be utilized. The *Proposed Land Use Map* within Chapter 3 illustrates in graphic form recommended land uses, that when used in amalgamation, provide a proper balance of housing options, places to shop, employment areas, and other community uses such as parks, schools, and utilities.

Chapter 4: Mobility. Providing a range of mobility options is essential to supporting the diverse needs of a city’s residents and visitors. Chapter 4 focuses on transportation and how we move from place to place, whether it is by car, bicycle, transit, or foot.

Chapter 5: Economic Development. Maximizing location and opportunity will drive economic prosperity in the city. The Economic Development chapter is focused on building the City’s tax base and the redevelopment of underutilized areas to their highest and best use.

Chapter 6: Parks and Recreation. Community parks are a key component of neighborhood quality of life and stable property values. Chapter six envisions where and how the City develops it’s park space and recreational amenities.

Chapter 7: Neighborhoods. Neighborhoods provide the foundation of all cities. Maintaining strong, stable, and vibrant neighborhoods may be the most important thing the City can accomplish to ensure future stability. Chapter seven will address goals and strategies to ensure that Taylorsville’s neighborhoods will remain safe and desirable places to live many decades into the future.

Chapter 8: Moderate Income Housing. Housing affordability has become one of the most pressing issues facing our society today. Escalating housing prices over the last decade has left many residents of the community unable to afford suitable housing. This chapter, mandated by state law, presents strategies to provide more housing options and reduce housing prices.

Chapter 9: Environmental. Chapter 9 focuses on various issues related to the natural environment including water conservation, sensitive lands, disaster recovery and mitigation, and natural resources.

Why do we have a General Plan?

The reasons for having a General Plan are both pragmatic and visionary. From the pragmatic perspective, it is one of meeting state requirements. The State of Utah's Land Use Development and Management Act (LUDMA) states that each municipality shall *"prepare and adopt a comprehensive, long-range general plan for: a) present and future needs of the municipality, and b) growth and development of the land within the municipality or any part of the municipality."*

From a visionary perspective, it is an opportunity for the community to generate ideas and determine if they are appropriate, desirable, and achievable. If so, the plan provides a basis for making informed decisions that will help achieve our collective vision.

All residents would like to know that their City is not making random and arbitrary decisions. The General Plan provides for consistency by establishing a framework for decision-making for both short and long-term issues. The plan provides guidance to the local government, private property owners, business owners, and residents. An understanding of the long-term vision for the City is necessary for land owners so they can make informed decisions regarding their property. The plan also serves to educate residents and the business community by providing an understanding of which goals the city is aiming to achieve and the decisions that are needed to support the achievement of those goals.

Who Will Use the Plan and How?

All communities rely on many people and entities that allow it to function effectively. A general plan provides a means for aligning the efforts of many different groups, departments, and individuals towards a unified vision. City staff and the development community will be guided by the plan on a consistent basis to ensure new development projects are in harmony with the vision and direction articulated in the plan. Likewise, city administration and elected and appointed officials will use the plan to create policies, adopt standards, and develop strategic initiatives to move the city towards the same unified vision. Perhaps most importantly, however, the Plan offers information to the residents of the community concerning the stated direction of the City and provide a forum for dialogue, participation, and modification.

1.2 Guiding Principles

The following Guiding Principles are fundamental beliefs meant to inspire, influence, and articulate shared community values. They establish the framework for the ideas and concepts integral to this Plan and serve as touchstones during the process to develop and refine goals, objectives, strategies and best practices. These key terms represent the core priorities for the future of the development of city and how it intends to respond to growth and change. These principles encourage balanced, integrated multi-disciplinary approaches to future investment and future visions of the community.

Guiding Principle #1: Balance, Diversity, and Social Equity

Offer choices and options in housing, transportation, recreation, land use, and cultural activities; afford justice, impartiality, and fairness to all.

Taylorsville Will:

- Provide for a variety of housing types, sizes and affordability.
- Ensure that all modes of transportation – driving, walking, biking, transit – are accommodated for throughout the community.
- Provide park, recreation, and open space opportunities throughout the community for all ages and abilities.
- Establish places where varying types of businesses and commercial uses can thrive.
- Encourage and support a variety of community and cultural activities and events.
- Ensure everyone within the community has equal access to economic, legal, and political opportunity.
- Proactively seek input from a diversity of voices
- Seek out and abolish barriers to inclusivity.

Guiding Principle #2: Stewardship

Provide a nurturing approach to our natural and built environments.

Taylorsville Will:

- Protect existing natural open space areas from development or degradation.
- Protect our historic resources and assets.
- Thoughtfully integrate the natural environment into the built environment.
- Encourage citizen participation in caring for natural areas such as the Jordan River Parkway.
- Maintain public investments such as parks, infrastructure, and municipal facilities.
- Encourage high quality, sustainable construction practices.
- Nurture neighborhoods to ensure high quality of life and stable property values.
- Utilize water and other natural resources efficiently and reduce waste.
- Establish strategies to help mitigate climate change.



Guiding Principle #3: Resilience

The ability to prosper and withstand challenges over time, adapting to new situations and opportunities.

Taylorsville Will:

- Strive to create a diverse economy that can weather economic ups and downs.
- Consider how new commercial and residential developments are designed to handle market changes over time.
- Establish a commercial tax base that balances retail sales and land value.
- Build a multi-modal transportation and mobility system accessible to all residents.
- Continually re-invest in the city's neighborhoods.
- Pro-actively prepare for the mitigation and recovery from natural disasters.

Guiding Principle #4: Civic Beauty and Identity

Deliver a quality public realm, impressive streetscapes, exceptional development design, and a unique sense of place.

Taylorsville Will:

- Create beautiful, identifiable places that are sources of civic pride.
- Use streetscape design to visually integrate business districts, gateways, and transportation corridors.
- Encourage quality architecture and site design.
- Enhance the visual quality of neighborhoods.
- Embrace and expand public art and placemaking.
- Recognize that every project is an opportunity to improve the city.

Guiding Principle #5: Health and Mental Wellbeing

Nourishing our minds, bodies, spirit, and physical environments

Taylorsville Will:

- Emphasize a public realm where life and sense of community thrives.
- Ensure equitable access to quality green/open space. Provide a balanced distribution of park space within the community.
- Emphasize active transportation and recreation.
- Provide access to natural open space.
- Expand community gatherings, public involvement, educational opportunities, and shared activities.
- Promote civic pride.
- Embrace public art and placemaking.
- Emphasize public safety in all areas of the community.
- Support the concept of life long learning.
- Prioritize access to healthy and fresh food.

**INSERT
IMAGE**

**INSERT
IMAGE**

**INSERT
IMAGE**

1.3 Four Fundamental Strategies

The Taylorsville General Plan identifies four fundamental strategies to provide direction and focus to future planning and development activities within the City. The objective is that these strategies will help set priorities, focus energy and resources, and guide land use, transportation, economic development, and capital improvement planning as well as provide direction on overall policy and budget decisions.

Strategy #1: Strengthen Community Identity and Character

Community identity and character promotes civic pride and leads to private investment and re-investment. Character and identity is affected by many aspects of the community such as architectural quality, streetscape design, city maintenance, parks and open space, signage, street furnishings, civic buildings, and community gatherings and events. It is important to the long term sustainability of the City that new construction and redevelopment contributes to the overall quality of the identity and character of the city.

Strategy #2: Create Vibrant Economic Centers and Mixed Use Neighborhoods

Form and land use of commercial centers across the U.S. is changing as retail trends evolve in response to online shopping and other market forces impacting commercial development. Suburban commercial centers have traditionally been developed around the notion of concentrated retail with small and medium tenants strategically placed around larger anchor stores. Although this model hasn't completely disappeared, the commercial real estate market is experiencing significant changes. Demand for large retail buildings is shrinking while many areas across the United States, metropolitan Salt Lake included, are experiencing significant housing shortages leading to unsustainable housing cost increases. At the same time, consumers are demanding better places that are vibrant and have higher levels of architectural and site design quality. Successful commercial areas of the future will integrate public gathering spaces, a unique sense of place, mixed uses, pedestrian orientation, and be enjoyable places to spend time. Not only will these new places increase the City's tax base by providing retail uses and higher land values, they will also increase the quality of life for Taylorsville residents and visitors by providing desirable places for shopping, dining, entertainment, and... just hanging out.

Strategy #3: Maintain and Create Distinguishable, Stable, and Desirable Neighborhoods

Like virtually all communities, neighborhoods are the essence and foundation of the City of Taylorsville. Maintaining Taylorsville's neighborhoods as stable and desirable places to live is the most important concern of the City. If Taylorsville's neighborhoods are allowed to deteriorate and become undesirable places to live and invest, every aspect of the City will be compromised. The objective of maintaining Taylorsville's neighborhoods will become increasingly more

challenging as the City's housing stock continues to age and requires continual maintenance and reinvestment. Taylorsville's sought-after central location with easy access to downtown Salt Lake City, Salt Lake International Airport, and the regional transportation system keeps the City a highly desirable place to live. However, increased housing and transportation costs could impact residents ability to re-invest in the city's aging neighborhoods. Taylorsville must prioritize strengthening neighborhoods through pro-active code enforcement, open space investment, infrastructure maintenance, and other programs intended to preserve and improve the quality of neighborhoods and the city's housing stock.

Strategy #4: Create a Multi-Modal Community

The diversification of the City's transportation system was one of the biggest concerns expressed by area residents during public open house meetings for the General Plan update. Citizens expressed frustrations over how much of their community was designed around and dominated by the regional automotive transportation system. Although being tied into the automotive network is considered essential, residents felt the transportation system in the City was too dominated by large and congested roads that compromised conditions for other modes of travel, such as biking, walking, and taking transit. Residents expressed a desire for active mobility options including trails, better sidewalks, and bike lanes. Additionally, residents expressed a desire for commercial areas within the City to be more accessible by foot and the areas within centers to be better designed around the needs of pedestrians and cyclists. Strategy #4 promotes the idea that the City should adopt policies and look for ways to improve the multi-modal nature of the City's transportation system by encouraging fewer and shorter automotive trips while embracing new connections to the regional transit system, improving the pedestrian network, and creating environments that address the comfort, safety, and enjoyment of bicyclists.

[Morph #3 to include housing: increasing housing stock; affordable housing; missing middle; densities; etc.]

[Add additional strategy or principle to address public safety]

1.4 Community Context: The Taylorsville Story

Remembering the Past

Shortly after the Mormon pioneers arrived in the Salt Lake Valley in 1847, men on horseback began exploring the southern and western valley. On one of these trips, pioneer Joseph Harker discovered the fertile soils along the Jordan River and in fall of 1848, moved west with his family and settled on the banks of the river. In January, 1849 the Harkers crossed the frozen Jordan River at about 3300 South and were joined by Samuel and John Bennion and their families, Thomas Mackey, Thomas Tarbet, William Blackhurst, William Farr, and John Robinson. This became the first settlement in "Over Jordan," the pioneer term for all land west of the Jordan River. The following summer the settlement moved farther south and settled near the confluence of the Jordan River and Big Cottonwood Creek (approximately 4200 South). This new community became known as Fields' Bottom. Over the next two years others moved into the vicinity including Archibald Frame and Robert Pixton. Pixton expressed the following as his reason for relocating from Salt Lake City: "Salt Lake City has become too large and dangerous to raise a family in." It was in Fields' Bottom that the first recorded child was born west of the Jordan River to John and Esther Bennion, named Rachael, on June 5, 1849.

Obtaining water from the river at this location proved to be difficult, so in 1850 they moved further south to about 4800 South. This new settlement later became known as "Taylorsville". By 1851, the small community had expanded to about 15 families. John Bennion, in a letter to relatives in England, described the community idealistically: "If peace dwells upon this earth it is here," he wrote, "Here are the most prosperous people in the world, enjoying free soil, pure air, and liberty to worship our God as we please..."



Illustration 1.4.1 Bishop Sam Bennion Farm

This 1879 oil on canvas painting by Danquart Weggeland (1827-1918) illustrates the Samuel Bennion farmstead located on the east side of what is now 1130 West at approximately 5150 South.

Courtesy of Springville Museum of Art



EARLY SETTLEMENT

1849 1850?

Joseph Harker, a member of one of the original pioneer farmers to the area, declares in the middle of a Thanksgiving feast that they name the new settlement 'Taylorsville' after LDS apostle John Taylor.

1876

South Jordan and North Jordan canals are joined, allowing for the expansion of the agricultural community.

1880

Archibald Gardner constructs a grist mill on the north side of 4800 South west of the Jordan River. Samuel Bennion purchases the mill in 1885 naming it the Bennion and Sons Flour Mill.

1890s

The area sees increased growth and the establishment of a small business district at the intersection of Redwood Road and 4800 South.

TURN OF THE CENTURY

1906

Plymouth Elementary School is constructed at the northeast corner of Redwood Road and 4800 South to educate the growing population of the area.

Early skirmishes between the isolated settlers and Native Americans were so numerous that Brigham Young suggested a fort be constructed in the area for protection. In 1853 the settlers constructed English Fort (also known as Fort Hardscrabble) just north of the current location of the Taylorsville Cemetery. The fort was constructed on two acres of land and included dwellings and a combined church and school.

By 1860, the Taylorsville area had 178 residents. Settlement was centered between what is now Taylorsville Expressway (4700 South) and the Murray-Taylorsville Road (4800 South), which was regarded as "Main Street." East to west, most farms were between the Jordan River and Redwood Road. In 1867, the Rock Schoolhouse, the first permanent school, was built near Murray-Taylorsville Road and 1100 West on what was known as Pixton Hill. A small commercial area emerged at Redwood Road and 4800 South that included the Taylorsville Mercantile, which sold everything from needles to automobiles.

The Taylorsville-Bennion area remained largely agricultural through the 1940's. Most development consisted of farm houses along unpaved roads, and population growth was slow. When the Bennion LDS Ward was founded in 1877, it had 600 members. On its 50th anniversary in 1927, it still listed 600 members.

Salt Lake's suburban boom hit the community in the late 1950s. By 1960, Taylorsville-Bennion's population was estimated at 4,000 and had just over 600 housing units. By 1987, the estimated population of the Taylorsville-Bennion area was 49,600 with over 16,000 housing units. Most housing constructed prior to 1980 was single-family. However, after 1980, there was a surge in multi-family residential development throughout the City. Commercial growth was equally



Illustration 1.4.2
English Fort Monument.
 This monument on Redwood Road, erected on December 28, 1941 by the Daughters of Utah Pioneers, commemorates the English Fort, constructed just north of the Taylorsville Cemetery.



TURN OF THE CENTURY

1913

The Salt Lake and Utah Railroad—better known in Utah as “The Orem Line”—extends south from Salt Lake City to Provo. The line ran parallel to Redwood Road at about 1800 West with three stations in Taylorsville, including this one near the present day Vista Park.

1920s

Redwood Road is rebuilt using concrete, making travel faster for automobiles, wagons, and horses.

1942

Camp Kearns is constructed just west of the present day Taylorsville to train Air Corps personnel during World War II. By 1943 Camp Kearns houses over 40,000 persons bringing large scale infrastructure improvements to the area.

POST WAR DEVELOPMENT

Late 1950s/Early 1960s

Many young families begin to settle in the area as the community begins to evolve from it's agrarian roots to a suburban bedroom community.

1967

The flagship campus of the Salt Lake Community College begins construction at 4600 South Redwood Road.

dramatic. In 1970, the community had about 17,000 square feet of commercial space. By 1987, it had about 1.8 million square feet.

Taylorsville Today

On July 1, 1996, Taylorsville became a city following a fourth and successful incorporation effort. Voters voiced by more than a 2 to 1 margin a desire to take control of their community from unincorporated Salt Lake County.

Many residents were instrumental in the effort to incorporate. The process, which began in September 1994, involved a full year of neighborhood meetings and education efforts. Community spirit and activism prompted an unusually large number of citizens to run for an elected office: eleven people for mayor and 68 for five seats on the City Council. Since incorporation, numerous Taylorsville residents have actively served on other committees and volunteer projects.

Following incorporation, Taylorsville embarked on a series of high profile capital improvement projects intended to improve service delivery and the quality of life of it's residents, including:

2020 Taylorsville City Community Profile

	Taylorsville	Salt Lake County	Utah
Population	60,295	1,186,421	3,337,975
Area	10.85 square miles	742.1 square miles	82,376.9 square miles
Population Density	5,558 persons/sq. mile	1,598.8 persons/sq. mile	40.5 persons/sq. mile
Average Age	33.9	33.8	31.8
High School Graduate	88.1%	91.8%	93.2%
Bachelor's Degree or Higher	23.2%	37.2%	36.8%
Median Household Income	\$73,325/year	\$80,712/year	\$79,449/year
Poverty Rate	9%	8.6%	8.6%
Households	20,116	420,303	1,101,449
Housing Units	20,951	440,508	1,190,154
Owner Occupied	70%	66%	70%
Persons per Household	3.0	2.8	3.0
Average Commute Time	21.5 minutes	21.3	21.4
Source: censusreporter.org; American Community Survey 2021			



POST WAR DEVELOPMENT

Mid-1960s

The commercial node at 4800 South and Redwood Road is redeveloped into a new and "modern" suburban style shopping center.



1970s/1980s

Rapid suburban development hits the area as over 12,000 single-family and multi-family dwelling units are constructed between 1970 and 1989.



1976

Interstate 215, also known as the Belt Route, is opened in Taylorsville.



1981

Taylorsville High School is constructed at the intersection of 5400 South and Redwood Road.



Early 1980s

The community sees substantial commercial growth as Taylorsville becomes the major retail hub of the southwestern valley.

- Taylorsville Park expansion (1999)
- Millrace park (2002)
- Taylorsville Senior Center (2004)
- Taylorsville Swimming Pool (1998) and Recreation Center (2001) [in partnership with Salt Lake County Parks and Recreation]
- Taylorsville City Hall (2003)
- Vista Park Baseball Complex (2006)
- Redwood Road Beautification and Access Management Project [Phase 1—5400 South to the I-215 Interchange] (2007)

Today, over 25 years after incorporation, Taylorsville has become an established and diverse community. With a 2020 population of 60,295, Taylorsville is 13th largest city in Utah and 7th largest in Salt Lake County. At approximately 10.85 square miles the City has a population density of 5,558 persons per square mile, which is the 2nd highest city-wide population density among all Utah cities². This is largely a reflection of the near built-out status of the City combined with a high percentage of land zoned for residential uses.

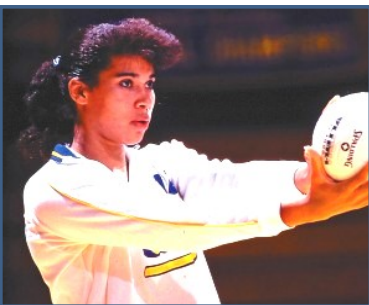
Residents of Taylorsville enjoy a high quality of living while proactively addressing challenges facing the City such as limited availability of undeveloped land, impacts of rapid population growth in adjacent communities, traffic congestion, aging housing stock, and outdated commercial development in several strategic locations in the City.

² Midvale City has the highest population density in Utah at 5,970.9 persons per square mile. Source: American Community Survey.

Housing Types in Taylorsville			
	Single-family Units	Multi-family Units	Mobile Homes
Taylorsville	14,725 (70.3%)	5,460 (26.1%)	766 (3.7%)
Salt Lake County	306,381 (69.6%)	125,768 (28.6%)	8,091 (1.8%)
Utah	852,578 (75.2%)	246,801 (21.8%)	33,567 (3%)

Source: censusreporter.org; American Community Survey 2021

Illustration 1.4.3 Housing Types in Taylorsville
Housing types and variety in Taylorsville closely follow county –wide trends.



**INSERT PHOTO
ORIGINAL CITY HALL
OR ORIGINAL MAYOR/CITY
COUNCIL**



A NEW COMMUNITY

A NEW CITY

1989
Two-sport star and future Olympic Gold medalist, Natalie Williams, graduates from Taylorsville High School. After a celebrated college and professional career, Williams is named the PAC-10 1990s Athlete of the Decade, Utah Female Athlete of the Century, and is elected to the Women's Basketball Hall of Fame.

1995
Voters approve the creation of a new city, incorporating areas from three communities: Taylorsville, Bennion, and Kearns. City operations begin July 1, 1996.

Late 1990s/Early 2000s
The new City of Taylorsville begins a series of capital improvement projects to improve the quality of life for the residents of Utah's newest city, including the Taylorsville Recreation Center (above), Millrace Park, and Taylorsville Park expansion.

2003
Taylorsville City Hall is constructed just northeast of the intersection of 2700 West and 5400 South. City operations begin at the new facility on April 30, 2003

2007
Phase 1 of the Redwood Road Streetscape and Access Management Plan is completed. The project beautifies and improves traffic flow on the busiest surface street in the State of Utah.

In recent years the City has continued to diversify the community with several local and regionally significant capital projects, including:

- Construction of Labrum Park (2016?)
- Construction of Plymouth Fire Station #117 (2018?)
- Bangerter Highway Interchanges at 6200 South (20xx), 5400 South (20xx) and 4700 South (initiated 2023)
- Mid-Valley Performing Arts Center [In partnership with Salt Lake County Arts and Culture] (2021)
- Construction of Centennial Plaza (2021)
- Redwood Road Beautification and Access Management Project [Phase 2—4100 South to 5400 South] (initiated 2023)
- Mid-Valley Connector Bus Rapid Transit (scheduled to begin operation 2025)

Taylorsville Tomorrow

Taylorsville’s next 20 years will potentially be the most challenging and exciting time in the City’s history. Housing affordability, population growth, limited land availability, land use intensification, climate change, water availability, transportation, and evolving land use markets will all impact future development and everyday life in the City. Change is inevitable. But how that change impacts quality of life in the City is largely within the community’s control. As markets, technologies, and demographics change and evolve, the City must be prepared and adaptable to change. Working together towards a shared, reasonable, and aspirational vision for the community will help ensure that Taylorsville will continue to take advantage of it’s strategic location, dedicated citizenry, and established government to continue to be a strong, stable, and desirable community for many years into the future.



TAYLORSVILLE TODAY

2019

The Salt Lake County Center for the Arts breaks ground on the Mid-Valley Performing Arts Center southeast of Taylorsville City Hall.

2021

Taylorsville’s “community living room”, Centennial Plaza, opens on October 15, 2021. Located adjacent to Taylorsville City Hall and the Mid-Valley Performing Arts Center, the Plaza will host numerous future community oriented events.

Housing Affordability

Regional land use issues will impact Taylorsville more than ever before as the Salt Lake Metropolitan region continues to grow—perhaps none more important than housing shortages and housing affordability.

TAYLORSVILLE TOMORROW?

Land Use Intensification

As Salt Lake County reaches build-out, future growth will require land use intensification such as taller buildings, higher residential densities, and less land dedicated to surface parking lots.

Multi-modal Transportation

“Complete streets” and designing around the needs of alternate forms of transportation, such as transit, cycling, and walking, will play a much larger role in the future as automotive transportation, and the infrastructure necessary to sustain it, becomes much more expensive.

1.5 Regional Context

Taylorsville Within a Larger Region

The City of Taylorsville is located within the Salt Lake-Provo-Ogden Combined Statistical Area (CSA). As of the 2020 Census, the Salt Lake CSA was the 22nd largest in the United States with a population of 2,701,129, which comprises 82.6 percent of the State's overall population of 3,271,616. Metropolitan Salt Lake has been one of the fastest growing regions in the nation for several decades and the CSA is projected to grow by approximately 1.5 million over the next 40 years. As one of ten counties within the CSA, the Salt Lake County population alone (1,186,421 in 2020) is expected to grow by nearly 500,000 people by 2060. With a population of 60,295, Taylorsville represents only 2.2 percent and 5.1 percent of the Salt Lake CSA and Salt Lake County populations respectively. Clearly, Taylorsville doesn't function in isolation.

Regional issues such as population increase, clean air, mobility, housing affordability, job growth, commercial development, water availability, demographic shifts, and open space greatly influence life in Taylorsville. Regional coordination, communication, and cooperation is especially important with regional transportation agencies (WFRC, UTA, and UDOT) and the City's adjacent neighbors, West Valley, Murray, West Jordan, and Kearns. As a partner and significant voice in Salt Lake County and westside cities, Taylorsville must stay involved in westside and County issues to maintain its quality of life and be responsive and adoptable to changes and opportunities.

Wasatch Choice

The Wasatch Front Regional Council (WFRC) is the designated Metropolitan Planning Organization (MPO) for Salt Lake, Davis, Tooele, Weber, Morgan, and southern Box Elder Counties. As such, the WFRC is responsible for regional transportation planning, regional visioning efforts, and community and economic development planning. WFRC coordinates regional planning processes including the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). As integral as transportation planning is to the overall development of the region, WFRC also coordinates the Wasatch Choice regional visioning process that attempts to tie regional mobility with other regional community goals. Wasatch Choice is built on four key strategies, including:

- Provide transportation choices
- Support housing options
- Preserve open space
- Link economic development with transportation and housing decisions

Implementation of the Wasatch Choice Vision at the local level is largely achieved through the Transportation and Land Use Connection (TLC) program administered by WFRC. The TLC provides assistance to local communities to help them achieve their goals while implementing

Wasatch Choice

As part of a larger region, Taylorsville City recognizes that the larger metropolitan region impacts the quality of life for Taylorsville residents. On May 19, 2010 the Taylorsville City Council approved Resolution #10-19 formally endorsing the Wasatch Choice for 2040 Regional Growth Principles. The principles embody many of the values held by people of the region and were developed based on input from community workshops, open houses, committee deliberations, and polling.

The Wasatch Choice for 2040 Growth Principles are intended to promote quality growth throughout the metropolitan region. Because the Greater Wasatch Region is experiencing rapid growth and is expected to continue to do so in the future, it is imperative that this growth be well planned and accommodated in the most efficient and cost effective way. The Principles provide a context for plans that are developed by local, state, and other entities, such as special utility and school districts, cities, counties, and private development companies.

Wasatch Choice Guiding Principles

- Provide Public Infrastructure that is Efficient and Adequately Maintained
- Provide Regional Mobility through a Variety of Interconnected Transportation Choices
- Integrate Local Land-Use with Regional Transportation Systems
- Provide Housing for People in all Life Stages and Incomes
- Ensure Public Health and Safety
- Enhance the Regional Economy
- Promote Regional Collaboration
- Strengthen Sense of Community
- Protect and Enhance the Environment

the strategies of the Wasatch Choice Vision. Taylorsville has utilized the TLC program four times in recent years to complete significant planning efforts of local and regional importance including the Taylorsville Expressway BRT Master Plan (2015; Landmark Design), Taylorsville Commercial Center Master Planning + Revitalization Study (2020; KGRW & Associates; BCT Architects), Mid-Valley Active Transportation Plan (2021; Avenue Consultants) and the Taylorsville Active Communities Plan (2023; Avenue Consultants).

Objective 1.1: Work with neighboring local governments and regional transportation agencies to address issues that affect Taylorsville.

Strategies and Actions

1.1-A: Actively participate in local planning efforts to ensure that goals and objectives for Taylorsville City are being addressed in long range regional plans.

1.1-B: Initiate regular planning and coordination efforts with neighboring jurisdictions.

- Meet at least annually with the community development, economic development, and transportation departments of neighboring jurisdictions to stay apprised of policy decisions and development activities along common municipal boundaries and street corridors.
- Share information about long range planning, development, and implementation efforts in Taylorsville with neighboring communities, particularly in the vicinity of common municipal boundaries and street corridors.

1.1-C: Actively participate in regional transportation and planning efforts including, but not limited to, the Wasatch Choice Vision, Regional Transportation Plan, and Transportation and Land Use Connection program.

1.6 Plan Approval and Implementation

The Taylorsville Planning Commission conducted ## public meetings through the summer and fall of 2023 to review and consider the proposed Taylorsville General Plan update. The Planning Commission conducted the required public hearing concerning the adoption of the plan on ###, 2023. Following the public hearing, the Planning Commission issued a formal recommendation to the City Council to approve the proposed plan with a x-x vote. The Taylorsville City Council reviewed the recommended plan [dates] then adopted the Taylorsville General Plan update with the approval of Ordinance 23-xx on xxx, 2023. [Revise with actual dates]

General Plan Implementation

Successful planning can be described as the transformation of vision into action. A common and occasionally accurate criticism of city planning is that many communities develop plans full of wonderful ideas, then give them little attention until it's time for a comprehensive update of the plan years into the future. Implementation of a plan should be viewed of equal importance as the development of the plan. Once a Plan is adopted, implementation of the Plan must be

considered a top priority of the community. The general plan provides not only a shared vision of the City, but also provides an opportunity to align the efforts of multiple individuals, departments, and agencies resulting in consistent incremental actions and decisions. Understanding the vision and priorities of the plan should permeate all levels of the City's organization.

Effective general plan implementation tools and methods include:

- **Adoption of zoning, subdivision, and development standards.** Zoning and development codes are perhaps the most utilized tool for implementing the goals of a general plan. By aligning development standards with the objectives within plan, all private development regulated by the City will be harmonious with the Plan.
- **Capital Improvement and Facilities Plans.** Many capital projects envisioned within the plan, such as roads, trails, parks, etc. can be realized through inclusion within a capital improvement or capital facilities plan.
- **Strategic planning.** Strategic planning can be an effective implementation tool by prioritizing specific actions and assigning responsible parties and specific timelines.
- **Annual budget process.** The annual Taylorsville city budgeting process is an important implementation tool for a Plan. The Planning Commission should review and provide budget recommendations to the City Council for implementation of priorities within the plan.
- **Small area planning.** Small area plans provide an opportunity for the community to look at specific strategic locations in finer grain detail. Where a general plan is general in nature, a small area plan can delve deeper into a location's specific needs and aspirations.
- **Staff knowledge and accountability.** As the primary entity tasked with implementation of the plan, City Staff must have thorough knowledge and a dedicated obligation towards implementing the plan. Understanding the vision, principles, strategies, and objectives within the plan is critical at all levels of the City's development and administrative organization.

[General Plan Steering Committee as an ongoing committee of the City to annually[?] review and report on progress and implementation of the plan?]

Amending the General Plan

Community needs and priorities evolve in response to changing local, regional, and national conditions. The Taylorsville General Plan should be viewed as a dynamic document that provides a consistent framework for decision making but also adapts to changing priorities, opportunities and challenges. The Plan should be continuously reviewed and evaluated to insure that it's goals are up to date and reflect current conditions. The Plan should, at a minimum, be reviewed annually by the Taylorsville Planning Commission. At the beginning of even years, following regular municipal election cycles, is an important opportunity for elected officials to review and provide input regarding the Plan's priorities and implementation.

The Planning Commission, City Staff, City Council, Administration, or the general public may initiate revisions to the Plan. Amendments require submittal of an official application to the City detailing the proposed changes. City Staff will review the proposed changes and present a recommendation to the Planning Commission. The Planning Commission will review the proposed modification, hold a public hearing, and present a recommendation to the City Council. The City Council may adopt changes to the Plan at a public meeting.

Decisions to recommend or adopt general plan modifications should be supported by *findings of fact* that will provide context to amendment decisions. Amendments to the Plan should include findings on the following measures:

- The proposed amendment is in the public interest.
- The proposed amendment is consistent with the broad intent of the General Plan.
- The proposed amendment is consistent with the *Guiding Principles* and *Fundamental Strategies* articulated within the plan.
- The potential effects of the proposed amendment have been evaluated and determined not to be detrimental to public health, safety, or general welfare of the community.
- The proposed amendment has been processed in accordance with all applicable requirements of the Utah Code.