

City of Taylorsville
Planning Commission Meeting Minutes
April 9, 2024
Regular Meeting – 6:00 p.m.
2600 West Taylorsville Blvd – Council Chambers

Attendance-

Planning Commission

Don Russell – Vice Chair
Marc McElreath
Don Quigley
David Wright
David Young (Alternate)

Community Development Staff

Mark McGrath –Long-Range Planner
Jim Spung – Senior Planner
Jamie Brooks, City Recorder

EXCUSED: Chair Wilkey and Commissioners Wendel and Willardson

CITIZEN'S/GUESTS PRESENT: Ernest Burgess

GENERAL MEETING – 6:00 P.M.

Vice Chair Russell called the meeting to order at 6:03 p.m. All commissioners were present except Commissioner Wendel, Willardson, and Chair Wilkey who were all excused.

CONSENT AGENDA

1. Review/Approval of the Minutes for the March 26, 2024 Planning Commission meeting.

MOTION: Commissioner Wright moved to approve the minutes from the March 26, 2024 meeting. The motion was seconded by Commissioner McElreath.

Commissioner Russell:	AYE
Commissioner Wilkey:	Absent
Commissioner Wright:	AYE
Commissioner Quigley:	AYE
Commissioner Wendel:	Absent
Commissioner McElreath:	AYE
Commissioner Willardson:	Absent
Commissioner Young:	AYE

Motion passes 5-0

OTHER MATTERS

2. Planning Commission Review and Discussion of the Taylorsville General Plan Update – Chapter 3: *Land Use* (Mark McGrath, AICP / Long-Range Planner)

Long-Range Planner Mark McGrath explained that the Land Use chapter was arguably the most important chapter of the General Plan. At least 90% of the issues that go before the Planning Commission stemmed from this chapter, so it was important to get it right. He reminded the Commissioners of the General Plan outline, its Guiding Principles and Fundamental Strategies:

General Plan Chapters-

1. Introduction
2. Community Character
- 3. Land Use**
4. Mobility
5. Economic Development
6. Parks and Recreation
7. Neighborhoods
8. Moderate Income Housing
9. Environmental

Guiding Principles:

- Balance, Diversity and Social Equity
- Stewardship
- Resilience
- Civil Beauty and Character
- Health and Mental Wellbeing

Fundamental Strategies:

- Strengthen Community Identity and Character
- Create Vibrant Economic Centers and Mixed-Use Neighborhoods
- Maintain and Create Distinguishable, Stable, and Desirable Neighborhoods
- Create a Multi-Modal Community

Mr. McGrath sought the Commission's input before he would present them with the final draft in May. The last portion of the discussion that evening would involve the Taylorsville Expressway Station Area Plan which would ultimately be adopted as an addendum to the Land Use chapter. There would be a public hearing involving that plan on April 23rd.

Some relatively recent changes to the land use market included a reduction in brick-and-mortar retail as well as an increase in remote work, resulting in a diminished need for office space.

As he had stated before, by 2060 Salt Lake County expected to add almost 500,000 more people, despite the fact that there was relatively little raw land available to develop. Utah County was expected to grow even faster. As for Taylorsville, it was projected to be home to 83,605 people by 2060 despite being almost completely built out.

Commissioner Young pointed out the disproportionate percentage of population growth in Utah County as compared to the job growth expected there. He hoped some of that job growth could be captured in Taylorsville. Mr. McGrath agreed and felt that one of the City's primary objectives would be to plan to accommodate another 15,000 people without infringing on existing single-family neighborhoods.

A copy of the proposed land use map was then displayed. Some of the individual classifications would be changing.

<u>Existing Classifications</u>	<u>Proposed Classifications</u>
Residential	Residential
Estate Residential	Estate Residential [ER]
Low-Density Residential	Low-Intensity Residential [LR]
Med. Density Residential	Med. Intensity Residential [MR]
High Density Residential	High Intensity Residential [HR]
Planned Community Dev.	Transit Corridor Residential [TR]
Commercial	Commercial
Neighborhood Commercial	Neighborhood Commercial [NC]
Community Commercial	Corridor Commercial [CC]
Regional Commercial	High Intensity Commercial Ctr [HC]
Office	Employment
Professional Office	Employment Mix [EM]
Business Park	Employment Center [EC]
Mixed-Use	Mixed-Use
Med. Density Mixed-Use	Med. Intensity Mixed-Use [MM]
High Density Mixed-Use	High Intensity Mixed-Use [HM]
Public	Transit Corridor Mixed-Use [TM]
Parks & Open Space	Public
School	Parks & Open Space [P]
Utility	Schools [S]
	Utility [U]
	Community Facilities [CF]

Mr. McGrath explained that rather than focusing on the number of units per acre as has been done in the past, the updated classifications would focus more on the building type.

According to multiple community surveys, residents had made it clear that they wanted the identity of their neighborhoods protected. While they understood growth was necessary, they did not wish it to happen in their own neighborhoods. In what Mr. McGrath referred to as the *3% Strategy*, ninety percent of new growth should be accommodated on 3% of the City's land. To that end, he presented five principles for achieving the 3% Strategy. They were:

- 1) Focus growth in centers along major transportation corridors and near transit stations.
- 2) Create areas of high-density mixed use in targeted areas throughout the City.
- 3) Encourage infill and redevelopment.
- 4) Limit change in existing neighborhoods.
- 5) Preserve open space and sensitive lands.

After much discussion, staff had settled on nine "Site Specific Planning Areas" where they hoped to focus future growth. Those areas were:

- 2700 West/I-215/4700 South
- 4800 South Redwood Road
- 4800 South Historic District
- Center Point: 5400 South Redwood Road
- Redwood Road south of I-215
- West Point: 4000 West/Bangerter/5400 South
- Westbrook Elementary
- Taylorsville Expressway Station Area Plan

Commissioner Young said he loved the concepts and would love to talk about how to steer the development. Senior Planner Jim Spung responded that the General Plan was a vision of what Taylorsville could become. Then the Zoning Map could be amended to allow for that vision to take place. However, all the Planning Areas were privately owned and the most the City could do was help guide any interested developers.

Mr. McGrath asked the Commissioners what their vision was for the Crossroads Shopping Area and the general district. Commissioner Quigley responded that he would love to see it more architecturally attractive, become mixed-use, perhaps 3-4 stories tall. He found Farmington Station very appealing. Commissioner Young agreed.

Commissioner Wright felt the business community as well as city residents would likely support the idea of building to a specific pre-defined vision, particularly if their input was considered.

After moving on to discuss the area of Redwood Road immediately south of I-215, Mr. McGrath pointed out that transportation and traffic congestion were major issues for the area. He wondered what the Planning Commissioners envisioned there.

Commissioner Wright commented regarding the lack of access to many of the area properties and the fact that UDOT was unlikely to allow that to change. Mr. McGrath responded that it was possible a parking lot aisle could become a collector road of sorts

which would connect various properties which were quite valuable. Commissioner Wright clarified that they did not hold much value individually but did so collectively.

A brief discussion regarding the status of the Volta project followed.

Regarding the former Westbrook Elementary area, Commissioner Young asked what Mr. McGrath proposed for that area. He responded that it would likely be medium- or low-density residential. Commissioner Young pointed out there would be pressure to create open green space there.

Mr. McGrath explained that flexibility was one theme of this chapter of the updated General Plan. He stated that the goal was to get away from being a community where commercial, residential and office development were all segregated. A more cohesive and dynamic community was the objective.

Commissioner Wright asked in what ways he believed the update accomplished that. Mr. McGrath responded that one way was in the new employment district that would allow other types of use within that zone to provide those working in the area with necessities such as places to eat lunch, to secure daycare, etc. He said he also sought much more mixed-use development in the community to complement the transit corridors where there were a variety of land use types all within the same area. He mentioned that the most profitable land use a city could have from a tax base perspective was high density mixed use because it combined retail dollars with high-value buildings so that the city received both property tax and sales tax.

Taylorville Expressway Station Area Plan

Mr. McGrath reiterated that there would be a public hearing on this matter at the next Commission meeting. State law required that any community with a fixed guideway transit system must have a station area plan that would facilitate affordable housing and other housing. There were three such stations in Taylorville. The study area was quite large, and the City was required by law to notify everyone within it and within 300' of it of the public hearing. Therefore, notices were sent to the owners of 1,387 properties. No one would be forced to redevelop their property, but if they ever chose to, the City would have a vision established for that transition. He provided the Commissioners with a brief overview of the plan.

Commissioner Young pointed out that Fore Lakes was adjacent to a historic area, and he wondered if anyone had considered tying the two together. Mr. McGrath said that had not been discussed but was an intriguing idea.

CITY COUNCIL MEETING DISCUSSION

4. Commissioner McElreath – April 3, 2024

There had been no planning matters discussed at the April 3rd City Council meeting.

There would be no City Council meeting on April 17, 2024 due to a conflict affecting multiple council members.

Commissioner Wendel was scheduled to attend the May 1, 2024 City Council meeting and report back to the commission.

Mr. McGrath wrapped up his presentation by explaining the four objectives provided by the State of Utah regarding Station Area Plans:

- 1) Must increase the availability and affordability of housing;
- 2) Must promote sustainable, environmental practices such as water conservation, air quality, etc.;
- 3) Must enhance access to opportunity—jobs, shopping, education, etc.;
- 4) Must increase transportation choices and connectivity;

He pointed out that the City's goals actually went beyond those objectives. The hope was to create a place of lasting value—a place with a very high quality of life. There would also be an additional step in the adoption process in that once the final plan was adopted by the City Council, it must be certified by a committee made up of representatives of the Wasatch Front Regional Council and the Utah Transit Authority. That was required before Bus Rapid Transit (BRT) could begin operations.

The Planning Commission and staff discussed procedural issues for the April 23rd public hearing.

ADJOURNMENT

MOTION: Commissioner Wright moved to adjourn. The motion was seconded, and Vice Chair Wright declared it adjourned at 8:35 p.m.



Jamie Brooks, City Recorder

