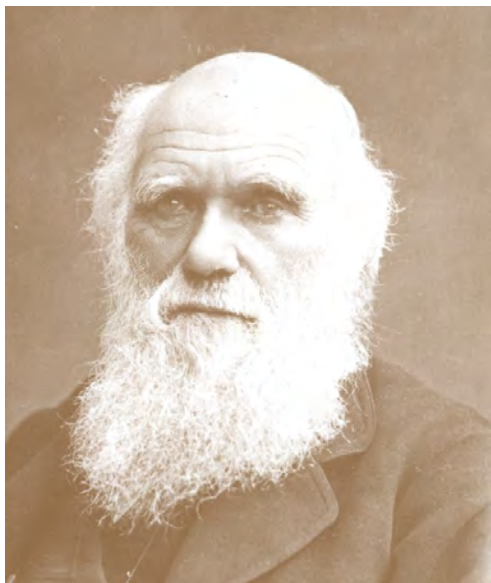




3 Land Use

Taylorsville is an established community in a growing region. The City's primary land use focus is to improve commercial centers, sustain neighborhoods, and address the need for additional market and moderate income housing by integrating innovative urban development and infill strategies that accommodate growth while enhancing the quality, character and prosperity of the city.



"It is not the strongest of the species that survive, not the most intelligent, but the ones most responsive to change."

Charles Darwin (1809-1882)

Scientist

Charles Darwin was an English geologist and biologist famous for his contributions to the theory of evolution. He is best known for his 1859 book *On the Origin of the Species*.



Taylorsville General Plan

Chapter 3: Land Use

Chapter 3 Contents:

- 3.1 Existing Land Use Patterns
- 3.2 Community Vision
- 3.3 Proposed Land Use
- 3.4 Measuring Success

Land Use Goal: Implement innovative urban development and infill strategies that accommodate projected growth and current trends in the land use market while enhancing the quality, character, and prosperity of the city and its neighborhoods.

Rapid suburban growth in the area that later incorporated as the City of Taylorsville began over 60 years ago in the late 1950s. Now, six plus decades later, very little land remains that has not been developed within the community. In spite of it's current "built-out" status, however, much change is expected in Taylorsville over the coming decades as metropolitan Salt Lake City continues it's rapid growth and vacant land in the County becomes increasingly scarce. The primary focus for future land use planning in Taylorsville should be placed on quality infill and transformative redevelopment of the city's commercial corridors and aging shopping centers, and the preservation and enhancement of its neighborhoods. Additionally, Taylorsville must participate in the solutions to regional concerns such as housing affordability and housing shortages to help ensure the ongoing strength of the State's economy and access to opportunity for future generations.

The land use goals, strategies, and accompanying *Proposed Land Use Map* within this chapter identify the desired land use patterns for the community by providing general guidance for areas of preservation and incremental improvements, areas of moderate change, and areas targeted for new opportunities and meaningful changes. The ideas within this document provide a means to accommodate for future growth within the context of the growing region while improving the community character and quality of life for the city's residents. The City's business community and tax base will also be fortified by way of implementation of the plan through strategic development and redevelopment initiatives.

3.1: Land Use Existing Land Use Patterns

Prior to the 1950s, the area that now encompasses the City of Taylorsville was primarily agrarian, consisting mostly of small farmsteads and larger family farms. A small commercial district serving the surrounding population formed around the intersection of 4800 South and Redwood Road in the late nineteenth century (see illustration 3.3.1). In the late 1950s, suburban growth from metropolitan Salt Lake City began appearing in the form of large residential subdivisions, mostly in the northwest quadrant of the current city boundary. By the early 1960s, numerous residential subdivisions began construction primarily in areas adjacent to the Redwood Road corridor. Commercial development soon followed with the expansion of the commercial district on Redwood from approximately 4700 South to 5000 South. By the mid-1970s, Taylorsville became one of the fastest growing areas in the State as 9,977 owner occupied and 3,039 renter occupied dwelling units were constructed between the years of 1970 and 1990. Major transportation investments followed the rapid growth as the first segments of Interstate I-215 opened in Taylorsville in 1976 and country roads such as 4700 South, 5400 South, 4100 South, and Redwood Road evolved into major transportation corridors. As the transportation network progressed, so did the centers of commercial development with major retail centers emerging around the areas of 4100 South and Redwood Road, 5400 South and Redwood Road, 5400 South and 4000 West, and 4700 South and 2700 West. Although less intense than the 1970s and 80s, rapid growth continued in the 1990s with over 3,000 new dwelling units constructed. Subsequent transportation and commercial investment continued with the construction of Bangerter Highway and the expansion of most collector and arterial streets in the City. Sorenson Research Park grew into the primary employment center in the area and 5400 South and Redwood Road evolved into the leading retail shopping district in the southwest quadrant of the county. By the time the City of Taylorsville incorporated in 1996, the area within the limits of the new city was over 90% developed (under the jurisdiction of Salt Lake County).

Following incorporation of the City, land use patterns within the community continued to be impacted by the rapid growth within Salt Lake County. However, now the growth came primarily from outside the city's boundaries as the communities of West Jordan, South Jordan, Riverton, and Herriman experienced increased development. As the epicenter of growth continued to move southwest, so too did much of the commercial investment that had been the foundation of Taylorsville's strong and stable tax base for the previous three decades. As new and more desirable shopping centers were constructed in the rapidly growing cities south and southwest of Taylorsville, many key retail establishments in the community relocated forcing Taylorsville to re-evaluate it's future growth strategies. No longer could the City rely on it's own rapid growth to ensure it's viability as a strong and stable community. Taylorsville was now an inner ring suburb whose primary manner of growth would be in the often complicated and controversial forms of infill development and redevelopment. As such, a new level of land use sophistication



Illustration 3.1.1

4800 South and Redwood Road: Taylorsville's first commercial district.

West and just south of the 4800 South and Redwood Road intersection, Joseph S. Lindsay and Company, later the Taylorsville Mercantile, was erected at the turn of the century to serve the needs of the emerging community [top].

The Taylorsville Mercantile was razed in 1962 to make way for a new "modern" commercial center to accommodate Taylorsville's growing suburban population [bottom].

and understanding was necessary to keep Taylorsville the desirable place to live, work and shop that it had established itself to be over the previous decades.

Current Land Use

As Taylorsville has evolved over the last 60+ years from an agrarian community into the second most densely populated city in the State (approximately 5,597 people per square mile), the community has established a balance of land uses that includes various forms a residential development, shopping districts, employment areas, and public/quasi-public functions such as parks, education, government, and religious uses.

As the City considers new goals and policies, it is very important to understand existing markets, future projections, trends, and emerging technologies. It is also important to try to understand current infrastructure, transportation, resources, and regional forces outside of the city's borders. However, as the city and region continues to grow and evolve, it is necessary to fully understand the present day - our "starting point" for the future. In order for the city's leaders and decision makers to make intelligent and informed long term decisions and develop policies that will ensure the continued stability of the City, we must fully understand our point of departure. It is also important to understand and acknowledge that change is inevitable. Despite the fact that Taylorsville has very few vacant parcels, change has been constant through the City's entire 25+ year history. Preferences change, markets evolve, the region grows, buildings age, and technology progresses. Significant change in Taylorsville is inevitable over the short and long-term, and in order to make informed, logical, and proper decisions, it is important to understand current conditions, where change is necessary, and where stability is appropriate .

Existing Land Use Map

Map 3.1.3—Existing Land Use represents a snapshot of the community from a land use perspective at the time of adoption of the updated 2025 Taylorsville General Plan. Current land uses are identified on the map with the following general categories:

Residential:

- **Single Family Detached (RSD).** Unattached single-family homes.
- **Single Family Attached (RSA).** Duplexes, twin homes, three-plexes, four-plexes, and attached town homes.
- **Multi-family (RMF).** A residential structure or series of structures with more than four attached units and shared access points.
- **Senior and Assisted Living (RSAL).** A residential structure or series of structures designed, intended, and/or restricted to residents over 55 years of age. Includes assisted living centers. *check map to see if changes are nec.?*
- **Residential Mobile Home (RMH).** Single family detached mobile home communities.

Commercial/Retail:

- **Commercial – Regional (CR).** Larger commercial/retail areas that provide a wide array of

commercial services typically serving a market radius of 5-15 miles.

- **Commercial – Community (CC).** Commercial/retail areas that provide services for the community at large such as grocery stores, gas stations, restaurants, drug stores, etc.
- **Commercial—Neighborhood (CN).** Commercial/retail areas that provide services primarily for the surrounding neighborhood.

Office:

- **Office – professional (OP).** A structure or collection of structures focusing primarily on professional uses such as medical, legal, financial, marketing, etc.
- **Office – business (OB).** Office warehouse, flex office, research and development, etc.
- **Office – research and Development (ORD).** *check map to see if changes are nec.*

Mixed Use:

- **Retail/Office (MURO).** Multi-story/multi-tenant buildings (other than strip malls and shopping centers) that include retail *and* office uses.
- **Retail/Residential (MURR).** Multi-story/multi-tenant buildings (other than strip malls and shopping centers) that include retail *and* residential uses.
- **Office/Residential (MUOR).** Multi-story/multi-tenant buildings that include office *and* residential uses.

Open Space and Recreation:

- **Park (OSP).** Public and private parks.
- **Recreation (OSR).** Recreational sites such as golf courses, trails, recreation centers, etc.
- **Natural (OSN).** Areas preserved in a natural state.

Public/Quasi-public:

- **Education (PQE).** Educational uses such as public and private schools, higher education facilities, etc.
- **Religious (PQR).** Religious uses such as churches, temples, etc.
- **Government (PQG).** Government and quasi-government operated facilities such as libraries, fire stations, and Taylorsville City Hall, etc.
- **Utility (PQU).** Public and private utility uses such as water tanks, electrical substations, wells, power line corridors, etc.
- **Cemetery (PQC).** Public and private cemeteries.

Industrial:

- **Industrial (I).** Uses dedicated to manufacturing, warehousing, distribution, commercial storage, fabrication, recycling, etc.

Agricultural:

- **Agricultural (A).** Land primarily dedicated to farming, and/or the keeping of animals.

Table 3.1.x Taylorsville Land Use Distribution		
Land Use	Acreage	% of City
Residential		
Single Family Detached	3029.4	54.8
Single Family Attached	226.3	4.1
Residential Multi-family	261	4.7
Mobile Home	127.8	2.3
Senior Housing and Assisted Living	21.8	0.4
Commercial		
Regional	101.6	1.84
Community	223.4	4.04
Neighborhood	?	?
Office		
Professional	130.9	2.8
Research and Development		
Business		0.1
Mixed Use		
Commercial/Residential	0.25	0.0
Office/Residential		0.0
Commercial/Office	1.2	0.02
Public/Quasi-Public		
Education/School	318.7	5.8
Religion/Church	134.6	2.4
Government	42	1.9
Utility	113.5	2.1
Cemetery	5.7	0.1
Roads/Sidewalks/R-O-W ?		
Industrial		
Industrial/Manufacturing/Warehouse		
Agricultural		
Agricultural	5.3	0.1
Vacant		
Vacant	106.5	1.93
Vacant with Approved Development	99.9	1.8
Primarily Undeveloped	46.8	0.9
Infrastructure?		

**UPDATE FIGURES
WITH PUBLIC
INFRASTRUCTURE
INCLUDED**

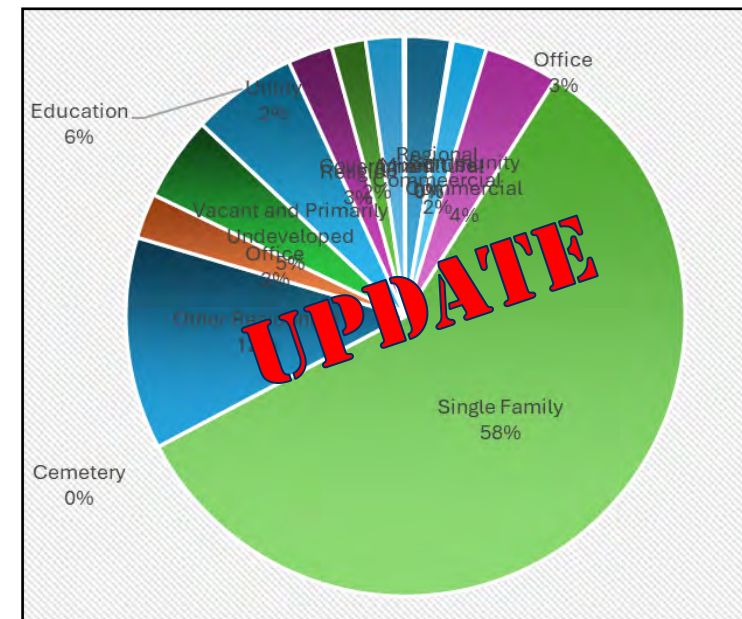


Illustration 3.1.2

Land Use Distribution.

Taylorsville City is approximately 6,934 acres (10.8 square miles) in area and contains a variety of land uses. **Update and consolidate to improve readability.**

Place Holder: Map 3.1.3: Existing Land Use Map



Map 3.1.3: Existing Land Use Map

Vacant

- **Vacant (V).** Property with no current building or use.
- **Vacant – entitled (VE).** Vacant land with an approved development entitlement.
- **Vacant – primarily undeveloped (VU).** Land that is mostly vacant but includes a use on a small percentage of the property.

Illustration 3.1.2 demonstrates the breakdown of land uses in of the City. *Residential Single Family Detached* is the dominant land use in the community with 55% (3,029 acres) of the City dedicated to that singular use. **Add to paragraph with updated #s.**

Evolving Land Use Market

The land use market, both locally and nationally, is currently experiencing one of the most significant transformations in the last 70 years. Online shopping is fundamentally impacting brick and mortar retail development. Emerging technologies and the lingering affects from the Covid-19 pandemic are making working from home possible and more common, impacting the office market. Perhaps most significant locally, however, are shortages in housing combined with rapid population growth that has led to tremendous pressures for cites in metropolitan Salt Lake and the Wasatch Front to provide more housing, especially affordable housing. As Salt Lake County approaches near build out, higher residential densities and taller residential structures have become common place in areas previously thought of as low density communities. These factors have led most cities in metropolitan Salt Lake to significantly rethink their land use strategies. This situation is especially true for built out communities like Taylorsville that desire to continue to grow and evolve and address new technologies, markets, and community aspirations.

Never in Taylorsville's history has there been such a profound need to develop and implement intelligent and forward thinking land use policies that will project the community successfully into it's next 50+ years of existence.

Residential Growth

Rapid population growth is projected to continue along the Wasatch Front, particularly in Salt Lake and Utah Counties. With more undeveloped land, Utah County is projected to lead the State in population growth between 2020 and 2060 with an estimated 673,964 new residents. With much less undeveloped land, Salt Lake County is second in projected growth with an estimated 483,889 new residents. Together, the four county region of Salt Lake, Utah, Davis, and Weber counties is expected to grow in population by 1,508,128 in the 40 year period. This amount of growth would be challenging under any circumstance, but now, 175 years after the original arrival of non-native settlers into the area, most communities within the region are at or nearing build-out—meaning that a high percentage of new development to facilitate this growth will be infill and redevelopment. This will be especially pronounced in Salt Lake County,

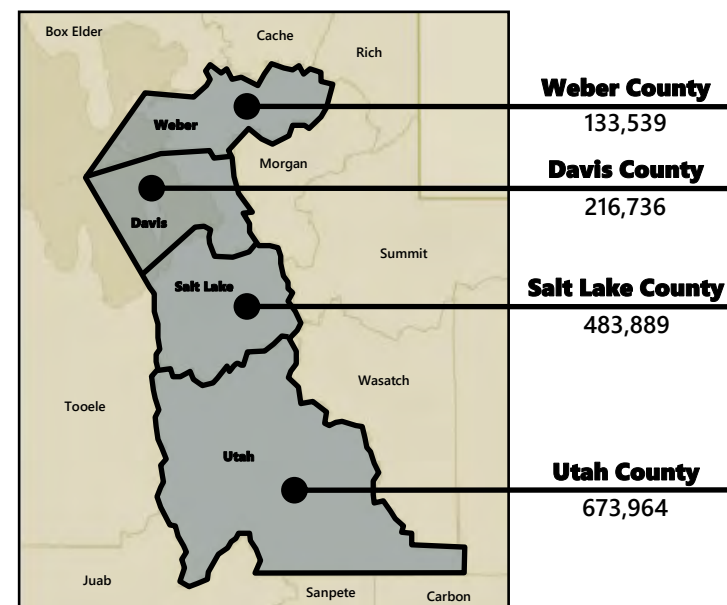


Illustration 3.1.4
Wasatch Front Projected Population Change 2020-2060

Source: Kern C. Gardner Policy Institute, 2020-2060 Projections

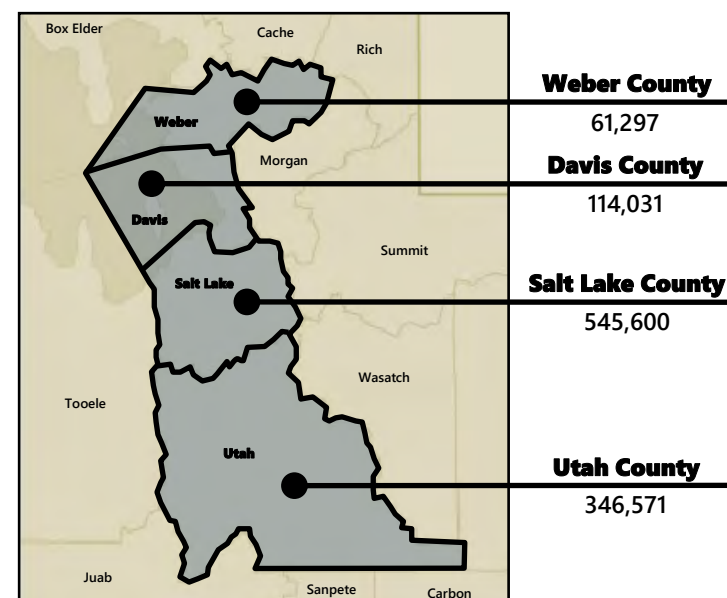


Illustration 3.1.5
Wasatch Front Projected Job Growth 2020-2060

Source: Kern C. Gardner Policy Institute, 2020-2060 Projections

where even the rapidly growing suburban communities in the south part of the Valley are now largely developed.

Located near the geographic centers of both Salt Lake County and the four county region, Taylorsville could experience an inordinate amount of impact from new population growth, especially given the city’s easy access to the Salt Lake City Central Business District, Salt Lake International Airport, and emerging westside employment centers. As significant amounts of open space existed within southern Salt Lake County over the previous 20 years, Taylorsville experienced only minimal population change¹. As growing suburban communities in the south part of the valley reach build-out, however, other communities in the county will feel more pressure to accommodate a higher percentage of new growth. In 2020, Taylorsville’s population of 60,448 represented approximately 5.1% of the overall county population of **1,188,213**. If new growth within the county is more equally distributed over the next 40 years, and Taylorsville continues to be around 5.1% of the counties population, based on the projected 2060 Salt Lake County population of 1,672,102, Taylorsville's population would reach a staggering 85,277. It’s difficult to imagine, based on the current form of the City, how another 24,829 residents could reside in the community. But change is afoot, and as Charles Darwin accurately pronounced, it is “the ones most responsive to change” that will survive and prosper.

Projected Population Change		
	Salt Lake County	State of Utah
2010	1,032,281	2,772,667
2020	1,188,213	3,284,823
2030	1,316,739	3,879,161
2040	1,451,869	4,440,560
2050	1,572,359	4,969,929
2060	1,672,102	5,450,598
Absolute Change [2020 to 2060]	483,889	2,165,775
%	46.9%	78.1%

Table 3.1.6
Projected Population Change in Salt Lake County and Utah County by Decade: 2010 to 2060.
Source: Kem C. Gardner Policy Institute, 2020-2060 Projections

Salt Lake County Projected Household Size	
2010	3.0
2020	2.9
2030	2.7
2040	2.6
2050	2.5
2060	2.3
Absolute Change	-0.66
%	0.78%

Table 3.1.7
Projected Salt Lake County Average Household Size by Decade: 2010 to 2060.
Source: Kem C. Gardner Policy Institute, 2020-2060 Projections

¹ Taylorsville population change between 2000 and 2020 was 2,570 for an increase of 4.2% while the population increase in Salt Lake County was 286,851, a 31.9% increase. Source: US Census.

3.2: Land Use Community Vision

Like all communities in Salt Lake County, the approaching decades in Taylorsville will be a challenging era from a land use perspective. Near build-out combined with continued rapid population growth, evolving trends in commercial development, transportation challenges, infrastructure costs, and concerns about natural resources and the environment—especially air quality, water availability, and climate change—will require smart, responsible, and informed decision making. With limited undeveloped land, many places in Salt Lake County, Taylorsville, and much of the Salt Lake metropolitan area will evolve into fundamentally different places.

It is realistic to believe that over the next 25 years, Taylorsville will commence its third major chapter in its continued evolution. From the mid-nineteenth to the mid-twentieth centuries, the Taylorsville community evolved as primarily an agrarian area comprised mostly of small farms and a dispersed population. Starting in the late 1950s, Taylorsville began its second phase of development as a suburban bedroom community of the Salt Lake metropolitan area. Today, Taylorsville is an established inner ring suburban community centrally located within Salt Lake County and the entire Salt Lake metropolitan area. Given the region's population projections and Taylorsville's proximity to Salt Lake City, Taylorsville will likely begin to emerge as a more urbanized, densely populated, diverse and nuanced community within the much larger metropolitan area.

Significant land use change, however, will be slow and evolving and in the relative short term, most residents of Taylorsville will not experience considerable lifestyle and neighborhood modifications. Citizen surveys and public input indicate that Taylorsville residents overwhelmingly want to maintain the status quo within their own neighborhoods. Impacts associated with regional population growth, it is hoped, will be minimized within their immediate community and the character of their current neighborhoods will be preserved. Is this possible and in the best interest of the City? In short, the answer is yes and yes. The City can grow *and* maintain existing neighborhoods by directing the majority of new growth to areas of the city where new development and increased intensity make sense and are desirable. Such areas may have supporting infrastructure, access to mass transit and regional systems, or may be declining, underutilized places where density incentives are required to make redevelopment financially feasible.

The Taylorsville General Plan recommends that the City establish a goal of containing 90% of new residential growth in the community to 5% of the land mass within the City—where it not only makes sense, but also improves the city's character and tax base (see *The 5% Strategy* on Page 13-13). When properly designed and constructed, appropriately scaled mixed-used neighborhoods can be places of significant benefit and appeal. These "urban villages" generally combine compact development and comparative high population density with a mix of complementary commercial uses, safe and walkable streets, relative affordability, and a sense of



"It is realistic to believe that over the next 25 years, Taylorsville will commence its third major chapter in its continued evolution. "

vibrancy rarely seen in lower density suburban locations (see *Designing Better Places* on page 3-12). By combining these types of places with the existing neighborhoods in the City, housing options are increased and a desirable balance of lifestyle choices is achieved.

Navigating and thriving in the upcoming decades will begin with understanding and acknowledging the reality of the situation of both the City and the metropolitan region. With the unique natural growth boundaries that exist in this region, all cities will need to increase efficiency and better utilize land and infrastructure. It is also critical to protect and enhance the City's tax base while also safeguarding sensitive lands and open spaces in order to protect the quality of life and lifestyle that residents of the community and region value and demand.

Future Land Use Vision

Taylorsville recognizes that future community success, stability, and economic vitality is largely influenced by enlightened and effective land use planning. Taylorsville's future land use vision is focused around the following broad principles:

Accommodate Taylorsville's Appropriate Share of Future Regional Growth

All municipalities in the Salt Lake region will experience growth pressure in the coming decades. All communities, including Taylorsville, should approach this situation as a shared issue in which all communities participate in a shared solution. The question, therefore, becomes what is Taylorsville's fair share? How much should Taylorsville plan to grow in the coming decades? As previously stated, if Taylorsville remains 5.1% of the county's overall population, the city would grow by approximately 25,000 residents. However, given that most southern cities in Salt Lake County still maintain a higher percentage of open developable land than central and northern cities like Taylorsville, growth in south Salt Lake County will, at least in the near future, carry higher rates of growth. Also, downtown Salt Lake City and other city neighborhoods will likely continue their recent trend of high growth and high intensity development around the central city. These factors, combined with Taylorsville's built-out status, indicate that although Taylorsville will grow at rates much higher than the previous two decades, it will likely still grow slower than the overall County. The Taylorsville General Plan estimates that Taylorsville will grow at approximately two-thirds of the County rate over the next 35 years to the year 2060, or approximately 16,609 new residents, to an estimated population of 77,057. Based on the estimated 2060 household size of 2.3 residents per dwelling, the general plan establishes a goal of facilitating 7,220 new residential dwelling units in the City of Taylorsville by the year 2060.

Table 3.2.1 identifies estimated residential growth in the identified Targeted Residential Growth Areas. Although the estimated numbers don't necessarily identify full build out of the identified areas, it does illustrate that a goal of over 7,000 new residential units is achievable by 2060.

Projected Residential Growth 2020-2060	
	Estimated New Dwelling Units¹
Taylorsville Expressway	3,235²
Mercantile District	300
4700 South I-215 to 2700 W	450
Westpoint District	1000³
Centerpoint District	500
Summit Vista Retirement Community	1,040⁴
Other (non-projected high growth areas)	722⁵
Total	7,247⁶

Table 3.2.1

Projected Residential Growth.

Estimated residential growth in Targeted Residential Growth Areas to achieve Taylorsville's 5% Strategy outlined on page 3-13.

¹ Some figures don't represent full buildout of the respective redevelopment areas, but instead show estimates for units constructed by 2060. In most cases, full development potential will exceed stated figure.

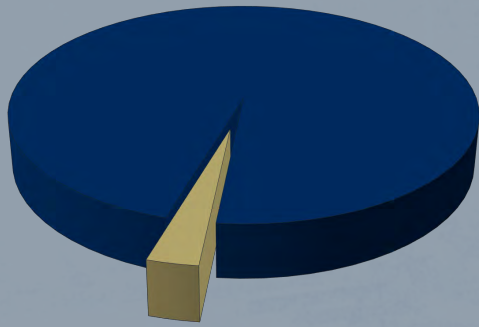
² 80% of estimate established in the Taylorsville Expressway Station Area Master Plan.

³ Includes 647 Dwelling Units currently entitled with the proposed Volta Mixed Use development.

⁴ Based on future buildout of the currently entitled Summit Vista development.

⁵ 10% of projected 2060 growth objectives.

⁶ Figure exceeds stated objective of 7,220 units.



The 5% Strategy

Accommodating Future Residential Growth While Minimizing Impacts on Existing Neighborhoods

Containing 90% of the Taylorsville's Future Growth to 5% of the City's Land

Accommodating future growth, maintaining the integrity of existing neighborhoods, and creating beautiful and vibrant places is not an impracticable objective for the City of Taylorsville. Taylorsville today consists of many underutilized places, such as empty parking lots, antiquated shopping centers, and outdated land uses. These areas could transform from their current condition into places of great value and character while providing exceptional places to live, work, shop, and engage in community life. By creating new, well designed, higher density mixed-use places in locations with compatible infrastructure, Taylorsville can participate in the solution of the regional housing shortage and help ensure that future generations will have an opportunity for quality housing.

The 5% Strategy will encourage targeted investments in specific areas to create exceptional places with maximum efficiency adjacent to the existing and future regional transportation systems. New residential growth will be concentrated in areas designed for a high quality of living by providing easy access to transit, shopping, restaurants, jobs, and connectivity to the greater metropolitan area.

Targeted residential growth areas are identified on Map 3.2.2 on page 3.14.

5 Principles for Achieving the 5% Strategy

1. Focus growth in centers along major transportation corridors and transit stations.

New growth will inevitably impact traffic and transportation patterns. These impacts can be mitigated if growth is focused near regional transportation corridors, and, especially, transit stations. Making transit available, easy, and comfortable to larger numbers of city residents will minimize auto dependence.

2. Create areas of high intensity mixed-use in targeted areas throughout the City.

New growth can be directed into a smaller area within in the city by allowing higher densities within redevelopment areas.

3. Encourage infill and redevelopment.

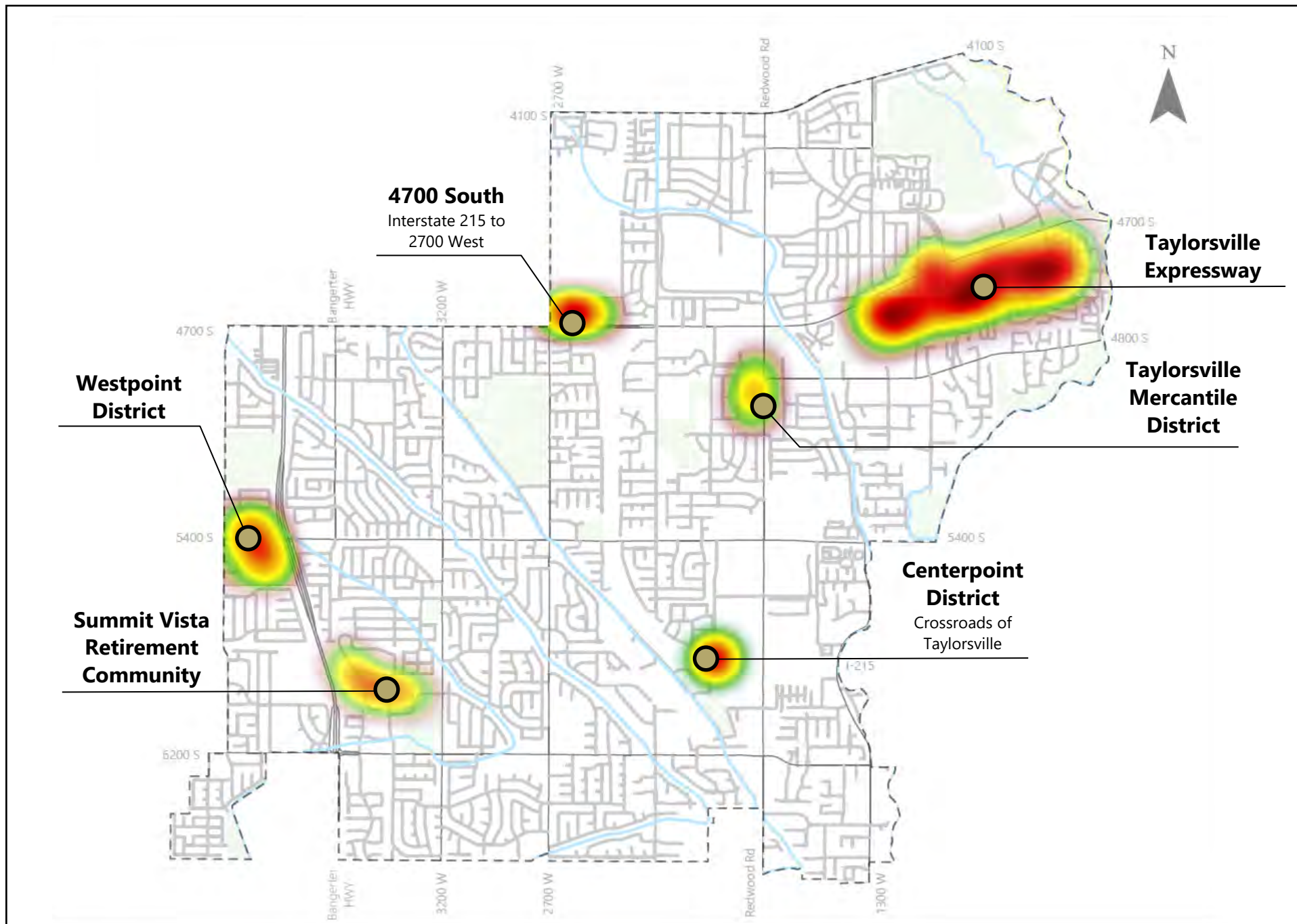
Many areas of the city, based primarily on antiquated development patterns, remain vacant and underutilized such as empty parking lots, undesirable retail spaces, and poorly maintained properties. Proper redevelopment supports quality of life, improved services, and enhanced tax base.

4. Limit change in existing neighborhoods.

Some changes in existing neighborhoods may be inevitable, such as smaller minimum lot sizes, accessory dwelling units, and the integration of more attached housing units, but overall the integrity of existing neighborhoods should be maintained.

5. Preserve open space and sensitive lands.

As the region continues to densify, it is important to constrain impacts on environmentally sensitive lands and open space to ensure continued access to parks and natural areas.



Map 3.2.2: Targeted Residential Growth Areas

Designing Better Places

Principles for creating vibrant places of great value in the “5%” districts.

The most important aspects of creating and improving the design of cities, neighborhoods, and public spaces are to make them more functional, attractive, and sustainable. These principles summarize literature and empirical research highlighting the core qualities needed for successful pedestrian- and transit-oriented design.

1. **Medium-to-High Densities.** More people in an area translates to more street life, vibrancy, and safety. Compact development with residential densities ranging from 15 to 50+ units per acre supports a vibrant neighborhood.
2. **Fine-Grain Mix of Land Uses.** A mixed-use development consists of two or more land uses (e.g., residential, retail, office, entertainment, etc.) where one can walk to desired locations without use of a major street. Shorter walking distances and access to more land use variety are ideal.
3. **Shorter Blocks.** A dense network of streets and intersections means slower vehicle speeds, dispersed traffic patterns, more pedestrian crossings and more direct routing. To promote walkability, block lengths should range between 200 and 500 feet.
4. **Transit Route Spacing.** Potential riders are influenced by the distance from and amount of time it will take to walk to the transit stop. Approximately 75-80 percent of bus riders are willing to walk 1/4 mile or less to a bus stop.
5. **Narrow Low Speed Complete Streets.** Narrower, shorter, enclosed, and more interconnected streets designed for multiple modes of transportation improve walkability and traffic safety. Two-lane streets are preferable, but, when necessary, four-lane streets are acceptable when they incorporate raised medians, islands, and pedestrian-friendly features.
6. **Connected Sidewalks Appropriately Scaled.** Sidewalks serve as safe routes for pedestrians, spaces for everyday life, and leisure destinations. Sidewalk widths should match the intensity of surrounding land uses and the anticipated walking and non-walking activities. Ideally, sidewalks should range from 6 to 12 feet wide, depending on the context.
7. **Safe Crossings.** Walkable environments have a higher degree of interplay between opposite sides of the street and adjacent blocks. Both pedestrians and businesses benefit from a street that is easy and safe to cross. Ideally, a safe pedestrian crossing should be available every 200 to 300 feet.
8. **Appropriate Buffering from Traffic.** Pedestrian and automobiles can happily coexist with the right degree of separation and buffering. On-street parking and parkstrips 5-10 feet wide slow traffic speeds and provides a buffer between travel lanes and sidewalks.
9. **Street-Oriented Buildings.** Appropriately scaled, street-oriented buildings lining a street creates a reciprocal relationship between the private and public realms. Buildings should be built to the sidewalk, have permeable building façades (no blank walls), and no parking in front. Ideally, a height-to-width ratio of 1:3 should be used to inform building heights and setbacks (e.g., a 60-foot-wide street with 20-foot tall buildings built along the sidewalk).
10. **Comfortable and Safe Places to Wait.** For many potential transit users, the choice to take transit often relies on the quality of the wait experience at the stop or station. Seating and weather protection are critical to ensure comfort and safety of transit users.



Neighborhoods with mixed-use and high residential densities can also be vibrant places of exceptional quality of life.

Image: Town Planning and Urban Design Collaborative, <https://www.tpudc.com/>.

Source: Ewing, R. and Bartholomew, K. (2013) Pedestrian and Transit Oriented Design. Urban Land Institute and American Planning Association, Washington DC. .

Land Use Objective 3.1: Support regional growth by accommodating at least 7,220 additional dwelling units in Taylorsville by 2060.

Recommendations, Strategies and Actions:

- 3.1-A:** Strategically accommodate new residential growth in the City based on the adopted General Plan Land Use vision.
- 3.1-B:** Contain 90% of Taylorsville's new residential growth to 5% of the City based on Table 3.2.1 and the Targeted Residential Growth Areas identified on Map 3.2.2.

Minimize Impacts of Future Growth on Existing Neighborhoods

Taylorsville residents have repeatedly expressed a desire to limit impacts of new growth within the city's single family neighborhoods. Although some small changes in the city's neighborhoods may be inevitable, such as the construction of new accessory dwelling units, smaller lot sizes, better connectivity to adjacent land uses, or potential new development of attached dwelling units under certain circumstances, future growth and change should respect and be consistent with the use and scale of existing neighborhoods. Like all cities, Taylorsville's neighborhoods are the foundation of the community and protecting the quality and integrity of these areas should be a fundamental goal of the City.

Land Use Objective 3.2: Limit change in Taylorsville neighborhoods by facilitating 90% of future residential growth into the identified *Targeted Residential Growth Areas*.

Recommendations, Strategies and Actions:

- 3.1-A:** Limit modifications to existing neighborhoods to elements that don't alter the fundamental use and scale of the neighborhood.
- 3.1-B:** Explore new development regulations that would permit two family structures in single family zones subject to tailored location and design criteria. New attached dwelling units should resemble and complement the scale and appearance of existing neighborhoods.
- 3.1-C:** Establish development standards to ensure a proper transition and buffer between existing neighborhoods and higher-intensity uses.
- 3.1-D:** Provide compatible and appropriate integration between residential areas and commercial centers to support overall neighborhood stability.
- 3.1-E:** Review and update residential development standards to reflect the existing and desired building height, setback, and envelope standards.

Maintain Open Space and Natural Amenities

As growth continues in Taylorsville, open space and natural amenities will be threatened. Special consideration should given by the City to ensure that the community's open space

portfolio grows commensurate with population growth. New parks, trails, and open spaces should be created as new growth happens, especially in high intensity development areas.

Land Use Objective 3.3: Development of new open space within Taylorsville should be proportionate to population growth.

Recommendations, Strategies and Actions	
3.x-A:	Look for additional open space development opportunities, especially in areas of intensified residential use.
3.x-B:	Require new permanent open space improvements for all new residential development over 25 units.
3.x-C:	Increase safe access to open space and trails.
3.3-D:	Develop a fund in exchange for density to develop new parks or enhance nearby park facilities or access. [Jim]
3.3-E:	Provide budget or plan to maintain new and existing open space. [Wayne]

Sustain a Strong Tax and Employment Base

Maintaining a strong and stable tax base is a priority of the Taylorsville General Plan. As markets evolve, technology progresses, and commercial trends ebb and flow, stabilizing and augmenting the City’s tax base will be more challenging than ever. Taylorsville’s tax base has traditionally slanted towards retail tax generation with it’s strong retail base. This type of orientation leaves the City vulnerable, however, with significant fluctuations in consumer spending based on variabilities within the economy. Taylorsville should continue to focus on retail economic development, but also emphasize building a stronger property tax base by focusing efforts on quality construction and land use efficiency.

Land Use Objective 3.4: Strengthen the City’s property tax base by using sustainable, efficient, and high-quality development standards and practices.

Recommendations, Strategies and Actions	
3.4-A:	Evaluate land use applications based on their highest and best use while ensuring compatibility with adjacent current and future land uses.
3.4-B:	Support and encourage the construction of multi-level parking structures.
3.4-C:	Augment property tax base by limiting, as appropriate, construction of low valuation improvements such as surface parking lots, limited lifespan buildings, and low efficiency development.
3.4-D:	Incentivize mixed-use development that combines retail uses with high quality and high intensity residential uses.

Provide Highest Land Use Intensities Near Compatible Infrastructure and Transportation Capacity

Clearly, high intensity land uses need supportive infrastructure. Land use intensity requires infrastructure capacity and the two need to be linked in future land use decisions. Unfortunately, in many places throughout the city and county, infrastructure capacity doesn't meet current and anticipated service needs. Significant infrastructure upgrades will likely be necessary to facilitate continued growth throughout the county. Evaluating and planning for future infrastructure investment is critical for the future sustainability of the region.

Land Use Objective 3.5: Study and evaluate infrastructure needs throughout the community.	
Recommendations, Strategies and Actions	
3.5-A:	Conduct a citywide study and evaluation of current utility and transportation infrastructure.
3.5-B:	Create a detailed long range (minimum 25 year) infrastructure improvement plan based on current growth projections, desired land uses, and building form.
3.5-C:	Work with utility service providers to help evaluate potential growth and identify constraints on current and future systems.
3.5-D:	Craft planning and zoning strategies designed to use land and public infrastructure efficiently. Link these strategies to capital improvement plans and key projects.
3.5-E:	Minimize the need for future road expansion by advocating for transit and other multi-

Land Use Objective 3.6: Improve land use efficiency and better utilize existing and future public infrastructure.	
Recommendations, Strategies and Actions	
3.6-A:	Evaluate future land use applications based on their highest and best use while ensuring compatibility with adjacent current and future land uses.
3.6-B:	Look for opportunities to transition outdated shopping centers to higher intensity mixed use centers.
3.6-C:	Support and encourage the construction of multi-level parking structures.

Embrace Mixed-use Development, Especially in Places of High Intensity Residential Development and areas served by transit.

The Taylorsville General Plan has been designed to support this goal with several Place Type categories intended to encourage mixed-use. In addition, all *targeted residential growth areas* are envisioned as mixed use districts. Generally, commercial uses within mixed use

areas will be low intensity in nature and primarily intended to serve the immediate needs of the neighborhood. The benefits of mixed-use development are many, especially when combined with transit investment. Transit oriented mixed use development can help reduce congestion on city streets by permitting more frequent walking and transit use. The city's tax base is strengthened by creating retail development in conjunction with high property valuation. Land use efficiently in maximized by reducing large streets, parking lots, and unnecessary yard space. Perhaps most importantly, however, is that mixed use districts, when designed and constructed appropriately, are places of high quality of life. By focusing on active transportation, quality architecture, and complementary land uses, mixed use districts place much more focus on the individual rather than the needs of automobiles, leading to a healthier and more robust lifestyle.

Diversify Residential Dwelling Options

The current makeup of the City's residential mix is predominantly detached single family dwellings and large scale multi-family garden-style apartment complexes. Town homes, medium density development, and high intensity mixed use housing are rare to non-existent in the City. The current makeup of housing options provides very little choice and should be enhanced as new development occurs. Taylorsville should strive to have a housing mix that matches it's diverse population. Taylorsville should also strive to create quality communities for every phase of its residents' lives. Young families, single persons, empty-nesters and seniors have different housing needs. A variety of housing options enable mobility within the community when household income or needs change. Diverse housing options can also promote "filtering", the process by which aging homes become more affordable, allowing new owners to enter the market. Vibrant mixed-uses neighborhoods, town homes and medium density development will bring a much greater balance to the City's existing housing makeup.

Land Use Objective 3.7: Provide a more balanced housing variety within the City.	
Recommendations, Strategies and Actions:	
3.7-A:	Support and encourage the creation of smaller, low- to moderately-priced housing units for people aged 55+ years.
3.7-B:	Coordinate with SLCC and USU to identify and anticipate student and faculty needs for housing, facilities, and services. Establish new student housing as appropriate.
3.7-C:	Incentivize and encourage the creation of "missing middle" housing such as attached town homes, twin homes, etc.
3.7-D:	Establish more high density housing in high quality environments.
3.7-E:	Establish more affordable housing in the community. Large scale mixed-use and residential development projects should create and maintain a percentage of affordable units.

Create Great Places

Facilitating the creation of great communities is perhaps the most important responsibility of a city’s general plan. Creating places where people want to live and move greatly enhances the quality of a community. Creating an appropriate mix of land uses in a safe, clean, and well designed environment will provide great stability to the community. Offering living options in unique and inspiring places will encourage residents to remain in Taylorsville while seeking living options most closely related to their current living conditions. If seniors and empty nesters have outstanding housing options, it is more likely they would downsize to a smaller and more appropriately scaled home, thereby making available a larger home for use by a family requiring more space.

Land Use Objective 3.8: Create places of high quality, sustainability, and aesthetic value	
Recommendations, Strategies and Actions	
3.8-A:	To achieve desired land use patterns, evaluate the applicability of a form-based approach for certain places in the city and adopt updates as recommended. Begin by targeting mixed use, commercial, professional office and multi-family zones to better achieve transit oriented development opportunities, as well as General Plan values related to community character and urban design.
3.8-B:	Update and/or create new land use implementation tools (development code, subdivision standards, design standards and other applicable development standards) that collectively work to promote and meet the vision and values of Taylorsville as captured in the General Plan and reflected on the General Plan Map.
3.8-C:	Develop detailed architectural design guidelines for mixed-use and transit oriented development areas to ensure compatibility with...

3.3: Land Use Proposed Land Use

The Taylorsville *Proposed Land Use* Plan expresses the City's preferred future and is a fundamental element of the General Plan. This element of the Plan is State mandated and embodies the long term vision of the City from a land use standpoint. This section and the corresponding *Proposed Land Use Map* (Map 3.3.2) provide policy guidance for future public and private investment and exemplifies the adopted guiding principles of the plan. Although few vacant parcels remain in the city, it is anticipated that the City will still experience significant development and pressure for change based on strong regional growth and expansion. Additionally, commercial land use markets have evolved significantly over the last decade and will continue to evolve in the coming years. Protecting and enhancing the City's tax base by anticipating and responding to emerging issues and conditions will greatly improve the City's future stability and quality of life. The Proposed Land Use element attempts to anticipate and accommodate future growth while enhancing the overall quality of the community.

Proposed Land Use Map

Map 3.3.2 illustrates proposed land uses throughout the community. The Proposed Land Use Map features five general land use designations (residential, mixed use, commercial, employment, and public/quasi-public) for specific areas of the City. Each general land use is further broken down to more specific uses as illustrated in Table 3.3.1. In most circumstances within the city, the *proposed land use* matches the current use of the property. These are considered areas of anticipated stability where land uses are unlikely to evolve in the upcoming years. Areas within the city where the current and proposed land uses don't match are those areas where potential change is anticipated based on location, community needs, transportation improvements, infrastructure, economic development, emerging trends, community image or other factors.

Place Types

Beyond the simple underlying proposed land uses, all areas within the City are further described as "place types" to better illustrate the desired character and identity of the various general areas of the City (see pages 3-23 to 3-28). The 17 different Place Type categories correspond with the various land use categories identified on the Proposed Land Use Map. The places types, as outlined below, do not necessarily describe what exists today, but rather the desired vision for the future. When used together, the Proposed Land Use Map and Place Type descriptors outline both the preferred land use *and* desired characteristics of specific areas within the community.

Amending the Proposed Land Use Map

The Proposed Land Use Map should direct future development and redevelopment decision-making and also strengthen, complement and reinforce other elements of the General Plan.

Taylorsville General Plan Proposed Land Use Map Classifications		
Residential	Estate	RE
	Low Intensity	RL
	Medium Intensity	RM
	High Intensity	RH
	Transit Corridor	RT
Mixed Use	Medium Intensity Mixed-Use	MM
	High Intensity Mixed-Use	MH
	Transit Corridor Mixed-Use	MT
Commercial	Neighborhood Commercial	CN
	Corridor Commercial	CC
	High Intensity Commercial Center	CH
Employment	Employment Mix	EM
	Employment Center	EC
Public/ Quasi-public	School/Education	S
	Utility and Infrastructure	U
	Parks, Open Space, Recreation	P
	Public Facility	PF

Table 3.3.1

Proposed Land Use Map [Map 3.3.x] Place Type categories.

Place Holder: Map 3.3.1: Proposed Land Use Map



Map 3.3.2: Proposed Land Use Map

PLACE TYPES FOR TAYLORSVILLE'S FUTURE

Place Types represent the various land use categories envisioned within the city. Place types are assigned to specific areas of the city that are expected to exhibit characteristics similar to those outlined below and be consistent with the goals and policies stated elsewhere within the Taylorsville General Plan. The Future Land Use Map [Map 3.xx] applies the various Place Types identified and described below and on the following pages.



Residential - Estate

Primary uses: Single-family detached homes along with incidental uses such as schools, parks, and churches.

Scale: 3 or fewer dwelling units per acre.

Fundamental Characteristics: Estate residential neighborhoods are large lot residential communities with lots sizes of 1/3 of an acre or larger. Agricultural uses such as horse properties and small farmsteads are also included in this classification.



Residential - Low Intensity Neighborhood

Primary uses: Single-family detached homes along with incidental neighborhood uses such as schools, parks, and churches.

Scale: Typically 3-8 dwelling units per acre.

Fundamental Characteristics: Low intensity residential neighborhoods are the predominant land use in the city. These neighborhoods include mid-sized residential lots and generally feature a subdivision layout buffered from adjacent non-residential developments. The *Low Intensity Neighborhood* classification normally includes properties with lot sizes between 5,000 square feet and 1/3 of an acre.



Residential - Medium Intensity

Primary uses: *Medium Intensity* neighborhoods are generally made up of townhomes, attached single family dwellings such as duplexes, triplexes, fourplexes, small neighborhood-scale multifamily buildings, and/or small lot single family homes along with associated neighborhood uses such as schools, parks, and churches.

Scale: Typically 1 to 3 stories and 8 to 15 dwelling units per acre.

Fundamental Characteristics: Medium Intensity neighborhoods support a mix of housing options in a walkable development pattern. These neighborhoods are relatively compact and the design and the scale of development encourages active living with a complete and comprehensive network of walkable streets.



PLACE TYPES FOR TAYLORSVILLE'S FUTURE

(CONTINUED)



Residential - High Intensity

Primary uses: Multi-family attached dwelling units along with associated open spaces and amenities.

Scale/Density: Typically 3-6 story buildings with 15 to 40 or more dwelling units per acre.

Fundamental Characteristics: *Residential—High Intensity* areas are integrated places or districts of higher intensity residential development, such as apartment and condominium complexes, designed as stand alone buildings or a complex of multiple buildings. Developments should be designed for pedestrian appeal and community connectivity; the design of vehicular access should be secondary to this primary design objective. Development projects should include plazas, open spaces, or other features that create community gathering places and community identity.



Residential - Transit Corridor

Primary uses: Attached multi-family condominiums and apartments along with associated open spaces and amenities.

Scale/Density: Typically 40+ units per acre in buildings at least three stories in height.

Fundamental Characteristics: Transit Oriented Residential neighborhoods are concentrated areas within easy proximity of a mass transit station (typically within 1/2 mile) but don't, based on their location or other factors, have high potential for commercial mixed uses. Walkability and connectivity with the surrounding community are key characteristics of transit oriented areas. *Walkup garden style apartments are not appropriate in this designation. See Urban Villages on page 4-xx.*



Mixed Use - Medium Intensity

Primary uses: Townhomes, apartments, condominiums, restaurants, retail, professional offices, and other commercial uses intended to serve the daily needs of the surrounding community.

Scale/Density: Typically 12 to 20 dwelling units per acre in buildings one to four stories in height.

Fundamental Characteristics: Vertical or horizontal mixed used buildings set in an environment that embraces the components of walkability and integrated by architectural compatibility, streetscapes, sidewalks, landscaping, street furnishings, etc. *See Urban Villages on page 4-xx.*



PLACE TYPES FOR TAYLORSVILLE'S FUTURE

(CONTINUED)



Mixed Use - High Intensity

Primary uses: Apartments, condominiums, restaurants, coffee shops, retail, professional office, and other commercial uses intended to serve the daily needs of the immediate community.

Scale/Density: Typically 30+ dwelling units per acre in structures four or more stories in height.

Fundamental Characteristics: Multi-level buildings with residential units above commercial uses near transit corridors or the regional automotive transportation network. Mixed use districts should be pedestrian oriented with buildings pulled to and oriented towards streets and public sidewalks. See *Urban Villages* on page 4-xx.



Mixed Use - Transit Corridor

Primary uses: Apartments, condominiums, restaurants, coffee shops, retail, bakeries, professional offices, commercial daycare, service.

Scale/Density: Typically 40+ dwelling units per acre in structures five or more stories in height.

Fundamental Characteristics: Generally the highest residential densities in the city should be located within 1/2 mile of a mass transit stations. Buildings are multi-level structures with a majority of the street level dedicated to commercial or public uses. Structures should be placed adjacent to the public sidewalk and oriented towards the public street. See *Urban Villages* on page 4-xx.



Commercial - Neighborhood

Primary uses: Primarily retail and service uses intended to provide convenient shopping and service opportunities for the surrounding neighborhood.

Scale/Intensity: Smaller scale buildings and low intensity uses intended for compatibility with adjacent residential uses.

Fundamental Characteristics: Neighborhood Commercial areas are designed for easy access, close proximity, and compatibility with existing and future residential development. Potentially incompatible auto oriented uses such as gas stations, drive through restaurants, auto repair shops, car washes, etc. should be avoided in this classification.



PLACE TYPES FOR TAYLORSVILLE'S FUTURE (CONTINUED)



Commercial - Corridor

Primary uses: Primarily retail and service uses intended to serve the needs of the community at large such as grocery stores, restaurants, retail, and service retail uses.

Scale/Intensity: Combination of small and medium sized tenant spaces.

Fundamental Characteristics: Corridor Commercial areas are typically located on collector or arterial streets for easy access from the entire community. This classification includes strip centers and other non-residential development characterized by small, freestanding buildings containing one or more businesses. Auto oriented uses are often most compatible in this classification.



Commercial - High Intensity Center

Primary uses: Big box retail, anchored shopping centers, retail, restaurants, entertainment, grocery, and service retail intended to serve an area within a 5-15 mile radius.

Scale/Intensity: Combination of large (big box), medium, and small tenant spaces.

Fundamental Characteristics: Regional Commercial areas are located adjacent to freeway interchanges and/or at the intersection of regional arterial highways. High Intensity Commercial Centers are usually anchored by big box retail locations and/or regional entertainment attractions.



Employment—Center

Primary uses: Professional office buildings with associated accessory uses such as restaurants, commercial day care, etc.

Scale/Density: Two to ten story office buildings; one to three story accessory uses.

Fundamental Characteristics: Professional office areas are generally multi-story buildings dedicated wholly or mostly to office uses. Buildings may be dedicated to single or multiple tenants and can provide additional uses to provide amenities for the office workers such as restaurants, day cares, etc.



PLACE TYPES FOR TAYLORSVILLE'S FUTURE

(CONTINUED)



Employment—Mix

- Primary uses:** Research, laboratory, product development, contractor's office, distribution, product display, etc.
- Scale/Density:** Typically one or two level buildings, sometimes with attached production, laboratory, or indoor warehouse space.
- Fundamental Characteristics:** Mixed Employment areas are generally a hybrid of office and warehouse or production space designed to provide maximum flexibility. They may be stand alone buildings or part of a larger complex of spaces.



Public - Parks, Open Space, and Recreation

- Primary uses:** Parks, play fields, recreation areas, public gathering spaces, plazas, trails, natural open spaces, greenbelts, rivers, trails, etc.
- Scale/Density:** NA
- Fundamental Characteristics:** Parks, open space, and recreation areas enhance the aesthetic quality of the city, create a link to local history, and provide a connection to nature. These areas include formal public parks, natural open space, trails and pathways, and other natural resources.



Public - Public Facilities

- Primary uses:** Government buildings, libraries, fire stations, senior centers, etc.
- Scale/Density:** As appropriate
- Fundamental Characteristics:** Civic buildings play an important role in community character and identity. Important and prominent civic buildings should occupy important sites to reinforce community identity and be designed to emphasize beauty, aesthetics, and distinctive forms that reinforce the culture and permanence of the community.



PLACE TYPES FOR TAYLORSVILLE'S FUTURE

(CONTINUED)



Public - School/Education

Primary uses: Public elementary, middle school, and high school; charter schools; higher education.

Scale/Density: As applicable

Fundamental Characteristics: Schools and other educational facilities should be integrated within their surrounding communities while incorporating methods to ensure student safety. As important civic buildings within the city, schools can play an important role in the overall sense of community and neighborhood quality. In addition to function, emphasis should be placed on architectural and urban design quality.



Public - Utility and Infrastructure

Primary uses: Electrical sub-stations; water facilities; utility pedestals; bridges; power corridors; utility offices, etc.

Scale/Density: N/A

Fundamental Characteristics: Although utility and infrastructure improvements are often thought of as utilitarian in nature only, thought and consideration should be given to how utility improvements can add to community character utilizing architectural quality, site design, urban design, quality fencing, landscaping, and public art.



The Proposed Land Use Map should be considered a stable and uniform target for the community but not seen as static and inflexible. From time to time it may be appropriate to amend the Proposed Land Use Map based on changing technologies, market demands, or other unforeseen circumstances and opportunities. Amendments to the General Plan Map should consider and avoid conflict with the following principles:

- Promote economic sustainability
- Maintain efficient use of land and public infrastructure
- Preserve community amenities and benefits
- Protect the environment and environmentally sensitive lands
- Support alternate modes of transportation, particularly pedestrian and bicycle, and where applicable transit
- Sustain safe attractive neighborhoods and protect residential quality of life
- Minimize non-compatible adjacent land uses
- Protect property values
- Housing balance

All amendments to the Proposed Land Use Map should be supported by findings of fact addressing the above principles and the circumstances of the particular location.

Site Specific Planning Areas

It is the intent of this Chapter to address land use in broad and general terms. There are some areas of the community, however, that warrant closer attention and planning detail. These areas are identified as *Site Specific Planning Areas* (SSPA). SSPAs are areas of the community, based on their specific location, size, potential, or overall importance to the city's civic identity, quality of life, or commercial tax base, may necessitate specific attention in order to achieve particular objectives. SSPA locations are identified on the Proposed Land Use Map and listed below. The specified underlying proposed land uses identified on the Proposed Land Use Map remain applicable and apply to the specific SSPAs.

The Taylorsville General Plan specifies the following eight SSPAs to be considered, evaluated, and addressed in greater detail:

- 4700 South, generally between I-215 and 2700 West
- Westpoint District: 5400 South generally between Bangerter Highway and 4015 West
- Taylorsville Mercantile District: general vicinity of 4800 South/Redwood Road
- 4800 South Historic District
- Centerpoint District: Redwood Road generally between 5300 South and I-215
- Redwood Road south of I-215
- Taylorsville Expressway: 4700 South generally between Redwood Road and the Jordan River
- Former Westbrook Elementary site

The need for additional study and evaluation of the SSPAs is to specifically identify and refine area issues and needs, and provide sharper land use objectives, urban design strategies, and land use policies.

I-215 & 4700 South: Westwood Village/Taylor's Landing/Taylor'sville Temple

The 34 acre area west of the I-215/4700 South freeway interchange [see illustration 3.3.x] offers one of the most significant redevelopment opportunities in the City. Although challenging based on existing automotive congestion, this vicinity could coalesce from an area mostly characterized by heavy traffic congestion and outdated shopping centers into a place of distinct quality and lasting value. The adjacent freeway interchange, new Mid-Valley Express Bus Rapid Transit (BRT) line, newly constructed Taylor'sville Temple, and the neighboring State office complex, in combination with proposed infrastructure and traffic improvements has led to an unprecedented level of interest and potential for this area. This combination of positive attributes could lead to one of the most dynamic and desirable neighborhoods within the City.

Existing Land Uses:

Westwood Village Shopping Center. At 9.63 acres, the Westwood Village Shopping Center is the largest site within the SSPA. Constructed primarily in 1980, the aging shopping center includes an anchor location (former grocery store) and several in-line tenant spaces. Additionally, six pad sites situated on separate parcels, but under the same ownership, are located within the center. Despite it's superior location, Westwood Village is challenged by difficult ingress/egress, heavy traffic congestion on it's primary frontage, poorly positioned tenant spaces, and outdated architectural design. Lack of consistent property maintenance has also contributed to the center's lack of retail desirability.

Taylor's Landing shopping center. Directly east of Westwood Village is the 5.33 acre Taylor's Landing Shopping Center. Built in 1984, Taylor's Landing is directly adjacent to the I-215 freeway exit but has no direct access to 4700. As automotive congestion continues to increase on 4700 South, access to Taylor's Landing becomes progressively more challenging.

Taylor'sville Temple. The Taylor'sville Temple began construction in 2021 and was completed in 2024. Built on 7.64 acres, the temple is the tallest building in Taylor'sville and possesses superior visibility from I-215 and the surrounding region. The primary access to the temple site is via local street Chentelle Drive rather than 4700 South.

Commercial and residential neighborhood southeast of the 2700 West/4700 South intersection. With the construction of the Taylor'sville Temple, the neighborhood southeast of the 2700 West 4700 South intersection has become a much more visible and discernable location. The area includes three commercial sites (two credit unions and a dentist office) which access from 4700 South and/or 2700 West and over a dozen single family homes accessed by existing local streets.

Future Vision:

Direct access to the Mid-Valley Express BRT line provides this neighborhood with significant potential for a high intensity transit-oriented mixed-use development. As a *targeted residential growth area*, the district can also benefit from a considerable residential component. A high



Illustration 3.3.3

I-215 and 4700 South Site Specific Planning Area.

Direct freeway and transit access provide this neighborhood of the City tremendous potential as an iconic location within the community.

intensity mixed use neighborhood will also provide stability to both the City's retail and property tax bases by combining retail uses with high valuation residential development. A residential density of at least 50 units per acre is recommended in order to take advantage of the site's superior location with access to the regional transportation system. The inclusion of affordable, workforce, and student housing should be incorporated into the residential mix of the redeveloped site. Safe and efficient connectivity between the four individual quadrants of the SSPA should be a high priority of any redevelopment plan, as well as connectivity to the state employment center to the north.

The Taylorsville General Plan recommends that new development within this district follow the design principles of *Designing Better Places* on page 3-xxx, including:

- Compact development with a focus on walkability, pedestrian quality, and connections to transit and adjacent properties.
- A mix of uses including high density residential, retail, restaurant, hospitality, entertainment, and employment.
- Public places such as plazas and other gathering spaces should be combined with street level restaurant and retail uses to create a vibrant and active environment within the SSPA. Commercial uses with store fronts should be oriented towards the public realm (streets, sidewalks, plazas, etc.) rather than parking lots. Minimum building setbacks should be utilized to encourage an enclosed pedestrian environment.
- Automotive access and parking should be specially designed to emphasize pedestrian safety and orientation. Low speed streets should be combined automotive parking located underground, in multi-level parking garages, and/or behind buildings. Reduced parking levels should be considered based on transit availability and shared parking made possible by mixed uses.

Redevelopment Priorities:

- Improved circulation, ingress, and egress, which provides:
 - Seamless vehicular and pedestrian connectivity between redeveloped properties north of 4700 South.
 - Safe vehicular and pedestrian connectivity between areas north and south of 4700 South.
 - Easier pedestrian connectivity to BRT stations. Explore relocating the 2700 West BRT Station to the 4700 South/Chentelle Drive intersection and/or the new main entrance to the redeveloped mixed use center.

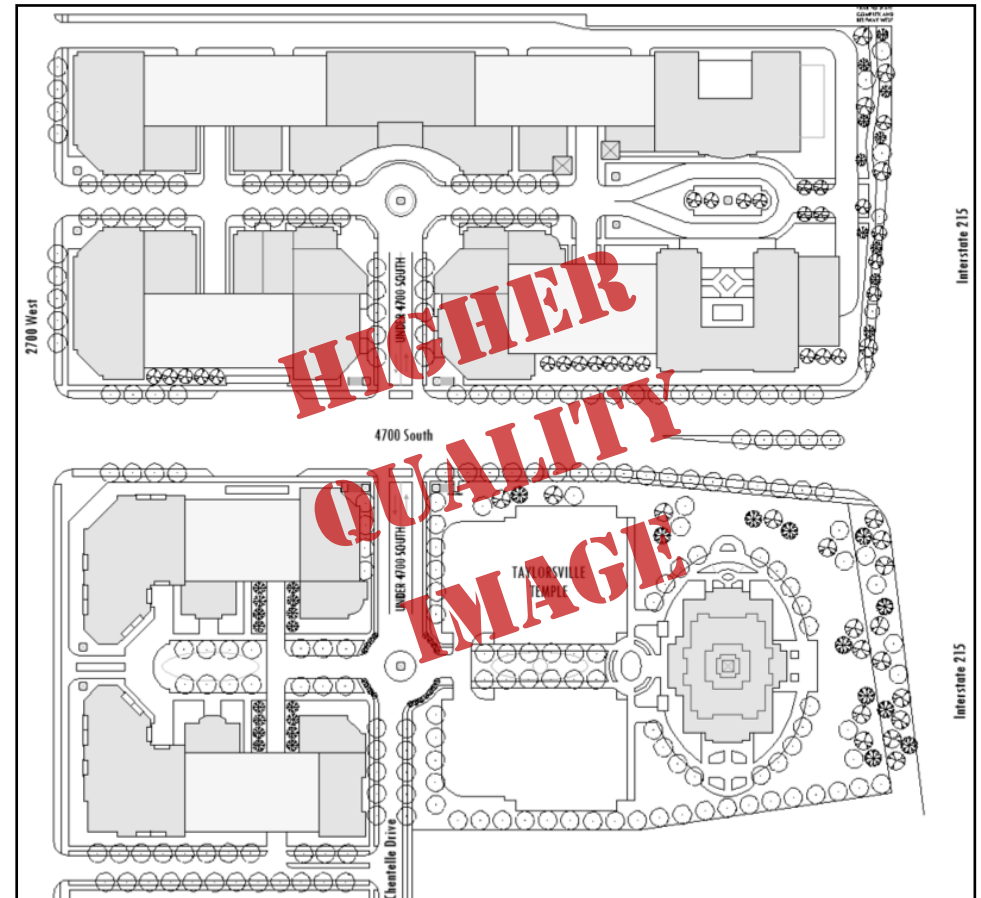


Illustration 3.3.4

Possible redevelopment concept plan for the vicinity around 4700 South and I-215.

By combining existing desirable features with new complementary characteristics, the neighborhood on 4700 South between 2700 West and I-215 could emerge as a cohesive district rather than a collection of unrelated buildings and streetscapes.

- Emphasis on architectural value. Architectural design should play an important role in the redevelopment of this area. Appropriate building orientation, articulation, scale, and relationship should be emphasized in the redevelopment design.
- Hospitality component. The location northwest of the I-215 4700 South interchange provides an exceptional opportunity for a hotel use. With unobscured visibility from the freeway and freeway exit, easy access to the Salt Lake International Airport and area ski resorts, and mountain and temple views, this vicinity provides an excellent opportunity for a high quality regional hotel location.
- Inclusion of affordable, student, and workforce housing units.
- Pedestrian connectivity between the state office complex and redeveloped shopping centers. Making easy access to the employment center will create synergy between the two areas by providing a daytime population for restaurant, retail, and service uses at the redeveloped center while creating a more desirable work environment for the employment center.
- Amalgamate all four quadrants of the SSPA into a comprehensive “neighborhood” that gives the impression of a cohesive district rather than a series of individual and segregated developments. Take advantage of the design framework and iconic architectural status of the Taylorsville Temple by creating an integrated design based on temple’s two main axes (east/west and north/south) See Illustration 3.3.x (possible development plan).
- Integrate Westwood Village and Taylors Landing sites to provide better internal circulation and access to and from 4700 South, Interstate 215, and 2700 West.
- Although accommodating automobiles will be important to emphasize this center as a regional destination, parking and automotive streets should be carefully planned in order to provide a better pedestrian environment. Underground, structured, and concentrated parking lots should be utilized while surface parking lots are avoided as much as possible. Additionally, parking should generally be located behind buildings (other than on-street parking) to allow easy and safe access to commercial uses from public sidewalks.
- The existing power lines on 4700 South are obtrusive and diminish the aesthetic value of the area. Removal or relocation of the overhead lines is recommended.

Additional Reference Documents:

- **Taylorsville Commercial Center Master Planning + Revitalization Study** (2020) - This study, completed by KGRW & Associates and BCT Design Group of Baltimore, MD, analyzed four areas in Taylorsville adjacent to the future Mid-Valley Express Bus Rapid Transit corridor. The consultant team evaluated development scenarios coordinated with marketing strategies, demographic research and stakeholder feedback. Although this plan is not adopted as a formal addendum to the Taylorsville General Plan, the document can be utilized as a resource to explore future development ideas.



Illustration 3.3.5

Image from the *Taylorsville Commercial Center Master Planning + Revitalization Study* illustrating a potential redevelopment plan at Westwood Village and Taylor’s Landing shopping centers. (is there any benefit to including this image?)

Image: KGRW and Associates; The Design Group

Land Use Objective 3.3: Facilitate redevelopment in the 4700 South/2700 West SSPA into a cohesive high intensity transit oriented mixed use development.

Recommendations, Strategies and Actions

- 3.3-A:** Facilitate development of a mixed use district with a combination of multi-family residential, restaurant, retail, office, institutional, and hospitality uses within the area.
- 3.3-B:** Enhance the City's housing mix by adding senior, student, market, and work force housing within the SSPA.
- 3.3-C:** Residential densities of 40-60 units per acre should be constructed north of 4700 south and 12-25 units per acre south of 4700 South.
- 3.3-D:** Building heights north of 4700 South should generally be 2 to 7 stories in height and 2 -3 stories south of 4700 South.
- 3.3-E:** Provide safe and efficient connectivity between individual quadrants of the redeveloped area, including:
- Safe connectivity between the north and south sides of 4700 South to provide better pedestrian movement and facilitate the relocation of the 4700 South 2700 West BRT Station to the main 4700 South entrance of the redeveloped center.
 - Provide a strong relationship between the two primary properties north of 4700 South (Westwood Village and Taylor's Landing) to ensure circulation, freeway visibility, and easy access to both locations.
 - Facilitate a safe and comfortable pedestrian connection between the redeveloped mixed-use centers and the adjacent state office employment center to provide retailers and restauraners a consistent daytime customer base.
 - Establish a strong visual and physical connection between the Taylorsville Temple and possible redevelopment area southeast of the 2700 West 4700 South intersection.
- 3.3-F:** Explore opportunities to incorporate a regional hotel adjacent to the northwest corner of the I-215 4700 South interchange.
- 3.3-G:** New development within the SSPA should follow the principals outlined on page 3-15—*Designing Better Places*. New structures should be oriented towards the public realm with direct access to public sidewalks.
- 3.3-H:** Walkability and pedestrian comfort should be achieved by utilizing low traffic speed streets within the centers.
- 3.3-I:** Automotive parking lots should be located underground, in parking structures, and/or to the rear of main buildings.
- 3.3-J:** Landscape, site design, and streetscape quality should be emphasized throughout the district including regularly spaced street trees, street furnishings of consistent color and style, and gathering spaces throughout.
- 3.3-K:** Relocating overhead power lines on 4700 South should be pursued to eliminate potential building conflicts and improve streetscape quality.
- 3.3-L:** Provide plaza and other gathering spaces for visitors to the site.
- 3.3-M:** Provide amenities and other gathering spaces specifically for residents of the site.

West Point - 5400 South/Bangerter Highway/4015 West

The 37.4 acre West Point District located north and south of 5400 South between Bangerter Highway and 4015 West is the largest commercial node on the westside of the City. Sharing a boundary with the unincorporated community of Kearns, this location is considered the primary gateway into the city on the community's western boundary. Over the last 10+ years, this area of the City has been considered one of the most blighted places in the community. Numerous commercial vacancies, poorly maintained infrastructure, difficult ingress, egress, and internal circulation led to a prolonged period of limited investment in the area in the 1990s and early 2000s. Beginning approximately ten years ago, however, the district started to see a renewed level of interest, spurred in large part by the new grade separated interchange at the intersection of Bangerter Highway and 5400 South. Several new retail establishments have been constructed in the area over the last five years and on May 5, 2021 the Taylorsville City Council approved the zoning to facilitate a new 647 unit 16-acre mixed use development to be known as "Volta". The new project, as approved, will include five multi-story buildings incorporating tree lined streets, structured parking, quality architecture, open space and amenities. At 39 units per acre, Volta will be the most densely populated place in the City. With easy access to Bangerter Highway, Volta will provide much needed housing for the numerous large employment centers existing and emerging on Salt Lake County's westside, including the Salt Lake International Airport, Inland Port, Utah State Prison, Lake Park Corporate Centre, and the Salt Lake International Center.

In addition to recent development interest in the WestPoint District in Taylorsville, the Kearns Metro Township recently adopted a master plan for a new Kearns Town Center for the 30.4 acre area directly west of West Point envisioning a *"...town center to serve as a social gathering place and commercial hub"*¹ [see illustrations 3.3.x and 3.3.x]. With the successful implementation of the Taylorsville General Plan and the Kearns Town Center, there exists the potential for a cross jurisdictional mixed use district comprising over 67 acres commemorating the historical and cultural connections of the two neighboring communities.

Existing Land Uses:

Existing land uses in the Westpoint District include a haphazard mix of various uses including apartments, storage units, public facilities, and miscellaneous retail and employment buildings. The largest site in this study area is the former West Point Shopping Center located at the southeast intersection of Bangerter Highway and 5400 South. Although building has not commenced at the time of adoption of this plan, the 16-acre Volta mixed-use development has received most necessary approvals for construction. Most structures at the former shopping center have been demolished.

Future Vision:

The West Point SSPA is a designated *targeted residential growth area*, and as such will have a

¹ Kearns Town Center Visioning and Implementation Project website. www.kearns.utah.gov

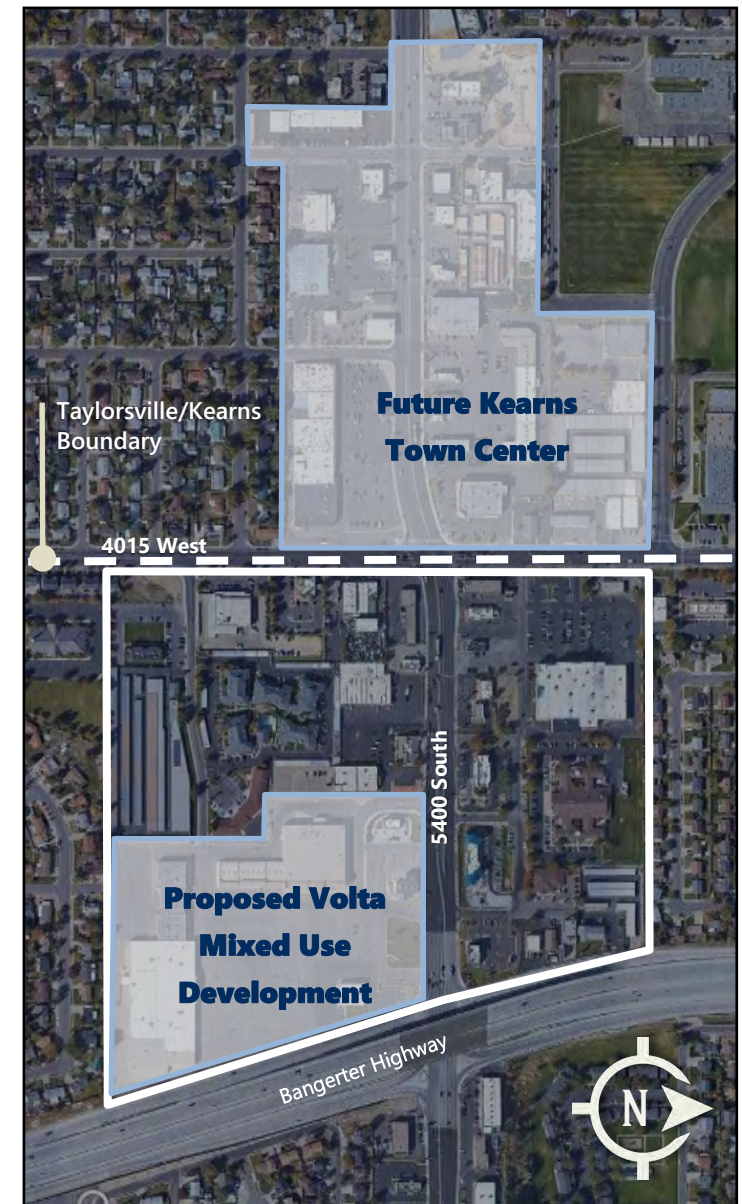


Illustration 3.3.6

West Point District - 5400 South Bangerter/4015 West.

West Point is an important gateway location in Taylorsville, and when combined with the future Kearns Town Center west of 4015 West, will be one of the most significant activity centers on the central west side of Salt Lake County.

much heavier residential component than current conditions. The future Volta mixed use development at location of the former West Point Shopping Center provides a blueprint for future redevelopment of the Westpoint District. Taking advantage of existing and future transportation improvements, the West Point District should continue to redevelop into a higher density mixed use environment providing additional housing for the City's westside. Bringing site coordination and improved mixed use living environments will help Westpoint become a highly desirable compact mixed-use residential neighborhood.

Development Priorities:

- Successfully implement the Volta Mixed Use development as envisioned and articulated in Chapter 13.42 West Point Site Specific Development of the Taylorsville Land Development Code.
- Redevelop blighted and under utilized properties south of 5400 South. New development should be in scale and architecturally compatible with the adopted design concepts of the proposed Volta Mixed use Development.
- Redevelop the study area north of 5400 South into an integrated mixed use community with retail uses emphasized on the 5400 South frontage.
- Work with the Kearns Metro Township to help bring consistency and coordination between redevelopment efforts in Taylorsville and the future Kearns Town Center.
- Explore with the Kearns Metro township the possibility of a four corner gateway monument at the intersection of 5400 South and 4015 West that celebrates the two communities historic connections.
- Advocate for the construction of the proposed *5400 South Corridor* transit improvement currently included in the Wasatch Front Regional Councils 2019-2050 Regional Transportation Plan (RTP).

Additional Reference Documents:

- **Taylorsville Commercial Centers Revitalization Master Plan and Feasibility Study (2020) - MHTN Architects.** This plan analyzed four key commercial locations in the City, including the WestPoint district, for potential redevelopment into more intense mixed-use centers. Although this plan is not adopted as a formal addendum to the Taylorsville General Plan, the document can be utilized as a resource to explore future development ideas.

Land Use Objective 3.4: Facilitate redevelopment in the West Point SSPA into a cohesive high intensity mixed use development.

Recommendations, Strategies and Actions

- 3.4-A:** Facilitate development of a mixed-use district that includes multi-family residential, restaurant, retail, and office uses.
- 3.4.B:** Residential densities of 20-50 units per acre should be constructed throughout the district.

[Continued on next page]



Illustration 3.3.7

Proposed Volta mixed use development located at the former location of the West Point Shopping Center (southwest corner of Bangerter Highway and 5400 South).



Illustration 3.3.8

Proposed Kearns Town Center on 5400 South west of 4015 West.

Land Use Objective 3.4: [Facilitate redevelopment in the West Point SSPA into a cohesive high intensity mixed use development. [Continued from previous page]

Recommendations, Strategies and Actions

- 3.4-C:** Building heights north of 5400 South should generally be 2 to 4 stories in height and 3 -5 stories south of 5400 South.
- 3.4-D:** Advocate for the construction of the proposed *5400 South Corridor* transit improvement identified on the WFRC Regional Transportation Plan (RTP).
- 3.4-E:** Coordinate with the Kearns Metro Township to ensure future redevelopment on both sides of 4015 West is coordinated and complementary. Investigate the possibility of a four corner gateway monument that celebrates the historical connections between both communities. Landscape, site design, and streetscape quality should be emphasized throughout the district including regularly spaced street trees, and street furnishings of consistent color and style.
- 3.4-F:** New development within the SSPA should take future transit into consideration by following the design principles outlined on page 3-15—*Designing Better Places*. New structures should be oriented towards the public realm with direct access to public sidewalks.
- 3.4-G:** Walkability and pedestrian comfort should be achieved by utilizing low traffic speed streets within the centers.
- 3.4-H:** Automotive parking lots should be located underground, in parking structures, and/or to the rear of main buildings.

Taylorsville Mercantile District (4800 South Redwood Road)

Taylorsville largely evolved from the vicinity around 4800 South and Redwood Road. It remained the center of commercial activity in the region well into the 1960s. However as new regional highways were constructed to accommodate the growth of the emerging suburban community, other locations became more desirable from a commercial standpoint. Despite the fact that it has been nearly 60 years since 4800 South and Redwood Road was the community's primary commercial focal point, the area still represents a key location within the City and many locals still consider this area as the heart of the community. Unfortunately, as other areas evolved into more desirable shopping districts and Redwood Road experienced a series of widening projects which eliminated landscaping buffers and parking areas, many of the commercial buildings within the 4800 South and Redwood Road area experienced several decades of decline and today the area no longer exhibits the values or image desired by the City.

Preserving Taylorsville's link to its historic and cultural heritage and early development pattern is a priority action of the Taylorsville General Plan. Although very little architecturally important commercial development still exists on Redwood Road, the area still maintains a symbolic importance. Additionally, the Taylorsville Mercantile commercial node is immediately adjacent to the 4800 South Historic District to the east and maintains an important relationship with that neighborhood. As such, complementary uses and structures that respect the historic integrity of

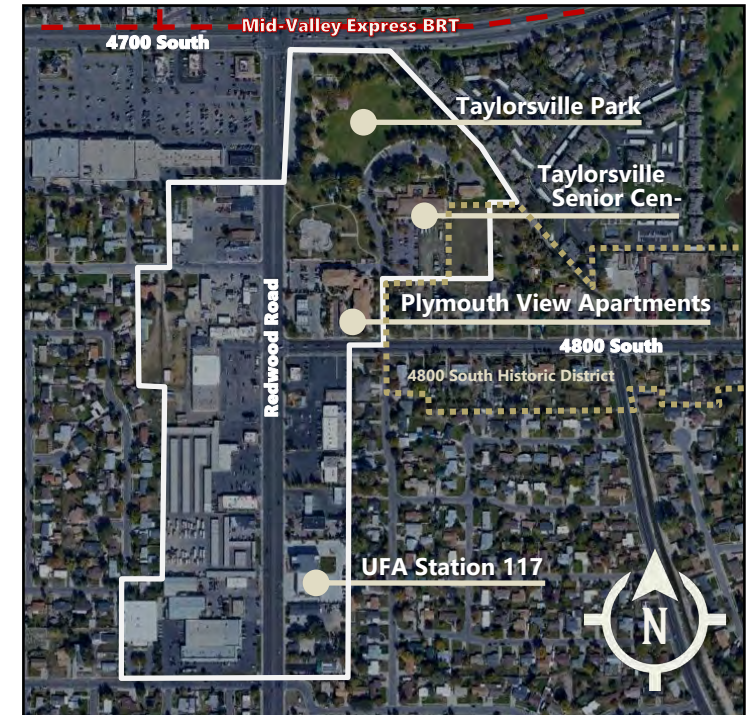


Illustration 3.3.9

Taylorsville Mercantile District

The community that eventually became the City of Taylorsville largely evolved from the area of 4800 South and Redwood Road. Today many still view this area as the "heart" of the City.



Illustration 3.3.10

4800 South and Redwood Road

For over seven decades, this location on Redwood Road served as the commercial hub of Taylorsville. Since the late 1970's, however, the area has seen little reinvestment.

the area should be encouraged with any redevelopment plan within the Taylorsville Mercantile SSPA.

Unlike most commercial locations in the city, this area has the potential to maintain an authentic “downtown” character based on existing property sizes, it’s relationship to the public realm, and it’s historic identity. Several relatively recent projects have begun to set the area in a new direction, including the Plymouth View Apartments, Taylorsville Senior Center, Fire Station 117, and the soon to be renovated Taylorsville Park, but many other properties remain blighted or poor contributors to the overall character of the district. Transit may play an important role in the future of this district as well. In addition to the Mid-Valley Express BRT that borders the SSPA to the north on 4700 South, the Wasatch Front Regional Council’s 2019-2050 long range Regional Transportation Plan (RTP) identifies a potential future transit line on Redwood Road (Redwood Road—North). The proposed transit corridor would extend from North Temple in Salt Lake City to the South Jordan Front Runner Station, connecting to numerous existing and proposed transit lines greatly enhancing regional connectivity and potential for future mixed use development.

Future Vision:

The *Proposed Land Use Map* (Map 3.1.1) classifies most of the area within the 52 acre Taylorsville Mercantile SSPA as High or Medium Intensity Mixed Use and is identified as a *targeted residential growth area* (Map 3.2.2). Unlike other areas with these designations, however, there are several factors in this vicinity that differentiate it from other proposed higher intensity mixed-use areas in the City, including the historic nature of the neighborhood, existing parcel sizes, multiple land ownership, and the incremental fashion to which it is likely to redevelop. Additionally, as stated above, the area is no longer a highly desirable retail location given it’s proximity from major automotive intersections. A consequence of this is that it is likely that any redevelopment program for the area is likely to involve residential uses at densities high enough that provide redevelopment incentives.

Another economic development challenge within the district is the limited number of desirable corner locations. Currently 4800 South forms a T intersection at Redwood Road. Although this provides an opportunity for an iconic architectural feature at the terminated vista of 4800 South, it doesn’t provide an opportunity for highly visible corner locations west of Redwood Road. By extending 4800 South an additional 1/2 block to the west, a new four way intersection would be created at Redwood Road creating the desirable corner properties without eliminating the possibility of the iconic architectural feature at the new terminus of 4800 South (see Illustration 3.3.12). Additional benefits of the road extension include creating more 4800 South street frontage and two additional, although less visible, corner locations 1/2 block west of Redwood Road.



Illustration 3.3.11
Neighborhood Building Blocks

A handful of redevelopment projects have begun to infuse new energy into the Taylorsville Mercantile District including the United Fire Authority Taylorsville-Plymouth Station #117 [top], Plymouth View Senior Apartments [middle], and the Taylorsville Senior Center [bottom].

Given the unique set of opportunities and challenges within this district, the Taylorsville General Plan recommends establishing a higher intensity, finer grain, compact, mixed-use downtown neighborhood that combines quality housing, complementary commercial land uses, safe walkable streets, and transit orientation to accommodate potential future transit improvements. Given the close proximity of the Taylorsville campus of the Salt Lake Community College, student housing is a compelling housing alternative in the district. Further, given the continuing need for additional senior housing, combined with some of the existing senior oriented uses in the neighborhood and the potential need for housing options for displaced seniors in other redevelopment areas, a strong component of senior housing is also recommended; especially given the mobility advantages for seniors who no longer drive living adjacent to public transit. Affordable housing for students, seniors, and others would provide further balance to Taylorsville's housing strategy.

Redevelopment Priorities:

- Encourage architectural designs on redeveloped properties that respect and complement the Taylorsville Historic District and the historic identity of the SSPA. Architectural designs that mimic or attempt to replicate historic buildings utilizing contemporary materials should be avoided.
- Integrate the new design for Taylorsville Park physically and visually into the larger study area. Include amenities geared towards a senior population.
- Vertical and horizontal mixed use structures with retail or office at the street level is highly encouraged.
- New buildings should be two to five stories in height.
- New development should be built to and oriented towards adjacent public streets (Redwood Road, 4800 South, etc.). To promote walkability and easy access to future transit.
- Target higher density residential uses to encourage redevelopment. Senior, student, and affordable housing should be prioritized.
- Prioritize walkability and streetscape quality with new development.
- Reconfigure the street system to extend 4800 South approximately 1/2 block west to create additional corner development sites and to improve pedestrian and automotive circulation.
- Assemble properties to create more desirable building sites.

Additional Reference Documents:

- **Taylorsville Commercial Centers Revitalization Master Plan and Feasibility Study (2020) - MHTN Architects.** This plan analyzed four key commercial locations in the City, including the Taylorsville Mercantile District, for potential redevelopment into more compact mixed-use centers. Although this plan is not adopted as a formal addendum to the Taylorsville General Plan, the document can be utilized as a resource to explore future development ideas.

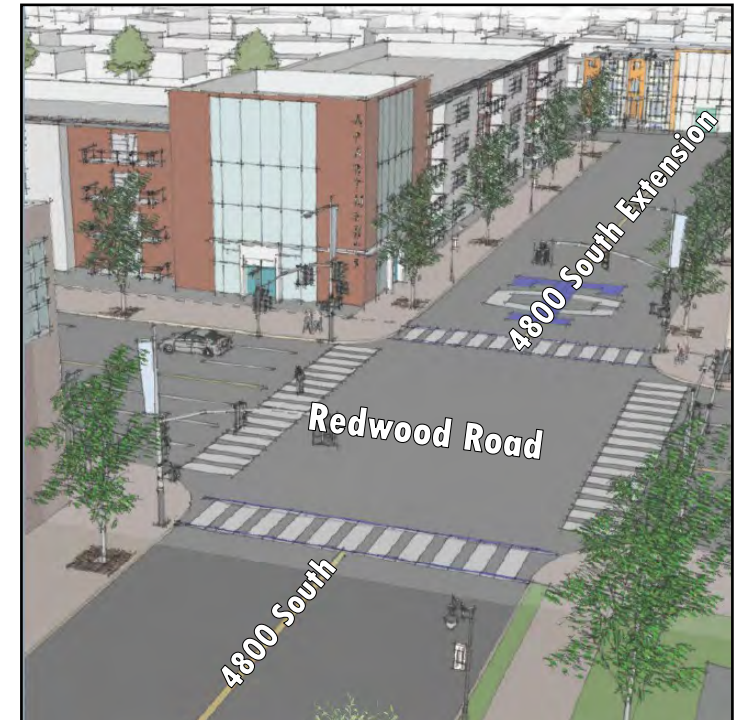


Illustration 3.3.12
Extension of 4800 South

By extending 4800 South one additional block west of Redwood Road, two new important corner locations would be created.
(Images: MHTN Architects)

Land Use Objective 3.5: Facilitate redevelopment in the Taylorsville Mercantile SSPA that adds housing and supplemental commercial uses that complements the historic character of the district and adjacent 4800 South Historic District.

Recommendations, Strategies and Actions:

- 3.5-A:** Facilitate development of a mixed use downtown district with a combination of residential uses including student, senior, market, and affordable housing, retail, restaurant, medical, and office uses.
- 3.5-B:** Promote residential densities of 20 to 40 units per acre.
- 3.5-C:** Encourage new commercial uses within the area that complement a senior oriented community (medical offices, restaurants, etc.).
- 3.5-D** Improve the economic desirability of the area by extending 4800 South approximately 1/2 block west of Redwood Road creating two new corner locations at the Redwood Road/4800 South intersection and additional street frontage on 4800 South.
- 3.5-E:** New development within the Taylorsville Mercantile SSPA should follow the principles outlined on Page 3-15—Designing Better Places. New structures should be oriented towards public streets with direct access to public sidewalks.
- 3.5-F:** Highest land use intensity should be located at corner locations and adjacent to future or projected transit station locations.
- 3.5-G:** Automotive parking should be located to the rear of main buildings providing a buffer to existing adjacent single-family neighborhoods. Structured parking is encouraged.
- 3.5-H:** Building heights should generally be two to three stories except at corner locations and locations adjacent to projected future transit stops. Structures at projected transit stops and corner locations should not exceed five stories in height.
- 3.5.I:** Pole and monument signs should be avoided on Redwood Road within the district. New signage should primarily be in the form of wall, window, projecting, awning, canopy, or attached marquee signage.
- 3.5-J:** Best practices for senior oriented places should be utilized for streetscapes, street crossings, and other public places.

4800 South Historic District

Historic preservation is a fundamental way to convey a sense of the past to current and future generations. Preservation of historic buildings and neighborhoods can also provide a sense of identity, stability, and civic pride to a community. Although very little of Taylorsville’s pre-suburban settlement still exists, it is still important to recognize, preserve, and enhance those remaining historic elements. A majority of the remaining important historic buildings in Taylorsville are located in the area of the original settlement of the City along 4800 South between Redwood Road and the Jordan River. The Taylorsville City Council adopted the 57 acre

Taylorsville 4800 South Historic District on July 1, 2012 to recognize and protect this significant collection of historic buildings. The district runs from just east of Redwood Road to 1130 West on both the north and south sides of 4800 South (see Illustration 3.3.x). Several noted historic structures and sites are located within this district including the only two structures in the City currently listed on the National Register of Historic Places: Taylorsville-Bennion Heritage Center (Gerrard House aka Jones Dairy) 1488 West 4800 South, and the Alrasool Islamic Center of Utah, (Taylorsville LDS Ward Meeting House) 1247 West 4800 South.

The potential for extensive redevelopment exists north of the historic district as illustrated in the *Taylorsville Expressway Station Area Plan*. Large scale redevelopment could potentially impact this district with increased traffic and congestion although most transportation routes in the area will be focused towards 4700 South. Although 4800 South is primarily a residential street, it is also an important collector street within the vicinity and sometimes carries large traffic volumes.

Existing Land Uses:

The majority of existing land uses within the historic district include detached and attached residential structures. Small scale neighborhood commercial uses, religious institutions, and community facilities are also well integrated into the neighborhood. Taylorsville Park is also adjacent to and accessible from the Historic District.

Future Vision:

The 4800 South Historic District is a unique place within the city and region and should be celebrated as a place of special value. Taylorsville places value on it's historic buildings and takes pride in honoring its past. First and foremost, the city should emphasize preserving, protecting, maintaining, and improving the existing historic resources within the district. Furthermore, public infrastructure and urban design elements that are complementary and compatible with the historic structures and identity of the street should be constructed and installed, such as historic reproduction street lights, public art, and educational amenities recognizing and instructing the general public about Taylorsville's unique history. Any improvements within the area, such as new active transportation routes and land use changes, should be fully compatible with and respectful of the historic nature of the neighborhood.

Active transportation should also play a significant role in the future of this neighborhood. Several existing and planned trails are within or adjacent to the district including the 1300 West Bicycle Trail, City Center Trail, Rocky Mountain Power Corridor Trail, and Jordan River Parkway. Additionally, a multi-use trail is currently under construction adjacent to 4700 South as part of the Mid-Valley Express BRT project that will provide walkers and bicyclists direct access to the Salt Lake Community College campus.

Redevelopment Priorities:

Priorities within the Taylorsville Historic District include:



Illustration 3.3.13
4800 South Historic District

The Taylorsville 4800 South Historic District was adopted by the Taylorsville City Council in 2012. The District contains the only two structures in the City on the National Register of Historic Places: Taylorsville-Bennion Heritage Center and Alrasool Islamic Center.



Illustration 3.3.14
Taylorsville-Bennion Heritage Center

The Gerrard House, currently known as the Taylorsville-Bennion Heritage Center, 1488 W 4800 S, was constructed in the Victorian Eclectic Style in 1906 and listed on the National Register in 2022.

- Preserving and protecting all contributing historic structures within the district.
- Establish area specific architectural design standards that will ensure appropriate preservation and renovation of historic structures. Design standards should also address new structures within the area to ensure appropriate scale and architectural compatibility with the historic district.
- Enact strict standards for demolition of historic buildings.
- Implement proposed active transportation improvements within the district to promote walking and other non-motorized transportation within the area.
- Erect commemorative memorials recognizing historic structures, locations, and events within the district.
- Implement streetscape improvements on 4800 South that improve the overall aesthetic quality of the area while paying respect to the neighborhood's historic character. Streetscape improvements should include burying overhead power lines, new pedestrian scale street lights, street trees, public art, and benches.
- Encourage low impact neighborhood commercial uses that will augment the unique character of the district. New commercial uses in historic structures should avoid significant architectural modification.
- Encourage improved connectivity with Taylorsville Expressway redevelopment areas. As improved connectivity occurs, special attention should be given to minimizing the impact of automotive traffic within the neighborhood.
- Although the adjacent Taylorsville Mercantile SSPA is a primarily commercial district, care should be given to making redevelopment activities within both districts compatible and complementary to each other.

Land Use Objective 3.6: Enhance livability and protect and preserve historic structures within the 4800 South Historic District.

Recommendations, Strategies and Actions:

- 3.6-A:** Enact strict new standards intended to preserve and protect the historic resources within the 4800 South Historic District.
- 3.6-B:** Enact new architectural guidelines that ensure new construction and remodeling is architecturally compatible with the historic identity of the neighborhood.
- 3.6-C:** Implement active transportation improvements within the district as identified in *Chapter 4—Mobility, Map 4.2.10*, and the *Taylorsville Active Communities Plan*.
- 3.6-D:** Enhance pedestrian safety in the area by slowing automotive traffic and installing enhanced pedestrian crossings, such as raised crosswalks, pedestrian refuge islands, and flashing beacon crossings.

[Continued on next page]



Illustration 3.3.15 4800 South Streetscape.

The existing streetscape on 4800 South does little to enhance the area's character as an important historic location.

Land Use Objective 3.6: Enhance livability and protect and preserve historic structures within the 4800 South Historic District. [Continued from previous page]

Recommendations, Strategies and Actions:

- 3.6-E:** Develop new streetscape plans that further enhance the historic character of 4800 South. New streetscapes should include enhanced walkability, historically compatible street lights and other street furnishings, street trees, public art, and educational amenities. Burying overhead power lines is also recommended.
- 3.6-F:** Encourage new neighborhood scale commercial uses within the area that complement the historic identity of the neighborhood.
- 3.6-G:** New development within the SSPA should be architecturally compatible in terms of scale and character with existing historical structures within the district. Fake vintage building designs should be avoided in the district.
- 3.6-H:** New buildings should not exceed two stories in height.
- 3.6-I:** Seek opportunities to further enhance and publicize the history of Taylorsville and the 4800 South Historic District through public art, educational markers, and other public improvements.
- 3.6-J:** Involve the Taylorsville Historic Committee in planning efforts within the 4800 South Historic District.

Centerpoint - 5400 South Redwood Road

Beginning in the late 1970s and early 1980s, the Centerpoint district (approximately 166 acres) began emerging as not only the retail center of Taylorsville City, but much of the central west side of Salt Lake County. Regional draws such as Walmart, Home Base, Grand Central, Shopko, Media Play, and Harmon's all found a home in the neighborhood creating one of the most significant commercial hubs in the metropolitan area. As rapid residential growth continued in the south and southwest sections of the county, much of the retail energy from Centerpoint also migrated and by the early 2000s much of the regional retail vitality that had defined this neighborhood had also moved south to the communities of South Jordan and West Jordan.

Around 2015, the area started to see significant redevelopment at both the Legacy Plaza and the Crossroads of Taylorsville once again cementing this district as the unquestionable retail heart of the City. Located at the convergence of three major regional transportation corridors (Redwood Road, 5400 South, and Interstate 215) this district generates over one half of all retail sales of the entire City. The portion of Redwood Road that bisects this district is the second most heavily traveled road in the entire state with over 70,000 average daily trips. In 2007 the City completed a comprehensive streetscape/access management project on Redwood Road between 5400 South and I-215 that installed new landscaping/street trees, signage, street lights, bus shelters, and street medians.

² Source: Continental Realty Corporation



Illustration 3.3.16
CenterPoint Site Specific Planning Area



Illustration 3.3.17
Redevelopment at the Crossroads of Taylorsville
Constructed in 2016, the Regal Cinemas theater launched a significant redevelopment period at the Crossroads of Taylorsville

Existing Land Uses:

The Centerpoint SSPA is comprised of a variety of uses that take advantage of the district's superior location including regional and community commercial, employment, and multi-family residential. The district is comprised of four general areas including 1) the Crossroads of Taylorsville shopping center/Harmon's grocery store, 2) Legacy Plaza shopping center, 3) Walmart quadrant, and 4) the southwest quadrant.

Crossroads of Taylorsville/Harmon's. The Crossroads of Taylorsville is a regional super center located west of Redwood Road. The center is constructed in three separate geographical zones including Crossroads North (north of 5600 South), Crossroads South (south of 5600 South), and Crossroads West (west of 1900 West). The original construction of the center was mostly completed in the 1980s with significant redevelopment commencing in 2015. Today the center includes nearly 630,000 square feet of leasable space and contains numerous national retailers including Target, Regal Cinema, PetSmart, T.J. Maxx, and EOS Fitness among its more than 60 tenants.² [area]

Long time retailer Harmon's Neighborhood Grocer has anchored the Southwest corner of 5400 South and Redwood Road since its construction in 1982.

Legacy Plaza. Originally constructed in 1980 as Plaza 5400, the 16.2 acre Legacy Plaza is located on 5400 South west of Redwood Road. Also experiencing significant redevelopment since 2015, Legacy Plaza is currently home to numerous service, retail and restaurant uses, including Texas Road House, Petco, Leatherby's, ULTA, Five Below, and Penny Ann's Café.

Wal-Mart. The northeast section of the Centerpoint SSPA is anchored by the Walmart Supercenter. At approximately 220,000 square feet, Walmart is the largest retailer in the City. In addition to Walmart, the quadrant also includes seven pad locations including restaurants, retail, and service locations. East of Walmart is the Cedar Breaks apartment complex containing 184 residential units.

Southeast Quadrant. The southeast quadrant of the SSPA is a mixed bag of uses including professional office, multi-family residential (Thornhill Park Apartments—232 units), and health care. Overall, the southeast quadrant comprises approximately 37 acres.

Future Vision:

Much of the Centerpoint SSPA has its current design rooted in 1980s and 1990s. As such, much of its current form is considered obsolete and not meeting the demands of current and future retailers and consumers. As the key commercial and retail location in the City, it is very important to the community's commercial tax base that this district remain a stable and contemporary shopping district. As brick and mortar retail development continues to evolve, it is important that the form of shopping centers evolve with it. As more consumers demand a high quality shopping experience, factors such as site design, architectural quality, walkability, public space, and entertainment uses become key elements of the most desirable retail shopping areas.

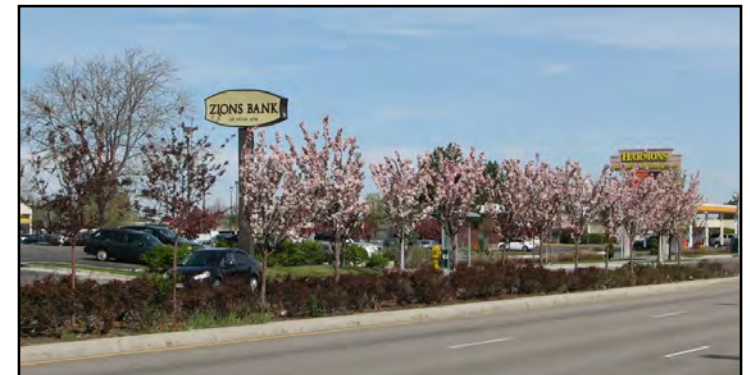
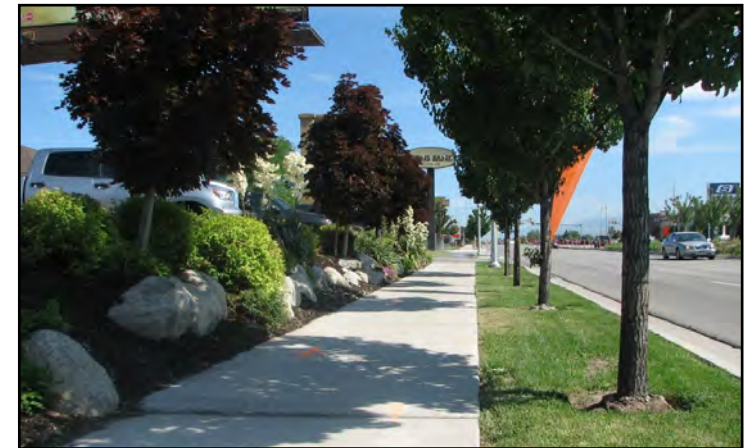


Illustration 3.3.18
Redwood Road Streetscape

2007 Streetscape improvements on Redwood Road greatly enhanced the Center Point District as a major regional commercial node.

Although the Centerpoint SSPA is fortunate to have a superior location, the physical form of the district should be updated to remain an exclusive destination.

Fortunately, it appears that the Crossroads Center can evolve into a much finer grain mixed use community without much impact on existing improvements. Illustration 3.3.18 illustrates how the west side of the Centerpoint SSPA can mature into a much more desirable layout while keeping most of the existing structures and infrastructure. Breaking up the large parking fields with a new grid of streets, creating better connectivity to Redwood Road, activating streets with pedestrian oriented features, adding public gathering spaces, and introducing residential uses, will help Centerpoint continue to be a highly desirable destination worthy of its location.

Redevelopment Priorities:

Redevelopment priorities within the Centerpoint SSPA include:

- Maintain the status of the Centerpoint SSPA as a premier regional shopping destination within the Salt Lake Valley.
- Incrementally upgrade and update the district to a state of the art shopping experience and destination.
- Create a more fine grain layout at the Crossroads of Taylorsville by instituting a gridded street system with smaller blocks. A new street grid system will enable more building area, street frontage, and corner locations.
- Emphasize architectural and site design quality as future redevelopment occurs within the district (see Designing Better Places on page 3-15).
- Consider potential mass transit on Redwood Road and 5400 South with future redevelopment.
- Create better connectivity with Redwood Road.
- Integrating residential and hospitality uses in less desirable retail locations.
- Integrate public spaces such as plazas, green space, and playgrounds.
- Improve walkability, pedestrian orientation, and internal connectedness within the Crossroads center.
- Increase intensity of the site by utilizing more multi-story buildings, mixed-uses, and right sizing parking areas.
- Improve connectivity between the various individual quadrants of the district.

Additional Reference Documents:

- **Center Point Master Plan (2015) - CRSA Architecture.** This plan investigated the potential of locating a regional performing arts center as an anchor use at the Crossroads of Taylorsville. The plan also explored the potential of converting the center from an auto oriented suburban style shopping center to a walkable high intensity mixed-use center. Although this plan is not adopted as a formal addendum to the Taylorsville General Plan, the document can be utilized as a resource to explore future development ideas.

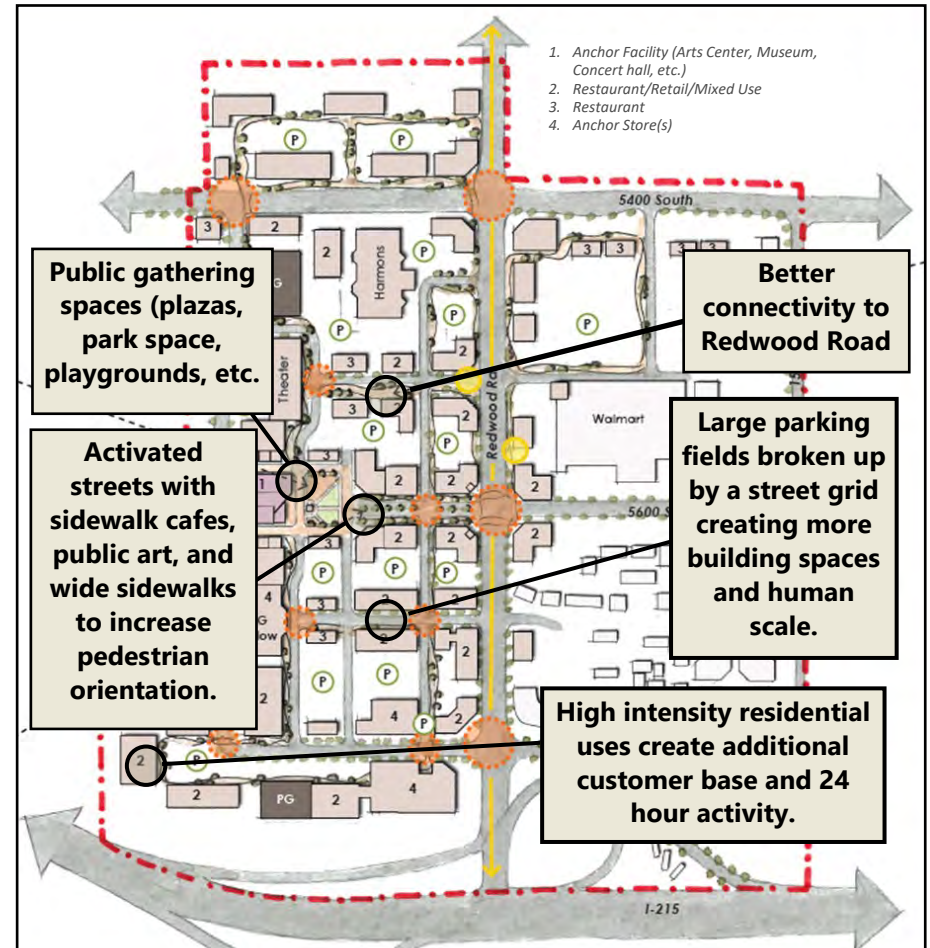


Illustration 3.3.19

Gold Medallion Building.

Illustrative site plan illustrating how the westside of the Center Point SSPA can evolve into a modern and coordinated mixed-use, pedestrian oriented district utilizing the current layout of the site.

Image: CRSA Architecture Planning & Design.; Center Point Master Plan

- **Taylorsville Commercial Centers Revitalization Master Plan and Feasibility Study (2020) - MHTN Architects.** This plan analyzed four key commercial locations in the City, including the Centerpoint district, for potential redevelopment into more intense mixed-use centers. Although this plan is not adopted as a formal addendum to the Taylorsville General Plan, the document can be utilized as a resource to explore future development ideas.

Land Use Objective 3.7: Maintain the Centerpoint District as a strong and stable commercial node within the region while evolving the district into a high intensity contemporary mixed use center.

Recommendations, Strategies and Actions:

- 3.7-A:** Enhance the City's economic tax base by maintaining the Centerpoint SSPA as a premier regional shopping destination.
- 3.7-B:** Incrementally upgrade and update the Crossroads of Taylorsville into a state of the art shopping destination by implementing a more fine grain layout by establishing a gridded street and circulation system within the center.
- 3.7-C:** Permit high intensity residential uses that complement and enhance the overall .
- 3.7-D:** New development within the SSPA should follow the principals of Transit Oriented Development including building orientation towards the public realm; walkability; streetscape quality; minimal building setbacks for direct access to public sidewalks; low traffic speeds; and highest land use intensity adjacent to future or projected transit station locations. Automotive parking should be located to the rear of main buildings providing a buffer to existing adjacent single-family neighborhoods. See *Designing Better Places* on Page 3-15.
- 3.7-E:** xxx
- 3.7-F:** A combination of retail, office, and residential uses are encouraged within the district.

South Redwood Road (Redwood Road South of Interstate 215)

The South Redwood Road SSPA may be the most challenging redevelopment area in the City based largely on accessibility and circulation issues related to excessive traffic congestion. Despite direct access from a regional freeway, this vicinity is largely an underutilized area with a variety of unrelated land uses. The area includes both sides of Redwood Road from I-215 to 6200 South including Redwood Recycling south of 6200 South. It contains approximately 49 acres and comprises 49 individual properties ranging in size from less than 1/4 acre to 7.7 acres (Storage Plus Self Storage). Of note, Redwood Road between I-215 and 6200 South is the most traveled surface street in Utah.

Existing Land Uses:

Land uses within the South Redwood Road SSPA are a varied collection of uses ranging from single-family residential to industrial. Residential street 6020 South, located between Redwood



Illustration 3.3.20

Redwood Road south of Interstate 215.

xxx.

Road and Labrum Park, is surrounded by self storage units to the north and a series of quasi industrial uses to the south. Other notable properties within the area include Redwood Recycling, Odyssey House, Extra Space Storage (7.27 acres), Storage Plus (7.7 acres), and Lexington Square office complex (approximately 3.2 acres). A difficult to access 2.14 acre vacant property northwest of the key intersection at 6200 South and Redwood Road is one of the largest vacant properties in the city.

Future Vision:

Primary redevelopment objectives for this area include higher land use utilization, better compatibility between uses, aesthetic enhancements, and improved circulation and ingress/egress. Land uses in the area may continue to be varied in nature, however better compatibility, buffering, and connectivity should be prioritized. Given the proximity of the freeway interchange and the successful retail development north of the freeway, economic development should be a target of future redevelopment efforts.

Primary constraints to redevelopment include:

- **Non-compatible adjacent land uses.**
- **Existing traffic and congestion.** Despite the area having no significant traffic generators, this segment of Redwood Road is the busiest surface street in the State of Utah with an average of over 77,000 vehicle trips per day (2019). Vehicles exiting I-215 at the Redwood Road interchange progressing southbound or westbound via 6200 South create significant congestion in this area during most times of the day. Consequently, Redwood Road has been continually widened over the last couple decades and now features a road section that includes 11 automotive travel lanes, further challenging significant reinvestment. Redwood Road is controlled by the Utah Department of Transportation and consequently the city has minimal control over right-of-way, access, or improvements.
- **Ingress/Egress to private properties based on traffic flow.**
- **Internal circulation and automotive connectivity between properties.** Because of the constant traffic flow on Redwood Road, internal connectivity and consolidated access points are a necessity in this area. Several newer projects have successfully implemented internal circulation, but this remains an issue for most existing properties.

Building blocks for future redevelopment:

- **I-215.** Clearly, the primary advantage this area has is the immediate proximity to the Redwood Road/I-215 interchange.
- **Recent redevelopment.** Several properties within the area have redeveloped in recent years, taking advantage of close access to I-215, including high quality structures like the Gold Medallion Office Building (currently Odyssey House) and Salt Lake Pediatric Dentistry.



Illustration 3.3.21

Gold Medallion Building.

Constructed in 2007 and designed by local architect Robert MacArthur, the Gold Medallion Building (currently Odyssey House), is an architecturally significant building located at 6150 South Redwood Road within the South Redwood SSPA.

- **Labrum Park.** The 7.8 acre Labrum Park is located directly west of the SSPA and could be a positive draw for new adjacent residential development.
- **Proximity to the Centerpoint Commercial district.** Centerpoint, centered around the commercial node at 5400 South Redwood Road, is the commercial heart of the City, and immediately north of the South Redwood SSPA. Expanding the positive attributes of Centerpoint south of the freeway would enhance the communities tax base.

Redevelopment Priorities:

Redevelopment priorities within the South Redwood SSPA include:

- Implement better internal circulation, access management, and connectivity within individual properties to consolidate ingress and egress on Redwood Road.
- Enhance the City's tax base by taking greater advantage of the adjacent I-215 freeway interchange.
- Improve inter-connectivity to the Centerpoint district.
- Bring a higher level of aesthetic quality to this highly traveled and visible part of the City.
- Create a higher level of compatibility to adjacent land uses.
- Facilitate access to the vacant property on 6200 South and Redwood.
- Improve visibility to the area from I-215.

Land Use Objective 3.8: Support redevelopment in the South Redwood Road SSPA that takes better advantage of it's strategic location adjacent to the I-215/Redwood Road interchange.

Recommendations, Strategies and Actions:

- 3.8-A:** Establish access management plans and internal circulation procedures that provide access and connectivity to adjacent properties.
- 3.8-B:** Establish uses that will have minimal impact on the existing traffic congestion in the area.
- 3.8-C:** Establish automotive connectivity to the vacant lot on 6200 South and Redwood Road.
- 3.8-D:** Improve synergy between the South Redwood SSPA and Center Point District
- 3.8-E:** Encourage more compatible adjacent land uses.
- 3.8-F:** Improve buffering between non-compatible land uses.
- 3.8-G:** Improve community image by focusing on aesthetic quality throughout this highly traveled and visible district.
- 3.8-H:** Look for opportunities to improve the visual connectedness between the SSPA and the I-215 freeway and interchange.

Taylorsville Expressway

The *Taylorsville Expressway Station Area Master Plan*, adopted as an addendum to the Taylorsville General Plan, provides a detailed strategy for future growth and development within

this site specific planning district. This plan, developed by KGRW Architects, LLC and The Design Group of Baltimore, MD was a requirement of HB462 adopted during the 2022 Utah Legislative session. HB462 required all local governments in the state with transit stations on a “fixed guideway” to adopt *station area plans* (SAP) that address, among other things, housing, housing affordability, environmental practices, access to opportunity, and connectivity for properties within 1/4 mile of the station platforms. The 1300 West Station, Atherton West Station, and Riverboat Road Station of the Mid-Valley Express bus rapid transit (BRT) system qualified as fixed guideway and therefore required station area plans. Because of the close proximity of the three stations, one plan was developed that incorporates all three areas.

The Plan addresses existing conditions, provides a vision statement and preferred plan, and includes a 5-year implementation plan as required by State Code. A public hearing was conducted by the Taylorsville Planning Commission on **March 25, 2025** to receive public comment on the proposed plan. Following the public hearing the Planning Commission recommended approval of the plan to the Taylorsville City Council. The Council adopted the plan on **xxx, 2025**. The plan was certified by the Wasatch Front Regional Council on **xxx, 2025** consistent with the provisions of state law.

Existing Land Uses:

Sorenson Research Park. The Sorenson Research Park is a 106 acre office complex located north of Taylorsville Expressway. The employment center currently includes 13 primary buildings and a 24.3 acre vacant property located at 4202 Riverboat Road. Although the primary land use within the center is professional office, the center also includes research and development and educational uses.

Fore Lakes Golf Course. The Fore Lakes Golf Course is a 63 acre privately owned course located at 1285 West Taylorsville Expressway. In addition to approximately 1260 linear feet of frontage on Taylorsville Expressway, the golf course property also includes approximately 660’ of frontage on 1175 West.

Monte Vista Manufactured Home Community. Monte Vista is a 25 acre manufactured home community located at 4595 South Monte Vista Drive comprising 158 home sites. Monte Vista is an age restricted community catering to a senior community.

Majestic Oaks Manufactured Home Community. Majestic Oaks is a 52 acre manufactured home community located at 4735 South Grandeur Peak Circle that includes 358 home sites.

Majestic Meadows Mobile Home Community. Majestic Meadows is a 49 acre manufactured home community located at 1055 West Atherton Drive that includes 389 home sites.

Taylorsville Park. Located at the southeast intersection of Redwood Road and 4700 South, Taylorsville Park is the oldest existing park in the city. At 13.27 acres, the park is owned by the City of Taylorsville, and includes the Taylorsville Senior Center and Taylorsville Food Pantry.



Illustration 3.3.22

Taylorsville Expressway District—4700 South

Strategically located adjacent to a major east-west regional arterial highway between freeway interchanges on both I-15 and I-215, the Taylorsville Expressway district will likely experience significant development pressure in the next 20 years. In addition to the areas easy automotive access, the future Mid-Valley Bus Rapid Transit project will feature four transit stops within the area and new bicycle and pedestrian improvements on 4700 South will connect the area to the regional active transportation network via the Jordan River Parkway.

Taylorsville Park upgrades began in 2024, including new streetscapes, better access, a new skate park facility, playground, and public bathrooms.

Mid-Valley Bus Rapid Transit (BRT) Line. The Mid-Valley Express BRT line is a seven mile bus rapid transit line running from the Murray Central Station in Murray City to the West Valley Central station in West Valley City. The route enters Taylorsville on 4800 South at the Jordan River then proceeds through the Taylorsville Expressway SSPA before entering the multi-modal station at Salt Lake Community College. The BRT line includes five stations within the Taylorsville Expressway SSPA area including one on Sunstone Road (Sunstone Road Station), one on Atherton Drive (Monte Vista Station) and three on 4700 South (East Atherton Drive, East Atherton Drive, and 1300 West/Fore Lakes Golf Course).

Construction of the Mid-Valley BRT began in the spring of 2024 with an expected completion date in 2026.

Jordan River Parkway. Salt Lake County's longest contiguous recreation trail, the Jordan River Parkway, comprises the eastern boundary of the Taylorsville Expressway study area. Although the trail meanders between the east and west sides of the Jordan River, nearly the entire 9,000+ linear feet of trail within the study area is on the Taylorsville side of the river.

Future Vision: The *Taylorsville Expressway Station Area Plan* vision focuses on maximizing the impact of the transit improvements within the area by intensifying land uses within the district. The state legislation expects the plan to include a minimum density of 40 dwelling units/acre. Concentrating high intensity mixed-use development around the BRT stations promotes an appropriate transportation/land use connection that will foster a thriving, walkable community. Targeted commercial areas around the BRT stations complement the residential uses and enliven public areas. Open space is maximized by a proposed linear park that extends through the study area terminating at the Jordan River Parkway. Areas of stability have been identified within the study area that protect existing single family neighborhoods from new development.

Redevelopment Priorities:

- Increase housing in the City.
- Increase affordable housing in the City.
- Provide high quality living environments in a high intensity mixed-use district.
- Maximize connectivity to the Mid-Valley Express BRT to increase ridership and provide alternate modes of transportation to residents of the area.
- Provide abundant open space and recreational opportunities throughout the district.



Illustration 3.3.23

Transportation and Land Use Connection.

Concentrating high intensity mixed-use development around transit stations will help maximize the public investment in the Mid-Valley Bus Rapid Transit while providing hundreds of additional housing units in the area.

- Prioritize active transportation, walkable streets, and walkability within the district to establish pedestrian connectivity to the Mid-Valley Express BRT and throughout the redevelopment area.

Additional Reference Documents:

- **Taylorsville Commercial Center Master Planning + Revitalization Study** (2020) - This study, completed by KGRW & Associates and BCT Design Group of Baltimore, MD, analyzed four areas in Taylorsville adjacent to the future Mid-Valley Express Bus Rapid Transit corridor. The consultant team evaluated development scenarios coordinated in conjunction with marketing strategies, demographic research and stakeholder feedback. Although this plan is not adopted as a formal addendum to the Taylorsville General Plan, the document can be utilized as a resource to explore future development ideas.

Land Use Objective 3.9: Implement the Taylorsville Expressway Station Area Plan

Recommendations, Strategies and Actions:

See the *Taylorsville Expressway Station Area Station Area Plan* section xxxx for specific implementation measures within the Taylorsville Expressway Site Specific Planning Area.

Westbrook Elementary

Westbrook Elementary School, located at 3451 West 6200 South, closed in 2021 due to a realignment of school boundaries partially caused by the construction of the Bangerter Highway 6200 South interchange. Following the closure of Westbrook, the building was utilized temporarily for another three years by Westlake STEM Junior High School until it's relocation in 2024.

The 12 acre Westbrook Elementary site is still owned by the Granite School District. As of publication of the 2025 Taylorsville General Plan the school district has made no formal announcements regarding reuse of the site. Current access to the site is primarily from the local street Gold Medal Drive west of the property. Adjacent land uses include the Summit Vista Retirement Community (north) located across 6200 South. Single family homes back onto the site to the east and south. The Bristol Village Senior Retirement Community (apartments) and Legacy Village Assisted Living is located to the west across Gold Medal Drive. The Bangerter Highway 6200 South interchange is located approximately 550 feet west of the site. As no public park or open space is available in Taylorsville for the surrounding community without crossing the heavily congested 6200 South, neighborhood residents have also utilized the open space at the former school as a community green space.

Future Vision. The Westbrook Elementary site has easy access to the regional transportation system and is located within a mixed density residential neighborhood. As family size continues to decrease in this portion of the region it appears there won't be a future need for a school in the future. There is, however, a significant need for affordable workforce housing and open



Illustration 3.3.24
Former Westbrook Elementary
xxxx.

space in this area. The Taylorsville General Plan recommends that the former school site be redeveloped into a mixed residential community featuring attached and detached residential structures with strong component of affordably priced homes. In addition to the residential uses, a community open space to replace the lost green from the school site is also recommended

Redevelopment Priorities.

- **Consider adoptive reuse of the existing structure for educational or other use compatible with the adjacent residential neighborhood.**
- **Workforce Housing.** Create affordable workforce housing targeted towards teachers and other young professionals.
- **Transition residential density.** Transition residential density from the higher density apartments west of the site to existing single family neighborhoods by utilizing missing middle housing including small lot single family and townhome products.
- **Improve ingress and egress to the site through existing adjacent neighborhoods.** In order to provide easier and safer access to the property, a new access road extending either Northborough Drive or Hurstbourne Drive to the west should be established into the subject property from Westbrook Drive. Providing access to Westbrook Drive would allow future residents direct access to a signalized intersection on the heavily traveled 6200 South.
- **Preserve an open space.** A neighborhood park/open space comprising a minimum of 1/4 of the overall property should be maintained for the benefit of the future users of the site and the adjacent existing neighborhood.

Land Use Objective 3.10: Return the former Westbrook Elementary site back into productive use.	
Recommendations, Strategies and Actions:	
3.10-A:	Reclaim the Westbrook site by either finding an adaptive reuse of the existing structure or redeveloping the site as a mixed density residential neighborhood with a combination of attached and detached dwellings.
3.10-B:	Residential use should target affordable housing for teachers and other educators.
3.10-C:	Residential uses should transition within the new neighborhood from single family dwellings on the south and west sides of the property (adjacent to existing single family) to a mix of single family and attached on the north and west sides.
3.10-D:	Single family homes should be constructed on maximum 6,000 square foot lots to encourage affordability.
3.10-E:	Develop a second access to the property.
3.10-F:	Maintain a portion of the site for a neighborhood park open space for use of the new neighborhood and adjacent community.
3.10-G:	Consider the inclusion of rear loaded live work units on the 6200 South frontage

Small Area Planning

Occasions may arise where further, more detailed, planning analysis is appropriate for specific areas of the City that justify the creation of a comprehensive *small area master plan*. Any small area plans should be treated as additions to, and detailed refinements of, the Taylorsville General Plan. All small area plans must demonstrate they clearly advance the goals of the General Plan and be adopted as official amendments to the Plan by the Taylorsville City Council based on a detailed review ad recommendation from the Taylorsville Planning Commission. Small area plans should consider the following topics in their formulation, review, and eventual adoption:

- Influence on community image
- Diversity of land uses provided
- Effect on the attractiveness, safety, and the desirability of the area
- Community and neighborhood stability
- Community enhancement
- Existing land uses and use transitions
- Existing and proposed land use compatibility
- Existing, needed, and planned infrastructure and service capacities
- Efficiencies in the use of the land and public infrastructure
- Transportation and circulation connectivity
- Amenities provided
- Economic sustainability
- Support for alternate transportation options
- Protection of environmentally sensitive lands

Adopted Small Area Plans

The following Small Area Plans are officially adopted as addendums to the 2025 Taylorsville General Plan:

- **Taylorsville Expressway BRT Station Area Plan.** Adopted x/x/25 by the Taylorsville City Council Ordinance #...

Land Use Objective 3.11: Continue the city’s approach for conducting finer-grained planning through the creation of small area plans that follow a consistent framework and format.

- Recommendations, Strategies and Actions:
- 3.11-A: Annually evaluate the need for additional small area planning in areas of changing circumstances or opportunities.
 - 3.11-B: Annually re-evaluate existing small area plans for continued applicability.



Illustration 3.3.25
Taylorsville Expressway BRT Station Area Plan
The Taylorsville Expressway BRT Station Area Plan was approved and adopted by the Taylorsville City Council on DATE as an addendum to the Taylorville General Plan.