

Planning Commission Staff Report

File # 6Z25-DCA-000552-2025

Public Hearing and Recommendation to the City Council for a Zoning Map Amendment for Approximately 13 Acres of Property at 4271 S., 4225 S., and 4273 S. 2700 W., from Professional Office (PO) to Site-Specific Development Residential (SSD-R).

File # 7Z25 – DCA-000553-2025

Public Hearing and Recommendation to the City Council for a Zoning Text Amendment to Taylorsville Municipal Code, Adopting Chapter 13.45, Standards for the SSD-R Motion Zoning District.



Department of Community Development

Date:	October 23, 2025
Meeting Date:	October 28, 2025
Agenda Item:	[noted in title blocks above]
Subject Property Address:	4271; 4225; 4273 S. 2700 W.
Applicant:	Casey Forbush, Chase Andrizzi, DAI Utah
Author:	Terryne Bergeson, Planner II
Parcel #:	21042510080000, 21042510090000, 21042510100000
Applicable Ordinances:	Including, but not limited to Chapters 13.05 and 13.19
Agenda Item #:	8,9

Attachments:

Exhibit A: Zoning Map
Exhibit B: General Plan Map
Exhibit C: Aerial Image of Subject Property
Exhibit D: Vicinity Map
Exhibit E: ALTA Survey
Exhibit F: Concept Plan Site- Submitted, Staff Notes
Exhibit G: Concept Plan Site - Parking

Exhibit H: Street Cross-Sections
Exhibit I: Elevations and Floor Plans
Exhibit J: Staff Comments on Previous Submissions
Exhibit K: Extracted pages 2025 General Plan
Exhibit L: Chapter 13.45 SSD-R Motion Zoning District

Summary:

Casey Forbush and Chase Andrizzi of DAI Utah have attended a preapplication meeting and met with city staff and review agencies to discuss concept plans for developing multifamily residential on three undeveloped parcels within the Beltway West development. The applicants are requesting a Site-Specific Development Residential (SSD-R) Zoning Map and Zoning Text amendment. The requested zoning amendments would establish the regulatory framework for future development of the 13.248 -acre subject property located at 4271, 4225, and 4273 S. 2700 W. in Taylorsville.

Site Description

The subject property is currently zoned Professional Office (PO) and consists of three undeveloped parcels with a total area of 13.248 acres (approximately 577,083 square feet). The parcels have minimal surface improvements in anticipation of the future development of two office buildings. Surface parking, drive aisle, new landscaping, and a mature landscape buffer to the north comprise the above ground improvements, along with lighting and fire hydrants required for the Beltway West development can be reviewed in the submitted ALTA survey, Exhibit E.

The properties are included in the Beltway West subdivision and currently have one access via an approved drive aisle providing access from 2700 West, which separates Taylorsville from West Valley City. The northern border is adjacent to residential townhomes and duplexes of the Village II subdivision. Two new office buildings for Beltway West and their associated parking form the east border, and parking for the State Office Complex including State's fleet vehicle parking lot, border the subject properties to the south and southwest.

North	South	East	West
R-1-5, RM-8 (Residential)	Professional Office (PO) (State Complex)	Professional Office (PO) (Beltway West office buildings)	2700 West, West Valley City, State Complex

General Plan Analysis

The Taylorsville General Plan is intended to guide land use and development decisions that address the present and future needs of the City and to accomplish coordinated, efficient, and harmonious growth and development within the City.

The recently adopted Future Land Use map designates the subject properties EC and EM on the Proposed Land Use Map. The following statement describes the intent of the two designations (pg 83-84):

Employment Center: *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.*

Employment Mix: *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.*

The applicant's development proposal for residential does not meet the intended use of the current Future Land Use designations. The request to change designation must be considered and approved prior to the approval of this SSD-R map and text amendment request. The multifamily townhome proposal closely aligns with the Residential- High Intensity designation described on page 81 of the 2025 General Plan:

Residential- High Intensity: *...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.*

The accompanying staff report for file #1GP25-GPLAN-000551-2025 will further review the designation change request. Included in the exhibits are excerpts from the 2025 Taylorsville General Plan.

Staff Analysis

The acreage and proposed use requires that the applicants develop the project under the SSD standards per [§13.20.060\(B\)](#) *Density: ...Property over five (5) acres in size shall follow the site- specific development standards.*

The purpose of the SSD zone is established in [§13.19.010](#) of the Taylorsville Land Development Code(LDC):

"The SSD Zone is created to establish the enabling legislation and procedure for developing site specific development within the City. The SSD District designation is provided in order to allow the most efficient and creative development of lands that have unique or unusual characteristics. The SSD District is intended to be used for development when it can be shown that no other zone classification would be adequate or appropriate for reasonable development. The SSD District is used when the uses on a specific parcel of property are appropriate for the location, but may not be appropriate for a community wide land use ordinance. The SSD Zone shall:

- 1. Develop uses and development standards as described in subsection F of this section;*
- 2. Clearly articulate rules for how an area will develop;*
- 3. Build in flexibility beyond that allowed by the typical land use ordinances;*
- 4. Contain more precise linkages between density, land use and public facility requirements;*
- 5. Contain provisions that will respond to changing conditions without the need for a zone change or amendment;*
- 6. Contain regulations which apply to a particular area without changing Citywide ordinances;*
- 7. Be used as the basis for a development agreement; and*
- 8. Contain comprehensive and cohesive integration of all aspects of development and guidance that need to be administered for the development of the site."*

The proposed development form and scale would not neatly fit into existing base zoning districts available in Taylorsville. The development package submitted by the applicant illustrates the following development characteristics:

Land Use and Density

Proposed land use for the project is residential, consisting of 221 attached housing units. The applicants do not intend to offer the products for sale at this time and operate similar developments in the state, where they retain ownership of and manage the property. The current proposal includes 1–3-bedroom unit in 2 or 3 story townhome styles resulting in an overall residential density of 16.68 units per acre. This exceeds the maximum density in the Land Development Code, further requiring the SSD-R request. SSD-R zones that have been approved include:

Chapter, Zoning District	Project	Density
13.38 SSD-X-Bennion Point (2015)	Summit Vista	22-30 dua
13.39 SSD-R Muirhouse (2018)	Muirhouse Townhomes	15.3 dua
13.40 SSD-R Thornhill (2019)	Thornhill Park Apartments	18 dua
13.34 SSD-R Taylor Villas (2024)	Taylor Villas	10 dua

Access

Access to the project from 2700 West will be accomplished by improving the existing drive aisle from 2700 West eastward and connecting to 2440 West, an existing stub street within the adjacent Village II development. The new road will be dedicated as a public right-of-way. The width varies at different segments, but provides no less than 50 feet of right-of-way for the length of the public street, as identified in [§14.12.100](#). The right-of-way narrows in areas to accommodate driveways and housing units, but drive aisle maintains 28' width with increases in areas to allow parallel parking. Sidewalks are maintained on both sides of the E/W public road. Exhibit F includes staff notes to illustrate the widths and location of road types.

As the road turns north to connect with the existing stub street, sidewalks are not shown on the concept. The connection will provide the necessary ingress/egress for resident safety and emergency vehicle access for both the proposed development and existing neighborhood, which currently has only one access to 2700 West. The extension of the public road is required in [§13.21.100](#) street standards of the subdivision design standards of the LDC and supported by several recommendations in the 2025 Taylorsville General Plan to increase connectivity, particularly for neighborhoods in high liquefaction areas with limited ingress/ egress. Exhibit D may serve as the best view of the location of 2440 West and the potential improvement for vehicular circulation. Property owners on either side of the existing stub have structures and/or improvements encroaching within the right-of-way which will need to be resolved prior to the development of the road. A sidewalk and park strip on the west side will be required to connect with the existing public sidewalk system

in the neighborhood. City staff has discussed designating that segment of road as prohibited for parking to maintain emergency access.

Private roads will provide access to additional parking spaces and garages throughout the development. Private roads are proposed to be 22 feet and 26 feet in width where required by fire code for emergency vehicle access to fire hydrants.

Wide sidewalks and pedestrian connectivity to and within are emphasized in the submitted concept plan. Cross sections illustrate the proposed public right-of-way connecting to 2700 West to be developed with 8-foot-wide sidewalks on either side (Ex H), which will create a comfortable pedestrian experience. The existing landscaping area around the drive aisle is retained with this concept and will border the wide sidewalks and function as useable open space. The 8-foot-wide sidewalks extend approximately 400 feet into the development and taper down to 5 feet throughout the rest of the proposed project. The enhanced pedestrian experiences connecting to 2700 West support efficient pedestrian access for future residents on either side of the public road to access the new Midvalley Express BRT line bus stop. Staff is also recommending to further General Plan pedestrian connectivity strategies with this project by connecting new sidewalks with at least one of the existing sidewalks within the neighborhood to the north.

Architectural Design

Renderings and floor plans of the proposed housing types can be reviewed in Exhibit I. The two-story product emphasizes a human scale and introduces a shed roof form and horizontal pattern, which is consistent with the architectural character of Taylorsville neighborhoods built in the 1950-1970's. The exhibit includes examples of the end unit options designed for the two-story town home which moves the front entry of the end unit to the side with articulation of the front porch, creating a more clearly-defined entryway, greater architectural interest, and human-scaled street presence for end units facing a street.

The three-story model includes a dominant three-story front gable which creates a tall, vertical emphasis not compatible with the architectural styles found in Taylorsville. Staff recommend that the applicant draw from other examples within the city and existing products from other projects throughout the valley to create greater compatibility with the two-story product and the general architectural character of the city. The use of fenestration patterns, texture, cladding, and intentional contrast are methods to make the three- and two-story products architecturally compatible. Finally, dominant entryways and human scale details are critical architectural elements that support a walkable environment. End unit details such as those built into the two-story design will avoid blank walls and are an essential element for the three-stories proposed along the public road to enhance the street presence of the buildings.

Site Design

The site features a blend of walkable elements such as some rear-loaded units, 5 and 8-foot sidewalks, narrow drive aisle with bump outs along public road for traffic calming, and parallel parking buffers along segments of sidewalks. Townhomes fronting the public road are designed with 20-foot-long driveways to prevent vehicle overhang onto the sidewalk. Amenity areas are provided throughout the site as well as a club house and pool at the center of the project for residents.

To minimize impacts on existing residential properties a buffer between existing neighboring residential is shown, ranging from approximately 22 feet to 58 feet. The proposed townhome styles along this northern border vary between the two- and three-story products shown in Exhibit I. However, the entire northeastern portion of the project is proposed to consist of the three-story style and maintain a 35-foot landscaped buffer between residential that will contain a walking path and function as useable open space for the residents.

Landscaping plans have not been submitted with this concept package. The landscape buffer required with the previous developments contains tall, mature trees that deliver important shade and buffering benefits which new plantings will take years to achieve. Staff recommends preserving the mature trees and exploring the minimum landscape requirements in [Chapter 13.25](#), with the intention to enhance the character of the area and provide heat mitigation benefits through tree and vegetation location. Intentional use and variety of drought-tolerant plants along sidewalks can turn sidewalks from a route to a parking space to create an inviting path that draws residents out, while the separations between driveways also present an opportunity to incorporate low impact design landscaping methods to break up the appearance of paving and concrete along the roadway, soften the appearance of the buildings, and promote the efficient use of water.

The submitted concept plan does not include an open space calculation. Taylorsville Land Development Code provides different standards for open space:

Section	Project	Standard
§13.12.070	Traditional Neighborhood Overlay Zone available to create compact, walkable community.	Minimum 15% useable open space.
§13.39.050(D)	Muirhouse Townhomes	Common and private open space minimum 40% of the gross site area.
Chapter 13.45 (Not specifically codified)	Taylor Villas	Provide outdoor play area that is no less than 10% of net project area.

Parking

Exhibit G illustrates the parking plan for the project. Each unit is provided either a one- or two- car garage. Any driveways shown will be 20 feet long. For those units without driveway, parking is provided near the units to accommodate guests. Parallel parking and spaces for guest parking are provided throughout the site and are recommended to be maintained by the proposed project owners and by permit-only. 12 shared spaces were negotiated with Beltway West commercial property and will be available just outside the east border of the proposed project immediately accessible via a walkway. The overall parking ratio is 3.1 spaces per unit, while current city code requires 1.5-2.5 spaces per unit for multifamily dwellings, depending on bedroom count, per [§13.24.080](#).

Review Process

The SSD zoning tool requires that specific development regulations be adopted in conjunction with an SSD zoning map amendment. Exhibit K includes a draft zoning text amendment that would create a new Chapter 13.45: *SSD-R Motion Zoning District*. This chapter would include the regulatory language, exhibits, and other information specific to the development project. Staff would refer to this Chapter to reference development standards required for this property. The technical drawings will be required to aid staff and Planning Commission in further review of the proposed project and completion of the requested SSD Ordinance. The exhibits included in this staff report are the elements that have been provided to-date and serve as an example of what would be included in the proposed SSD text amendment.

Since this is a legislative action, the Planning Commission serves as an advisory body to the City Council, who will ultimately take final action on the applications in accordance with LDC [Chapter 13.05](#) and Utah Code.

Discussion Items

Staff have provided the applicants with review comments and recommendations (Exhibit J). The applicants have been working with staff on revisions and will continue working to incorporate these elements into the project. For discussion purposes, staff would like to discuss the following elements with the Planning Commission:

- Open space
 - “Useable”
 - Amenities
- Street and streetscape design
 - Park strips
 - Sidewalk N/S of proposed road
- Architectural design
 - Street presence
 - Compatibility
- Fencing and buffering

Public Comment

A public notice was sent to all affected entities and residents within 300 feet of the property on October 17 2025. Additionally, a notice was published on the Utah State Notice Website and the City’s website.

As of October 22, 2025, staff have not received public comment regarding this application.

Findings

1. This application was initiated by Chase Andrizzi and Casey Forbush, DAI Utah
2. The applicants are requesting a Zoning Text Amendment to Chapter 13.45 of the Taylorsville Municipal Code, adopting standards for the SSD-R Motion Zoning District.
3. The applicants are requesting a Zoning Map amendment for the properties identified in Exhibit A from “*Professional Office*” to “*Site Specific Development Residential (SSD-R Motion Zoning District)*”

4. The subject property is made up of three parcels with a cumulative area of approximately 13.248 acres.
5. The subject property is in the Professional Office (PO) zoning designation and does not permit the planned development as proposed.
6. The proposed development plan (Exhibit F) includes 221 townhome units.
7. Chapters [13.05](#) and [13.19](#) and of the Taylorsville Land Development Code include standards and requirements for rezoning a property to the SSD zoning district.
8. The current General Plan Map designation for the property is “*Employment- Mix*” and “*Employment- Center*” and is not compatible with the planned development as proposed.
9. The applicants have filed an associated application to amend the City’s General Plan Map for the subject property (File #1GP25-GPLAN-000551-2025).
10. Staff has provided the applicant with several review comments and recommendations (Exhibit J) and recommends the Planning Commission review and discuss the merits of the project prior to making a formal recommendation.
11. A public notice was sent to all affected entities and residents within 300 feet of the property on October 17, 2025, and published on the Utah State Notice Website and the City’s website.
12. As of October 23, 2025, staff have not received public comment regarding this application.
13. The City Council is the decision-making authority for a Zoning Map and Text amendment request and may adopt or reject the amendment as it deems appropriate pursuant to Chapters [13.05](#) and [13.19](#), and other applicable sections of the Taylorsville City Code.

Conditions

N/A.

Staff Recommendation

Staff recommend the Planning Commission review and discuss the proposal and make a formal recommendation to the City Council at a future meeting.

Recommended Motion

I move that we continue File #6Z25-DCA-000552-2025 and #7Z25-DCA-000553-2025 to the [insert date] Planning Commission meeting for the following specific reasons

_____.

Zoning Map: 4271 S. 2700 W

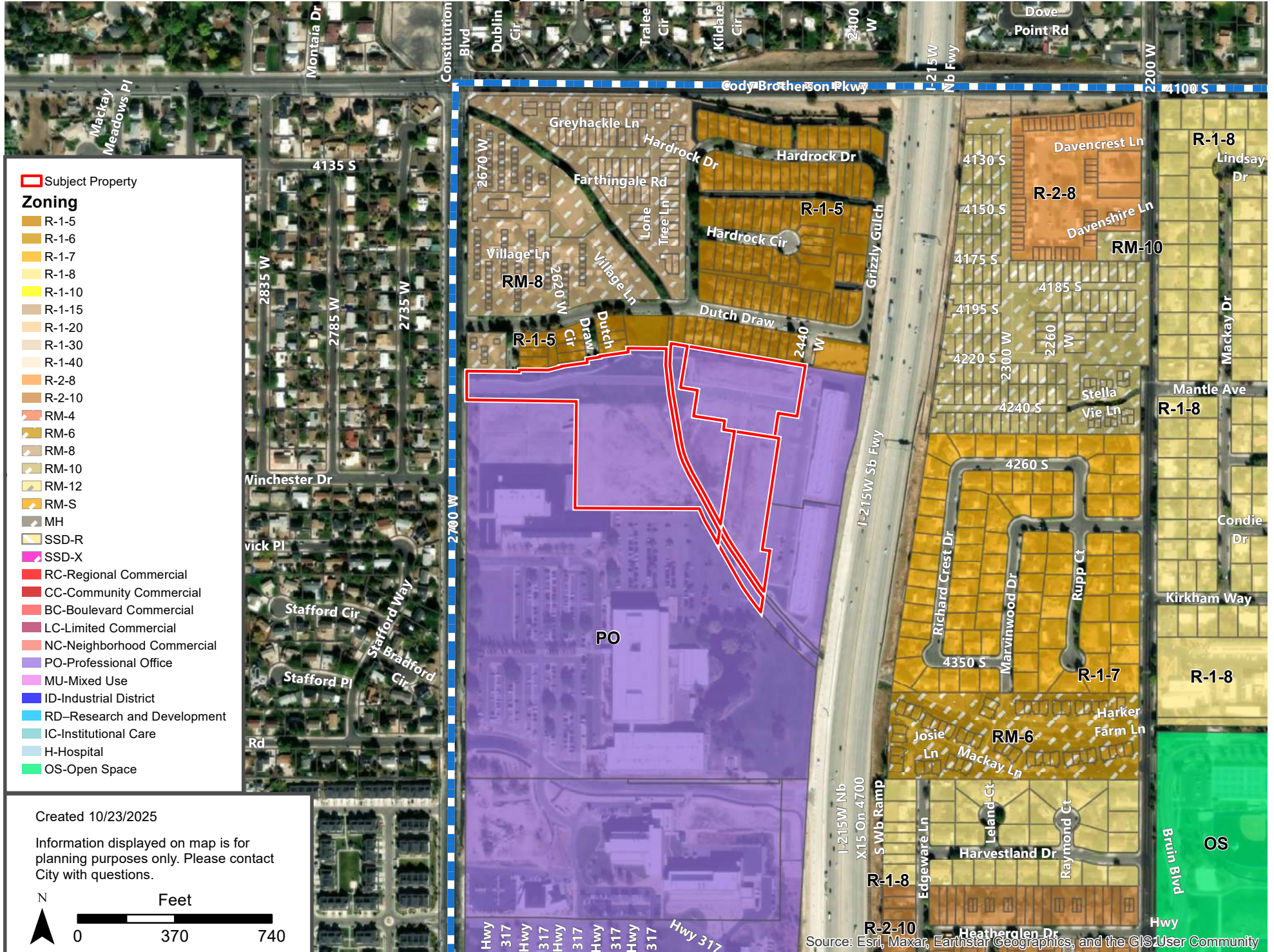
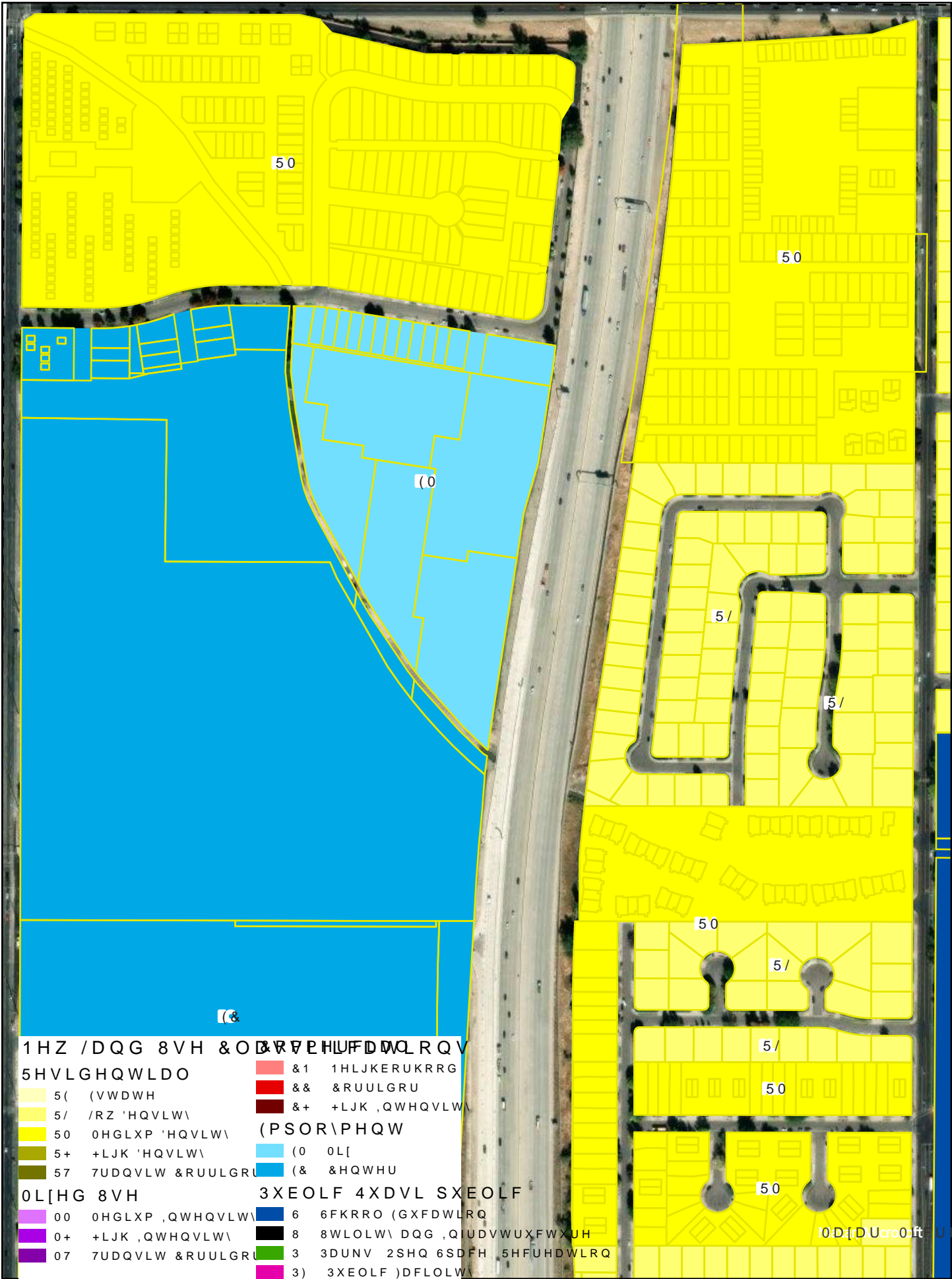


EXHIBIT B - GENERAL PLAN MAP



Site Map: 4271 S. 2700 W



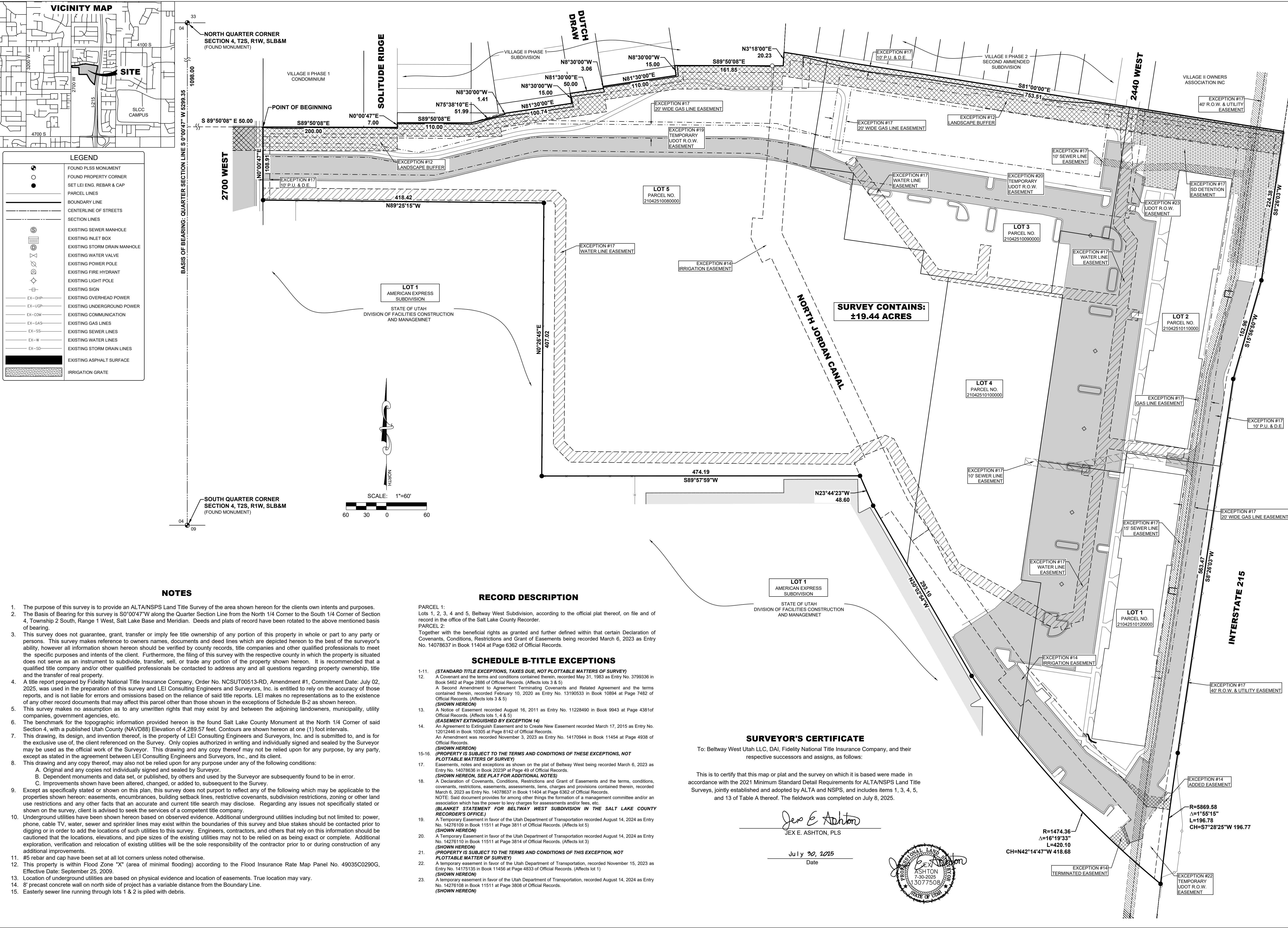
Vicinity Map: 4271 S. 2700 W



EXHIBIT E

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LEI

**CIVIL
STRUCTURAL
SURVEY**

3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

ALTA/NSPS LAND TITLE SURVEY

LOCATION: NE 1/4 SECTION 4, T2S, R1W, SLB&M, TAYLORSVILLE, UTAH

PREPARED FOR: DAI
PROPERTY OF: BELTWAY WEST UTAH, LLC

REVISIONS

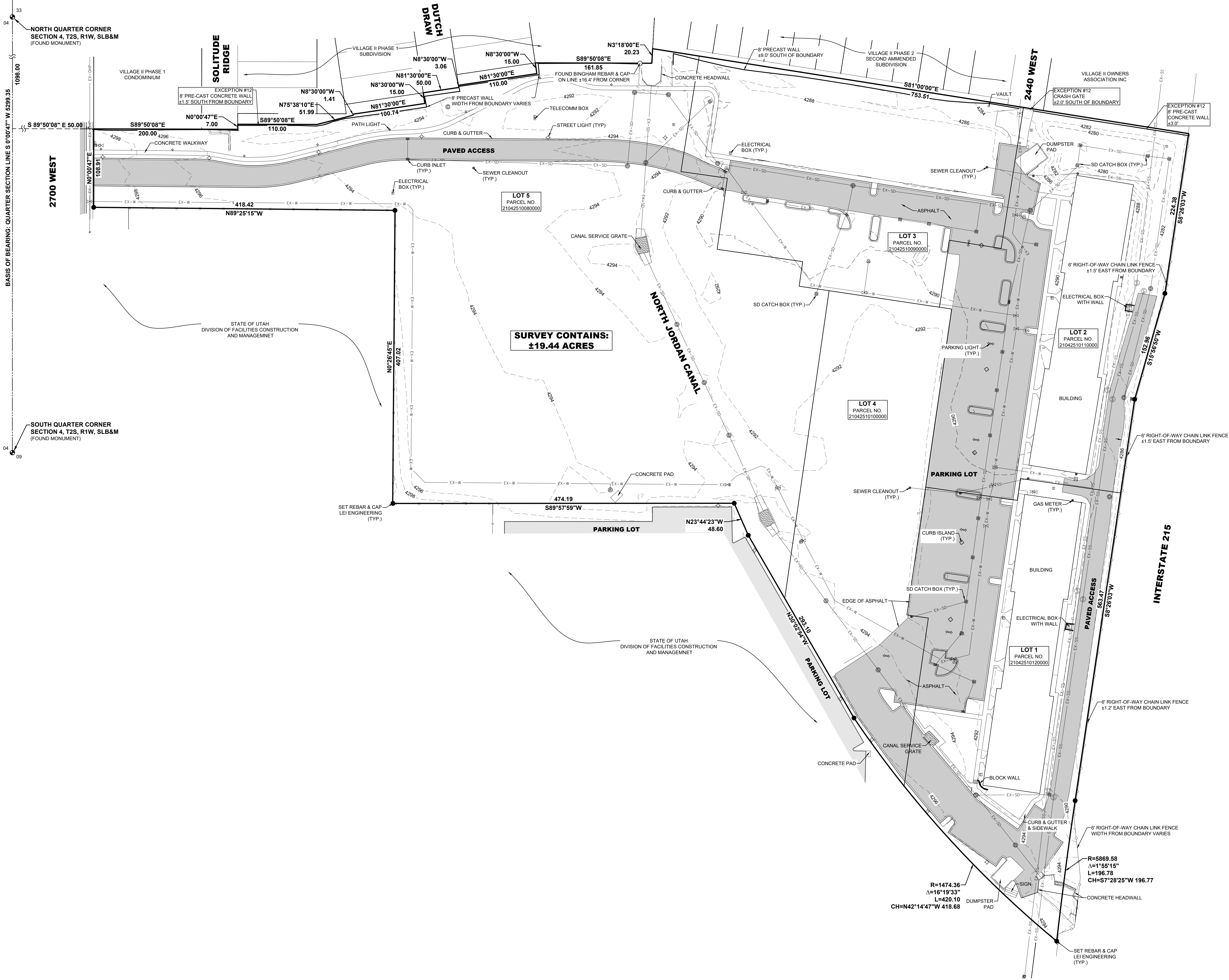
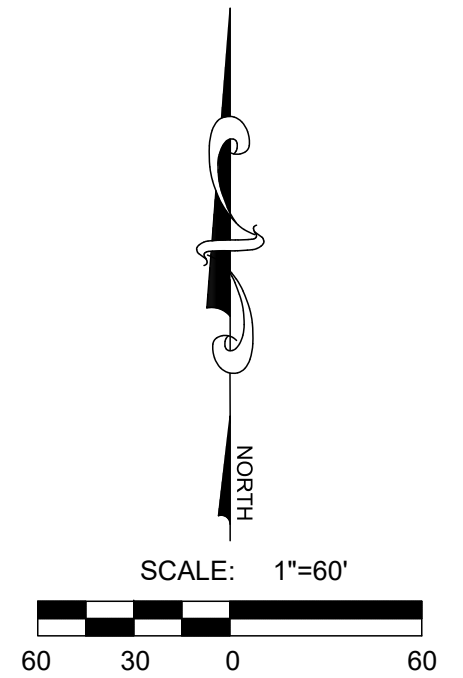
NO.	REVISION
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LEI PROJECT #: 2025-0036
DRAWN BY: JEA
DESIGNED BY: RWH
SCALE: 1"=60'
DATE: 07/30/2025
SHEET

1 of 2

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EXHIBIT E



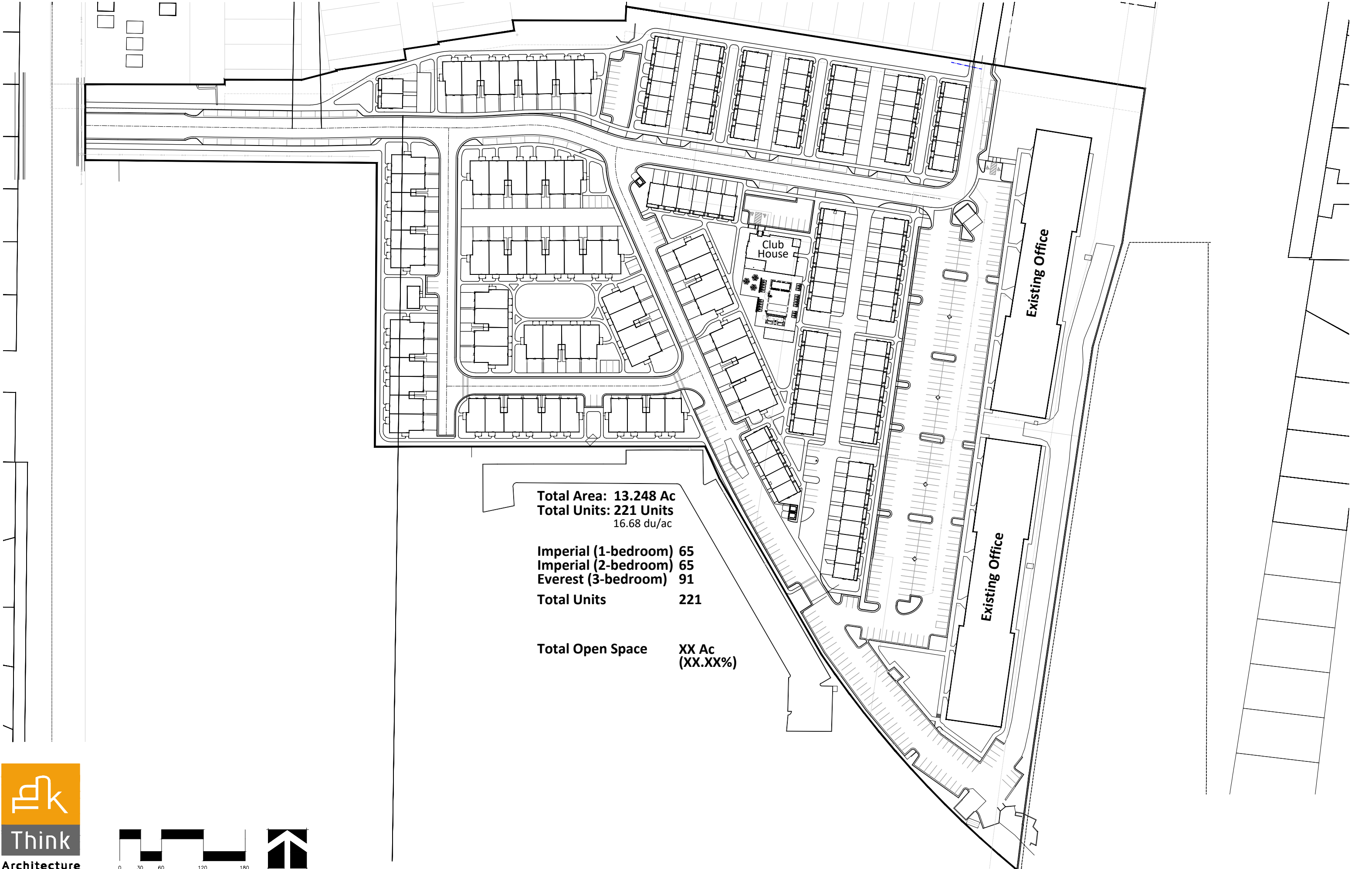


CIVIL
STRUCTURAL
SURVEY

3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

ALTANSPS LAND TITLE SURVEY
LOCATION: NE 1/4 SECTION 4, T2S, R1W, SLB&M, TAYLORSVILLE, UTAH
PREPARED FOR: DAI
PROPERTY OF: BELTWAY WEST UTAH, LLC

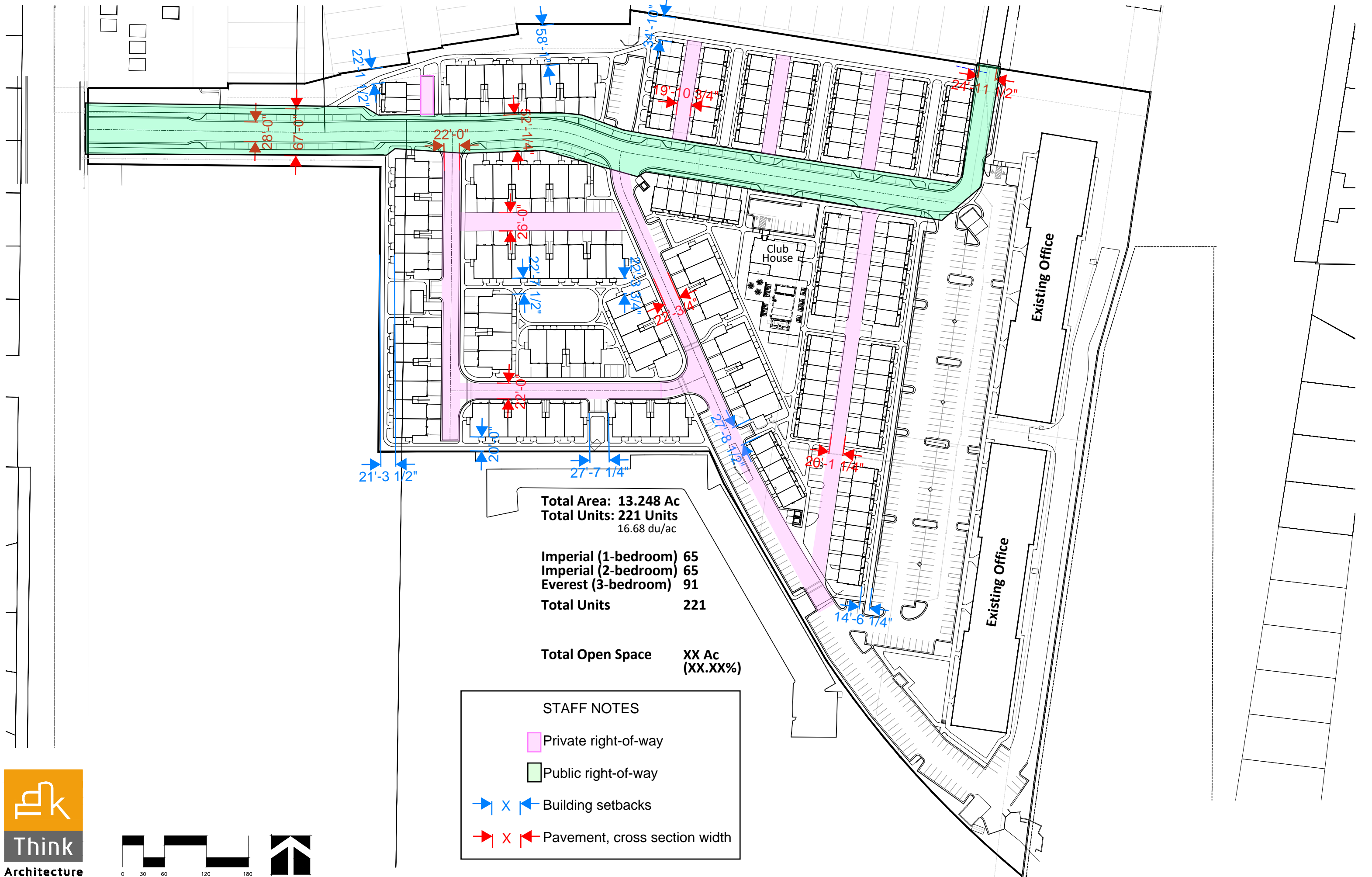
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DRAWN BY: JEA	
DESIGNED BY: RWI	
SCALE: 1"=60'	
DATE: 07/30/2025	
SHEET	



Total Area: 13.248 Ac
Total Units: 221 Units
16.68 du/ac

Imperial (1-bedroom) 65
Imperial (2-bedroom) 65
Everest (3-bedroom) 91
Total Units 221

Total Open Space XX Ac
(XX.XX%)



2700 West

Interstate 215

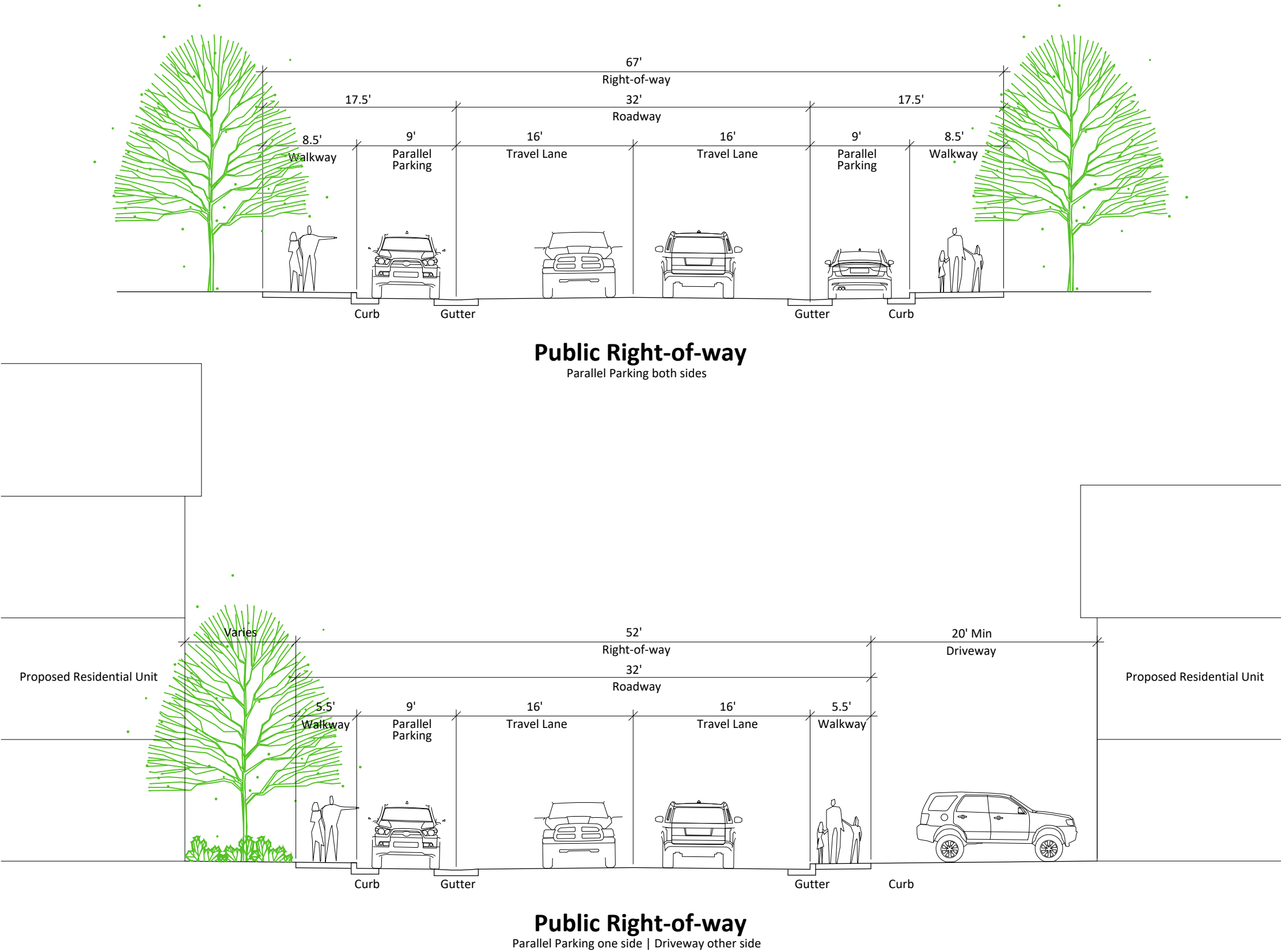
Property Trade Summary

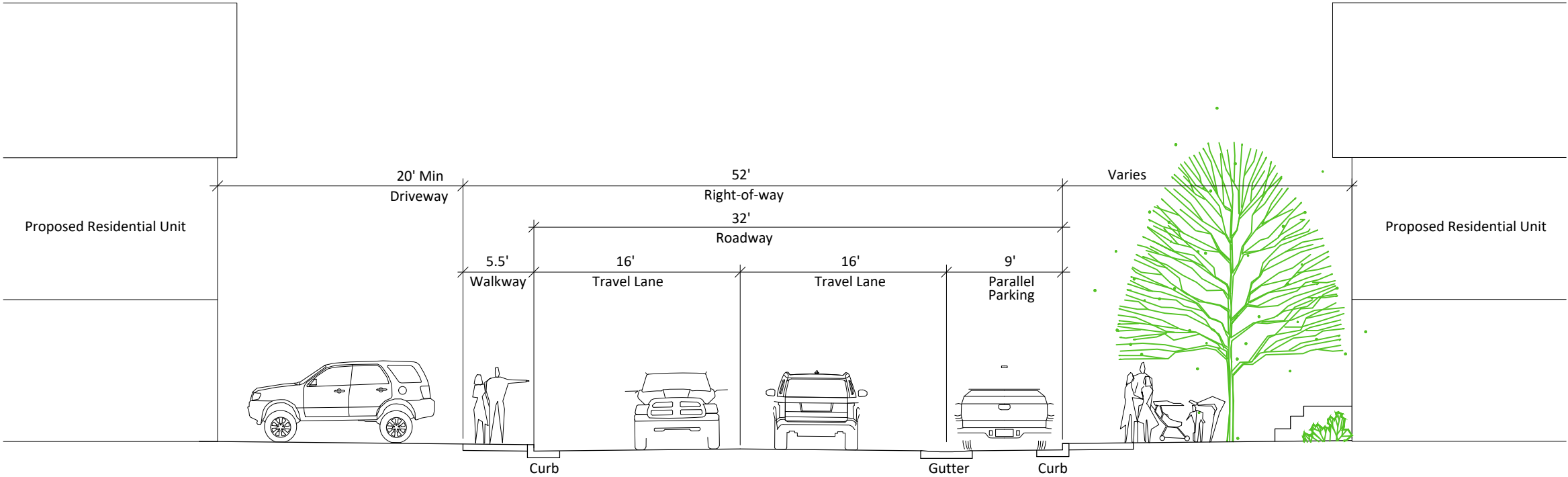
	<i>Acres</i>	<i>Sq Feet</i>
Total Property Acres	19.441 Ac	846,844.24
Original Commercial Property	6.192 Ac	269,736.26
Traded to Residential	(0.247 Ac)	(10,793.35)
Acquired from Residential	0.247 Ac	10,793.35
Proposed Total Commercial Property	6.192 Ac	269,736.26
Original Residential Property	13.248 Ac	577,107.98
Traded to Commercial	(0.247 Ac)	(10,793.35)
Acquired from Commercial	0.247 Ac	10,793.35
Proposed Total Residential Property	13.248 Ac	577,107.98

- Traded to Commercial
- Traded to Residential

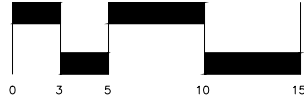
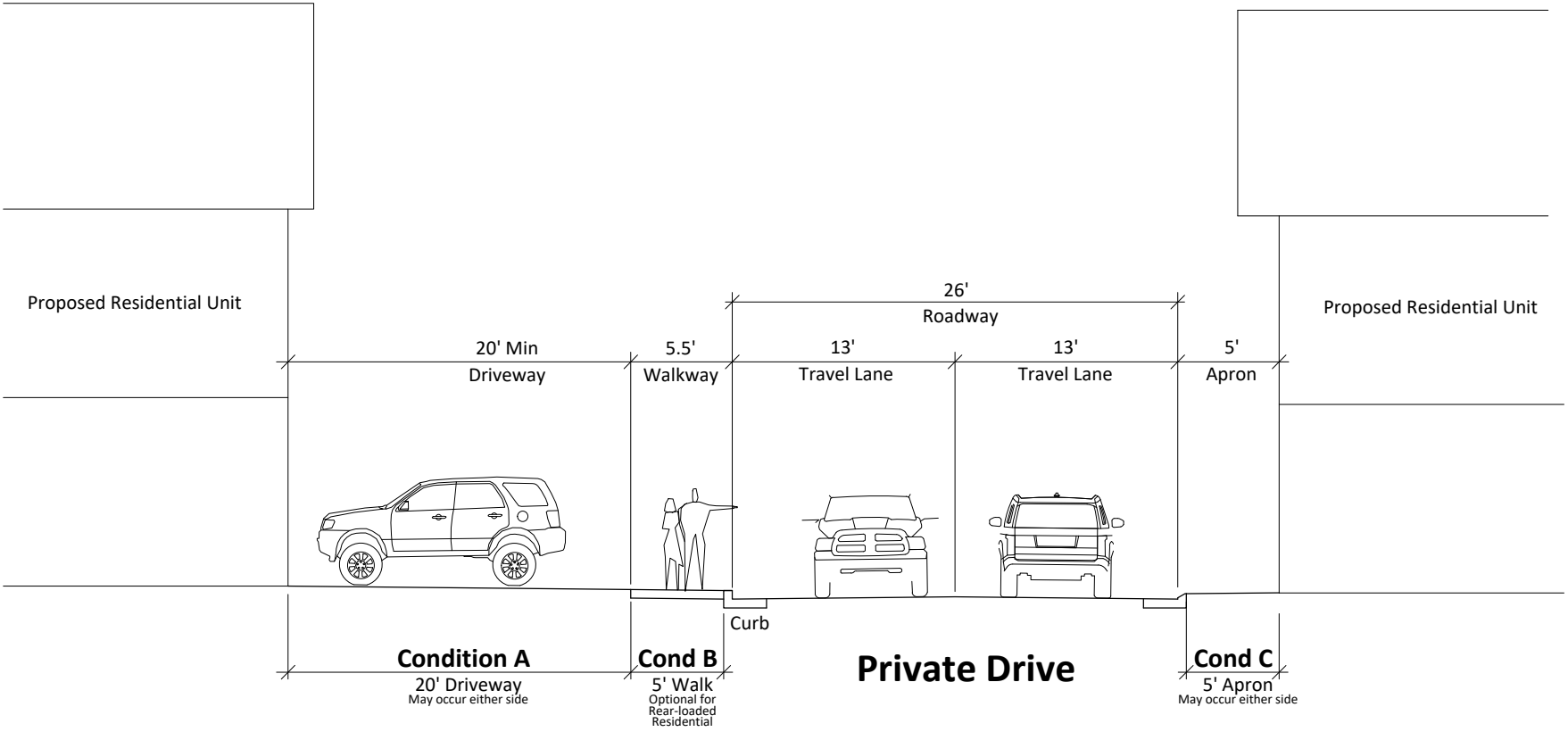
Parking Summary

Total Units	221 Units	16.68 Units/acre
<div></div> Garage Spaces	312 Sp	
<div></div> Driveway Spaces	222 Sp	
<div></div> Surface Sp (Guest)	138 Sp	
<div></div> Office/Res Shared	12 Sp	
Total Res Parking	684 Sp	(3.1 sp/unit)
Existing Office Parking	331 Sp	
<div></div> Office Parking	298 Sp	
<div></div> Office/Res Shared	12 Sp	
Total Office Parking	310 Sp	





Public Right-of-way
Driveway one side | Rear-loaded Unit other side





DAI - TAYLORSVILLE TOWNHOMES DESIGN PACKAGE

TAYLORSVILLE UTAH

27 AUG 2025



NOTE CONCEPTUAL DRAWINGS: INDIVIDUAL UNITS, ELEVATIONS, BUILDING STEPS AND ROOF TYPES MAY BE CONFIGURED IN VARIOUS WAYS TO MEET SITE CONDITIONS



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DAI - TAYLORSVILLE TOWNHOMES DESIGN PACKAGE

TAYLORSVILLE, UTAH

REAR LOAD
MCKINLEY UNIT

D102

27 AUG 2025



GROSS AREA (FINISHED)	
LEVEL	AREA
LEVEL 1	148 SF +
LEVEL 2	551 SF +
LEVEL 3	592 SF +
TOTAL	1291 SF
AREA (UNFINISHED)	
LEVEL	AREA
GARAGE	402 SF +
TOTAL	402 SF

*AREAS PROVIDED FOR MIDDLE UNIT. FOR END UNIT ADJUST AREAS AS FOLLOWS:
GROSS AREA (FINISHED)
LEVEL 1: + 1 SF
LEVEL 2: + 5 SF
LEVEL 3: + 5 SF
AREA (UNFINISHED)
GARAGE: + 3 SF

NET AREA	
LEVEL	Area
LEVEL 1	105 SF
LEVEL 2	513 SF
LEVEL 3	535 SF
TOTAL NET	1152 SF



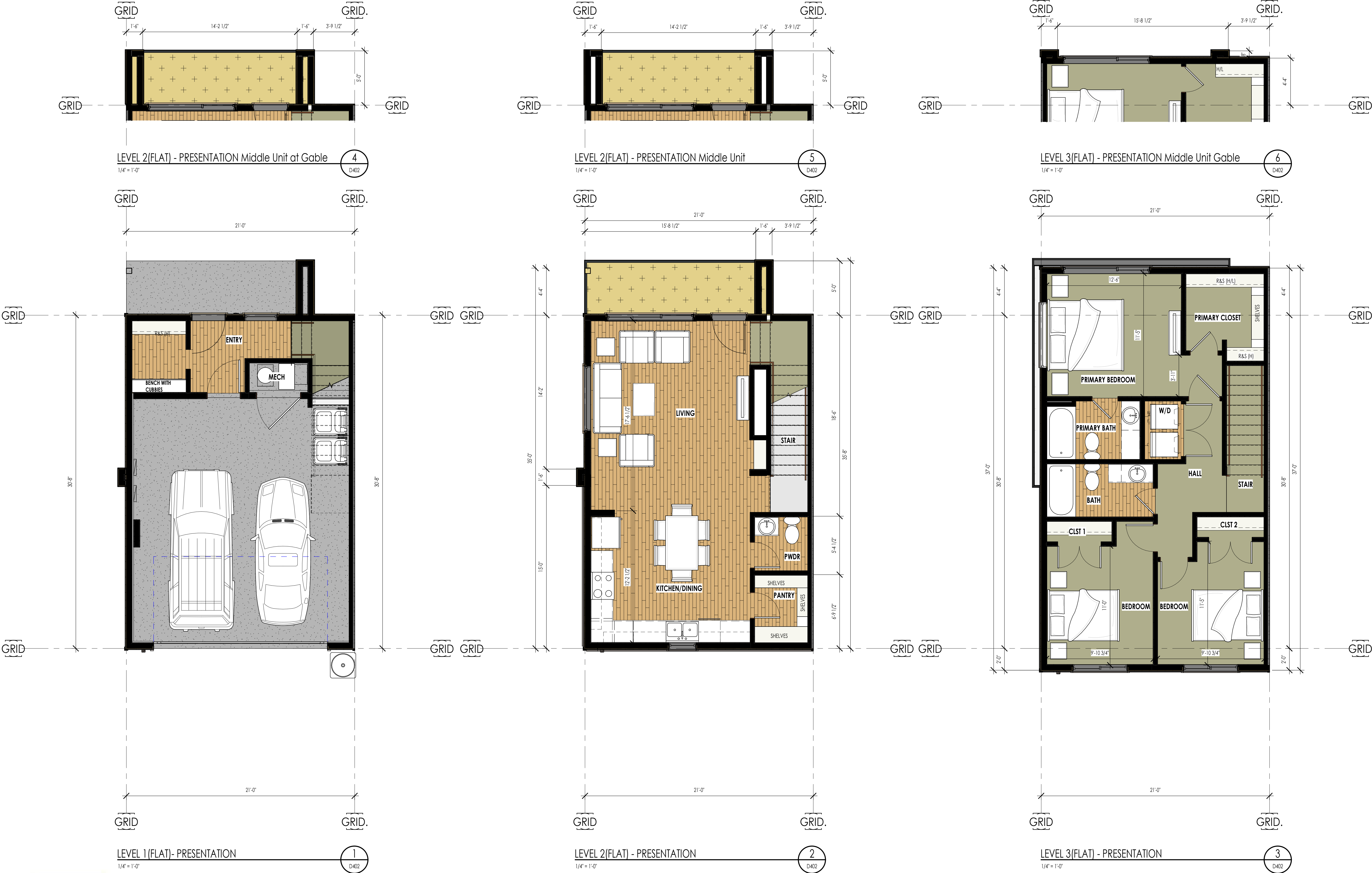
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DAI - MCKINLEY

2 BEDROOM
"MCKINLEY" FLOOR
PLANS

D405

27 AUG 2025



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DAI - EVEREST FLAT

3 BEDROOM "EVEREST"
FLAT FLOOR PLANS

D406

27 AUG 2025



NOTE CONCEPTUAL DRAWINGS: INDIVIDUAL UNITS, ELEVATIONS, BUILDING STEPS AND ROOF TYPES MAY BE CONFIGURED IN VARIOUS WAYS TO MEET SITE CONDITIONS



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DAI - TAYLORSVILLE TOWNHOMES DESIGN PACKAGE

TAYLORSVILLE, UTAH

FLEX GEN 4-PLEX-01
EXTERIOR VIEW

D103

27 AUG 2025



NOTE CONCEPTUAL DRAWINGS: INDIVIDUAL UNITS, ELEVATIONS, BUILDING STEPS AND ROOF TYPES MAY BE CONFIGURED IN VARIOUS WAYS TO MEET SITE CONDITIONS



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DAI - TAYLORSVILLE TOWNHOMES DESIGN PACKAGE

TAYLORSVILLE, UTAH

FLEX GEN 4-PLEX-01
EXTERIOR VIEW

D104

27 AUG 2025

EXHIBIT I



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DAI - IMPERIAL

UNIT I-01

UNIT IMPERIAL-01
MARKETING FLOOR
PLANS

D401

27 AUG 2025

EXHIBIT I



I-01 UNIT (Gross Area)	
Name	AREA
ACCESSORY UNIT	628 SF
2ND UNIT ENTRY	148 SF
2ND FLOOR	1232 SF
TOTAL FINISHED SF	2008 SF
GARAGE	494 SF
TOTAL UNFINISHED SF	494 SF
TOTAL SF	2501 SF



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DAI - FLEX GEN

UNIT I-01

UNIT FLEXGEN-01
MARKETING FLOOR
PLANS

D403

27 AUG 2025



NOTE CONCEPTUAL DRAWINGS: INDIVIDUAL UNITS, ELEVATIONS, BUILDING STEPS AND ROOF TYPES MAY BE CONFIGURED IN VARIOUS WAYS TO MEET SITE CONDITIONS



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DAI - TAYLORSVILLE TOWNHOMES DESIGN PACKAGE

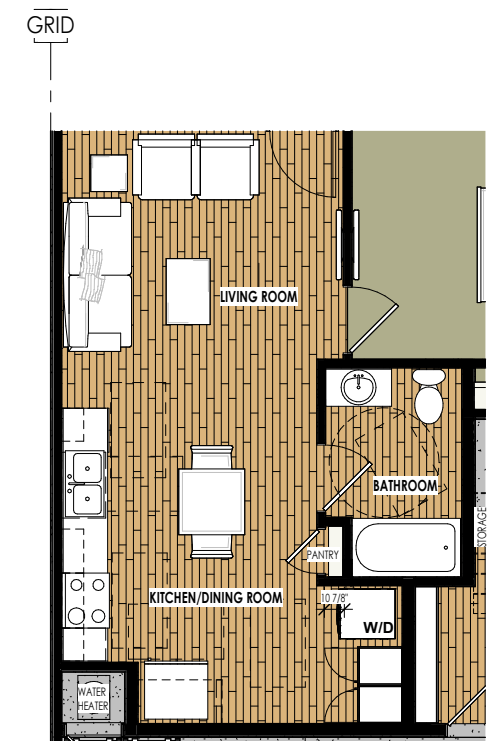
TAYLORSVILLE, UTAH

FLEX GEN 4-PLEX-01
EXTERIOR VIEW

D105

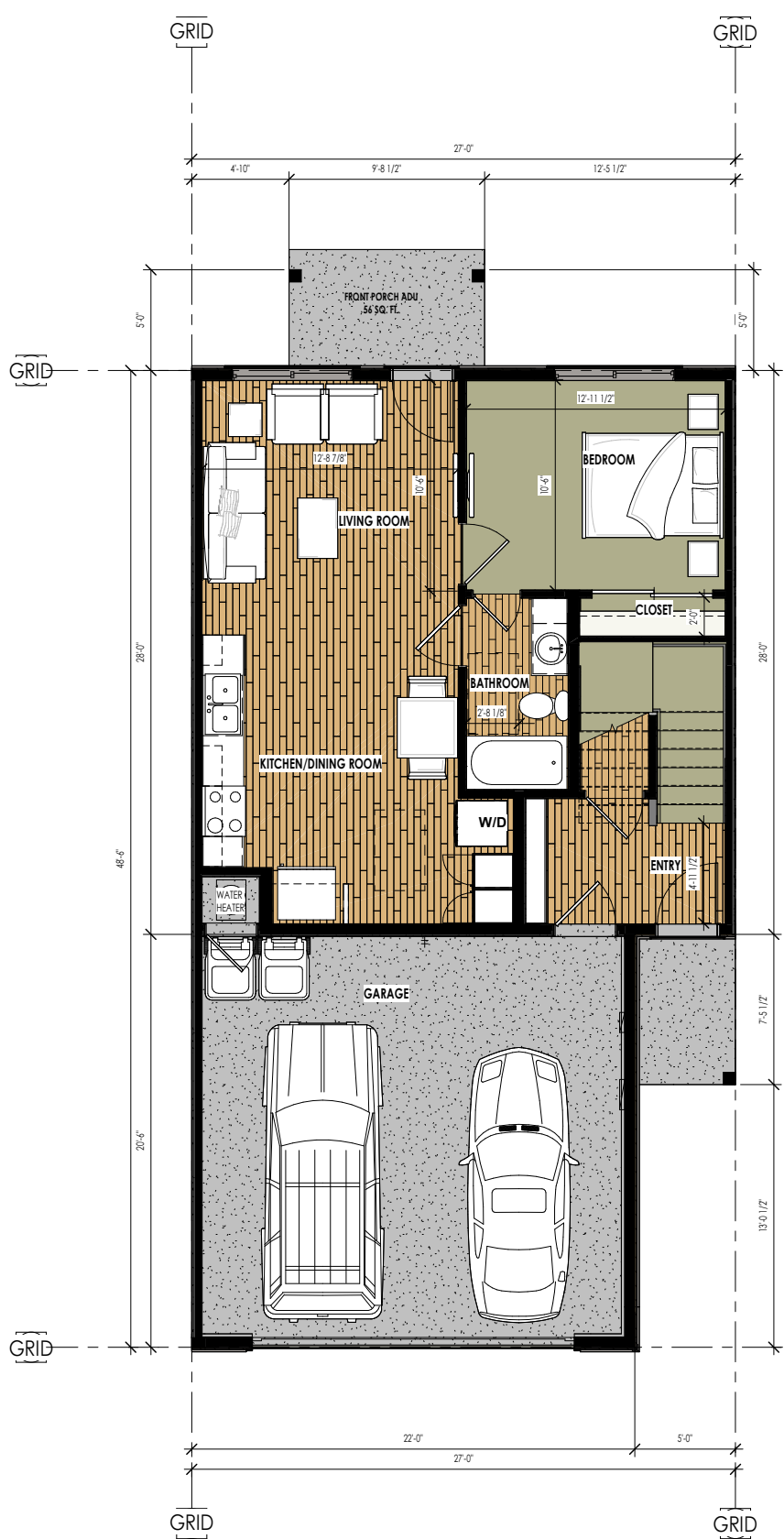
27 AUG 2025

EXHIBIT I



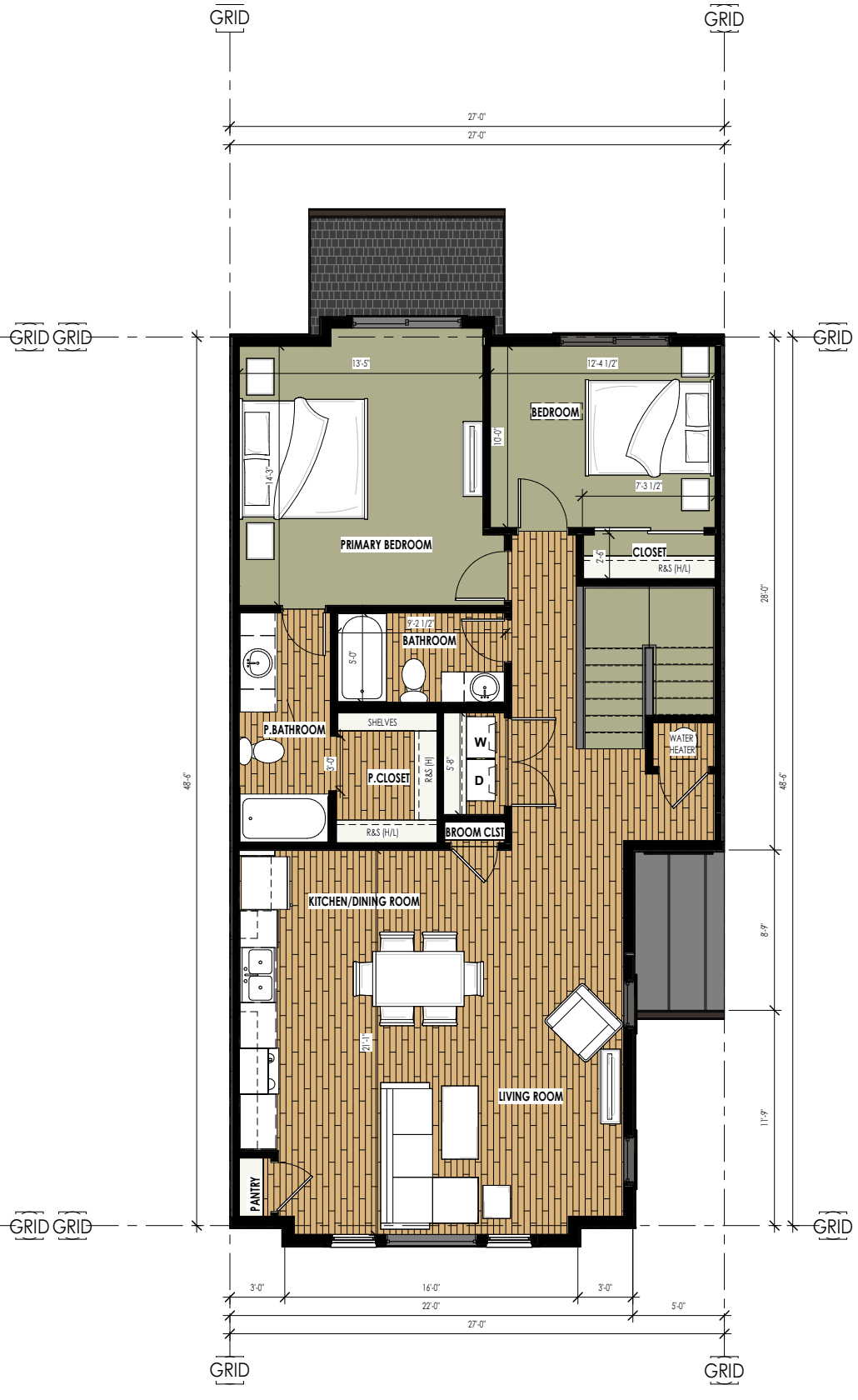
LEVEL 1 - PRESENTATION ADA Type A
1/4" = 1'-0"

3
D402



LEVEL 1 - PRESENTATION
1/4" = 1'-0"

1
D402



LEVEL 2 - PRESENTATION
1/4" = 1'-0"

2
D402

IMPERIAL 2 FINISHED AREAS	
LEVEL	AREA
LEVEL 1 (1ST UNIT)	618 SF
LEVEL 1 (2ND UNIT ENTRY)	129 SF
LEVEL 2	1160 SF
TOTAL	1906 SF
IMPERIAL 2 GARAGE AREAS	
GARAGE	448 SF
TOTAL	448 SF
GRAND TOTAL	
AREA	2354 SF



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DAI - IMPERIAL UNIT I-02

UNIT IMPERIAL-02
MARKETING FLOOR
PLANS

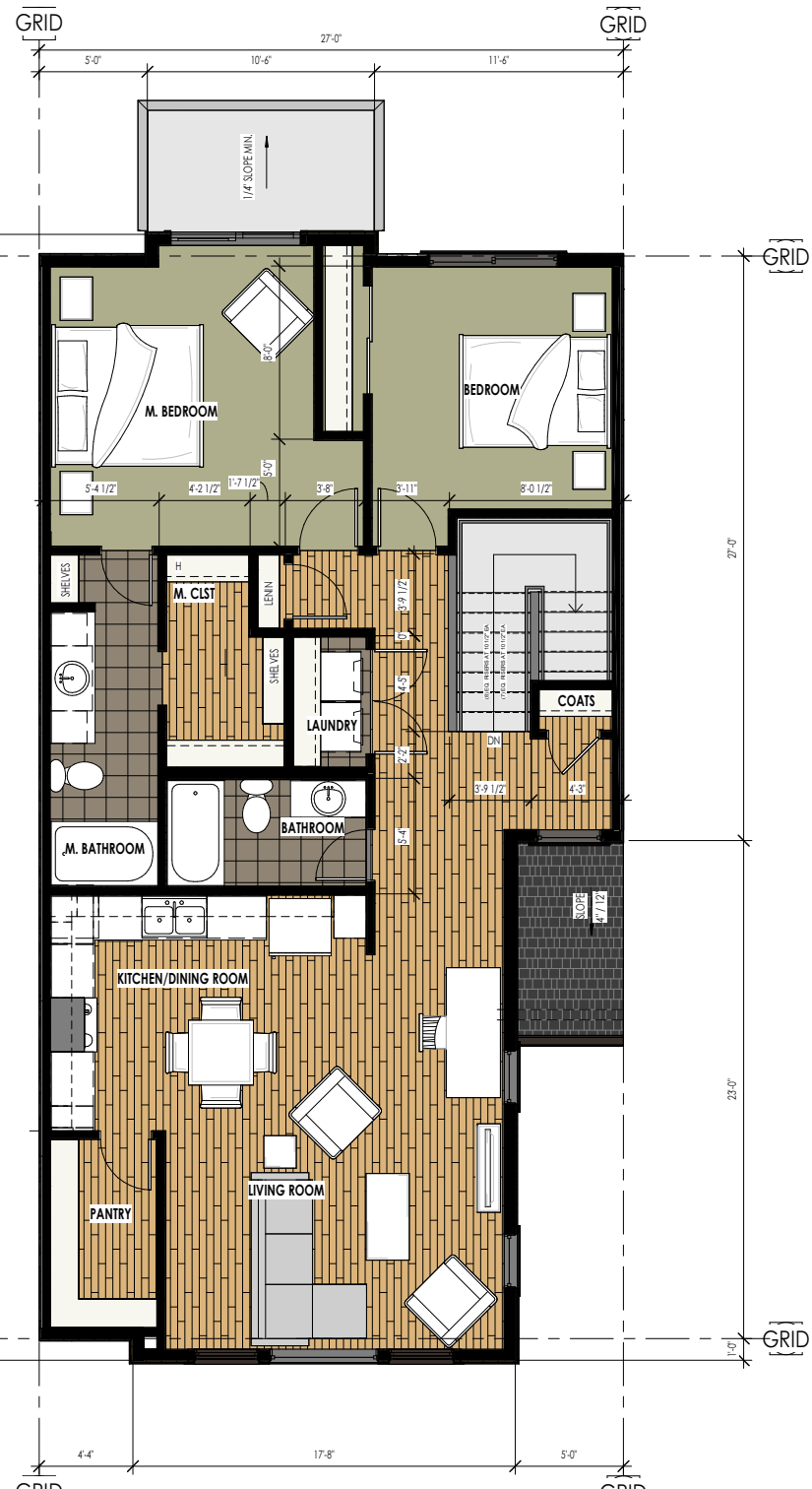
D402

27 AUG 2025

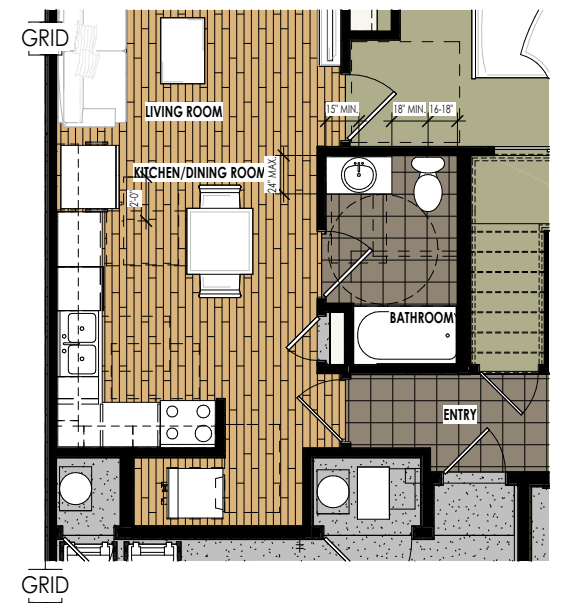


LEVEL 1 - PRESENTATION (FLEX GEN) PANTRY OPTION
1/4" = 1'-0"

LEVEL 1 - PRESENTATION (FLEX GEN)
1/4" = 1'-0"



LEVEL 2 - PRESENTATION (FLEX GEN)
1/4" = 1'-0"



LEVEL 1 - PRESENTATION ADA TYPE A (FLEX GEN)
1/4" = 1'-0"

I-01 UNIT (Gross Area)	
Name	AREA
ACCESSORY UNIT	623 SF
2ND UNIT ENTRY	116 SF
2ND FLOOR	1196 SF
TOTAL FINISHED SF	1935 SF
GARAGE	496 SF
TOTAL UNFINISHED SF	496 SF
TOTAL SF	2431 SF



NOTE CONCEPTUAL DRAWINGS: INDIVIDUAL UNITS, ELEVATIONS, BUILDING STEPS AND ROOF TYPES MAY BE CONFIGURED IN VARIOUS WAYS TO MEET SITE CONDITIONS



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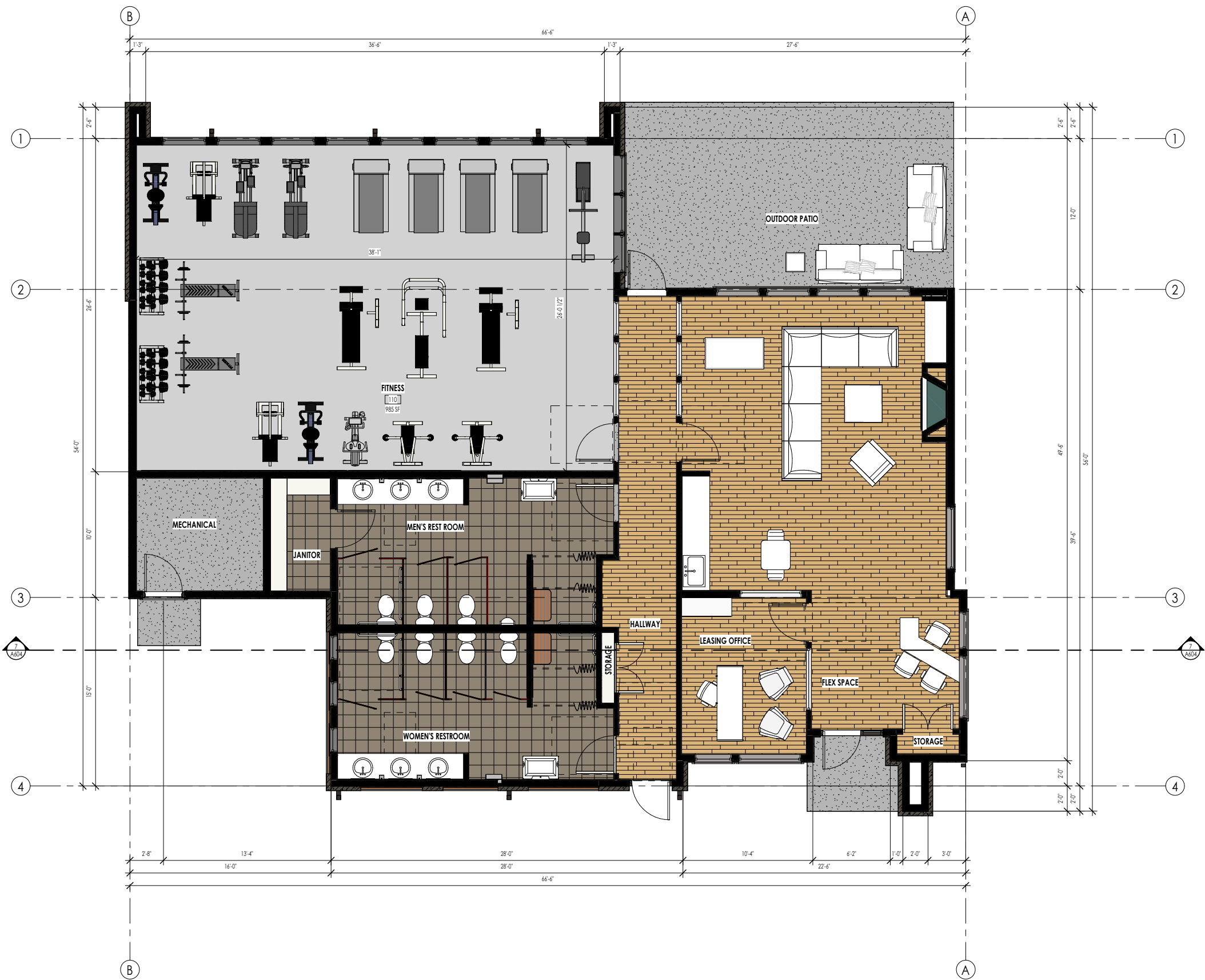
DAI - TAYLORSVILLE TOWNHOMES DESIGN PACKAGE

TAYLORSVILLE, UTAH

EXTERIOR VIEW - CLUBHOUSE

D106

27 AUG 2025



GROSS AREA (FINISHED)	
LEVEL	FINISHED
CLUBHOUSE AREA	2773 SF
OUTDOOR LOUNGE AREA	395 SF
TOTAL	3168 SF



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DAI - CLUBHOUSE

CLUBHOUSE FLOOR
PLAN

D407

27 AUG 2025



NOTE CONCEPTUAL DRAWINGS: INDIVIDUAL UNITS, ELEVATIONS, BUILDING STEPS AND ROOF TYPES MAY BE CONFIGURED IN VARIOUS WAYS TO MEET SITE CONDITIONS



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DAI - TAYLORSVILLE TOWNHOMES DESIGN PACKAGE

TAYLORSVILLE, UTAH

EXTERIOR VIEW -
CLUBHOUSE

D107

27 AUG 2025

HIGHLIGHT/POP OUT COLOR FOR FLEXGEN BUILDINGS



Hardie - Color 1
Manufacturer:
Hardie Color Plus
Color:
Pearl Gray



Fiber Cement Trim 1
Manufacturer:
Hardie Color Plus
Color:
Pearl Gray
Use for trim at
Hardie - Color 1



Hardie - Color 2
Manufacturer:
Hardie Color Plus
Color:
Aged Pewter



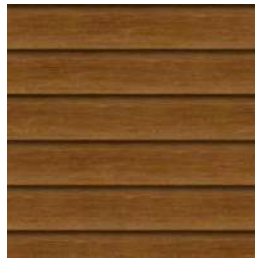
Fiber Cement Trim 2
Manufacturer:
Hardie Color Plus
Color:
Aged Pewter
Use for trim at
Hardie - Color 2
and Transition Trim



Board & Batt Siding
Manufacturer:
James Hardie
Color:
SW 7069 Iron Ore



Fiber Cement Trim 3
Manufacturer:
James Hardie
Color:
SW 7069 Iron Ore
At all trim in and
around Board and
Batt Rock Bottom
Siding



Allura - Accent
Manufacturer:
Allura
Color:
Maple



Stone (FlexGen)
Manufacturer:
Dutch Quality
Color:
Ashen Dry Stack



Front Door 1
Manufacturer:
TBD
Color:
SW 6656 Serape



Front Door 2
Manufacturer:
TBD
Color:
SW 9149 Inky Blue



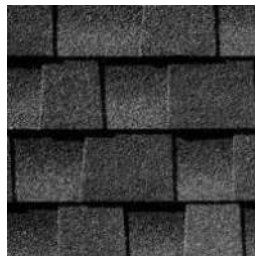
Front Door 3
Manufacturer:
TBD
Color:
SW 7069 Iron Ore



Gar. Door
Manufacturer:
CHI Overhead Doors
Color:
Bronze



Alum Fascia/Sofit
Manufacturer:
Mastic
Color:
Dark Bronze



Roofing
Manufacturer:
CertianTeed
Color:
Moire Black

EXHIBIT I



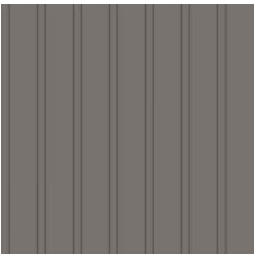
Trim/Fascia/Soffit
Manufacturer:
TBD
Color:
Dark Bronze
or Similar



Lap Siding
Manufacturer:
TBD
Color:
SW 7019 Gauntlet Gray
or similar



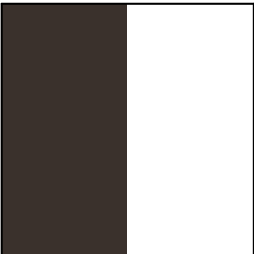
Lap Siding
Manufacturer:
TBD
Color:
SW 6001 Grayish
or similar



Board and Batt Fiber Cement
Manufacturer:
Fiber Cement
Color:
SW 7019 Gauntlet Gray
or similar



Roofing
Manufacturer:
CertianTeed
Color:
Moire Black



Windows/Doors
Manufacturer:
Anderson
Color:
Dark Bronze/White
Vinyl



Door Colors
Manufacturer:
TBD
Color:
SW 7019
Gauntlet Gray



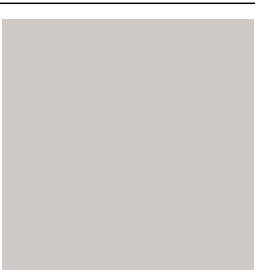
Garage Dr Colors
Manufacturer:
Garaga
Color:
Terrastone



Railings
Manufacturer:
Fortress Cable Rail or Equal
Color:
Black

COMMON COLORS

HIGHLIGHT SCHEME 1

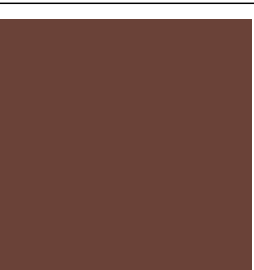


Fiber Cement Panel
Manufacturer:
TBD
Color:
SW 6001 Grayish
or similar

HIGHLIGHT SCHEME 2



Fomed Metal Panel or Woodtone, James Hardie or Allura
Manufacturer:
Aluma Panel or equal or Pre-stained Fiber Cement
Color:
American Walnut, Maple or Similar



Fiber Cement Panel
Manufacturer:
TBD
Color:
SW 2837 Aurora Brown



Fomed Metal Panel or Woodtone, James Hardie or Allura
Manufacturer:
Aluma Panel or equal or Pre-stained Fiber Cement
Color:
American Walnut, Maple or Similar

HIGHLIGHT SCHEME 3



Fiber Cement Panel
Manufacturer:
TBD
Color:
SW 7048 Urbane Bronze or similar



Fomed Metal Panel or Woodtone, James Hardie or Allura
Manufacturer:
Aluma Panel or equal or Pre-stained Fiber Cement
Color:
Light Maple, Walnut or Similar

HIGHLIGHT SCHEME 4



Fiber Cement Panel
Manufacturer:
TBD
Color:
SW 9164 Illusive Green or similar



Fomed Metal Panel or Woodtone, James Hardie or Allura
Manufacturer:
Aluma Panel or equal or Pre-stained Fiber Cement
Color:
Light Maple, Walnut or Similar

HIGHLIGHT COLORS



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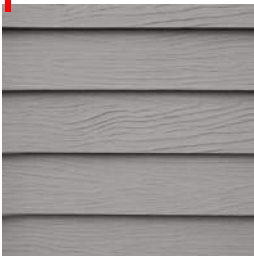
DAI - TAYLORSVILLE TOWNHOMES DESIGN PACKAGE

TAYLORSVILLE, UTAH

REAR LOAD
COLOR/MATERIAL
BOARD

D502

27 AUG 2025



Lap Siding-01 Fiber Cement
Manufacturer:
James Hardie or Equal
Color:
James Hardie
"Pearl Gray" or Similar



Lap Siding-02 Fiber Cement
Manufacturer:
James Hardie or Equal
Color:
James Hardie
"Aged Pewter" or Similar



Lap Siding-03
Manufacturer:
Allura or Equal
Color:
Rustic Series "Summer Wheat"
(OSI#245) or Similar



Front Door
Manufacturer:
TBD
Color:
Sherwin Williams
"Dovetail" (SW 7018) or Similar



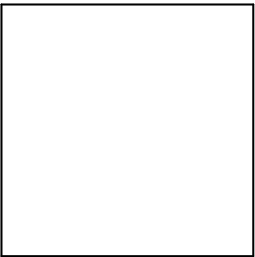
Windows
Manufacturer:
Anderson or Similar
Color:
"Dark Bronze" or Similar



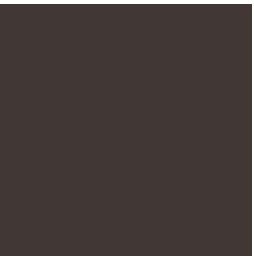
Stone
Manufacturer:
Dutch Quality
Color:
"Ashen Dry Stack" or Similar



Roofing
Manufacturer:
CertianTeed OAE
Color:
Moire Black or Similar



Roofing TPO
Manufacturer:
TBD
Color:
White or Similar



Trim/Fascia/Soffit
Manufacturer:
TBD
Color:
Dark Bronze or Similar

CLUBHOUSE COLORS



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DAI - TAYLORSVILLE TOWNHOMES DESIGN PACKAGE

TAYLORSVILLE, UTAH

COLOR / MATERIAL
BOARD - CLUBHOUSE

D503

27 AUG 2025

Terryne Bergeson

From: Terryne Bergeson
Sent: Wednesday, September 24, 2025 4:20 PM
To: Joe@DALutah.com; Chase Andrizzi
Cc: Dina Blaes; Ben White; Mark McGrath; Javin Weaver
Subject: City of Taylorsville | Beltway West Residential - 4271 S 2700 W

Hello gentlemen,

Thanks for your patience while we gathered input and discussed requirements for the Beltway West residential project. We appreciate that your team has worked diligently to address initial comments on that original concept. Below are comments based on review of the latest iteration presented last week with administration and the city engineer.

PUBLIC RIGHT-OF-WAY

1. Provide cross-sections for the various sections of the road:
 - a. The standard public right-of-way in §14.12.100 for a collector is 60 feet of right-of-way. (This also calls for 35 feet of asphalt, but we recognize the ROW and asphalt width will likely need to vary in certain sections- see below.)
 - b. Minimum acceptable pavement width is 28 feet of asphalt, with additional width to accommodate parallel parking where identified on the plan.
 - c. Parallel parking stalls must be 9-feet wide.
 - d. Sidewalks on both sides are required for public roads. The width may vary from 8 feet near 2700 West and minimum 5 feet throughout the rest of the project.
 - e. 30" curb and gutter will be required along the length of the public road (mountable is optional where driveways front on street).
2. The driveways fronting the public roads must be a minimum of 20 feet in length to avoid vehicles overhanging onto the public sidewalk.
3. The public road through the western stub street will need to connect through without a crash gate.
4. An alternative for public road circulation through the State's fleet parking lot is encouraged to avoid impacts to the adjacent residential.
5. Ensure all sidewalks meet ADA standards.
6. Ensure the parallel parking is a minimum 20 feet from the intersection with 2700 West.

OTHER

7. Is the buffer agreement between this property and HOA valid if the use converts to residential? If not, this may allow for the northern units to be moved closer to the property line and create space for the sidewalks and driveway length.
8. It is recommended to start on the storm detention for the site. Ben White will be back in office on Monday if there are questions specifically related to stormwater management.
9. When resubmitting, please indicate which buildings are two and three story and the unit configuration.
10. Ensure the east units are minimum of 15 feet from property line, and appropriate distance for building code requirements to allow for the necessary percentage of openings.
11. Related to the neighborhood meeting: let staff know if you would like to reserve Council Chambers to present. The City does not provide a recording.

EXHIBIT J

Feel free to reach out if there are questions related to the above comments. We look forward to continuing working with you all!

Best,

Terryne Bergeson

Planner II



2600 W. Taylorsville Blvd.

Taylorsville, Utah 84129

Office: (385) 308-0534

E-mail: tbergeson@taylorsvilleut.gov

Website: www.taylorsvilleut.gov

Terryne Bergeson

From: Terryne Bergeson
Sent: Wednesday, October 8, 2025 11:47 AM
To: Brittany Kempff; Ben White; Mark McGrath
Cc: Dina Blaes
Subject: Site Revisions Follow Up

Hi everyone,

Below is a summary of some of the high-level comments city staff had on the most recent revision presented yesterday. Let me know if I missed anything and I'll add them and send off to Chase and Joe today.

- Some of the units fronting the public street (with the garage-only façade) do not meet the design standards adopted throughout our code and General Plan. Stronger street presence for buildings, especially those facing the public road will be needed. We discussed some ideas like a model that has front doors or at least somehow activating the street-facing façade with window and balcony treatments. We like the corner treatment Joe mentioned that provide more interest for end units and would like to see that along the public street for end units.
- General Plan strategies in chapter 4 and 9 recommend increasing connectivity. With the existence of the stub streets, since we are not requiring them to connect all 3 as roads, we should uphold the GP strategy to require pedestrian linkages in all new development and connect sidewalks (Objective 4.8-G) *Question about if we can do that, since the buffer will be managed by their property?
- The open space has decreased but the updated plan didn't have the exact percentage- we discussed connectivity around the site with walking paths, useable open space for residents. (Also discussed seeing where this development can help stage for connectivity from state complex, as identified in Active Transportation Plan.)
- Extending the driveway/ alleyways for the northern units by a few feet to allow backing out of garages for the end units.
- "Fortress" fencing with landscaping treatment along the east edge of the property to avoid cramped feeling and create permeable feeling with adjacent office. Discussed placement of landscaping and walking paths around the entire development to prevent cramped feeling and encourage walking around the whole project.
- Beltway West dumpster and parking stalls backing into new public road will not be permitted so Beltway West will need to relocate those.
- A permit program for parking on the public street will be needed.
- Fire Marshal needs to provide input on the 20' wide alleys. He pointed out that hydrants will be required and roads near hydrants are required to be 26' wide. The main area of concern is the long stretch of alley for the farthest east portion of the development. We met with him yesterday and he is checking on acceptable alternatives- we hope to have a clear answer back today.

EXHIBIT J

Terryne Bergeson

Planner II



2600 W. Taylorsville Blvd.

Taylorsville, Utah 84129

Office: (385) 308-0534

E-mail: tbergeson@taylorsvilleut.gov

Website: www.taylorsvilleut.gov

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 **[Change to Business Office]**

- 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)



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 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 *Designing Better Places* on page 3-15 for additional information.



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 15 to 30 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 *Designing Better Places* on page 3-15 for additional information.



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. .

CHAPTER 13.45

SSD-R-MOTION ZONING DISTRICT

SECTION:

13.45.010: Purpose

13.45.020: Applicability

13.45.030: Land Use And Density

13.45.040: Architectural Design

13.45.050: Site Planning

13.45.060: Grading And Drainage

13.45.070: Vehicular Circulation And Parking

13.45.080: Pedestrian Mobility And Circulation

13.45.090: Screen Walls And Fences

13.45.100: Sign Design

13.45.110: Exterior Site Lighting

13.45.120: Other Development Standards

13.45.130: Figures

13.45.010: PURPOSE:

The Site Specific Development-Residential-Motion District (SSD-R-Motion) is established to promote the public health, safety, and welfare of the community by facilitating the creation of a residential community in a connected setting. It is the purpose of this chapter to encourage design and development of land that suits the unique needs of the property and contributes to the diversity of housing options within the City while maintaining compatibility with surrounding land use. All new or future development within the SSD-R-Motion Zoning District shall be in conformity with this title and any site-specific Master Plan approved by the Planning Commission. Specifically, this zone intends to:

- A. Enhance and protect the community image of the City of Taylorsville through clearly articulated development design policies and standards;

- B. Protect and promote Taylorsville's long-term economic viability through design standards which encourage and reward high quality development and discourage less attractive and less enduring alternatives;
- C. Promote orderly vehicular circulation for the surrounding area;
- D. Create a safe, comfortable, and efficient pedestrian experience within the development;
- E. Support and encourage the use of nearby transit;
- F. Enhance and protect the security, health, safety, and welfare of all residents of the City of Taylorsville; and
- G. Facilitate an understanding of the City's expectations and notify and assist developers in compiling a complete and efficient application.

13.45.020: APPLICABILITY:

The provisions in this chapter shall apply to all new development, redevelopment, exterior remodels, additions to existing structures, refacing, signs, and accessory structures within the SSD-R-Motion Zoning District. This chapter includes minimum development standards and will be used by City staff and, if applicable, the Planning Commission to review development applications. The policies established in these provisions shall be met through actual compliance with each design standard.

- A. Boundary Descriptions: The SSD-R-Motion Zoning District is limited to a specific area in the City as illustrated in section 13.45.XXX, figure X of this chapter, which is described as:

Boundary Description XX

XX

Contains 8.36 acres in area.

13.45.030: LAND USE AND DENSITY:

- A. Uses: Uses permitted under this chapter shall conform to the development standards provided elsewhere in this Development Code, the application procedures for development, and any overlay districts as applicable. Uses permitted as a conditional use shall comply with the requirements for administrative conditional use permits and/or non-administrative conditional use permits as applicable.
- B. The approval of any additional land uses beyond those allowed shall require and be contingent upon the favorable exercise of future legislative discretion by the City Council following all required notice and public hearings before the Planning Commission and City Council.

- C. Table Of Uses: All uses not included in the table below shall be deemed not permitted.

P = Permitted

AC = Administrative conditional

NC = Nonadministrative conditional

S = Special use permit

N = Not permitted

Land Use	SSD-R-Motion District
Land Use	SSD-R-Motion District
Accessory dwelling unit (ADU)	AC
Accessory structure	NC
Animals (household pets)	P
Backyard chickens	N
Bed and breakfast	N
Dwelling, multiple-unit	P
Home occupation	P
Parks, public and private	P
Planned unit development	P
Residential facility for elderly persons	P
Residential facility for persons with a disability	P
Residential lease, short term	N
Zero lot line development	P

- D. Density: Allowable dwelling units per acre: 16.68 units per acre.

13.45.040: ARCHITECTURAL DESIGN:

- A. Purpose And Intent: Architectural design seeks to add to community character while providing flexibility to avoid rigid uniformity of design. All elements including the scale and mass of buildings, materials, color, roof styles, door and window openings, and details should be responsive to functional architectural design and promote a cohesive design statement.

- B. Building masses shall respond to "human scale" with materials and details that are proportionate to human height and provide visual interest at the street and sidewalk level. Buildings shall be reduced in apparent mass or articulated to avoid large monolithic, box-like shapes.
1. Variation in materials, detailed at human scale compared to second and third floor.
 2. Fenestration.
 3. Color and texture variation and contrast to anchor building.
 4. Architecturally interesting details and variation in design and projection for end units to avoid blank wall on end units. Strong street presence
 5. Details to draw attention to front doors, including lighting, paving for porch/walkway.
 6. Compatibility with architecture elsewhere in Taylorsville.
- C. Architectural design, building massing, roof forms, color, materials, orientation, and fenestration for single-family attached dwellings (townhomes) shall be consistent with or reasonably similar to the designs and features shown in Section 13.45.XX, figure X, of this chapter. End units (outer units) identified in Section 13.45.XX, figure XX, of this chapter, the exterior elements on the sides of those single-family attached units (calculated for each building façade) shall be comprised of no more than fifty percent (50%) stucco finish, and shall have at least twenty percent (20%) brick/stone coverage and at least thirty percent (30%) Hardie (or similar product) coverage. Architectural design, building massing, roof forms, color, materials, orientation, and fenestration shall be consistent with section 13.45.XX, figures X, "XX Model Floor Plans"; X, "Floor Plan End XX Option"; X, "XX Floor Plans"; X, "Elevations 1"; [X, "Elevations 2"; X, "Elevations 3"]; and , "Color Renderings", of this chapter.
- D. Maximum building height: Thirty feet (30'), measured from average finish grade to eave of roof.
- E. Roof-mounted mechanical units (including evaporative coolers, HVAC units, vents, etc.) shall be located or screened so they are not visible from adjacent public and/or private streets as well as from adjacent properties.
- F. Solar: Buildings may be designed and sited to maximize the use of solar gain for energy savings, and shall respect the solar access requirements of adjacent (existing and proposed) buildings. Solar equipment is permitted subject to the standards set forth in the applicable section of this title.

13.45.050: SITE PLANNING:

- A. Purpose And Intent: Buildings shall be located to maximize the presentation of streetscaping and primary building entries to roadways, to provide clear orientation and access for both vehicles and pedestrians, to facilitate internal pedestrian circulation, and to place structures in consideration of the existing built context, the location of adjoining uses, and the location of roads.
- B. All building locations, building orientation, roadways, driveways, pedestrian ways, park spaces, landscape areas, amenity areas, vehicular parking areas, and dumpster locations, and sign locations, shall be consistent with section 13.45.XX, figure X, "Site Plan", of this chapter.
- C. Building Setbacks: All building setbacks shall be consistent with section 13.45.XX, figure X, "Site Plan", of this chapter.
- D. Site Coverage Requirements: Open space and landscaped areas shall be deemed valued amenities. Common and private useable open space shall be provided and shall not cover less than (fifteen TND)
 - 1. Stormwater detention/retention areas may be included in open space coverage if located fully within the lot, and when those areas are effectively landscaped to satisfy the requirements in this Code. (See subsection E, "Landscape Design", of this section.)
- E. Landscape Design:
 - 1. Purpose And Intent: Landscaping shall be required within the subject site to:
 - 2. Enhance the aesthetics of the development;
 - 3. Create a pedestrian-friendly environment;
 - 4. Break up the mass of buildings;
 - 5. Soften architectural materials;
 - 6. Provide screening for service areas;
 - 7. Enhance streetscapes;
 - 8. Provide shade and climate control;
 - 9. Create an attractive entrance and gateway to the project; and
 - 10. Provide buffers between incompatible land uses or site areas.
- F. All landscaping within the SSD-R-Motion District shall be consistent with section 13.45.XX, figure X, "XX", of this chapter.
 - 1. Sight Lines: Adequate sight lines shall be consistent with Section 13.02.120 of this title..

2. Landscape Irrigation/Water Conservation: Reasonable effort shall be made to employ low impact development standards and efficient use of water by utilizing alternative means for maintaining a suitable landscape environment.
3. Landscape Standards:
 - i. Landscape Plans: Any landscape plans shall be prepared by a licensed professional.
 - ii. Installation: The installation of any landscaping shall be done by a licensed landscape contractor.
 - iii. Artificial Plants: Artificial plants of any type, size or color are prohibited as exterior landscaping within any lot.
 - iv. Mulching:
 1. All planting beds shall be mulched with either wood, decorative rock, or other ground cover to stabilize soils, control erosion, and conserve water use; and
 2. Rock mulch shall be restricted to less than three inches (3") in size.
 - v. Lawn areas in common areas shall be designed to function as activity space and shall not be less than eight feet (8') wide.
 - vi. A minimum of XX% vegetation coverage is required for all landscape areas. Tree canopy is not considered vegetation coverage.
 - vii. A minimum of 36" organic mulch ring shall be maintained around all new and existing trees to support healthy growth and avoid root compaction.
 - viii. Parking: Parking is prohibited within landscaped areas on a site.
4. Plant Size Standards: An immediate landscape impact is deemed desirable within the development by incorporating minimum plant- size standards. The following height and caliper standards shall be required:

Deciduous shade/canopy trees	2.0" caliper
Ornamental trees	2.0" caliper
Evergreen trees	6' - 8' height
Multi-stem ornamentals	8' - 10' height
Shrubs	50% shall be 5 gallon container

Ornamental grasses	50% shall be 1 gallon container
Vines	1 gallon container
Ground cover/perennials	2 1/4" pots

- G. The developer, or home owners association upon completion of the project, shall be responsible for providing, protecting and maintaining landscaping in a healthy and growing condition. The following requirement shall be noted on the landscape plan:
1. Dead or diseased plant materials shall be removed and replaced within a reasonable time or within one month with the same type, size and quantity of plant material as originally installed unless incompatible with the soil or weather conditions.
- H. Site Furniture And Features: Site furnishings, including benches, waste receptacles, exterior lighting, planters, railings and bollards, shall be visually consistent throughout including color, materials, and design style based on section 13.45.XX, figure XX of this chapter, "Site Furnishings". All components of outdoor site furniture shall be low maintenance, highly durable and resistant to weather, vandalism, graffiti, and theft.
- I. Utilities And Mechanical Equipment: The visual and noise impacts of utilities and mechanical equipment shall be mitigated in the following manner and shall apply to all public and private rights-of-way and pedestrian areas within the development:
1. All new permanent utility lines shall be installed underground;
 2. Abandoned utility boxes, meters and pedestals shall be removed;
 3. Damaged utility boxes, meters, and pedestals shall be repaired;
 4. Utility box and pedestals shall be placed such that they do not block pedestrian travel or required visibility triangles at street intersections and driveways;
 5. Utility boxes, pedestals, and meter panels shall be painted to blend in with its immediate surroundings. All utility boxes and meter panels on walls shall be painted to match the building walls (subject to utility company approvals); and
 6. All utility boxes and pedestals shall be screened from view by means of vegetation or enclosures to minimize visual and auditory impacts. Such enclosures or landscaping treatments shall be consistent with the design theme of the development.

7. Any future changes after final site plan and approval shall be subject to the screening requirements stated herein.

- J. Service, Refuse, And Storage Areas: Service, delivery, refuse and storage areas shall not be visually obtrusive. The visual impact of such areas shall be minimized; especially views of such areas from roadways, pedestrian walkways, adjacent properties and dwelling units. Refuse collection areas shall be designed according to the standards in section 13.23.090 and located as shown in section 13.45.XXX, figure X, "XXX", of this chapter.

13.45.XX: GRADING AND DRAINAGE:

- A. Water Quality Control And Drainage: The project shall implement appropriate measures to mitigate negative impacts on the storm sewer system and adjacent waterways and properties. Stormwater retention is encouraged on site when possible. Water quality control and drainage proposals shall be approved by the City Engineer.
- B. Site Grading And Excavation: Buildings shall be designed to relate to existing grade conditions and to minimize cut-and-fill on-site. The following shall apply:
- a. Site grading designs shall allow for easy pedestrian access from sidewalks, pathways, trails, and parking areas.
 - b. Modification to existing site topography shall be permitted where and to the extent that it contributes to good design and shall be executed in such a manner as to avoid drainage impacts (such as erosion and road damage), both on-site and downstream.
- C. Grading And Drainage: Grading and drainage improvements shall be consistent with section 13.45.130, figure X, "Grading And Drainage Plan", of this chapter.

13.45.070: VEHICULAR CIRCULATION AND PARKING:

- A. Purpose And Intent: The on-site vehicular circulation and parking system is deemed a critical factor in the safety and success of any development. The parking/access/circulation systems provide for the safe, efficient, convenient, and functional movement of multiple modes of transportation both on and off the site where pedestrian/bicycle/vehicle conflicts are minimized.
- B. Vehicular Access: Roadway location and widths shall be consistent with section 13.45.130, figure X, "Site Plan", of this chapter.
- C. Service/Delivery And Emergency Access: Service circulation within a development shall be designed to provide safe movements for all anticipated vehicles. The design

of individual lots to accommodate truck access shall meet all regulatory requirements for turning radii without sacrificing other standards.

1. Lots shall include the necessary dimensions for the on-site maneuvering of refuse vehicles and firetrucks as determined by the City Engineer and applicable fire authority; a minimum twenty foot (20') wide, unobstructed driveway, lane, or other access way and turnaround may be required for this purpose.

D. Vehicle Parking: Vehicle parking shall be provided as illustrated in section 13.45.130, figure X, "Site Plan", of this chapter:

1. Each dwelling unit shall be provided X (X) spaces per unit.
2. Additional and guest parking shall be provided as illustrated on section 13.45.130, figure X, "Site Plan", of this chapter. Minimum parking dimensions shall be 9' x 18'.
 - i. A parking permit program shall be administered per the development agreement?
3. An appropriate number of handicap spaces shall be provided on the building site as provided in section 13.24.070 of this title.
4. All parking or roadway areas shall be paved with a solid surface and shall be arranged and striped to provide orderly and safe loading, unloading, and parking of vehicles. The City Engineer and Community Development Director shall review and may approve or deny other types of surfacing materials.
5. Parking lot and road striping shall be maintained on a regular basis so that striping is visible for the safe ingress/egress and parking of vehicles.

13.45.080: PEDESTRIAN MOBILITY AND CIRCULATION:

- A. Purpose And Intent: Pedestrian systems shall be designed to be safe and to encourage walking throughout the project. Individual lots shall be integrated with adjacent properties designed to form a comprehensive system and to provide convenient access to public rights-of-way. Pedestrian spaces and routes shall be designed to invite walking throughout the development. Routes shall be integrated to form a comprehensive circulation system, providing convenient, safe and visually attractive access to all destinations on the site.

13.45.090: SCREEN WALLS AND FENCES:

- A. Purpose And Intent: All fences and walls shall be decorative and contribute to the visual quality of the development, used to screen service areas, loading areas, and outdoor storage areas. When not required for security, screening, or grade transitions, fences and walls shall be as inconspicuous and low as possible.
- B. Wall And Fence Design And Materials: All fences and walls within the SSD-R-Motion District shall be constructed of high quality materials and be consistent with section 13.45.130, figure XX, "Fence Design", of this chapter.
- C. Screening Requirements: The development shall include screening of service areas, refuse and waste removal areas.
 - 1. Uses being screened shall not be visible above the screen wall enclosure as viewed from the public right(s)-of-way and shall be constructed of materials and finishes to complement the primary structure;
 - 2. Gates and/or access doors shall have self-latching mechanisms and shall be opaque metal or another acceptable material which is durable. Chain link gates with slats are not permitted; and
 - 3. Screening shall block views to these areas from both on site as well as from public rights-of-way, pedestrian walkways, pedestrian bikeways and adjacent properties.

13.45.100: SIGN DESIGN:

A landscaped entrance monument sign shall be installed at the main entrance of the community consistent with section 13.45.130, figure XX, "Entrance Sign", of this chapter.

13.45.110: EXTERIOR SITE LIGHTING:

- A. Purpose And Intent: Exterior lighting shall be used to provide illumination for the security and safety of entry drives, parking, service and loading areas, pathways, and park space, without intruding on adjacent properties. Site lighting shall be architecturally compatible and consistent in design throughout the development.
- B. Fixture Design: Exterior light fixtures shall be compatible and relate to the architectural character of the buildings on a site. Site lighting shall be provided at the minimum level to accommodate safe pedestrian and vehicle movements, without causing any off-site glare.
 - 1. Metal halide or other white light fixtures may be used. High- pressure sodium is prohibited in any application.

2. The maximum height of poles within landscaped and park areas is twenty feet (20'), measured from finished grade. Poles within these areas may be set on bases no more than eight inches (8") in height.
- C. Decorative Architectural Lighting: Special lighting that accents building features and creates visual interest is permitted, provided that design continuity is maintained among buildings.
1. Neon tubing is not acceptable as a building accent or to accentuate the building's form.
 2. Lighting fixtures mounted directly on structures may be allowed when utilized to enhance specific architectural elements or to help establish scale or provide visual interest.
 3. "Wall pack lights" are not permitted.
 4. Using lighting to highlight entrances, art, terraces, and special landscape features is highly recommended.
- D. Pedestrian Area Lighting: Walkway lighting shall be scaled to the pedestrian to provide for safe use of pathways and pedestrian areas. Any walks, stairs, or ramps shall be lighted for the safe passage of pedestrians. The use of lighted bollards or other low level fixtures is strongly encouraged to identify pedestrian walkways.
- E. Landscape Lighting: Landscape lighting which enhances and complements the landscape materials is permitted. Where landscape lighting is used, fixtures shall be concealed where possible (i.e., in trees, behind rocks or shrubs) to control glare.
- F. Site Security Lighting: Security lighting may be necessary in some areas, but it may not negatively impact the site and building architecture or adjacent parcels. No light source (bulb) shall be directly visible from adjacent parcels.

13.45.120: OTHER DEVELOPMENT STANDARDS:

Unless otherwise specified within the SSD-R-Motion District, all current development standards shall apply.

13.45.XX: FIGURES: