

Planning Commission Staff Report

File # 2Z25 – DCA-000531-2025

**Public Hearing and Consideration of a Zoning Text Amendment
Request to Adopt Chapter 13.46 SSD-R *24-Hour Residential*
Zoning District for the Properties at Approximately 5718; 5766; &
5770 S. 1900 W. in Taylorsville, Utah.**

File # 3Z26 – DCA-000602-2026

**Public Hearing and Consideration of a Zoning Map Amendment
Request, Amending the Taylorsville Zoning Map from Regional
Commercial to SSD-R *24-Hour Residential* for the Properties at
Approximately 5718; 5766; & 5770 S. 1900 W. in Taylorsville,
Utah.**



Department of Community Development

Date:	July 21, 2026
Meeting Date:	July 28, 2026
Agenda Item:	[noted in title blocks above]
Subject Property Address:	5718; 5766; 5770 S. 1900 W.
Applicant:	Mark Isaac (Pinyon 8 Consulting)
Author:	Terryne Bergeson, Planner II
Parcel #:	21151760330000, 21151510320000, 21151510340000
Applicable Ordinances:	Including, but not limited to Chapters 13.05 and 13.19
Agenda Item #:	4 & 5

Attachments:

Exhibit A: Zoning Map

Exhibit B: General Plan Map

Exhibit C: Aerial Image of Subject Property

Exhibit D: Vicinity Map

Exhibit E: Pages from General Plan

Exhibit F: Concept Design

Exhibit G: Consolidated Review Comments

Exhibit I: 2026 Traffic Study

Summary:

Three parcels on the far west portion of the Crossroads of Taylorsville commercial area are zoned Regional Commercial, as it was part of the commercial shopping area for decades. However, the lack of redevelopment and tenants in the large commercial building signal that commercial in the back portion of the center is not an ideal use. The owner is seeking a zoning text and map amendment to enable the redevelopment of the property to construct two for-rent multifamily housing structures. Property owners and their design team have been working with city staff on a proposal that will maintain the Old Spaghetti Factory restaurant and provide 414 units in this location under a site-specific zoning code.

Site Description

The properties consist of approximately 5.69 acres with parking and three buildings- Old Spaghetti Factory (8,620 SF restaurant), Virg's (3,000 SF restaurant) and a 35,000 SF commercial building, formerly 24-Hour Fitness. The property is bordered as follows:

North	South	East	West
Summerwood Apartments- Multifamily (RM-12)	I-215	Crossroads of Taylorsville - Regional Commercial (RC)	Summerwood Apartments- Multifamily (RM-12)

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.

This area has several designations as outlined in the [Land Use chapter](#) of the Taylorsville General Plan. Extracted pages from the plan can be reviewed in Exhibit E.

The subject properties are located within one of the city's **5% Districts**, identified in the plan as locations suitable to absorb a high number of housing units along corridors and with potential to have positive impacts on surrounding uses, while minimizing impacts on existing residential neighborhoods. "Designing Better Places" (Ex. E) provides recommendations for design characteristics for these Districts.

The property is also designated as **Commercial- High Intensity** (described as a combination of large, medium, and small commercial spaces) and located in the **Centerpoint Site Specific Planning Area (SSPA)**, redevelopment recommendations for which are in Exhibit E, and include:

- Incrementally upgrade and update the district;
- Create better connectivity with and consider mass transit on Redwood Road;
- Integrate residential where commercial is less desirable; and
- Increase the intensity with mix of uses and multi-story buildings.

Map and text amendments should further the intent of the General Plan. The proposed multifamily use aligns with the recommendations for the SSPA and contains design elements recommended in the General Plan.

Staff Analysis

Multifamily development on property over 5 acres shall follow site-specific development standards according to [§13.20.060\(B\)](#). 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. Staff have provided feedback intended to consider impacts to surrounding areas, meet life safety standards, and guide this catalyst project to serve as a demonstration for improvements/ redevelopment in the commercial heart of Taylorsville. The development package submitted by the applicant illustrates the following development characteristics:

Land Use and Density

414 rental units on the subject properties results in a density of 72.76 units per acre. For commissioner awareness, the adjacent Summerwood Apartments, built in 1985, is approximately 25 dwelling units per acre (564 units across approximately 22 acres). Previously approved SSDs have been approved with the following densities:

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
Chapter 13.45 SSD-R Motion (2025)	Motion Townhomes	17 dua
<i>Chapter 13.37 SSD-R (pending)</i>	<i>Solstice at 54th</i>	<i>19 dua</i>

High density aligns with the designations for this property, although other elements of development need to be addressed before settling on a unit count.

Access

Extensive discussion has taken place surrounding the access to this landlocked site.

Traffic:

A traffic study (Exhibit H) submitted on June 4, 2026 includes findings that confirm driver experience; Redwood Road is a high traffic road. Intersection-specific findings can be reviewed in the appendices of the study. Overall, the findings demonstrate that the level of service for analyzed roads will not decrease, and queue times at intersections near the project will increase by seconds. The City hired a separate consulting firm to review the submitted analysis. Those consultants supported the findings and methodology presented in the Hales study. The submitted traffic study highlighted the need for a broader understanding of conditions and mitigation options for the 5400 South/ Redwood Road area. The City is initiating a broader study to inform future plans for public roads and internal circulation of surrounding commercial centers.

Public Roads:

1900 West and the east/west connection from I-215 off-ramp and Redwood Road are the only two access points to the subject parcels. The need for coordination among landowners and commercial leases limits the ability for dedication of right-of-way to create an east/west public road with this project. 1900 West is constricted between the Summerwood property and trees to the west and commercial utility easements to the east and therefore cannot be expanded to the 50-foot-wide right-of-way required for a public road. While ideal, public roads to access this site are not feasible.

Emergency Access:

As noted, the project does have two access points, which is a critical life safety requirement identified in the International Fire Code. United Fire Authority has provided the following access-related feedback:

The applicant shall demonstrate that an approved fire apparatus access road extends to within 150 feet of all portions of the exterior walls of the first story of each building, as measured along an approved route around the exterior of the structure, in accordance with IFC §503.1.1.

Ideally, twenty feet (20') paved access should be provided around buildings for a fire apparatus to access the entire perimeter of a building, with the width increasing to twenty-six feet (26') where a hydrant is provided. The fire code provides alternate means and methods when a development cannot meet all provisions of the fire code. For this

development, buildings would require standpipes, wall hydrants, signage, and development of a pre-incident response plan.

Unified Fire representatives visited the site and stated that the Summerwood parking lot to the north and west of Building 200 could provide 360-degree access for Building 200. Therefore, staff recommends requiring that Building 100 maintain a minimum distance of twenty feet (20') from the south and west property line (widening to twenty-six feet (26') where required by fire code), to provide 360-degree fire apparatus access for Building 100. The increased setback between Building 100 and south property line can include perimeter landscaping that enables it to function as an outdoor walking path for residents, as well.

Site Design

Previous SSDs contained open space requirements ranging from 10-40%. The project as proposed provides about 23,078 square feet (10%) for active/ passive recreation with the pool, courtyard, and dog park. Other Salt Lake valley multifamily projects have made creative and efficient use of fire access/ turnarounds with paving and landscaping to provide additional outdoor areas for residents. With vehicle traffic routed into the parking structure midpoint through the project, staff recommended the applicant explore similar options for the west turnaround and south of Building 100 (with increased setback for fire access, as stated in the access section).

Detailed landscaping plans will be required during site plan review, but concept plans illustrate five to eight-foot (5-8') sidewalks. Staff recommends landscape buffering between streets and adopting tree spacing requirements with increased vegetation coverage requirements to enhance the pedestrian experience and provide heat mitigation benefits. This project will be the first redevelopment in the commercial area and should demonstrate desired characteristics such as sidewalk and streetscape design to serve as an example as redevelopment extends through the adjacent commercial center.

Parking

Exhibit F shows the proposed unit count and parking ratios. Parking for Old Spaghetti Factory will be retained and meet current parking requirements of 10 per 1,000 SF.

For residential uses, the basis for the layout of the project is the construction of a 7-deck parking garage containing 590 stalls (Building 100 residences wrap the parking structure). Building 200 residents will park at Building 100 and cross the drive aisle to reach their units. The plan also illustrates 26 shared stalls located on the retail property. While the difference in peak hours between retail and residential makes them ideal to share parking lots, the proposed parking ratio is still much lower than the current LDC requires:

[§13.24.080](#) Requirements:

<i>Studio</i>	<i>50 @ 1/unit</i>	<i>= 50 spaces (not defined in LDC)</i>
1-Bedroom	178 @ 1.5/unit	= 267 spaces
2-Bedroom	168 @ 2/unit	= 336 spaces
3-Bedroom	18 @ 2.5/unit	= 45 spaces
Guest	414 @ .25/unit	= 104 spaces
TOTAL		= 802 spaces

The LDC requirements equate to a ratio of 2.2 stalls per unit, while the proposed 616 stalls equates to 1.48 stalls per unit. Staff recommend increasing the required ratio to 1.75 stalls

per unit, with .25 stalls per unit to be dedicated as guest parking. To meet this recommended ratio and maintain the current parking configuration the unit count must decrease to 352 units.

Once a parking ratio and unit count is confirmed for this project, details of a shared parking agreement can be discussed between property owners. Confirmation of a shared parking agreement will be required prior to signing the Development Agreement.

Architectural Design

The concept plan shows use of a range of exterior materials, colors, and articulation patterns. Although the buildings are two large structures, the facades are segmented using variation in textures and color to create the look of zero lot line buildings, breaking up massing and creating visual interest. Windows and balconies are street oriented and the difference in fenestration patterns and materials at the pedestrian level create interest at the human scale and incorporate principles from “Designing Better Places” in the General Plan.

Review Process

The SSD zoning tool requires that specific development regulations be adopted in conjunction with an SSD zoning map amendment. A new chapter will be drafted that will 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. Updated 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.

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.

This is an initial review of the proposed project and its merits. The Planning Commission should consider the information presented in this staff report and associated exhibits and provide the applicant with feedback to be reflected on revisions. Revised plans and draft zoning text will be presented at a later planning commission meeting and considered for a recommendation to the City Council.

Discussion Items

Staff review comments and recommendations can be viewed in Exhibit G. The applicants have been working with staff on revisions and will continue working to incorporate these elements into the project. Staff would like the Planning Commission to discuss the following elements:

- Open space
 - Treatment of space to create outdoor areas
- Street and streetscape design
 - Landscaping, tree spacing
 - Pedestrian amenities, access
- Fencing and buffering
- Parking
 - Parking ratio and implications
 - Guest parking
 - Shared parking

- Access
 - Ideal fire apparatus access for Building 100
 - Building 200 alternate means and methods (standpipes, access from adjacent property)
- Unit Count
 - Staff recommendation for reduction to 352 units
 - Reduction required to alleviate parking impact
 - Accommodates increased setback for Building 100

Public Comment

A public notice was sent to all affected entities and residents within 300 feet of the property on July 14, 2026. Additionally, a notice was published on the Utah State Notice Website and the City's website.

As of July 23, 2026, staff have received inquiries but no comments regarding this application.

Findings

1. This application was initiated by Mark Isaac, Pinyon8 Consulting, on behalf of property owners SFP 24 Hour Taylorsville, LLC, Dussin Family Holdings, LLC, and TPP 217 Taylorsville LLC.
2. The subject properties are located at 5718; 5766; 5770 S. 1900 W.
3. The parcel IDs are 21151760330000, 21151510320000, 21151510340000.
4. The subject properties are zoned Regional Commercial (RC).
5. The current General Plan Map designation for the property is "Commercial- High Intensity" and is in the Centerpoint Site Specific Planning Area.
6. The proposed residential development aligns with recommendations for this area in the general plan, including recommendation 3.14-C, "Permit high intensity residential uses that complement and enhance" the overall area.
7. The subject property is made up of three parcels with a cumulative area of approximately 5.69 acres.
8. The proposed development plan includes 414 residential rental units.
9. The applicant is requesting a Zoning Text Amendment to the Taylorsville Land Development Code to enact Chapter 13.46 using the site specific development code process.
10. The applicants are requesting a Zoning Map amendment for the properties from "Regional Commercial" to "Site Specific Development Residential (SSD-R Placeholder Name)"
11. Chapters [13.05](#) and [13.19](#) of the Taylorsville Land Development Code include standards and requirements for rezoning a property to the SSD zoning district.
12. Staff have provided the applicant with review comments and recommendations and recommend the Planning Commission review and discuss the merits of the project prior to making a formal recommendation.
13. A public notice was sent to all affected entities and residents within 300 feet of the property on July 14, 2026, and published on the Utah State Notice Website and the City's website.
14. As of July 23, 2026, staff has received inquiries, but no comments relating to the applications.

15. 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.

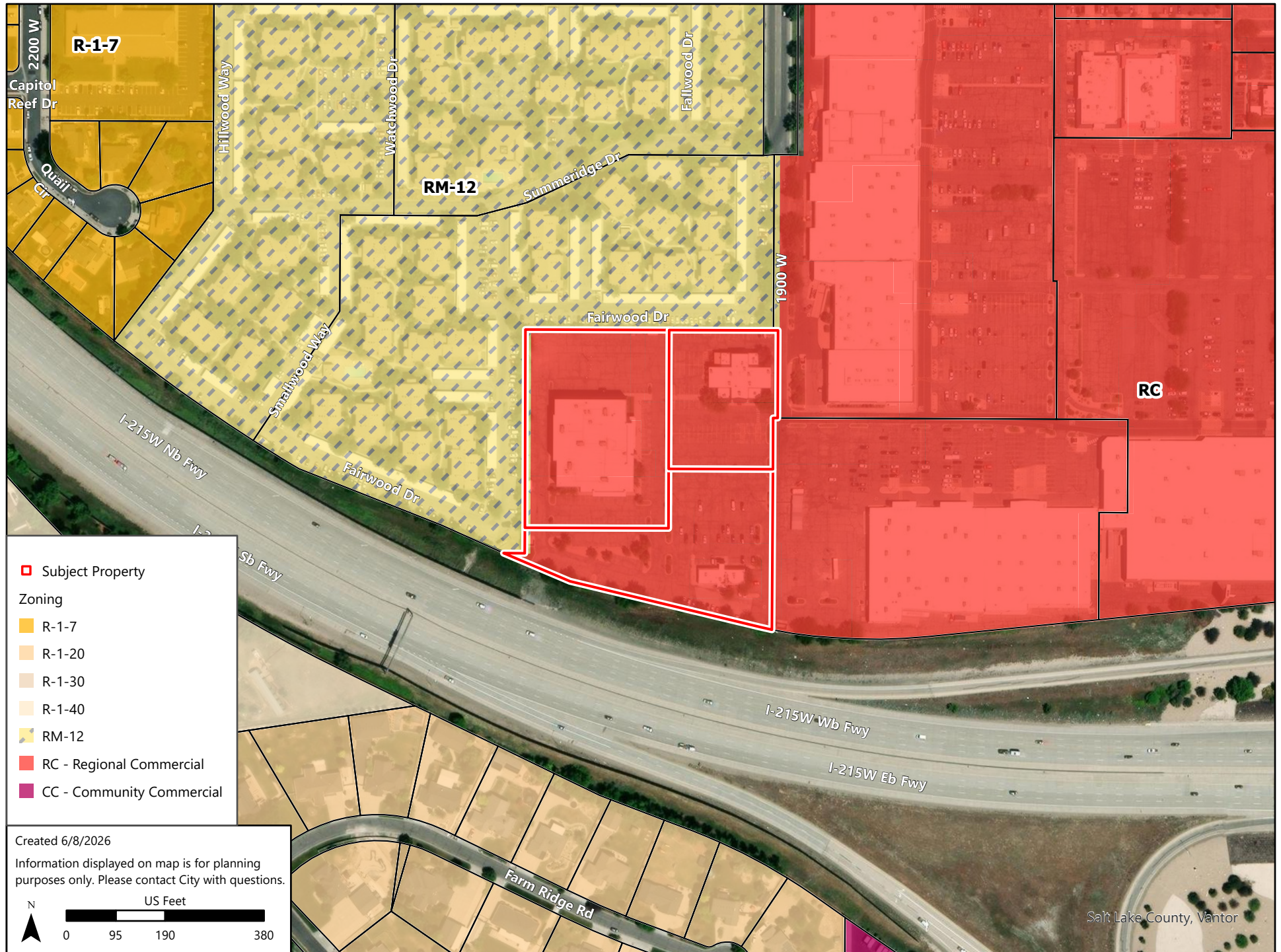
Staff Recommendation

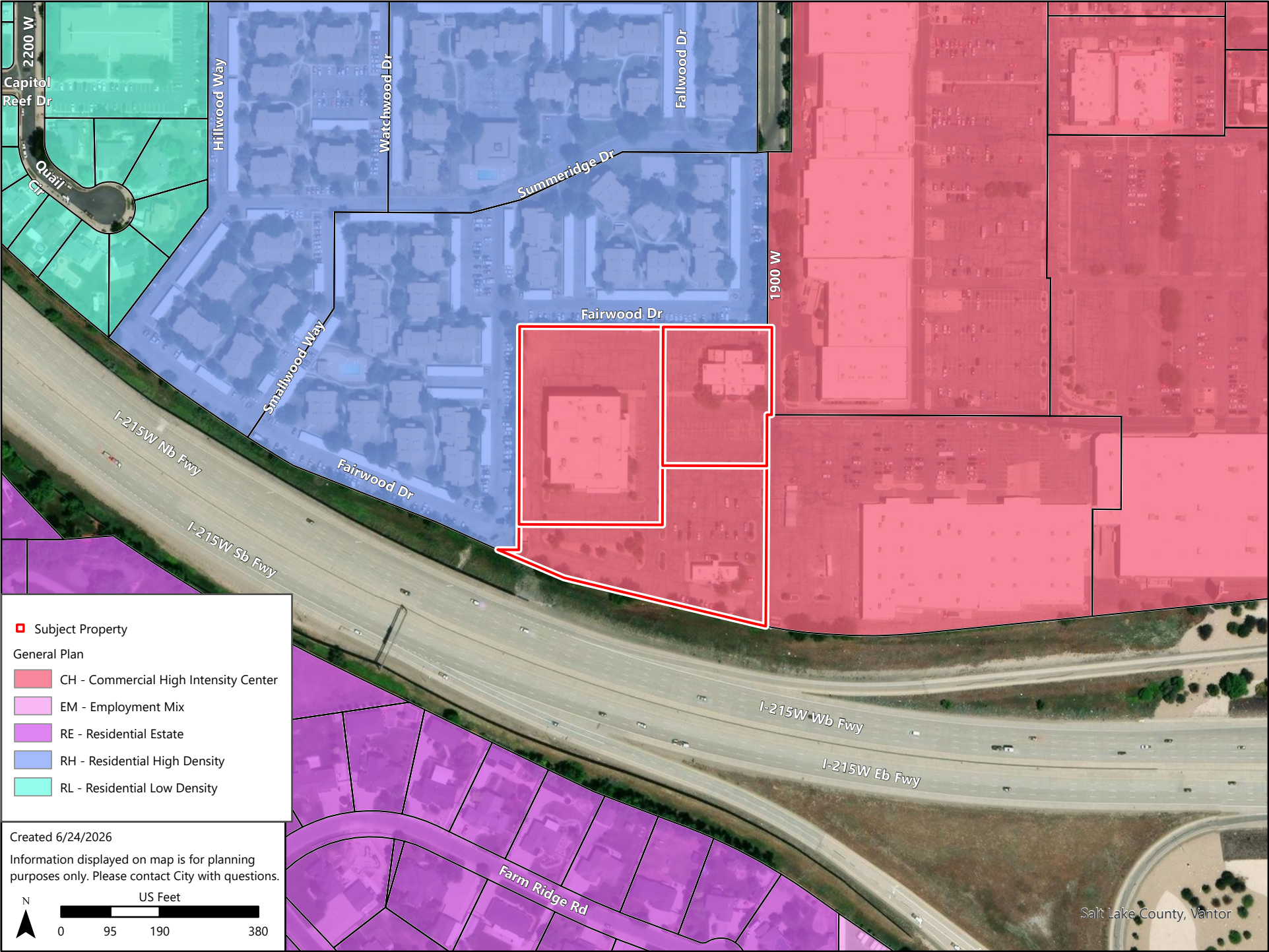
Staff recommend the Planning Commission review and discuss the proposal and make a formal recommendation to the City Council at a future meeting.

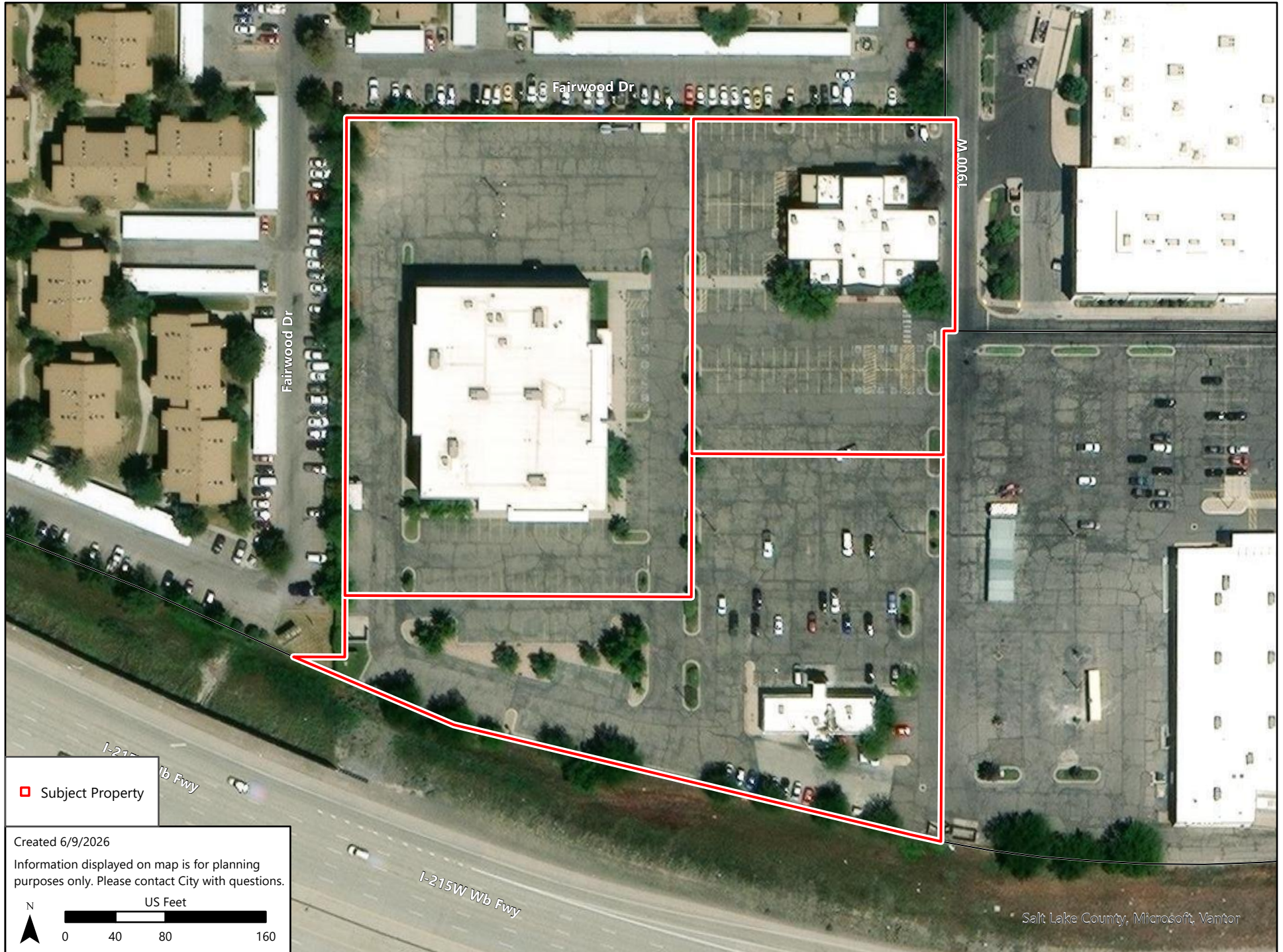
Recommended Motion

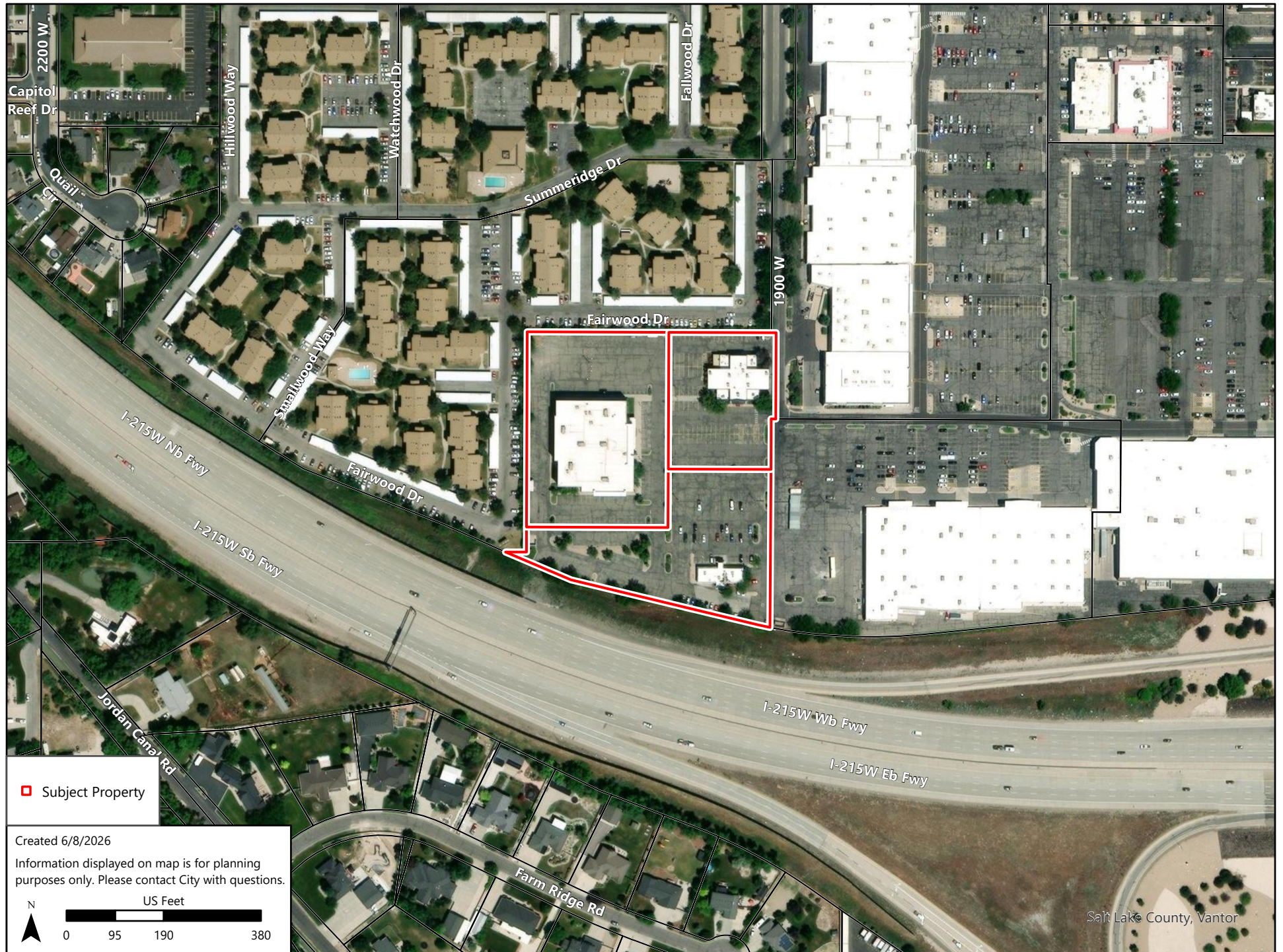
I move that we continue File # File # 2Z25 – DCA-000531-2025 and File # 3Z26 – DCA-000602-2026 to a future Planning Commission meeting for the following specific reasons

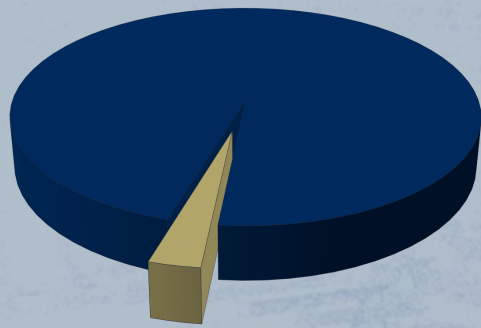
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The 5% Strategy

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.

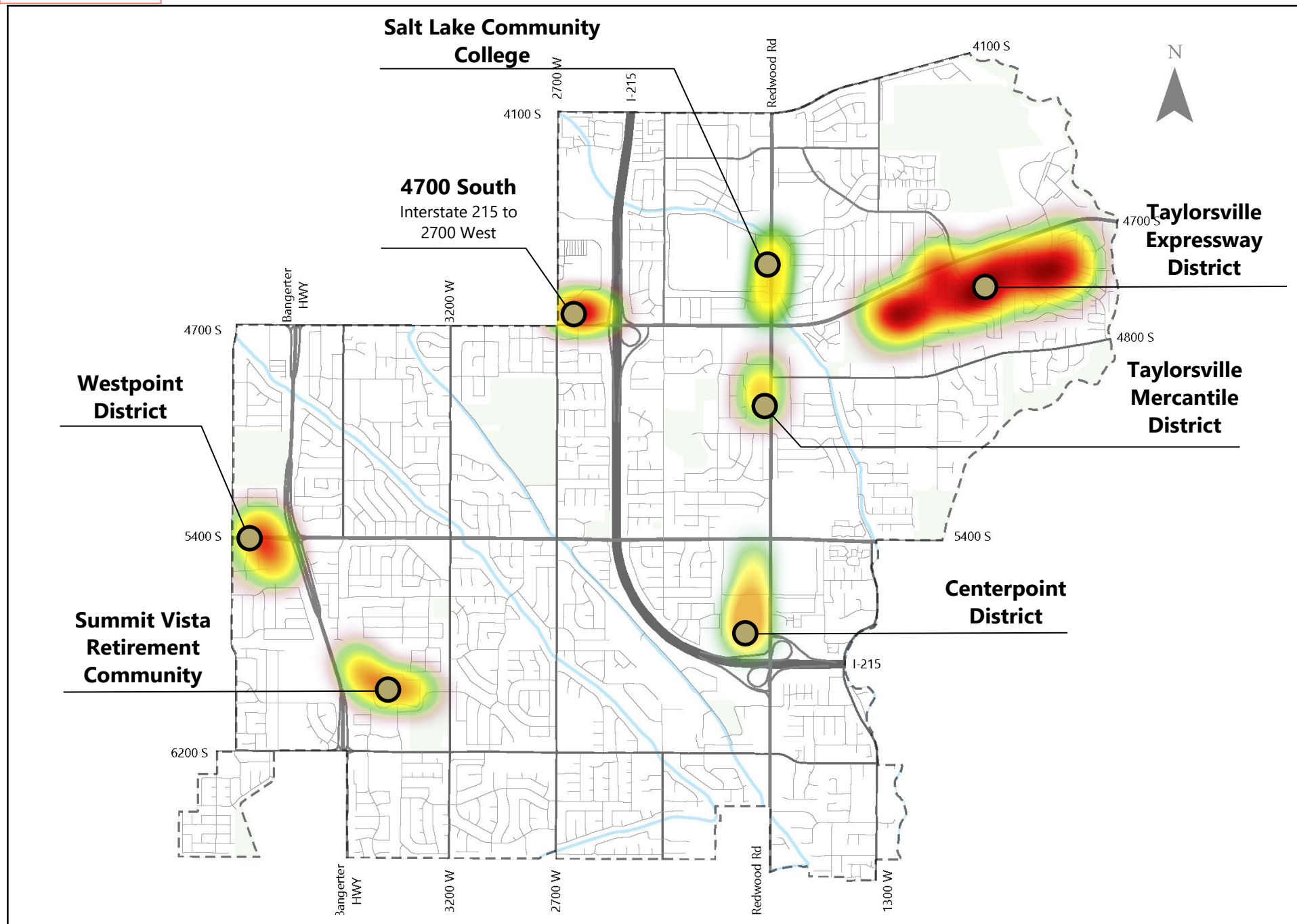
Many areas of the city, based primarily on antiquated development patterns, remain vacant and underutilized such as empty parking lots, undesirable retail spaces, and poorly maintained properties. Proper redevelopment supports quality of life, improved services, and enhanced tax base.

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

Recommendations, Strategies and Actions:

- 3.13-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.
- 3.13-F:** Encourage new neighborhood scale commercial uses within the area that complement the historic identity of the neighborhood. **N/A**
- 3.13-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.
- 3.13-H:** New buildings should not exceed two stories in height.
- 3.13-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.
- 3.13-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.



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 it's more than 60 tennents.²

Long time retailer Harmon's Neighborhood Grocer has anchored the Southwest corner of 5400 South and Redwood Road since it's 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 it's current design rooted in 1980s and 1990s. As such, much of it's 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,



Illustration 3.3.18
Redwood Road Streetscape

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

² Source: Continental Realty Corporation

EXHIBIT E

and entertainment uses become key elements of the most desirable retail shopping areas. 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:

- **Centerpoint 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

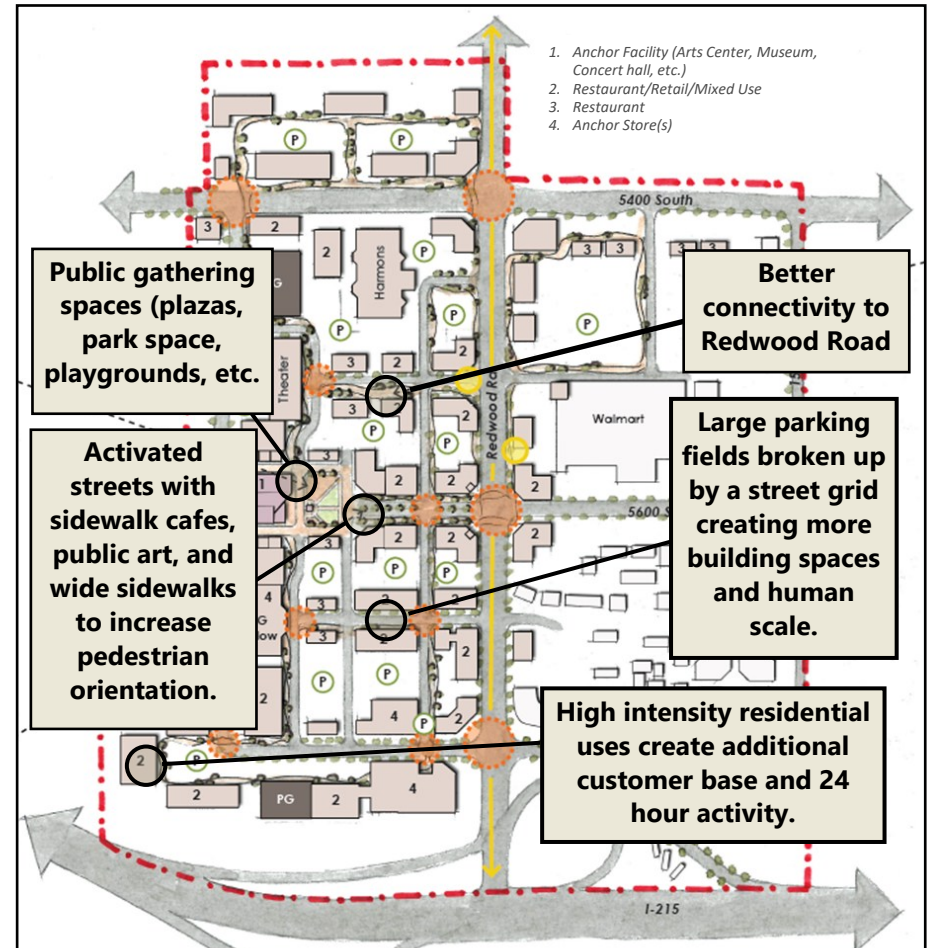


Illustration 3.3.19

Potential Build-out at Centerpoint SSPA.

Illustrative site plan illustrating how the westside of the Centerpoint 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.; Centerpoint Master Plan

EXHIBIT E

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.

- **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 3.14: 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:

- 3.14-A:** Enhance the City's economic tax base by maintaining the Centerpoint SSPA as a premier regional shopping destination.
- 3.14-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.
- 3.14-C:** Permit high intensity residential uses that complement and enhance the overall .
- 3.14-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.
- 3.14-E:** 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.~~

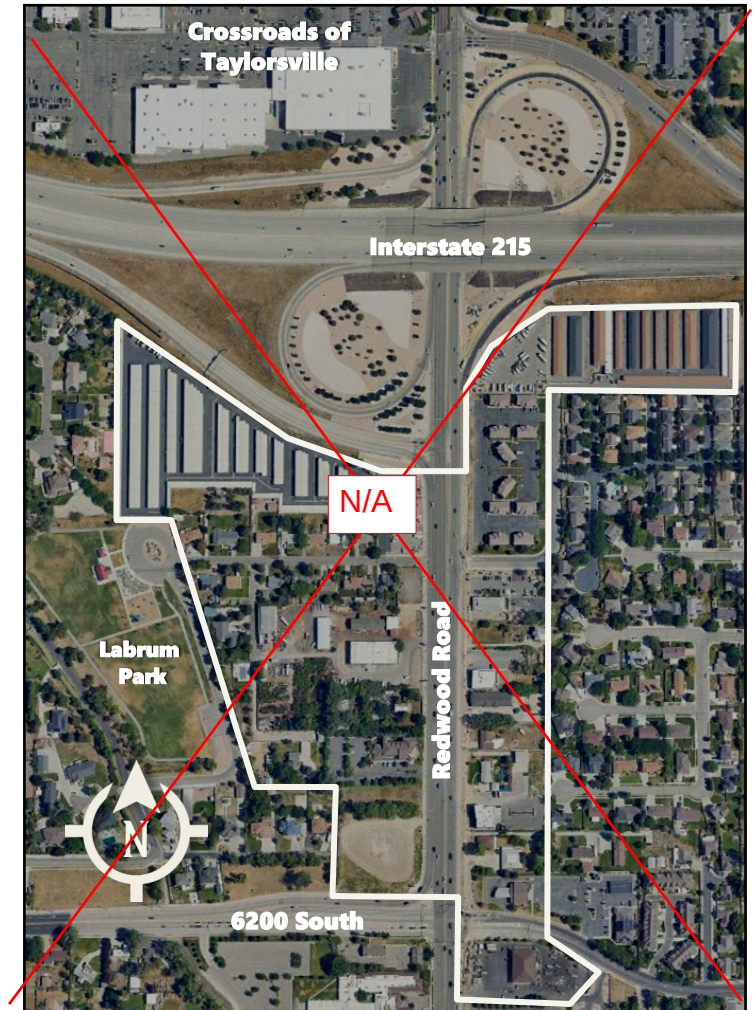


Illustration 3.3.20
South Redwood Road Site Specific Planning Area.

EXHIBIT F

design

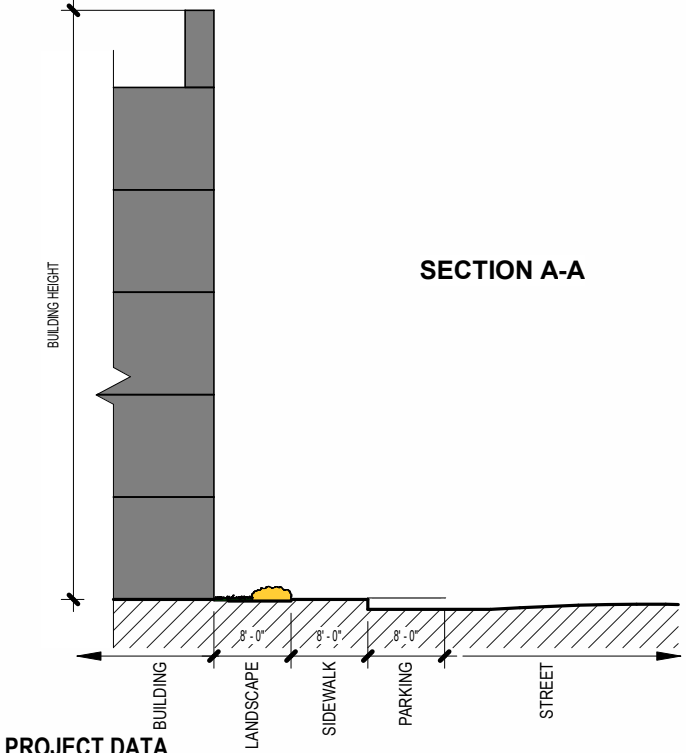
dwell

Conceptual Design

24 Hour Fitness

Taylorsville, Utah

studio



PROJECT DATA

Existing Zone RC - Regional Commercial
Site Area +/- 4.45 Acres (194,036 SF)

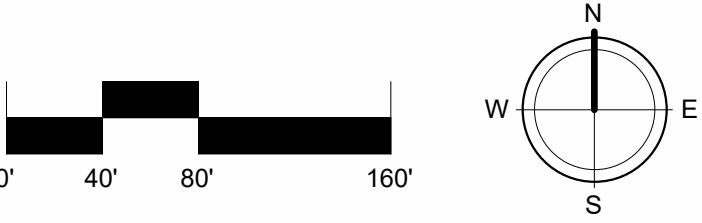
5 STORY OPTION

BLDG 100 - MF Residential 5 Story
Total Building Area -56,270(5) = **281,350 SF**
Leasing / Amenity -7,130 SF
Loading + Underpass -3,256 SF
Gross Residential Area -270,964 SF
Net Residential Area(80% Efficiency) -216,771 SF
Number of Units -255 (850 SF Avg Unit Size)

BLDG 200 - MF Residential 5 Story
Total Building Area -33,881(5) = **169,405 SF**
Leasing / Amenity -1,150 SF
Gross Residential Area -168,255
Net Residential Area (80% Efficiency) - 134,604 SF
Number of Units - 159 (850 SF Avg Unit Size)

Total Number of Multifamily Units - 414 Units

Parking Deck - 7 Levels
Total Parking Provided - 590 Spaces (1.4 Spaces/Unit)



24 HOUR FITNESS - CONCEPT UNIT MIX

DATE: 11/10/2025

UNIT MIX						BUILDING 1000								BUILDING 2000										TOTAL					5/9/2025						
UNIT TYPE	DESCRIPTION	BEDS	AREA			1	2	3	4	5	TOTAL UNITS	TOTAL BEDS	BUILDING AREA		1	2	3	4	5	TOTAL UNITS	TOTAL BEDS	BUILDING AREA		UNIT	TOTAL UNITS	TOTAL BEDS	TOTAL AREA		%						
			HEATED*	BALCONY	GROSS**								HEATED*	GROSS*								HEATED*	GROSS*												
STUDIO UNITS																																			
	STUDIO	1	550		550 SF	5	5	5	5	5	25	25	13,750	SF	13,750	SF	5	5	5	5	5	25	25	13,750	SF	13,750	SF	50	50	27,500 SF	27500 SF	12.08%			
1 BEDROOM UNITS																																			
	1 BEDROOM / 1 BATH	1	700		700 SF	22	24	24	24	24	118	118	82,600	SF	82,600	SF	12	12	12	12	12	60	60	42,000	SF	42,000	SF	178	178	124,600 SF	124600 SF	43.00%			
2 BEDROOM UNITS																																			
	2 BEDROOM / 2 BATH	2	1,050		1,050 SF	19	21	21	21	21	103	206	108,150	SF	108,150	SF	13	13	13	13	13	65	130	68,250	SF	68,250	SF	168	336	176,400 SF	176400 SF	40.58%			
3 BEDROOM UNITS																																			
	3 BEDROOM / 3 BATH	3	1,400		1,400 SF	1	2	2	2	2	9	27	12,600	SF	12,600	SF	1	2	2	2	2	9	27	12,600	SF	12,600	SF	18	54	25,200 SF	25200 SF	4.35%			
TOTAL UNITS						47	52	52	52	52	255	376	217,100	SF	217,100	SF	31	32	32	32	32	159	242	136,600	SF	136,600	SF	414	618	353,700 SF	353700 SF	100.00%			
																								UNIT AVERAGE		854 SF									
STUDIO UNITS						5	5	5	5	5											5	5	5	5	5										
1 BEDROOM UNITS						22	24	24	24	24											12	12	12	12	12										
2 BEDROOM UNITS						38	42	42	42	42											26	26	26	26	26										
3 BEDROOM UNITS						3	6	6	6	6											3	6	6	6	6										

BEDS	68	77	77	77	77			46	49	49	49	49			BED AVERAGE	572 SF
------	----	----	----	----	----	--	--	----	----	----	----	----	--	--	-------------	--------

* HEATED AREA IS CALCULATED FROM EXTERIOR FACE OF STUD

** GROSS AREA INCLUDES HEATED AREA PLUS BALCONY (BALCONY IS CALCULATED FROM EXTERIOR FACE OF WALL TO EXTERIOR FACE OF BALCONY STRUCTURE)



Main Leasing Corner

24 Hour Fitness | Taylorsville, UT

November 10, 2025

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Main Leasing Corner

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November 10, 2025

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Parking Entry and Amenity

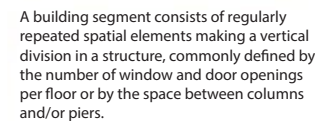
24 Hour Fitness | Taylorsville, UT

November 10, 2025

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- recessed entries, or other architecture treatments) is required to help distinguish the ground floor or podium from upper stories.
- (4) Variation in color shall not be used to meet the required articulation.
- (5) A main entrance shall effectively address the adjacent public realm and be given prominence on the building facade. This may be satisfied through the use of architectural features such as entranceway roofs or recesses, a chamfered corner, sidelight windows, transom window, or moldings with expression lines or a bay of unique width.

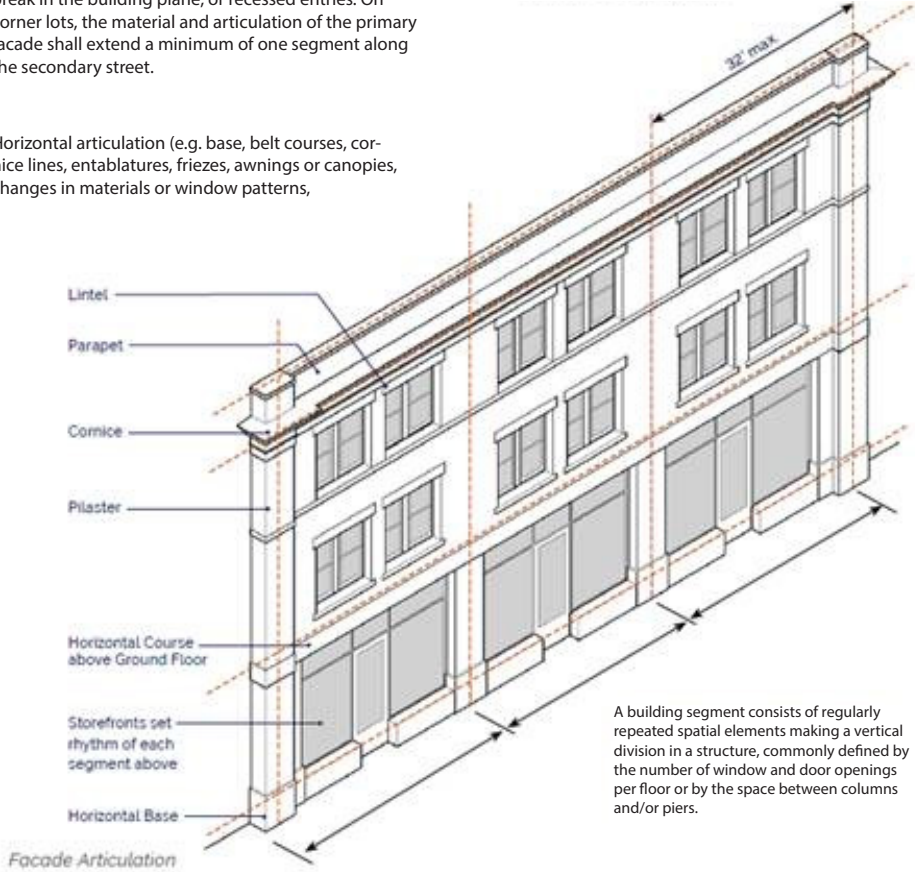


Horizontal articulation (e.g. base, belt courses, cornice lines, entablatures, friezes, awnings or canopies, changes in materials or window patterns,

Vertical articulation is required to visually break up the massing of the front and corner facades into building segments no greater than 32 feet in width. Vertical articulation may be satisfied through the use of architectural features such as bays, columns, pilasters, mullions, regular repetition of window patterns, a break in the building plane, or recessed entries.

EXHIBIT F

- (1) A facade shall be organized using a consistent rhythm and pattern of windows, building aerticulation, or other architectural features. Facades shall be organized into building segments that consist of regularly re-peated spatial elements making a vertical division in a structure, commenly defined by the number of window and door openings per floor or by the space between columns and/or piers.
- (2) Vertical articulation is required to visually break up the massing of the front and corner facades into building segments no greater than 32 feet in width. Vertical articulation may be satisfied ththrough the use of ar-chitectural features such as bays, columns, pilasters, mullions, regular repetition of window patterns, a break in the building plane, or recessed entries. On corner lots, the material and articulation of the primary facade shall extend a minimum of one segment along the secondary street.
- (3) Horizontal articulation (e.g. base, belt courses, cor-nice lines, entablatures, friezes, awnings or canopies, changes in materials or window patterns,



A building segment consists of regularly repeated spatial elements making a vertical division in a structure, commonly defined by the number of window and door openings per floor or by the space between columns and/or piers.

Facades shall be organized into building segments that consist of regularly repeated spatial elements making a vertical division in a structure, commonly defined by the number of window and door openings per floor or by the space between columns and/or piers.

Variation in color shall not be used to meet the required articulation.



Recessed Entry

A main entrance shall effectively address the adjacent public realm and be given prominence on the building facade. This may be satisfied through the use of architectural features such as entranceway roofs or recesses, a chamfered corner, sidelight windows, transem window, or moldings with expression lines or a bay of unique width.

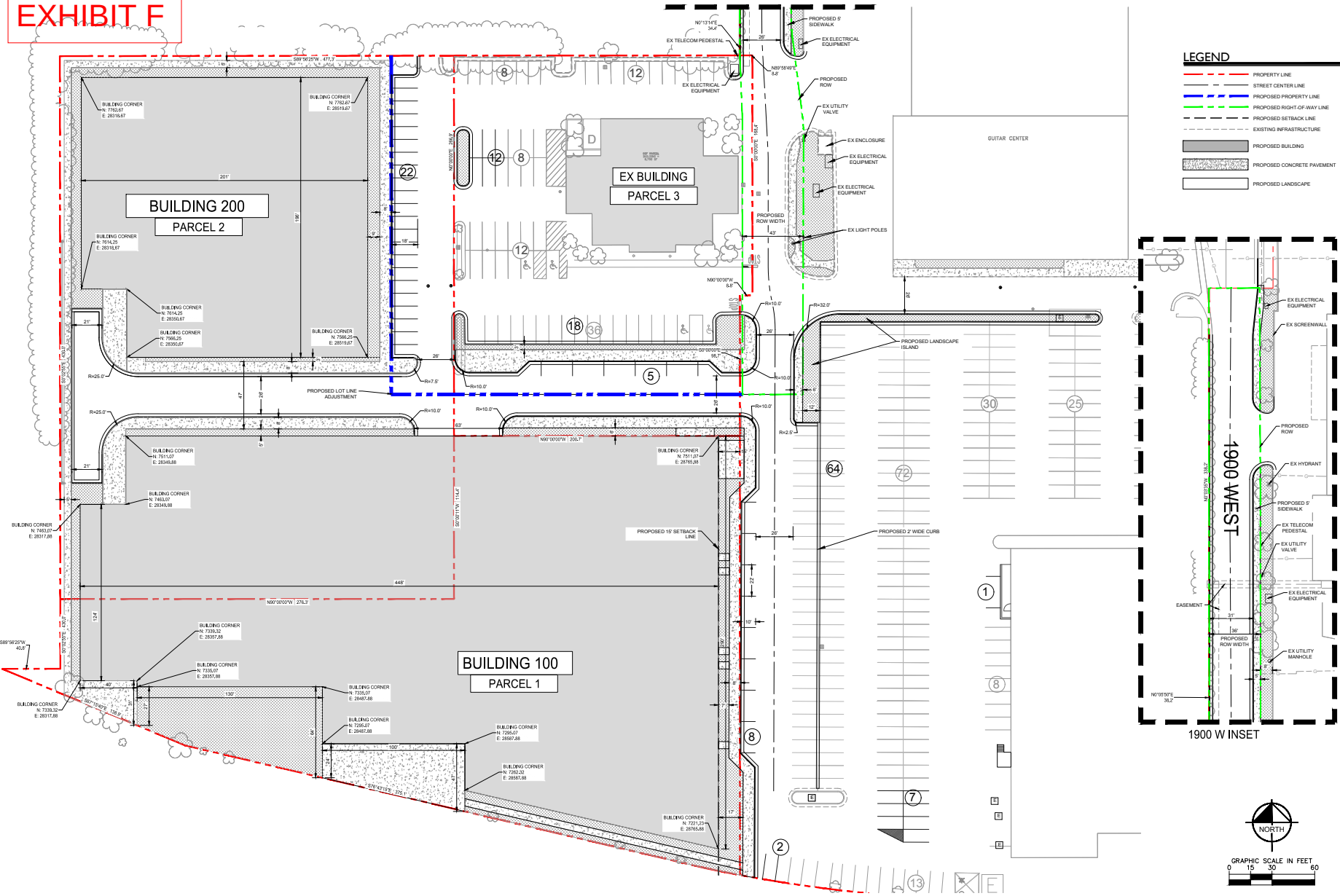


EXHIBIT F

SEE 1900 W INSET THIS SHEET

LEGEND

- PROPERTY LINE
- STREET CENTER LINE
- PROPOSED PROPERTY LINE
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED SETBACK LINE
- EXISTING INFRASTRUCTURE
- PROPOSED BUILDING
- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDSCAPE



SHEET SP-1	NOT FOR CONSTRUCTION	SEAL	DRAWN BY: JDL	11/10/2021
			DESIGNED BY: JDL	11/10/2021
			CHECKED BY: JDL	11/10/2021
			PROJECT NO: 183186000	SCALE: AS SHOWN
OVERALL SITE PLAN				
24-HR FITNESS APARTMENTS TAYLORSVILLE UTAH				
Kimley»Horn				
111 East Broadway, Suite 400 Salt Lake City, UT 84111 Tel. No. (801) 223-1118				
			DATE	DESCRIPTION
			</	

Kimley»Horn

24-HR FITNESS APARTMENTS' TAYLORSVILLE, UTAH

OVERALL SITE PLAN

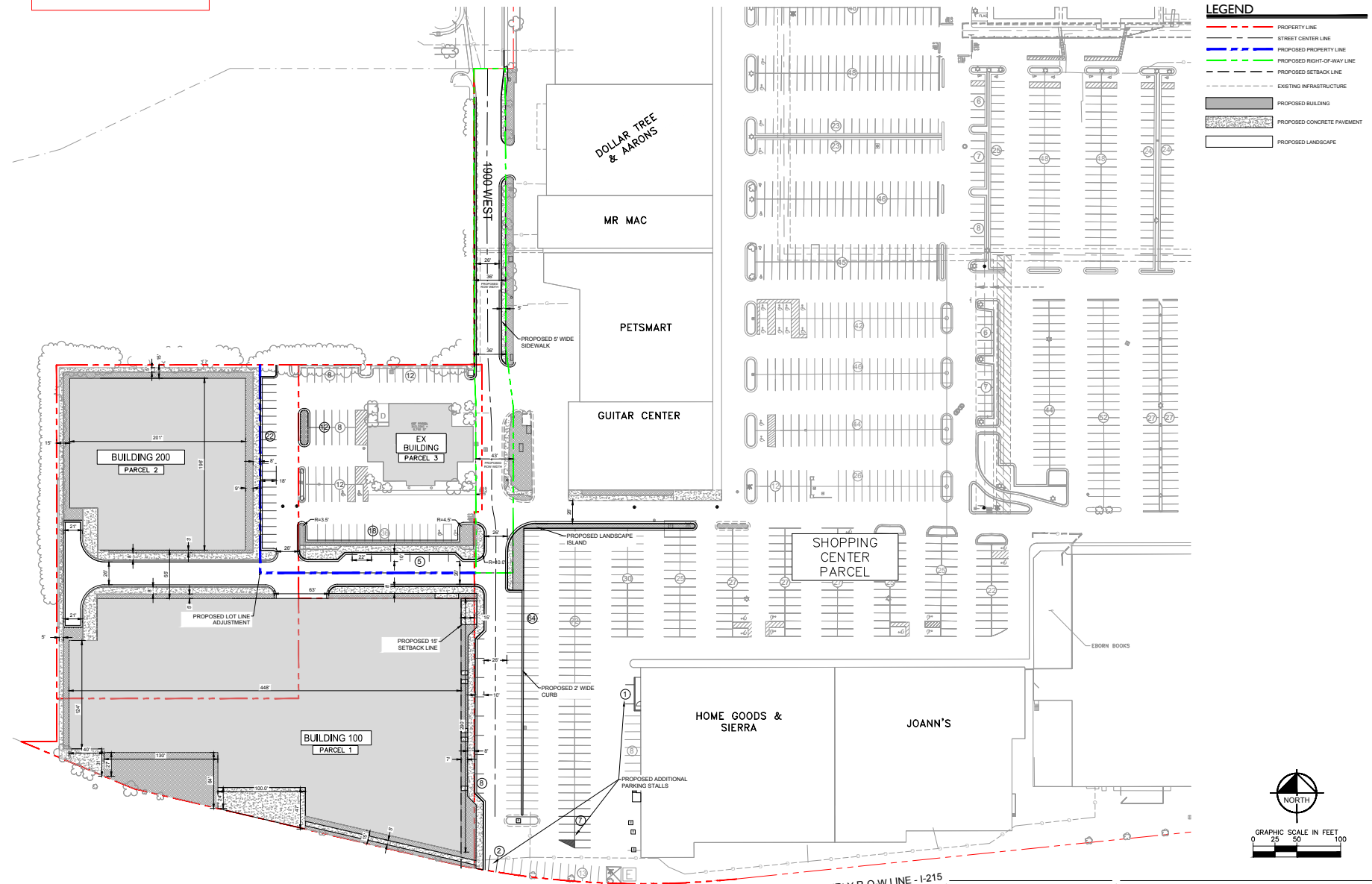
NOT FOR CONSTRUCTION

CALL BEFORE YOU DIG. IT'S FREE AND IT'S THE LAW. 811

811

CAUTION: NOTICE TO CONTRACTOR. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

EXHIBIT F



DATE: 11/03/2023 10:58 PM
USER: LYNNE_JON
FILE: K:\S\CA\191818000 - 24HR FITNESS APARTMENTS\DWG\24HR FITNESS APARTMENTS.DWG

CALL BEFORE YOU DIG
IT'S FREE AND IT'S THE LAW
BLUE STAKES OF UTAH
1-800-663-4111
Dig Safely. Dig Right.

811
Know what's below.
Call before you dig.

CAUTION: NOTICE TO CONTRACTOR
THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORD OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

OVERALL SITE PLAN		Kimley»Horn 111 East Broadway, Suite 300 Salt Lake City, UT 84111 Tel. No. (801) 223-3700	
24-HR FITNESS APARTMENTS TAYLORSVILLE UTAH		AS SHOWN	
DRAWN BY: JDL	11/03/2023	DESIGNED BY: JDL	11/03/2023
CHECKED BY: JDL	11/03/2023	PROJECT NO.: 191818000	SCALE: AS SHOWN
NOT FOR CONSTRUCTION		SHEET SP-2	

Terryne Bergeson

From: Terryne Bergeson
Sent: Monday, June 8, 2026 2:25 PM
To: B Mark Isaac
Subject: File Review #2Z25- DCA-000531-2025, 3Z26-DCA-000602-2026 - 24-Hour Text Amendment and Rezone - 5718; 5766; 5770 S. 1900 W.
Attachments: TBID Comments.pdf; Designing Better Places (2025 GP).pdf; 2026 Site Plan Redlines.pdf

Mark and team,

As you know, the redevelopment of the 24-hour site is triggering some conversations and questions about traffic impacts on a larger scale, and I appreciate your patience as we discussed internally. Below are consolidated review comments for the proposed SSD text amendment and rezone for the 24-hour project. Please review the comments and reach out with questions. You'll notice that the attached redline document has notes that correspond to some of these written comments, so ensure that the next revisions address questions and comments on the attachments and in this email.

The application will be presented at the July 14th planning commission meeting for a first look and to receive the commission's feedback so your team can incorporate both staff and commissioner comments into the next round of plans. Staff will not be providing recommendations at the first meeting. The comments below are to indicate what information is needed for the SSD text and give your team an idea of where the city sees the need for changes for the proposed residential development. **To reduce the time and money spent on revising plans, we recommend waiting for planning commission review and incorporating both staff and commissioner comments with the next submittals.** This does not apply to the updated traffic study- please share that as soon as possible. If your team chooses to submit revised plans prior to the meeting, upload submittals to the portal by end of day June 30 in the form of revised plans and a brief written response to the comments below.

Taylorsville Engineering Department: Reviewer: Ben White, City Engineer,
bwhite@taylorsvilleut.gov, 801-293-8344

1. Stormwater to be handled according to standards provided in Title 17.
2. Remove the sidewalk/ landscaping bulb out near west drive aisle and align with 1900 West.
3. Reduce the turn radius on the curb from eastbound one-way road.

Taylorsville Building Department: Reviewer: Steve Porten, Building Official,
sporten@taylorsvilleut.gov, 385-379-5495

4. Building review comments will be provided through the building permit.

Taylorsville-Bennion Improvement District: Reviewer: Tammy North, District Engineer,
tnorth@tbid.org, 801-968-9081

5. Attached is a copy of the water and sewer lines in the area. The lines will need to be relocated to accommodate the project. More specific comments will be provided during site plan/ subdivision.

Unified Fire Authority: Reviewer: Tom Smolka, Fire Marshal, tsmolka@unifiedfire.org, 801-743-7236

6. Turn radii at west drive aisle (apartment drive aisle) must meet fire code requirements to allow ladder truck access.

7. Since the proposed street configuration does not provide access for fire trucks to the entire building. The following will be required to be shown on the plans and will be written into the SSD zoning text:
 - Two sides of each building must remain accessible- no parking will be permitted within the drive aisle between the buildings.
 - Standpipe systems will be required for both buildings- the city does not need plans submitted at this stage, but plan for this requirement now.
 - Repeaters will be required in both buildings.
8. Note that if EV chargers are planned for this site, they will need to be installed in surface parking lot- this will be in the SSD text. Show on plans now if this is the plan.

Taylorsville Community and Development: Reviewer: Terryne Bergeson, Planner,
tbergeson@taylorsvilleut.gov, 385-308-0534

9. How will trash be handled for Spaghetti Factory and building 200? Identify the use of space highlighted in the portion of Spaghetti Factory parcel.
10. Traffic islands along north of Spaghetti Factory parcel- Chapter 13.37 requires traffic islands 9x18' with one tree.
11. Reconfigure the stalls in Spaghetti Factory parking to be 9x18, with landscaping islands. Note that landscaping islands must have trees- increase the width of the center island (highlighted) to accommodate this requirement.
12. Clearly depict the existing and proposed property lines.
13. Identify plans for perimeter fencing where applicable.
14. Provide percentages for building, impervious surface, landscaping.
 - Landscaping requirements such as vegetation coverage and tree count/ spacing will be written into the SSD.
15. Provide building heights from average grade to top of roof parapet.
16. Parking memo recommends 630 stalls for residential use; parking deck capacity is 590 spaces. Provide the proposed agreements for shared parking with neighboring property owners that illustrate where the additional 40 stalls will be located and terms of agreement(s).
17. An efficient and connected, wide sidewalk system is required (see attachment, "Designing Better Places"). As other comments are addressed, align sidewalks and show cross walks.
18. Update plans and add details to illustrate a walkable streetscape, capturing elements outlined in the "Designing Better Places" page from the 2025 Taylorsville General Plan. Previous comments provided sidewalk cross sections from buildings:
 - 3-foot landscaping to soften buildings
 - Wide sidewalks with combination of benches/ amenities and tree grates
 - Street buffer: landscaping buffer wide enough to support healthy street trees, and/or parallel parking.
 - Location of proposed sidewalk lighting.
19. 6-foot sidewalk on 1900 West. Development agreement/ SSD text will include standards related to sidewalks in this development.
20. The turnaround/ drive aisle west of the garage will have a low traffic count (limited to moving trucks and emergency access). The color conceptual sheet and renderings show a difference in pavement with street trees. Due to the limited outdoor space options for the site, show how this can be programmed/ designed as a functional outdoor plaza space.
 - Regius Square apartments (SLC) provides an example of functional vehicle access but doubling as outdoor space with some play/ resident amenities.

- Maintain the 26' wide access, weight capacity, and turnaround needed to meet fire code.
21. [§13.23.030\(C\)](#) requires utilizing CPTED standards. The narrow areas on the north, west, and south of buildings will need attention relating to lighting and visibility. Show in renderings and provide details for these areas.
 - Provide details relating to lighting and programming for these areas that maximize the limited outdoor space for this site. Specifics will be written into the SSD text.
 22. Note that all mechanical units and utility boxes will need to be screened according to code, so consider locations and ability to screen according to standards in [§13.23.090-.120](#).
 23. Update renderings to accurately reflect what is shown on plans. Ensure renderings and all plans match (including site design such as landscaping, sidewalk widths, etc.).
 24. Include rear of building and demonstrate how landscaping, lighting, and pavement will be designed to create useable area for the residents.
 25. Chapter 13.21 requires public right-of-way. Provide details that illustrate why 1900 West cannot be improved to a public standard for planning commission consideration to approve a residential development with the public right-of-way exception.
 26. Ensure width with parking spaces is sufficient for delivery traffic.
 27. Provide updated TIS when available.

Best regards,

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

Planner II



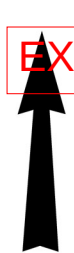
2600 W. Taylorsville Blvd.

Taylorsville, Utah 84129

Office: (385) 308-0534

E-mail: tbergeson@taylorsvilleut.gov

Website: www.taylorsvilleut.gov



Legend

Valve

- Valve
- Hydrant Valve
- Fire Line Valve

Hydrant

- Fire Protection/Flushing

- Water Lines
- Private Fire Line

Manholes

- Manhole
- SewerLines
- Private Fire Line
- Billing
- Billing Fill

