

CITY OF TAYLORSVILLE
GENERAL PLAN
Adopted November 2006



City of Taylorsville

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www.taylorsvilleut.gov



ACKNOWLEDGEMENTS



**“NEVER DOUBT THAT A SMALL GROUP OF THOUGHTFUL COMMITTED CITIZENS CAN
CHANGE THE WORLD – INDEED IT IS THE ONLY THING THAT EVER HAS”**

- Margaret Mead -

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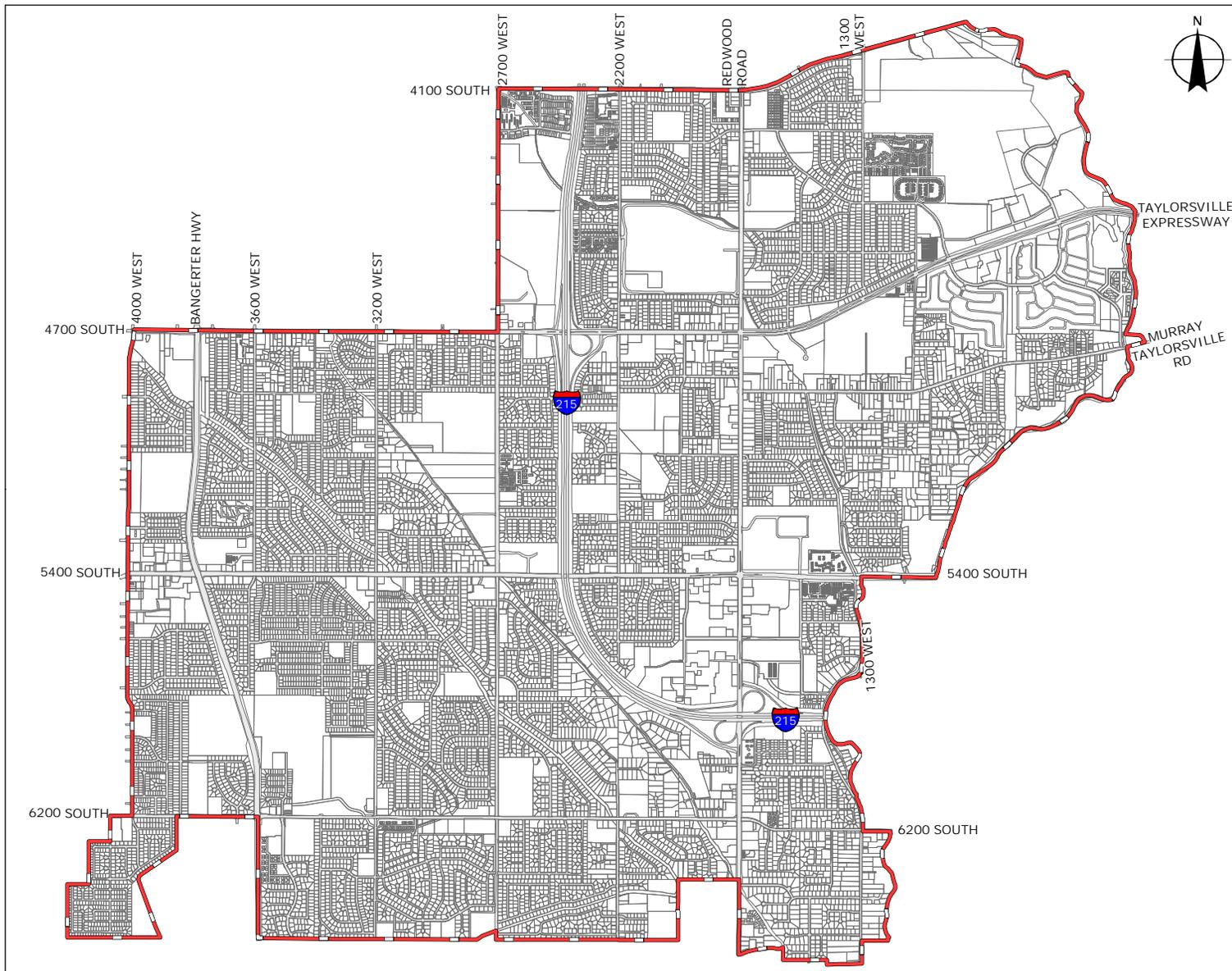
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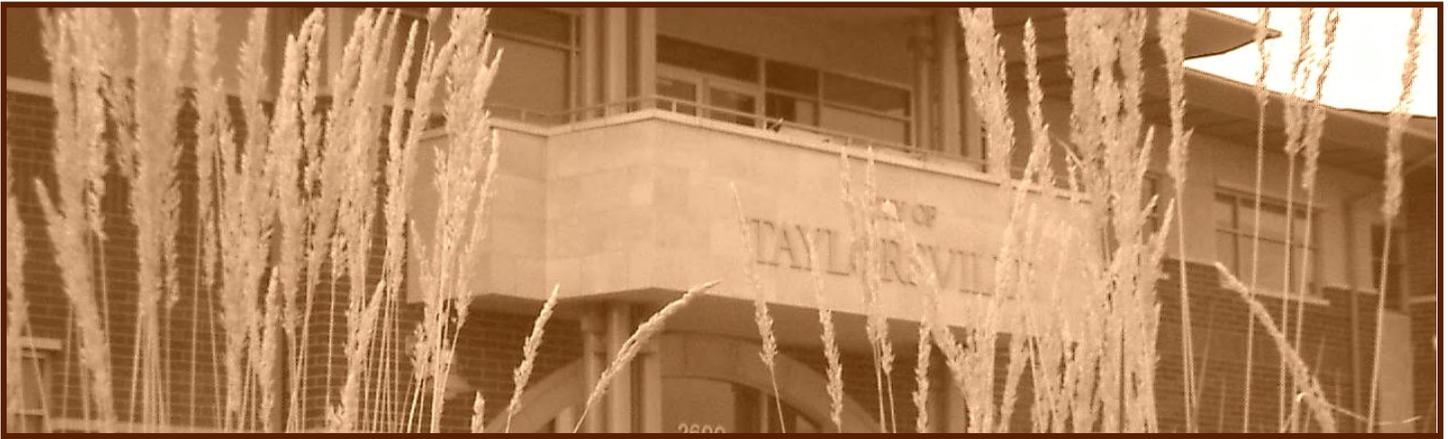
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-  CITY BOUNDARY
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Taylorsville Base Map



**TAYLORSVILLE
COMMUNITY DEVELOPMENT
DEPARTMENT**



CHAPTER I



INTRODUCTION



“EACH CITY DIFFERS FROM EVERY OTHER CITY IN ITS PHYSICAL CHARACTERISTICS AND IN THE NATURE OF ITS OPPORTUNITIES, SO THAT THE DEVELOPMENT OF EVERY CITY MUST BE ALONG INDIVIDUAL LINES. THIS VERY FACT ALLOWS FULL SCOPE OF THE DEVELOPMENT OF THAT PECULIAR CHARM WHICH, WHEREVER DISCOVERED AND DEVELOPED IRRESISTIBLY DRAWS TO THAT CITY PEOPLE OF DISCRIMINATION AND TASTE, AND AT THE SAME TIME BEGETS THE SPIRIT OF LOYALTY AND SATISFACTION ON THE PART OF THE CITIZENS”

Daniel Burnham – Planner and Architect (1846-1912)

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This document, the second edition of the Taylorsville General Plan, represents the preeminent policy document of the community in terms of guiding the physical and social development of the City. All future decisions and actions concerning development in the City should be consistent with the Plan to ensure a preferred level of implementation. The Plan should be reviewed annually and updated every three to five years to ensure it meets the needs of our community.

Introduction

Shortly after the incorporation of Taylorsville in 1996, the City set out to establish their first general plan. The plan, authored by Landmark Design, Inc. of Salt Lake City, Utah was officially adopted by the City of Taylorsville on May 21, 1997. Five years later the Taylorsville City Council approved funding to update the original plan to better address current conditions in the City. This general plan update represents nearly four years of work by many dedicated individuals

who, because of their loyalty and extraordinary affinity for this community, selflessly volunteered their time to this planning process.

What is a General Plan?

In broad terms, a general plan is a document that aims to map out and articulate a city's future based on a shared vision of the community. Although most communities deal with similar issues, there is no set template for what a general plan is. Usually a general plan will have elements addressing issues concerning the physical development of the community such as land use, transportation, housing, parks and open space, urban design, and economic development. Ideally, each city's plan is tailored to their own particular circumstances and is comprehensive yet general in nature.

General Plan Purpose and Authority

Utah State law requires that each city prepare and adopt a "comprehensive, long-range general plan" to focus on present and future needs of the city as well as address growth and development of land within the community. State code also stipulates that each city "may determine the comprehensiveness, extent, and format of the general plan" §10-9a-401, Utah Code Annotated.

The Taylorsville General Plan

Since its incorporation in 1996, the City of Taylorsville has seen significant changes and will undoubtedly see more changes in the future. The Taylorsville General Plan includes goals, objectives, actions and policies that anticipate and guide future changes and achieve the community's shared vision. Future community changes may reflect modifications in social, economic, cultural, and/or environmental factors that come from both within and outside the community but will be shaped and guided locally by the goals, objectives, actions, and practices included in this plan.

The updated Taylorsville General Plan will provide guidance in terms of how the city will look, function, provide services, and manage resources. Other actions, laws, and policies of the City, such as the City's small area planning program, subdivision requirements, and zoning ordinances are subordinate to, and should be consistent with, the general plan. The Taylorsville General Plan is broad in scope and articulates the vision and values of the community.

The Taylorsville General Plan can be implemented because it is realistic and addresses the needs of the community. It is designed and structured to be used by all members of the community as a policy framework for decision-making on both public and private development projects.

Guiding Principles of the Plan

During the numerous meetings and hearings pertaining to the general plan update, it became evident that several general principles were emerging that crossed the boundaries of the various individual chapters of the document. The principles of identity, beauty, livability, balance, economic prosperity, and sustainability all

became values with universal interest and helped to establish a foundation for the eventual development of the plan. Accordingly, each of the six principles are represented throughout the document and are reflected in each of the individual elements of the Taylorsville General Plan. Each of the six principles, as characterized in the plan, are identified below:

Identity

Although chapter two of the Taylorsville General Plan is dedicated to the concept of community character, it became clear that this specific topic was one that was universal in range and importance. Establishing a sense of community identity, for example, was a primary subject of discussion even during consideration of seemingly independent subject matters, such as transportation, economic development, parks, and land use. Community identity is what makes a city unique and what gives it personality. It is that particular and hard to define quality that gives a community a sense of place and is usually the foundation of community pride.

Beauty

Upgrading the City visually is also a principle of collective importance. From neighborhoods (Housing Chapter) to commercial centers (Economic Development Chapter), and roads (Transportation Chapter) to Parks (Parks, Open Space, Recreation and Trails Chapter), discussion often centered on the need for the City to improve in the area of aesthetic quality.

Economic Prosperity

Economic development and the growth of a strong tax base is a priority strategy for most communities. Although decisions should not be solely based on economic development ambitions, the City of Taylorsville must foster an atmosphere that enables businesses to prosper.

Livability

The principle of livability centers around the concept of providing a high quality of life, and establishing a safe and healthy environment in which to live.

Sustainability

For the purposes of this document, sustainability is defined as the concept of long term viability and success. Making decisions based on long term success rather than short term rewards will create a foundation for enduring achievement and future prosperity for the City.

Balance

Quality communities are balanced communities. The concept of balancing land uses, commercial tax base, housing options, and transportation choices are all cornerstones of strong and sustainable communities

General Plan Mission Statement:

Articulate and Provide Clarity in our vision and direction as a community and provide a framework for decision making to implement that vision and direction.

1.1 The Taylorsville Story

Remembering the Past

After the Mormon pioneers arrived in the Salt Lake Valley in 1847, men on

horseback explored the South Valley. On one of these trips, a pioneer named Joseph Harker noticed the fertile soil along the Jordan River and in fall, 1848, moved south and built a cabin on the west bank of the Jordan River. He thus became the first settler in "Over Jordan," the pioneer term for all land west of the Jordan River. In winter, 1849, nine other families crossed the frozen river and joined the Harkers. Among them were the John and Samuel Bennion families and the John Taylor family.



*The red brick Taylorsville Mercantile Co. store, built on the old Lindsay farm.
Courtesy Joseph S. Bennion*

Illustration 1.1.1:
Early Taylorsville Development at Approximately 4800 South and Redwood Road.

In 1850, the colony moved a short distance south to a bend on the Jordan River between about 4300 and 4800 South. This site became known as Taylorsville and by 1851, had expanded to about 15 families. One newcomer, Robert Pixton, wrote that he moved to Taylorsville because "Salt Lake City has become too large and dangerous to raise a family in." John Bennion, in a letter to relatives in England, described the community idealistically: "If peace dwells upon this earth it is here," he wrote, "Here are the most prosperous people in the world, enjoying free soil, pure air, and liberty to worship our God as we please..."

By 1860, the Taylorsville area had 178 residents. Settlement was centered between what is now Taylorsville Expressway and the Murray-Taylorsville Road, which was regarded as "Main Street." East to west, most farms were between the Jordan River and Redwood Road. In 1867, the Rock Schoolhouse, the first permanent school, was built near Murray-Taylorsville Road and 1100 West on what was known as Pixton Hill. A commercial area containing various uses including a church and grocery store was developed at Redwood Road and 4800 South. Taylorsville Mercantile was a notable business on the street, selling everything from needles to automobiles.

The Taylorsville-Bennion area remained largely agricultural through the 1940's. Most development consisted of farm houses along unpaved roads, and population growth was slow. In fact, when the Bennion LDS Ward was founded in 1877, it had 600 members. On its 50th anniversary (1927), it still had 600 members, and in 1932, membership was still listed at about 600.

The suburban boom hit the community about 1960. That year, Taylorsville-Bennion's population was about 4,000 and had just over 600 housing units. By 1987, the estimated population of the Taylorsville-Bennion area was 49,600 with over 16,000 housing units. Most housing constructed prior to 1980 was single-family. However, after 1980, there was an unprecedented boom in multi-family residential development. Commercial growth was equally dramatic. In 1970, the community had about 17,000 square feet of commercial space. By 1987, it had about 1.8 million square feet.

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Taylorsville Today

On July 1, 1996, Taylorsville became a city following a fourth and successful in-

corporation effort. Voters voiced by more than a 2 to 1 margin a desire to take control of their community from Salt Lake County. Many residents were instrumental in the effort to incorporate. The process, which began in September 1994, involved a full year of neighborhood meetings and education efforts. Community spirit and activism, which remains very high, prompted an unusually large number of citizens to run for an elected office; eleven people for mayor and 68 for five seats on the City Council. Since incorporation, numerous Taylorsville residents have actively served on other committees and volunteer projects.

Today, over ten years after incorporation, Taylorsville has become an established and diverse community. Residents of Taylorsville enjoy a very high quality of living while pro-actively addressing challenges facing the City such as limited amounts of undeveloped land and commercial development patterns that in some cases don't represent current trends in commercial growth. In addition, growth in surrounding communities has had a significant affect on Taylorsville's transportation network and economic tax base.

According to the Governor's Office of Planning and Budget, the City of Taylorsville is the ninth largest city in the State of Utah with an estimated 2002 population of 59,115.

Moving Into the Future

Despite numerous challenges, the future looks bright for the City of Taylorsville. With stable neighborhoods, a strong and established government, a strategic location, and dedicated citizenry, the City is well positioned to prosper in the future. The City is poised to fully realize its true potential by making intelligent and consistent decisions.

1.2 The General Plan Planning Process

General Plan Steering Committee

The City of Taylorsville established the General Plan Steering Committee (GPSC) in July of 2002 to oversee the development of the City's updated general plan. The committee was made up of individuals representing the City Council, Planning Commission, Board of Adjustment, various committees, Salt Lake Community College, citizens-at-large, and City staff. After conducting several meetings to discuss issues and objectives for the plan, the committee participated in the consultant selection process and the development of the draft plan. In all, the GPSC conducted 18 meetings from July 2002 to February 2005.

Public Participation

The Taylorsville City General Plan was prepared with a number of opportunities



Illustration 1.1.2
Taylorsville Today: Taylorsville City Hall, Located at 2600 West Taylorsville Boulevard, Became the Center of Municipal Operations in April of 2004



Illustration 1.2.1:
The Taylorsville
General Plan
Steering Committee

for review and comment. Opportunities for public participation were incorporated at all phases of the General Plan's progress. In addition to the GPSC meetings, the City conducted several meetings, workshops, and open houses to solicit input from elected and appointed officials, citizens and other groups potentially affected by the general plan. In addition, a website was maintained with the most current draft versions of the general plan update and visitors were able to make remarks via e-mail.

Many comments were received and included in the draft plan as a result of these meetings.

Approval Process

The Taylorsville Planning Commission conducted public hearings in March and April 2004 to receive comment and input on the Taylorsville General Plan update. On December 14, 2004 the Taylorsville Planning Commission made a formal recommendation to the City Council to adopt the proposed draft plan. After conducting the required public hearings in May and November of 2006, the Taylorsville City Council adopted the Taylorsville General Plan update on November 1, 2006.

1.3 Using this Document

Layout and Organization

The Taylorsville General Plan includes the following chapters as allowed and provided by the laws of the State of Utah:

- Chapter 1 - Introduction
- Chapter 2 - Community Identity
- Chapter 3 - Land Use and Annexation
- Chapter 4 - Transportation
- Chapter 5 - Economic Development
- Chapter 6 - Parks, Open Space, Recreation and Trails
- Chapter 7 - Neighborhoods and Housing
- Chapter 8 - Implementation

Each chapter provides background and discussion for each topic. Integrated within the discussion is a series of *goals* followed by *objectives* with corresponding *action statements* and *best practices guidelines* to help provide both short and long term guidance for the implementation of the goals within the chapters. For the purposes of this document, a “goal” is defined as a general, overall, and ultimate purpose, aim, or end toward which the City will direct effort. “Objectives” are more specific aims that directly correspond to a stated goal and establish a clear

implementation direction. “Actions” (or “action statements”) are organized activities, strategies, programs, or other tasks that, when performed, help achieve the particular objective. “Best practices guidelines” are guiding policies meant to provide guidance and direction for short-term or long term decision making within the City. For format and clarity, objectives are indicated in bold format



Illustration 1.1.3:
Above Taylorsville at
5400 South and Redwood
Road. 1958 (top) and
2000 (bottom).

followed by dialog boxes containing relevant action statements and best practices as the following example illustrates:

Objective X.1.1: Objective Statement

Action Statements:

AS-X.1.1 (a): *Action statement #1 that will implement objective X.1.1 above.*

AS-X.1.1 (b): *Action statement #2 that will implement objective X.1.1 above.*

Best Practice Policies:

P-X.1.1 (a): *Best Practice statement #1 that will implement objective X.1.1 above.*

P-X.1.1 (b): *Best Practice statement #2 that will implement objective X.1.1 above.*

Objective X.1.2: Objective Statement

Action Statements:

AS-X.1.2 (a): *Action statement #1 that will implement objective X.1.1 above.*

AS-X.1.2 (b): *Action statement #2 that will implement objective X.1.1 above.*

Best Practice Policies:

P-X.1.2 (a): *Best Practice statement #1 that will implement objective X.1.1 above.*

P-X.1.2 (b): *Best Practice statement #2 that will implement objective X.1.1 above.*

1.4 Amending the Plan

Goal 1-4: The Taylorsville General Plan will be a dynamic document that provides a consistent framework for decision making and adapts to conform to changing priorities of the City.

Community needs and priorities change in response to changing local, regional, and national conditions. To ensure that the Taylorsville General Plan continues to meet community needs and priorities the plan will be updated and revised as necessary to reflect these changes.

The General Plan Steering Committee, Planning Commission, City staff, City Council, or the general public may initiate amendments to the General Plan. Amendments require submittal of an application to the City and public hearings by the Planning Commission and City Council.

Public decisions to recommend or adopt a General Plan amendment are required to be supported by *findings of fact*. These findings provide the basis for general plan amendment decisions. As a guide, all amendments to the Taylorsville General Plan should include findings on the following items:

1. The proposed amendment is in the public interest.
2. The proposed amendment is consistent with the broad intent of the General Plan.
3. The potential effects of the proposed amendment have been evaluated and determined not to be detrimental to public health, safety, or welfare.

4. The proposed amendment has been processed in accordance with all applicable requirements of the Utah Code.

1.5 Plan Implementation

Goal 1-5: Provide a comprehensive implementation strategy for the Taylorsville General Plan.

A clear and comprehensive implementation strategy is essential to the success of the Taylorsville General Plan. Chapter 8 assembles and coordinates in a table format all goals, objectives, action statements, and best practice policies contained in the plan. Chapter 8 also provides guidance in terms of estimated timeframes and responsible parties for action statements contained within the plan. A number of the actions will be achieved by revisions to the City's zoning ordinance, subdivision, and other land use and development related regulations.

To continue to meet the needs of the community, the Taylorsville General Plan must be continuously reviewed and updated as necessary. The plan is intended to be a "living" document that may change with changing circumstances, needs, and concerns of the City. To ensure that the Taylorsville General Plan remains up-to-date and reflects the current priorities of the City, the plan will be reviewed annually by the Taylorsville General Plan Steering Committee and Planning Commission. The General Plan Steering Committee will present a recommendation to the Planning Commission and subsequently the Planning Commission will recommend to the City Council any General Plan revisions, as necessary. As the annual Taylorsville city budget is an implementation tool for the General Plan, the General Plan Steering Committee and Planning Commission will review and provide recommendations to the City Council on the annual Taylorsville city budget prior to the required City Council budget hearings. As part of this review, the General Plan Steering Committee and Planning Commission may make recommendations to the City Council on budget priorities for General Plan implementation. Through the presentation of annual reports to the General Plan Steering Committee, Planning Commission and City Council, the City Staff will provide a status report on the City's progress on plan implementation and will identify any recommended revisions to the Plan.

Objective 1.5.1: Annually (or as often as necessary) review and update the General Plan.

Action Statements:

- AS-1.5.1 (a): Establish the Taylorsville General Plan Steering Committee as a permanent advisory committee to the Planning Commission and City Council.
- AS-1.5.1 (b): The General Plan Steering Committee will review the Taylorsville General Plan annually, and provide recommendations on necessary Plan amendments to the Planning Commission and City Council as necessary.

Objective 1.5.2: Regularly monitor and evaluate the success of all actions related to the General Plan.

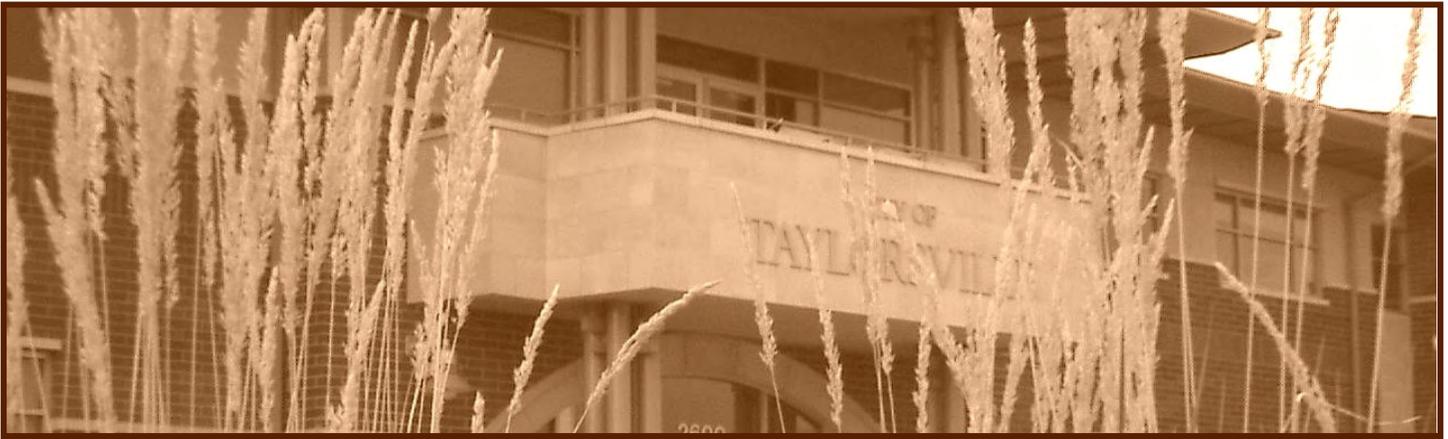
Action Statements:

- AS-1.5.2 (a): The General Plan Steering Committee will monitor the implementation of the Taylorsville General Plan, and provide an annual “General Plan Implementation Evaluation Report” to the Planning Commission and City Council.
- AS-1.5.2 (b): The Planning Commission and City Council, based on the General Plan Implementation Evaluation Report, will identify work tasks and budget allocations necessary to implement the General Plan.
- AS-1.5.2 (c): The General Plan Steering Committee and Planning Commission will provide recommendations to the City Council on the draft City budget prior to budget hearings.

Objective 1.5.3: All decisions concerning future public and private development in the City of Taylorsville should be consistent with the intent of the General Plan.

Action Statements:

- AS-1.5.3 (a): Adopt a “consistency provision” in City code that encourages all official decisions by the City of Taylorsville to be consistent with the Taylorsville General Plan.



CHAPTER II



COMMUNITY CHARACTER



"IT'S NEVER TOO LATE TO BE WHAT YOU MIGHT HAVE BEEN"

George Eliot - Author (1819-1880)

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Taylorsville recognizes the value of promoting a positive community character. By ensuring that all City activities recognize this value, Taylorsville strives to make the City a desirable place that offers a better quality of life for all residents and a strong, stable setting for local businesses.

Introduction

The term "community character" means different things to different people, especially where physical and social boundaries don't coincide. Community character can be broadly defined as an emotional attachment or sense of belonging residents have to a geographic area. Citizens' ideas of community character can range from simple recognition of their geographic area, such as neighborhood or city boundaries, to community participation such as involvement in a citizen

committee or community celebration to community decision-making, such as access to elected or appointed officials.

Generally, community character is created by a number of factors such as the history of settlement patterns, architectural styles, types of economic activity, presence of agriculture, neighborhood design and boundaries, types of vegetation, and recreation areas. It is what makes a community feel like "home" to its residents and what makes non-residents want to visit. Community character is also very fragile and can be easily changed, tarnished or destroyed.

Besides improving the quality of life of residents, community character is often cited as an important issue for a community's economic well-being. As cities compete to attract new business and industry, community character can be an important factor in decision-making processes.

The purpose of this chapter of the Taylorsville General Plan is to identify goals, actions, and policies necessary to strengthen community character and celebrate the qualities that make the City of Taylorsville a unique and desirable place to live.

This chapter of the Taylorsville General Plan identifies eight concepts that are vital to strengthening and reinforcing the community character of the City. The concepts include: creating a sense of place, recognizing city gateways, enhancing streetscape quality, encouraging neighborhood identity, supporting historic preservation, celebrating what makes what makes Taylorsville a unique and desirable place, integrating the community, and portraying a positive city image. Supporting each of these objectives and activities will bring people together and enhance the sense of community.

Existing Conditions

The built environment of Taylorsville is a mix of residential subdivisions and local and regional commercial development. Residential subdivisions developed principally between 1960 and 1990. Commercial development and business locations primarily developed between 1970 and the mid-1990's. These areas were established under the authority of Salt Lake County prior to Taylorsville's incorporation in 1996.

With the formulation of the City's first General Plan in 1997, the City of Taylorsville sought to establish a sense of community in order to unite the people of the newly-founded City together. This update to the original Taylorsville General Plan reinforces this original goal and recognizes that community character can be achieved physically by "attention to the details." These details include: identification signage, streetscape features, community gateways, building designs, public buildings and facilities, trails and walkway facilities, street trees and decorative street lighting, and preservation of historic features and landmark sites. As Taylorsville is almost entirely developed, the task of fostering and improving a sense of community character is all the more challenging. However opportunities to provide these community enhancements will be provided through ongoing land use changes and redevelopment opportunities in a number of locations within the City.

Community Character Mission Statement

The City of Taylorsville will strive to be a community that enhances the quality of life of its residents by placing special emphasis and focus on enhancing elements of community character and creating a unique sense of community.

Community Character Goals

- 2.1: Strengthen Taylorsville's unique sense of place through quality design of the built environment.*
- 2.2: Make a positive statement about the community by establishing clear boundaries and attractive gateways to the City of Taylorsville.*
- 2.3: Recognize streetscapes play a central role in defining and supporting community character and must create safe, efficient and attractive public spaces.*
- 2.4: Create sense of place and improve community image and involvement through identification of city neighborhoods.*
- 2.5: Recognize and preserve the history, historic buildings, and historic sites of the community.*
- 2.6: Identify and celebrate the qualities, character, and diversity of the community that make Taylorsville a unique and desirable place to live.*
- 2.7: Involve residents, businesses and institutions in improving the quality of life in Taylorsville.*
- 2.8: Augment city image through aesthetic improvements and promotional activities.*

2.1 Sense of Place

Goal 2-1: Strengthen Taylorsville's unique sense of place through quality design of the built environment.

Taylorsville residents desire a community that is distinctive and unique. Urban designers, planners, and architects generally refer to this value as a "sense of place." Professor Gary Austin at the University Of Idaho Department Of Architecture strongly supports this community value by claiming, "Communities that maintain and enhance their unique sense of place offer a better quality of life for residents and visitors."

Professor Austin further illustrates this value by stating:

"Environments with a strong sense of place are distinctive. They've got personality. They connect residents and visitors with what is unique about their setting and history. These places tell you stories; they invite you to linger and learn about landform, soil and climate, about what good food is produced locally. They tell you about the people that live there, what they've done with their lives, and what they think is important."

In summary, a sense of place is found in an area with a distinctive identity or character that is known and recognized by its residents. Each element of this chapter works together toward creating and strengthening a "sense of place" within Taylorsville.

To promote this characteristic, Taylorsville must improve landscaping standards, the quality of architectural design, land planning, and site plan development. Taylorsville deserves developments that are of high quality and reinforce the distinctive aspects of the City while respecting corporate branding strategies. Requiring a higher design standard for both public and private developers will ensure each new development or redevelopment project will add value to the community. Additionally, maintenance of both public and private properties will also have a significant impact on the community's sense of place.

Community Character Objective 2.1.1: Create 'sense of place' in residential and commercial areas by establishing ordinances and policies that create attractive, desirable, and well-maintained neighborhoods and commercial districts where residents and visitors feel safe, comfortable, and proud to be part of Taylorsville.

Action Statements:

- AS-2.1.1(a): Promote an understanding among all applicable groups and organizations that land use decisions affect and influence community character and community pride.
- AS-2.1.1(b): Amend the City's zoning and development regulations to provide transition and buffering requirements for all major roads and commercial areas to maintain the desirability of adjacent residential neighborhoods as safe and inviting.
- AS-2.1.1(c): Amend the City's zoning ordinance with requirements for fencing and buffering, signage, street lighting, and landscaping for all residential and commercial areas to promote consistency, quality, and unity in community appearance.
- AS-2.1.1(d): Amend the zoning ordinance to require that all commercial signage clearly identifies business locations and services without creating clutter and confusion.
- AS-2.1.1(e): Set the standard for property maintenance and pride of ownership by maintaining all City-owned properties and facilities in an attractive and well-maintained condition.
- AS-2.1.1(f): Participate financially with citizens in property enhancements, including sidewalk repairs, tree planting, and trash removal.
- AS-2.1.1(g): Sponsor an annual City-wide "clean-up, fix-up" campaign.
- AS-2.1.1(h): Continue to refine code enforcement regulations and policies to protect neighborhoods from traffic, noise, and nuisance impacts.
- AS-2.1.1(i): Conduct trend analysis of code enforcement activities to identify "at-risk" neighborhoods. Focus additional attention, policies and programs to improve the quality of neighborhoods identified by study.
- AS-2.1.1(j): Develop and implement a program to recognize residents who maintain their property above neighborhood standard.

Best Practice Policies:

- P-2.1.1 (a): Keep an inventory of and a maintenance schedule for all City owned property.
- P-2.1.1 (b): Continue to provide bulky waste disposal through annual "Neighborhood Dumpster" program.

2.2 City Gateways

Goal 2-2: Make a positive statement about the community by establishing clear boundaries and attractive gateways to the City of Taylorsville.

Taylorsville is located in the heart of Salt Lake County. Although Taylorsville is a historic community originally established in the mid-1800s, the City has largely developed as a traditional suburban community to Salt Lake City. Additionally, other suburban communities - West Valley City, Murray City, West Jordan City, and Kearns - surround Taylorsville. Due to this pattern of suburban development, Taylorsville “blends” together with these communities with few distinguishing or defining boundaries that identify where Taylorsville begins or ends. Residents have expressed concern that despite being in the center of Salt Lake County, most visitors to the City do not know when they are in Taylorsville.

To address this issue, Taylorsville has identified locations adjacent to major roads entering the City for the construction of gateway enhancement projects. These locations, identified on map 2.2.1, include:

- Interstate 215 (I-215) – at the northern City boundary, which is located approximately at 4100 South (oriented toward southbound traffic);
- Interstate 215 (I-215) – at the eastern City boundary, which is located approximately at 1400 West oriented toward westbound traffic;
- Bangerter Highway – at the northern City boundary, which is located approximately at 4700 South oriented toward southbound traffic;
- Bangerter Highway – at 6200 South oriented toward northbound traffic;
- Redwood Road – at the southern City boundary, which is located approximately at 6600 South oriented toward northbound traffic;
- Redwood Road – at 4100 South oriented toward southbound traffic;
- 4700 South – at the Jordan River, which is located approximately at 670 West oriented toward westbound traffic;
- 4700 South – at 4000 West oriented toward eastbound traffic;
- 4800 South – at the Jordan River, which is located approximately at 650 West oriented toward westbound traffic;
- 5400 South – at the Jordan River, which is located approximately at 1100 West oriented toward westbound traffic; and
- 5400 South – at 4015 West oriented toward eastbound traffic.

Since these locations represent the “first impression” of the community, it is important that these areas be aesthetically attractive, professionally designed, and routinely maintained to enhance the image of the City. The design of these areas must create a positive impression of the community and provide a



Illustration 2.2.1:
Welcome to Taylorsville:
Attractive gateway signage can establish clear municipal boundaries while making a positive statement about the community.

“signature” statement for Taylorsville. Gateway signs should utilize common design elements while being adaptive to specific sites and responsive to neighborhood character. Gateway signs must be accentuated by attractive and well-maintained landscaping. Visitors to Taylorsville will sense the community pride, heritage, and attractiveness of the community from the “gateway” improvements.

Community Character Objective 2.2.1: Construct gateway entry signage for all primary gateway locations.

Action Statements:

- AS-2.2.1(a): Establish a gateway design that is a “signature statement” for the community. Gateway design should incorporate consistent design elements and be adaptable to various locations. Gateway design standards must include requirements for both signage and landscaping.
- AS-2.2.1(b): Identify a phasing strategy and funding schedule to implement the community’s gateway enhancements and other community identification features throughout Taylorsville.
- AS-2.2.1(c): Coordinate with public and private land owners the dedication of easements necessary for the construction and maintenance of gateway signage.
- AS-2.2.1(d): Establish design standards and locations for secondary (i.e. lower profile) gateway signage on collector or arterial streets.
- AS-2.2.1(e): Establish responsibility for a routine maintenance schedule of all primary and secondary City Gateway signage.

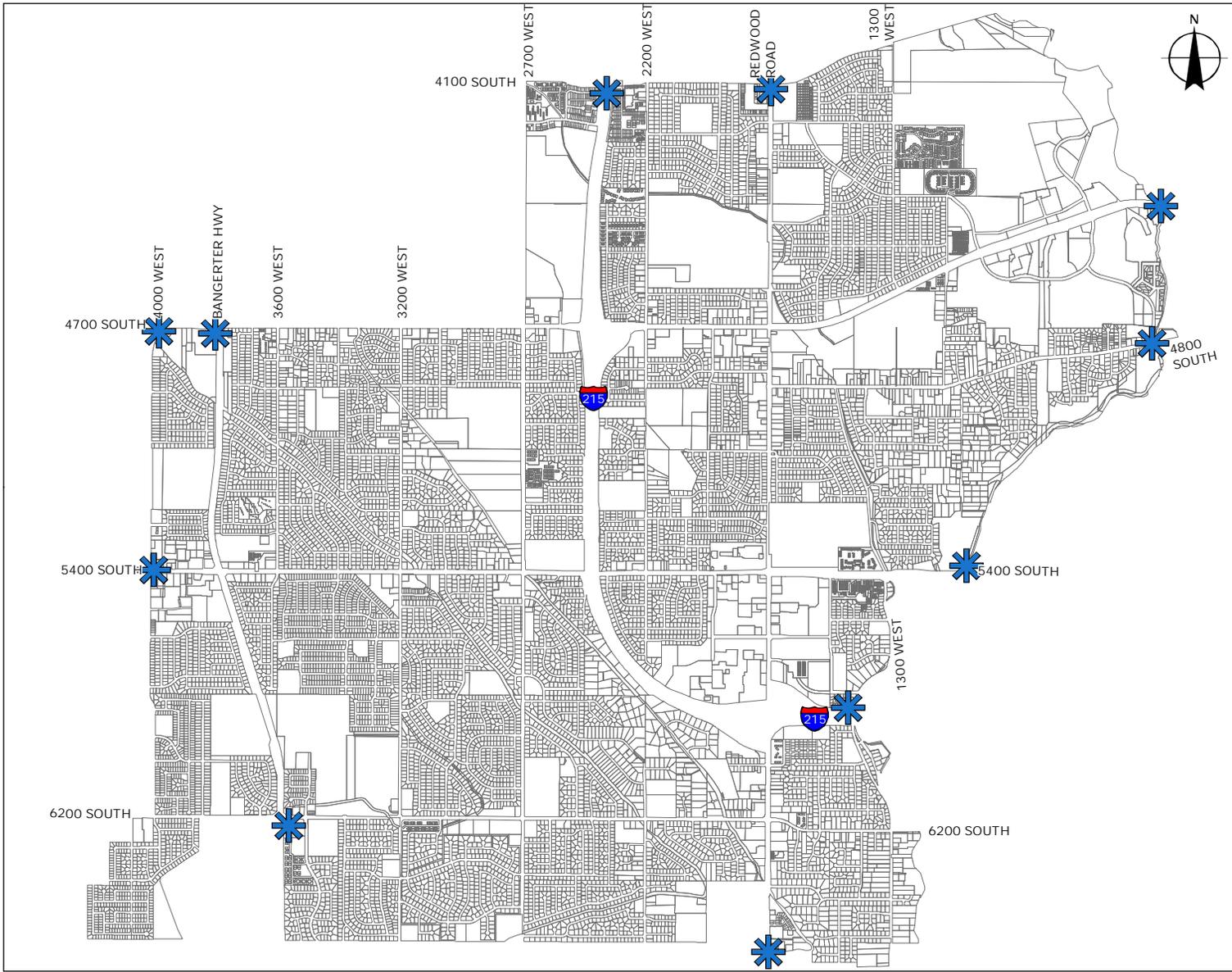
Best Practice Policies:

- P-2.2.1 (a): Encourage property owners of gateway locations to grant sign easements to the City as part of any development or redevelopment activity.
- P-2.2.1 (b): Gateway signs should utilize common design elements such as lighting, landscaping, fencing, and material specifications while being adaptive to specific sites and responsive to neighborhood character.
- P-2.2.1 (c): Gateway signs should be accentuated by attractive and well-maintained landscaping.

2.3 Streetscape Quality

Goal 2-3: Recognize streetscapes play a central role in defining and supporting community character and must create safe, efficient and attractive public spaces.

Public spaces that are created by streets and other right-of-way improvements play a significant role in shaping the image of the City and determining community character. However, many of the streets located within Taylorsville are not visually attractive and often create harsh and uninviting spaces. Not only will the design of roadways influence community image, it will also affect the quality of life and safety of residents of the City. In the past, community character improvements such as street tree plantings, enhanced pedestrian facilities, mass transit facilities, and other streetscape enhancements have often been considered as less important than street improvements for motor vehicles. Taylorsville should develop policies that require a balance between street capacity improvements and



Map 2.2.1: Gateways

 PROPOSED
 CITY GATEWAY MARKERS



TAYLORSVILLE
COMMUNITY DEVELOPMENT
DEPARTMENT

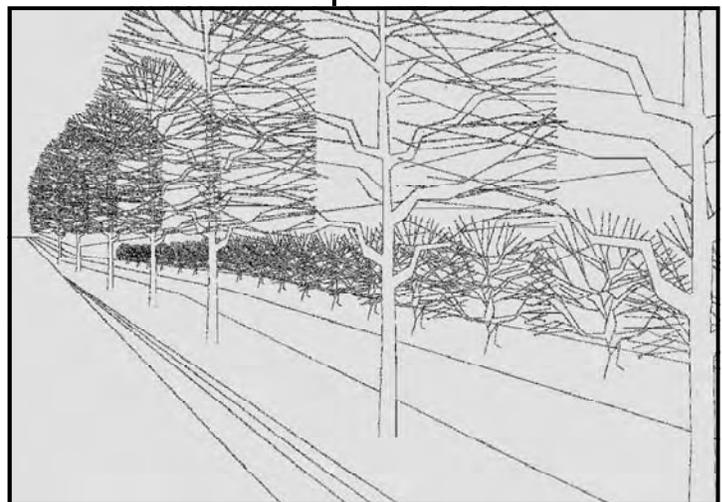
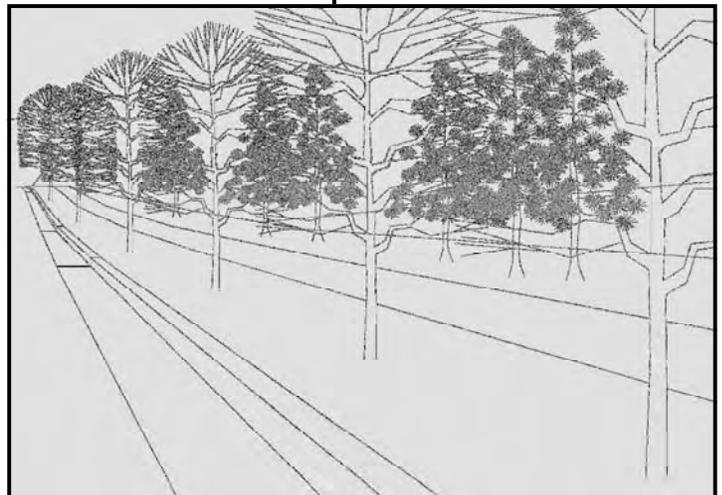
streetscape enhancements. This can be done by applying context sensitive design strategies for all street projects.

Interstate 215 (I-215) and a number of State roads cross the City making Taylorsville very visible to people traveling through and within the City. In addition, collector streets traverse the City in the historic “grid” pattern also adding to the visibility of the community. For these reasons, it is critically important that our streetscapes, including all State and City streets be attractive, well-maintained, and reinforce the desired image of the community. The visual qualities of all roads can reinforce the City’s sense of community.

Residents have requested that transportation facilities promote walking and biking as safe and enjoyable activities. Additionally, residents have said that roads and streets must also add to the beauty of residential neighborhoods and commercial areas. In order to provide attractive streetscapes and neighborhoods, the community should design and implement streetscape design solutions for all roads where back-yards face onto streets (double frontage lots) to incorporate landscape, walls, fences and other aesthetic changes that use materials and plants that are low maintenance, durable and resistant to graffiti and vandalism.

Illustration 2.3.1:

It is critically important that the City’s streetscapes are attractive, well maintained, and reinforce the desired image of the community. Streetscape improvement projects such as tree plantings, sidewalk curb and gutter installation, and uniform fencing can play a significant role in shaping the visual quality of the community.



Community Character Objective 2.3.1: Establish policies and development standards that require quality streetscape design and construction.

Action Statements:

- AS-2.3.1(a): Adopt roadway and streetscape design standards that incorporate automotive, pedestrian, bicycle, and mass transit facilities. Design standards should also include street lighting and street trees that contribute to the character, quality and attractiveness to the City.
- AS-2.3.1(b): Adopt street “cross sections” that illustrate all elements of roadway and streetscape design to use as a development pattern.
- AS-2.3.1(c): Adopt a context sensitive design strategy that considers unique neighborhood characteristics, features and values for all types of roads and streets.
- AS-2.3.1(d): Adopt buffering and screening standards for all major roads and streets, paying attention to areas where residential uses back or side onto these roads and streets. Include street trees, landscaping, walls, fences and other materials that are low maintenance, durable and resist graffiti and vandalism.
- AS-2.3.1(e): Adopt a consistent and attractive fencing theme for major streets.
- AS-2.3.1(f): Improve the consistency, quality, and coverage of lighting on major streets to encourage safety and attractiveness.
- AS-2.3.1(g): Determine type, location and construction standards for decorative street lighting to be used in new residential and commercial developments. Also consider a City wide program for upgrading street lights on significant public streets (i.e. Redwood Road, 4800 South Historic District, future UDOT property development, etc.).
- AS-2.3.1(h): Amend City ordinances to require underground distribution power lines where and when possible.
- AS-2.3.1(i): Coordinate implementation strategies with the Utah Department of Transportation (UDOT) for improvements to right-of-way landscaping and maintenance standards on I-215 and Bangerter Highway.

Best Practice Policies:

- P-2.3.1 (a): Transportation projects should include improvements such as street trees, public transit enhancements, enhanced pedestrian facilities, and other streetscape improvements that are necessary to improve community character.
- P-2.3.1 (b): Streetscape improvement projects with double-frontage lots should incorporate a consistent plan for landscaping, fencing, and other aesthetic improvements. Fencing material should be low maintenance, durable, and resistant to graffiti and vandalism.
- P-2.3.1 (c): Require street tree master plans for all new subdivisions constructed within the City and sponsor street tree planting programs for existing neighborhoods.
- P-2.3.1 (d): Preserve existing trees within right-of-way (ROW) whenever possible and replace damaged or diseased trees when removal is required.
- P-2.3.1 (e): Install pedestrian scaled improvements and street furnishings such as street lights, benches, waste receptacles, bicycle racks, and drinking fountains in pedestrian oriented environments like City Center and City parks.

2.4 Neighborhood Identity

Goal 2-4: Create sense of place and improve community image and involvement through identification of city neighborhoods.

Residents have a desire to belong to a community with a clear identity that promotes civic pride. Neighborhoods with a positive neighborhood identity are characterized by a feeling of cohesiveness, involvement, and are pleasant and inviting places to live. Neighborhood and civic pride is visible, represented by well-maintained homes and properties. Creating, augmenting and maintaining neighborhood identity in Taylorsville will produce neighborhood stability and long term sustainability.

Creating neighborhood identity involves ensuring that the desired components of distinctive, desirable, and unique places are attained. *Augmenting* and *maintaining* neighborhood identity involves identifying those elements that have both a positive affect (such as architectural character) and negative affect (such as un-maintained properties) on identity.

Commercial locations can also add to the vitality and neighborhood identity of a community. Businesses should not only provide needed goods and services but also be attractive and add to the positive identity and image of the community.

Taylorsville’s residential and commercial areas are a vital part of the community character but in some areas are lacking design consistency. The diversity of building styles, fencing, lighting, signage, and poor property maintenance create areas that appear disjointed and unappealing. Neighborhoods must be more than an assortment of subdivisions and houses, and commercial areas should be more than a massing of unrelated strip malls and commercial pads.

Existing, distinctive neighborhoods within the community should be identified and recognized. The qualities of unique residential and commercial areas must be preserved and celebrated. The needs and uniqueness of each area will determine the actions required to promote and reinforce identity.



Illustration 2.4.1:

Well maintained homes and properties add to civic and neighborhood pride.
(Ivory Highlands)

Community Character Objective 2.4.1: Identify neighborhoods within Taylorsville.

Action Statements:

- AS-2.4.1(a) Develop a “base map” of all known subdivisions within the City.
- AS-2.4.1(b) Identify boundaries, such as the Jordan River, canals, major roadways, school boundaries and historic neighborhood boundaries and synthesize all boundaries into one map.
- AS-2.4.1(c) Conduct public hearing(s) on Taylorsville Neighborhood Map.
- AS-2.4.1(d) Adopt a *Neighborhood Map* including boundaries and names as a recognized element of the General Plan.

Best Practice Policies:

P-2.4.1 (a): Obtain boundary maps of significant organizations active within the community (i.e. schools, voting precincts, churches, home owner’s associations, etc.).

Community Character Objective 2.4.2: Understand and enhance neighborhood values within the City.

Action Statements:

AS-2.4.2(a): Document qualities of each neighborhood identified. Provide a brief summary statement describing each neighborhood, especially unique community features or historical background.

AS-2.4.2(b): Develop policies for creating or strengthening neighborhood qualities. These policies may include the development of neighborhood gateway improvements, street tree planting programs or unique street lighting standards.

Best Practice Policies:

P-2.4.2(a): Include neighborhood impact analysis on all development applications considered by the City (i.e. Planning Commission Staff Report, Board of Adjustment Staff Report, City Council Staff Report, etc.)

P-2.4.2(b): Publish web pages of or links to Taylorsville neighborhood districts. Internet information could illustrate neighborhood boundaries and promote activities such as a block party or neighborhood clean-up program.

2.5 Historic Preservation

Goal: 2-5 Recognize and preserve the history, historic buildings, and historic sites of the community.



Preserving historic structures and sites is important to promoting a community’s unique qualities. The history and heritage of a community is uniquely its own and is worthy of preservation and being shared with others. Preservation of historic structures and sites result in a wide variety of positive impacts on a community, one of which is strengthening a community’s character.

Taylorsville has a rich heritage and history, dating back to the autumn of 1848 when the Taylorsville area was first settled. Taylorsville is a community that is proud of its heritage and desires to preserve this unique story. Therefore, Taylorsville must continue to identify and protect historic buildings and sites.

Illustration 2.5.1:

Taylorsville has several notable historic structures. (Taylorsville Bennion Heritage Center)

Community Character Objective 2.5.1: Strengthen and enhance existing historic preservation policies and programs.

Action Statements:

- AS-2.5.1(a): Encourage broad-based community interest and support for historic preservation activities.
- AS-2.5.1(b): Adopt and maintain a City list of local historic resources worthy of preservation.
- AS-2.5.1(c): Map the location of historic districts and sites. Publish map and information brochure on historic sites and events within the City.
- AS-2.5.1(d): Review the existing Historic Preservation Ordinance to ensure compliance with the intent of this plan.
- AS-2.5.1(e): Administer the Historic Preservation Ordinance to provide appropriate use and maintenance of historic resources and their surrounding environments.
- AS-2.5.1(f): Actively pursue federal, state, and other funding for the preservation and rehabilitation of historic buildings and sites.
- AS-2.5.1(g): Provide local incentives for the maintenance and restoration of historic resources.
- AS-2.5.1(h): Provide opportunities for complementary business activities in association with historic buildings and sites, such as a country store or dairy store in association with the Museum area.
- AS-2.5.1(i): Amend the zoning ordinance to ensure that provisions are included to protect the community's historic resources. Include zoning provisions that create incentives for restoration of historic structures such as flexible landscaping standards, and reduced parking requirements.
- AS-2.5.1(j): Establish a closer working relationship between the Historic Preservation Committee and the Planning Commission and Community Development staff.
- AS-2.5.1(k): Identify and mark locations of historic structures and events similar to the monuments and markers placed by the Utah State Historical Society. Historic structures no longer existing should also be included.
- AS-2.5.1(l): Identify and map all neighborhoods that are eligible for consideration as a Historic District on the National Historic Register (i.e. neighborhoods that contain a majority of original housing stock and is at least 50 years old).

Best Practice Policies:

- P-2.5.1(a): Solicit and consider comments from Historic Preservation Committee for all development applications in historic areas of the community.
- P-2.5.1(b): Engage resources such as the Utah State Historic Preservation Office and the Utah Heritage Foundation in local preservation efforts (i.e. financial grants, professional consultation, research materials, etc.).

Preservation of the Recent Past

“Buildings from the 20th century are disappearing from the American landscape. While older structures have long been the focus of popular appreciation and preservation efforts, the value of properties from the recent past has not been widely embraced. Those interested in ensuring that 20th century places will still be available to future generations have responded by looking anew at the properties that represent this era and finding new ways to protect them.” – U.S. Department of the Interior, National Park Service.

Criterion A
<p>Neighborhood reflects an important historic trend in the development and growth of a locality or metropolitan area.</p> <p>Suburb represents an important event or association, such as the expansion of housing associated with wartime industries during World War II, or the racial integration of suburban neighborhoods in the 1950s.</p> <p>Suburb introduced conventions of community planning important in the history of suburbanization, such as zoning, deed restrictions, or subdivision regulations.</p> <p>Neighborhood is associated with the heritage of social, economic, racial, or ethnic groups important in the history of a locality or metropolitan area.</p> <p>Suburb is associated with a group of individuals, including merchants, industrialists, educators, and community leaders, important in the history and development of a locality or metropolitan area.</p>
Criterion B
<p>Neighborhood is directly associated with the life and career of an individual who made important contributions to the history of a locality or metropolitan area.</p>
Criterion C
<p>Collection of residential architecture is an important example of distinctive period of construction, method of construction, or the work of one or more notable architects.</p> <p>Suburb reflects principles of design important in the history of community planning and landscape architecture, or is the work of a master landscape architect, site planner, or design firm.</p> <p>Subdivision embodies high artistic values through its overall plan or the design of entrance ways, streets, homes, and community spaces.</p>
Criterion D
<p>Neighborhoods likely to yield important information about vernacular house types, yard design, gardening practices, and patterns of domestic life.</p>
<p>Note: In certain cases, a single home or small group of houses in a residential subdivision may be eligible for National Register listing because of outstanding design characteristics (Criterion C) or association with a highly important individual or event (Criterion A or B).</p>

What is Recent Past Architecture?

Much of the built environment within Taylorsville was constructed within the past 50 years, beginning with the economic boom following World War II. During this period of rapid growth, local architectural vernacular and land development patterns often embodied the aspirations, priorities, challenges and successes of the times. For example, impacts on the built environment from societal trends of the 1950's and 60's can be seen in the rapid development of suburban neighborhoods, corner gas stations with sweeping awnings that reflect the image of the jet age, commercial signage with designs inspired by the space race, and even the auto oriented commercial strip malls. These structures and building patterns, which represent the idealism and societal norms of the "modern" era, are referred to as the "recent past."

Why is Recent Past Architecture Important? Like other elements of modern society, most recent past architecture and land development patterns have become dated and

unappreciated. Such unfashionable structures usually generate little sympathy when abandoned or demolished within a neighborhood. Interestingly, many "historic" forms of architecture, such as Victorian or Arts & Crafts were at one time considered as outdated and undesirable, however those that survived are now important and desirable places within our community.

But the story of the recent past cannot be told through such iconic architecture alone. Other, less prominent places are also important to a community's identity and history. The National Center for Cultural Resources has recently stated that, "Now is the time to reassess the marginal value currently placed on buildings from the recent past, and to work toward their continued use and sensitive rehabilitation. While much has been lost already, a wealth of creative examples survive to remind us of who we were and how we lived during the past century. The characteristics of these buildings, the features and qualities that make them unique to their time are a benefit not a burden."

Recent Past Preservation Resources

To assist communities determine the worthiness of recent past architecture and structures, the U.S. Department of the Interior has devoted resources to aid com-

Illustration 2.5.2:
Recent Past Architecture
Evaluation Standards
(US Department of the Interior)

munities and has also established criteria for eligibility to be listed on the National Register of Historic Places (see Illustration 2.5.2).

There are also a growing number of resources available to assist communities interested in researching, documenting and preserving the recent past. Many of these resources are available on the internet, for example:

- U.S National Park Service:
www.cr.nps.gov/hps/tps/recentpast/
- Recent Past Preservation Network:
www.recentpast.org/
- Society for Commercial Archeology
www.sca-roadside.org
- Docomomo International:
www.archi.fr/DOCOMOMO/index.htm
- National Trust for Historic Preservation:
www.preservationnation.org



Community Character Objective 2.5.2: Define the significance, assess the historic integrity, and select boundaries of recent past neighborhoods and buildings in Taylorsville.

Action Statements:	
AS-2.5.2(a):	Train Historic Preservation Committee, Planning Commission, City staff and elected officials on meaning and importance of Recent Past preservation.
AS-2.5.2(b):	Develop resources necessary to support preservation efforts of recent past architecture.
AS-2.5.2(c)	Conduct and document inventory of recent past neighborhoods and building architecture.
AS-2.5.2(d)	Define significance of recent past neighborhoods and building architecture.
AS-2.5.2(e)	Assess historic integrity of recent past neighborhoods and building architecture.
AS-2.5.2(f)	Using the <i>National Register</i> guidelines (see Illustration 2.5.2) published by the National Park Service select boundaries of qualified recent past neighborhoods.
AS-2.5.2(g)	Following identification of eligible recent past neighborhoods and buildings, use appropriate methods to preserve Taylorsville’s recent past.

Illustration 2.5.3: Preservation of the recent past: Although once considered outdated and undesirable, many post World War II structures built in the “modern” era are finding a new level of appreciation. (Top: John Fremont Elementary; Bottom: The Cabana Club)

2.6 Celebrating Taylorsville

Goal 2-6: Identify and celebrate the qualities, character, and diversity of the community that make Taylorsville a unique and desirable place to live.

The City of Taylorsville is a community that values its heritage, its citizens, and its sense of community. In an effort to strengthen Taylorsville's community identity, the City should seek opportunities to celebrate its unique heritage and culture. Celebrating the City will strengthen residents' understanding and appreciation of themselves and their community by reminding them of their traditions and values. Although community celebrations don't have a direct relationship with the physical development of a community, indirectly celebrations can have a profound impact on community character by raising an appreciation of sense of place, neighborhood identity, community integration, city image, and even historic preservation. Community celebrations will also build new relationships and strengthen existing relationships within the City. Community celebrations may be coordinated with local business promotions or sponsorships and benefit economic activity within the City.

Community Character Objective 2.6.1: Expand community sponsored events to promote Taylorsville as a desirable place to live, work and play.

Action Statements:

- AS-2.6.1(a): Sponsor community-wide events and programs and community improvement programs.
- AS-2.6.1(b): Develop and implement strategies to increase local and regional awareness that Taylorsville is a community that values its people, diversity, and quality of life.
- AS-2.6.1(c): Seek opportunities to promote Taylorville City as a unique and desirable place to live, work, and play through the web site, economic development publication materials, press releases, mass media advertisements, etc.
- AS-2.6.1(d): Schedule a variety of activities including farmer's markets, street fairs, and community festivals at the City Center site to bring people and activity to the City.
- AS-2.6.1(e): Develop City "traditions" and celebrations that emphasize the history, character, and qualities of the community.
- AS-2.6.1(f): Support fairs and ethnic celebrations to recognize the heritage and diversity of citizens.
- AS-2.6.1(g): Support sporting and cultural events that celebrate community and promote community character.
- AS-2.6.1(h): Promote events that demonstrate and celebrate unique community qualities such as "Taylorsville Dayzz."

Best Practice Policies:

- P-2.6.1 (a): Publish information on City web site about other events occurring within the community.

Taylorsville Baseball

Baseball has long been a defining attribute of Taylorsville's community character. Success of Taylorsville baseball teams, coaches, and individual players has often created name recognition of the City of Taylorsville with individuals and organizations outside of the community. This successful association should be significantly strengthened and promoted by the City as an element of community character. Promotion of Taylorsville through recreational and competitive baseball events can be accomplished by developing a City wide master plan for improving and developing baseball facilities within the City. In turn, these facilities should be promoted both regionally and nationally as a premier location for baseball related events such as tournaments and training camps. The City should also consider the development of a baseball museum celebrating the history of baseball in the City of Taylorsville or the State of Utah. To accomplish this objective, the City must embrace and celebrate its baseball history and tradition to enhance the local, regional, and national recognition of Taylorsville.



Illustration 2.6.2:

Because of its history of success, baseball has long been a defining attribute of Taylorsville's community character.

(2003 13-15 year old Babe Ruth World Series Champions)

Community Character Objective 2.6.2: Develop and implement strategies that will create local, regional, and national recognition of the City of Taylorsville as Utah's baseball capital.

Action Statements:

- AS-2.6.2(a): Provide well-designed and well-maintained baseball fields and baseball training facilities.
- AS-2.6.2(b): Support local, regional, and national baseball tournaments to promote the community's recognition as Utah's baseball capital.
- AS-2.6.2(c): Implement a plan to provide infrastructure and facilities required to support additional baseball events in the City including hotels, motels, eating establishments, and social activities. (This action statement will be coordinated with statements from other chapters such as Parks and Economic Development.)
- AS-2.6.2(d): Conduct and complete a feasibility study to consider providing additional baseball and sporting fields east of I-215.

2.7 Community Integration

Goal 2-7: Involve residents, businesses and institutions in improving the quality of life in Taylorsville.

The City of Taylorsville values its residents - their qualities, abilities, cultures, and diversity. Taylorsville has a heritage of its residents and local businesses being good neighbors and the City being a good neighbor with surrounding communi-

ties. Taylorsville will continue to promote these values and the importance of civic participation. Taylorsville must also recognize the barriers that prevent or diminish these values in order to improve this desired element of community character.

It has been noted by the City that several major activity sites are not well integrated into the community fabric. Some of these sites include the Salt Lake Community College, American Express offices, Utah Department of Transportation offices, and the Sorensen Business Park. The City should work to ensure that these sites are included in the community fabric of Taylorsville. Strong relationships should be forged with all individuals and organizations, whether associated with the Taylorsville community as residents, business owners, students, faculty, or employees.

Community Character Objective 2.7.1: The City of Taylorsville, its residents, and businesses will build productive relationships with all segments of the community and with adjacent communities.

Action Statements:

- AS-2.7.1(a): Collaborate with the Community College to integrate students, faculty, staff, facilities, and resources into the Taylorsville community.
- AS-2.7.1(b): Coordinate with the Community College to study the viability and benefits of providing a mixed-use commercial center in proximity to the Community College campus.
- AS-2.7.1(c): Work with the President of the Salt Lake Community College and the State of Utah Board of Regents to change the name of the college to the “Salt Lake Community College – Taylorsville Campus.”
- AS-2.7.1(d): Coordinate with the United States Postal Service to identify Taylorsville as a separate zip code. Multiple zip codes not uniquely associated with Taylorsville fragments the fabric of the City and creates confusion with community identity.
- P-2.7.1 (e): Obtain current zoning maps of neighboring cities to assist in the decision making process when reviewing development proposals that may impact adjacent communities.

Citizen Participation

Taylorsville has a long history of volunteerism and citizen involvement. Many of the actions identified in the General Plan require the efforts of citizens to be achieved. Every effort will be made to inform and include citizens in all events and programs that are designed to strengthen and unite the community.

As an effort to be inclusive of all residents, Taylorsville should continue to promote and encourage citizen involvement in the community. Support of community celebrations, including sporting and cultural events, bring people together, foster civic involvement and support local businesses. Taylorsville should provide appropriate facilities for community events and will promote recognition of the City Center site as a community-gathering place. Through community sponsored projects, including community cleanup campaigns, painting, graffiti removal and tree plantings that focus on enhancing community image, the City will engage citizens in the life of the community and promote civic pride, ownership and responsibility.

Community Character Objective 2.7.2: Engage all citizens in the events and activities in the City.

Action Statements:

- AS-2.7.2(a): Offer opportunities for citizens to be involved in their City such as participating in tree planting events, clean-up days, and citizen committees.
- AS-2.7.2(b): Seek opportunities for diversity on appointments to the Planning Commission, Board of Adjustment, and all other committees of the City.
- AS-2.7.2(c): Involve citizens in special community projects that enhance and improve the community, such as community clean-ups, gateway enhancements, and graffiti removal.
- AS-2.7.2(d): Encourage volunteer activities, joint promotions, and public safety programs with civic organizations, schools, and churches, involving all age groups and diversity of interests.
- AS-2.7.2(e): Involve youth in a variety of activities and civic improvements such as 4H Club and Arbor Day celebrations.
- AS-2.7.2(f): Involve senior citizens in community planned events and programs.

2.8 City Image

Goal 2-8: Augment city image through aesthetic improvements and promotional activities.

City image means the perceived form or mental representation of a city or community. Kevin Lynch in his book, *The Image of the City*, describes the meaning of this term and the process of forming mental images:

“Environmental images are the result of a two-way process between the observer and his environment... At every instant there is more than the eye can see, more than the ear can hear, a setting or a view waiting to be explored. Nothing is experienced by itself, but always in relation to its surroundings, the sequences of events leading up to it, the memory of past experiences.”

The term city image is not only how others (i.e. non-residents) perceive a city, but how inhabitants of the city view and understand their own community as well. For the purposes of the Taylorsville General Plan, the term city image will primarily refer to how non-residents view Taylorsville.

To enhance the image of the City, the “paths” of the City must be improved. It is from the City’s pathways that non-residents primarily view the City and form mental images of Taylorsville. Pathways can be public streets, private roadways, sidewalks and trail systems. One of the most significant and rewarding methods for improving City pathways is by planting trees. Promoting an urban forestry program can also be an easy and cost-effective tool available in the improvement of a City’s image. The City can be beautified through policies that establish an urban forest in the form of tree-lined streets within the City.

Beyond the urban forest, the built environment along the City’s pathways also significantly impacts the City image. As stated elsewhere within the General Plan, additional ordinances and policies should be implemented to encourage distinctive buildings and improved site planning practices. The architecture of the City will then create recognizable transportation nodes, neighborhood dis-

tricts and community landmarks within the City, which are largely absent in most suburban communities. However, Taylorsville does have some recent successful examples in implementing these principles:

- the Taylorsville Recreation Center (completed in 2002);
- the Taylorsville Senior Center (completed in 2003); and
- the Taylorsville City Hall (completed in 2003).

Each of these successful buildings was the result of a commitment to quality architectural design and site planning. These civic buildings have created recognizable and meaningful spaces within the community. In turn, projects such as these help to change and improve the image of the City.

Community Character Objective 2.8.1: Promote the importance of urban forestry to enhance city image and quality of life.

Action Statements:

- AS-2.8.1(a): Obtain and maintain membership in Tree City USA.
- AS-2.8.1(b): Support and promote tree-planting campaigns for both public and private properties.
- AS-2.8.1(c): Amend City Ordinances and specify requirements for street tree plantings in all new subdivision and site plan approvals.
- AS-2.8.1(d): Provide tree care materials and information to the general public.

Best Practice Policies:

- P-2.8.1(a): Drought tolerant plantings and water efficient irrigation systems should be encouraged. However, low water landscape designs should be vibrant and include a variety of plant species and seasonal colors. Xeriscaping techniques may also be integrated with more traditional landscaping methods.
- P-2.8.1(b): Street tree plantings should be consistent in design (i.e. tree species and spacing).
- P-2.8.1(c): New trees planted in pedestrian environments should be of a sufficient caliper size to withstand frequent abuse. Larger trees may be appropriate as a landscape accent or in locations that would immediately benefit from the appearance of a mature landscape.

Community Character Objective 2.8.2: Improve the quality of the built environment.

Action Statements (continued):

- AS-2.8.2(a): Develop comprehensive design standards for site design, landscaping, and building architecture for all new commercial developments. Design standards should promote innovative, quality design and efficient land use patterns.
- AS-2.8.2(b): Amend City ordinances and the Taylorsville Engineering Standards Manual to require new development to install safe and attractive sidewalk and parkstrip improvements.
- AS-2.8.2(c): Amend the City's sign ordinance to require site and building signage that compliments building architecture and site design elements, avoids sign clutter, and enhances community image.

Action Statements (continued):

AS-2.8.2(d): Identify locations of existing and potential community nodes and neighborhood districts. Coordinate findings with the City's small area master plans and economic development strategies. Develop regulations and policies that will ensure proper development of these important places within the City.

AS-2.8.2(e): Adopt a policy supporting public art within the City. Policy should identify locations for display of public art and consider funding sources to commission public art on City property such as City Center, City Hall, and City parks, etc. Policy should also address permanent and rotating exhibits of privately owned artwork for display in public places.

Best Practice Policies:

P-2.8.2(a): Building architecture, landscaping, and street furnishings should have a dominant presence on City streets. Signage, parking and other utilities should have a diminished street presence yet be functional, efficient and safe.

Community Character Objective 2.8.3: Actively promote and market positive aspects of the community.

Action Statements:

AS-2.8.3(a): Continue funding for development and publication of economic development brochures.

AS-2.8.3(b): Establish a corporate branding strategy for the City of Taylorsville to be used on all promotional material published by the City. Branding strategy should also be expanded to include City signage, municipal architecture; and City logo.

Best Practice Policies:

P-2.8.3(a): Periodically update the City's printed marketing materials to demonstrate new and progressive elements of the community.



CHAPTER III



LAND USE AND ANNEXATION



“THE TROUBLE WITH LAND IS THEY’RE NOT MAKING IT ANYMORE.”

Will Rogers - American Humorist (1879-1935)

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Land use and intensity are the two basic elements of most planning and zoning programs in America. The Taylorsville General Plan Land Use Chapter seeks to provide a balance of uses and intensities that improve the quality of life of residents and maximizes economic prosperity and opportunity within the community.

Introduction

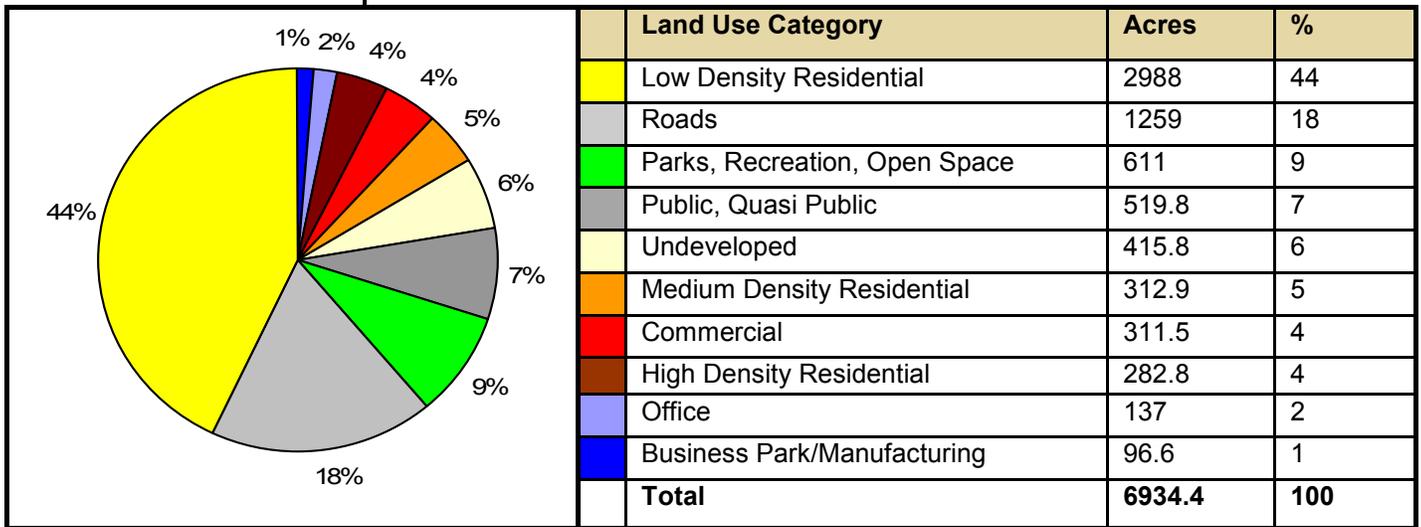
The *Land Use Chapter* identifies the goals, objectives and associated implementation policies that will work with goals and objectives of the other General Plan chapters to direct new development and redevelopment within the City of Taylorsville. The land use goals and accompanying Proposed Land Use Map (Map 3.1.1) identify the desired land use pattern for the community by providing general guidance for the location and intensity of residential, commercial, office, and other land uses.

Some areas of the City are potentially subject to further planning review to provide more specific land use goals and actions than can be provided at the General Plan level. These areas are identified in section 3.3 (Small Area Plans – page 3-7). These sub-areas may be considered in greater detail and depth based on their location, evolving land uses, proximity to existing or proposed infra-

structure systems, or other influences. The Taylorsville City land use goals will be implemented in these areas with the adoption of Small Area Plans that remain consistent with the broad land use goals established by this Plan.

Existing Land Use Patterns

From its beginnings as an agricultural settlement in the mid-1800s, Taylorsville has grown to be a vibrant, urbanized community with a current population of over 60,000 residents. Taylorsville’s land uses have changed accordingly over the years. Taylorsville City is approximately 6934 acres (10.8 square miles) in area and contains a variety of land uses. Graph 3.0.1, which identifies the existing land use distribution in the City of Taylorsville, indicates that nearly half (44%) of all land in Taylorsville is used for low density residential and 18% of the city is used for roadways. Most of the remaining 38% is used for parks and open spaces (9%), medium and high density residential (9%) and various commercial purposes (7%). Only 6% or 415 acres is vacant undeveloped property.



Graph 3.0.1
Land use distribution in the City of Taylorsville

Land Use and Annexation Mission Statement

The City of Taylorsville will maintain a diversity of land uses while recognizing the environmental, historic, cultural, economic, and infrastructure needs of the community.

Land Use and Annexation Goals:

- 3.1: Achieve efficient use of land and public infrastructure and promote economic sustainability through the use of a coordinated and deliberate land use strategy.*
- 3.2: Coordinate land use implementation tools with the intent and spirit of the Taylorsville General Plan.*
- 3.3: Provide an appropriate level of future planning to areas of the community that warrant a greater level of analysis.*
- 3.4: Be prepared to address and assess possible benefits and liabilities of future annexation petitions to the City of Taylorsville.*

3.1 Proposed Land Use Plan

Goal 3-1: Achieve efficient use of land and public infrastructure and promote economic sustainability through the use of a coordinated and deliberate land use strategy.

The proposed land use plan as illustrated in the *Proposed Land Use Map* (Map 3.1.1) sets the foundation for all land uses within the City of Taylorsville. The land use plan identifies general land use classifications (commercial, residential, etc.) and in some cases the intensity within the classification (i.e. regional commercial, neighborhood commercial). Each land use classification on the proposed Land Use Map corresponds with compatible classifications on the official Taylorsville Zoning Map (see Illustration 3.1.1).

Proposed Land Use Map

The *Proposed Land Use Map* illustrates preferred land uses in specific areas of the City. Generally the map mirrors current land uses in those areas where the present use is deemed desirable and appropriate. Vacant areas, areas with inappropriate current uses, and areas likely to transition to other uses carry different designations on the *Proposed Land Use Map* than their present use. The *Proposed Land Use Map* contains the following designations:

Proposed Land Use Classification	Applicable Zoning Classification
NC (Neighborhood Commercial)	C-1
CC (Community Commercial)	C-2
RC (Regional Commercial)	C-3
PO (Professional Office)	PO
BP (Business Park)	BP*
ER (Estate Residential)	A-2; A-5; R-1-21; R-1-43
LDR (Low Density Residential)	A-1; R-1-6; R-1-7; R-1-8; R-1-10
MDR (Medium Density Residential)	R-1-5; R-2-6.5; R-2-8; R-4-8.5
HDR (High Density Residential)	RM
PCD (Planned Community Development)	Varies**
MDMU (Medium Density Mixed Use)	MD-1
HDMU (High Density Mixed Use)	MD-3
POS (Parks and Open Space)	POS***
I (Institutional)	Varies**
U (Utility)	Varies**

* BP is a proposed new classification to the Taylorsville Zoning Map. BP will replace M-1
 ** Not associated with a specific zoning designation
 *** POS is a proposed new classification to the Taylorsville Zoning Map

Commercial/Office/Business Park Categories

Commercial, Office, and Business Park land use categories identify areas of the City reserved for shopping and employment centers. Generally the intensity of these designations is dictated by its proximity to infrastructure (roads, etc.) and adjacent residential or other sensitive areas. Commercial, Office, and Business Park categories are divided into the following sub-categories:

Neighborhood Commercial.

The *Neighborhood Commercial* (NC) classification recognizes areas appropriate for low intensity commercial uses that provide convenient shopping opportunities such as dry cleaners, grocery stores, coffee shops, barber shops, and similar types of uses for surrounding neighborhoods. Such developments are low intensity in nature and usually serve an area of approximately 1 to 1½ miles in radius.

Community Commercial.

The *Community Commercial* (CC) classification includes uses intended to serve the needs of the community at large. Automobile service, retail, office, restaurant

Illustration 3.1.1
 Land Use Map –
 Zoning Map correlation table

and similar types of uses are allowed under this designation. Generally, such developments will serve an area of approximately 2 to 5 miles in radius.

Regional Commercial.

The *Regional Commercial* (RC) designation is for those areas that contain large shopping centers of regional significance, such as the *Family Center at Taylorsville* located on Redwood Road. Properties that carry an RC classification commonly provide a wider array of services such as major department stores, specialty shops, and professional offices. Generally, RC districts serve an area within a 5 to 15 mile radius, which usually extends beyond the boundaries of Taylorsville. RC districts are usually located adjacent or near intersections of major transportation corridors.

Professional Office.

Professional Office (PO) is a commercial classification focusing primarily on professional office uses such as legal, financial, insurance, real estate, marketing, medical and other healthcare-related fields.

Business Park.

The *Business Park* (BP) designation differs from PO in that traditional industrial uses are permitted, often in “hybrid” space for companies and organizations that do not fall neatly into one category of use. Uses may include headquarters management, research laboratories, prototype development, assembly and fabrication, light-manufacturing, and warehouse distribution facilities.

Residential Categories

Residential districts within the City provide areas for people to live as well as provide for complementary and/or compatible neighborhood oriented uses such as churches and home occupation businesses. Residential land use categories are divided into the following sub-categories:

Agricultural / Estate Residential.

Agricultural/Estate Residential (ER) is a very low density classification that allows residential and/or limited animal and agricultural uses on properties 1/3 acre or more.

Low Density Residential.

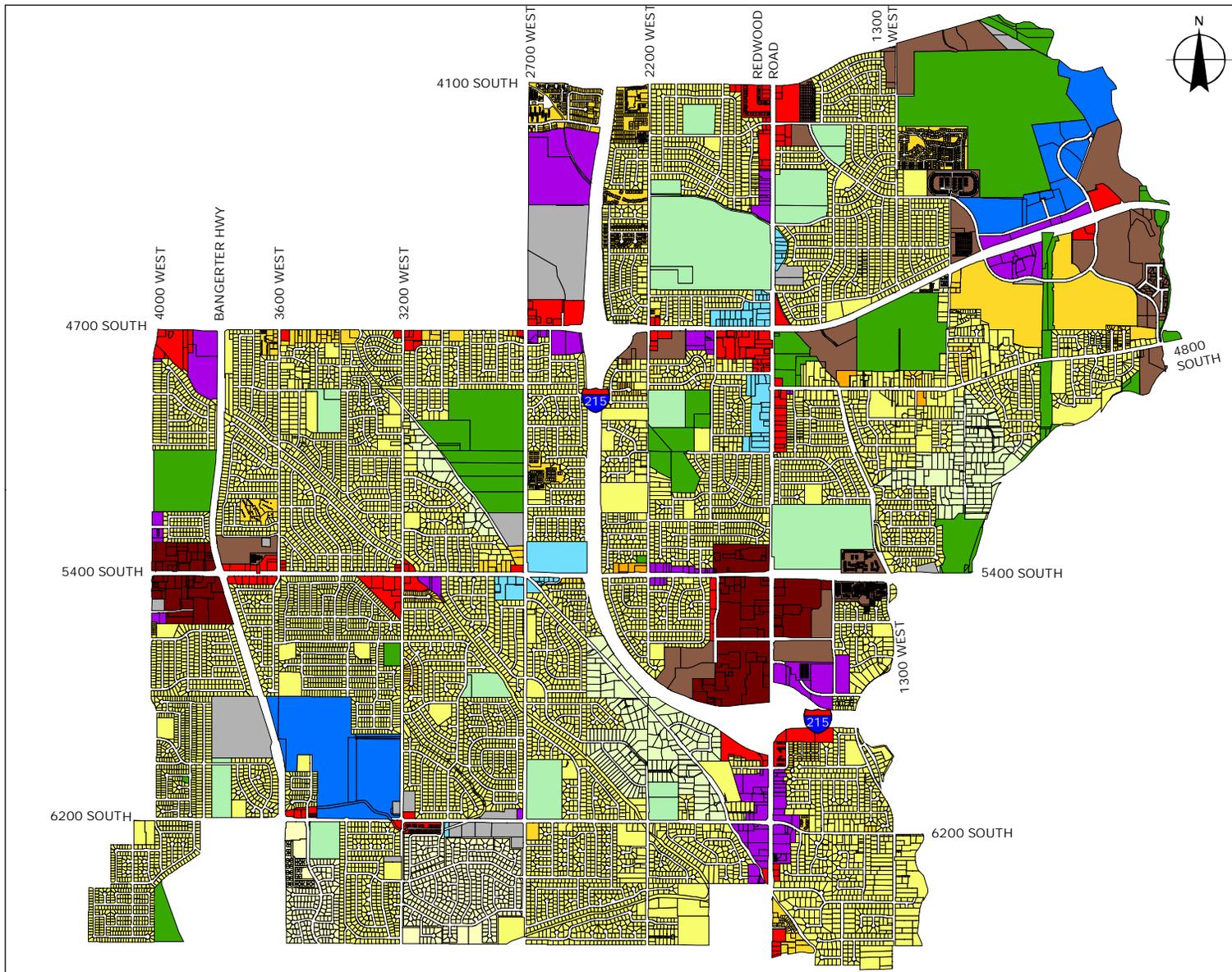
Low Density Residential (LDR) districts are residential areas that contain existing or proposed residential developments less than 6 dwelling units per acre (excluding ER districts). Properties that are assigned the LDR classification are generally (but not necessarily limited to) neighborhoods consisting of single family dwellings.

Medium Density Residential.

Medium Density Residential (MDR) districts are residential areas that contain existing or proposed residential development with a density between 6 and 8.9 dwellings per acre. Land assigned the MDR classification typically contains townhouse and condominium type developments as well as higher density single family dwelling neighborhoods (i.e. R-1-5 zoning districts).

High Density Residential.

High Density Residential (HDR) districts are residential areas that contain existing development with densities of 9 dwelling units per acre or more; or proposed



Map 3.1.1: Proposed Land Use Map

	BUSINESS PARK
	REGIONAL COMMERCIAL
	COMMUNITY COMMERCIAL
	NEIGHBORHOOD COMMERCIAL
	HIGH DENSITY MIXED USE
	MEDIUM DENSITY MIXED USE
	PROFESSIONAL OFFICE
	HIGH DENSITY RESIDENTIAL
	MEDIUM DENSITY RESIDENTIAL
	PLANNED COMMUNITY DEVELOPMENT
	LOW DENSITY RESIDENTIAL
	ESTATE RESIDENTIAL
	SCHOOL
	UTILITY
	PARKS AND OPEN SPACE



**TAYLORSVILLE
COMMUNITY DEVELOPMENT
DEPARTMENT**

(new) developments of 9 to 12 dwelling units per acre. Typical developments in the HDR designation are apartment complexes, condominium complexes, and other high intensity residential projects.

Planned Community Development.

The *Planned Community Development (PCD)* designation generally applies to larger undeveloped residential tracts. The objective of the PCD classification is to master plan these larger undeveloped parcels as planned communities that can include a mix of development types (potentially including limited commercial activities). As part of these developments, the Plan recommends that the developer be required to provide parks, trails and/or other open space features. This is best accomplished with a planned unit development process that allows clustering so that open space can be preserved. These developments should have a low to medium density residential component, the majority of which is single family detached housing. As a general rule, the gross density should be equivalent to an R-1-8 subdivision (3.2 to 3.5 units per acre). However in cases where neighborhood development proposals are of special design merit, gross densities can be approved for up to 8.9 units per acre.

Mixed Use

Mixed use zones can contain a mix of land uses, such as residential, commercial and office within the same area. Land uses in mixed use zones may be varied either vertically (i.e. mix of uses in one building such as an apartment over a retail establishment) or horizontally (i.e. single use buildings with different uses placed next to each other).

Medium Density Mixed Use.

The *Medium Density Mixed Use (MDMU)* classification allows a residential density of up to 8.9 units per acre in a mixed use setting.

High Density Mixed Use.

The *High Density Mixed Use (HDMU)* classification allows a residential density of up to 12 dwelling units per acre or more in a mixed use setting.

Parks/Open Space

Parks and Open Space.

The Parks and Open Space (POS) category is for recreation areas dedicated to improved public parks such as Taylorsville Park and Millrace Park. Properties within the POS classification may contain uses (or proposed uses) ranging from simple undeveloped, natural open space to formal facilities such as a softball complex or swimming pool.

Public / Quasi-Public Categories

Institutional

The *Institutional (I)* category indicates areas designated for institutional public facilities such as a government buildings, public schools, hospitals, and cemeteries. (Note that private schools have not been included in this designation)

Utility

The *Utility (U)* designation includes those areas of the City designated for public utilities such as power corridors, electrical sub-stations, etc.

Amending the Proposed Land Use Map

The Taylorsville City Proposed Land Use Map and accompanying land use goals, objectives, action statements, and best practice policy statements should direct future development and redevelopment decision-making and also strengthen, complement and reinforce other elements of the General Plan. From time to time, however, it may be appropriate to amend the Proposed Land Use Map based on changing technologies, market demands, or other unforeseen circumstances. All amendments to the Proposed Land Use Map should be required to consider and not be in conflict with the following principles:

- Promote economic sustainability
- Promote efficient use of land and public infrastructure
- Provide community amenities and benefits
- Protect environmentally sensitive lands
- Support alternate modes of transportation including pedestrian
- Create safe attractive neighborhoods and protect residential quality of life
- Minimize non-compatible adjacent land uses

Land Use Objective 3.1.1: Provide a diversity of land uses to meet the needs of the residents of Taylorsville.

Action Statements:

- AS-3.1.1 (a): Amend the Proposed Land Use Map (Map 3.1.1), as necessary, to ensure a diversity of residential and non-residential land uses
- AS-3.1.1 (b): Adopt and regularly update capital improvement plans to ensure infrastructure and services necessary to support a variety of future land uses.
- AS-3.1.1 (c): Periodically survey the residents of Taylorsville to assess what kind of uses are needed, desirable or supportable in the community.

Best Practice Policies:

- P-3.1.1 (a): Establish a policy that requires submittal of conceptual development plans for applications for amendments to the Proposed Land Use Map (if applicable).

3.2 Zoning Map and Ordinance

Goal 3-2: Coordinate land use implementation tools with the intent and spirit of the Taylorsville General Plan.

The primary implementation tools of the Land Use chapter will be the zoning ordinance and zoning map. The zoning map contains land use and intensity classifications for every property within the City. The zoning ordinance establishes rules and regulations for each individual zoning classification as well as the City as a whole.

It is important that all land use ordinances, standards, and development requirements of Taylorsville City address the goals and general spirit of the General Plan. A review of the existing zoning ordinance provisions and requirements reveals that the current zoning, site planning, and subdivision requirements are not sufficient to achieve the goals of this Plan. Further it is felt that the ordi-

nance, in its current state, is overly complicated and contains too many and seemingly redundant land classifications.

In addition, some existing zones, such as C-1, C-3, OP, and the MD zones currently aren't utilized to their highest potential. By amending these classifications it is felt that the City could improve its overall economic development strategy as well as provide a greater level of protection to neighborhoods within the City by providing more appropriate adjacent land uses.

Land Use Objective 3.2.1: Ensure that all General Plan implementation tools (including the zoning ordinance, subdivision ordinance, site planning and other land use and development ordinances and standards) meet the needs of the City and promote quality of life, economic stability, and other goals of the Taylorsville General Plan.

Action Statements:

- AS-3.2.1 (a): Create a unified development ordinance that combines the zoning ordinance, subdivision ordinance, and highways ordinance into one comprehensive and consistent development chapter. Amend the ordinance, as necessary, to ensure it is clear, unambiguous, efficient, and user-friendly.
- AS-3.2.1 (b): Evaluate the needs and benefits of updating the mixed use zoning districts.
- AS-3.2.1 (c): Amend the existing C-3 commercial district to provide increased variety and intensity of uses.
- AS-3.2.1 (d): Update the professional office zone to provide greater flexibility.
- AS-3.2.1 (e): Evolve the existing M-1 zone into a Business Park zone.
- AS-3.2.1 (f): Update the R-M zone to allow for existing densities of previously constructed residential projects.
- AS-3.2.1 (g): Eliminate inconsistencies and contradictions within the code and create a unified and just appeal process for all development applications.
- AS-3.2.1 (h): Amend and simplify the zoning map to more accurately represent current and desired land uses.

3.3 Small Area Plans

Goal 3-3: Provide an appropriate level of future planning to areas of the community that warrant a greater level of analysis.

It is the intent of the Taylorsville General Plan to address community needs in broad and general terms. There are some sub-areas of the community, however, that warrant closer attention and planning. These areas are identified as “small areas” and the corresponding planning documents for these districts are referred to as “small area plans.”

Existing Small Area Master Plans

Currently two small area plans have been adopted by the City of Taylorsville as addendums to the official general plan of the City, the *4800 South Small Area Master Plan* and the *City Center Small Area Master Plan*.

4800 South Small Area Master Plan

The 4800 South Small Area Master Plan, adopted by the Taylorsville City Council on March 21, 2001 is intended to bring more orderly growth to the general vicinity of 1130 West south of 4800 South. The plan attempts to bring order to future development while maintaining the rural atmosphere that current residents of the district now enjoy.

City Center Small Area Master Plan

The *City Center Small Area Master Plan* was adopted by the Taylorsville City Council on August 6, 2003. The plan provides specific recommendations intended to guide development of the 20 acre *City Center* site located at the northeast corner of 2700 West and 5400 South. City Center is the current location of the Taylorsville City Hall and is planned to facilitate future growth in a mixed use, pedestrian-oriented fashion. It is the intent of the City to establish the City Center site as a community-gathering place and provide facilities and activities that will enhance the image of the City.

Future Planning Areas

The Taylorsville General Plan identifies eleven “small areas” to be considered and evaluated in more detail (*Future Planning Areas* – page 3-9). The need for additional study and evaluation is to specifically identify and refine area issues and needs, and provide clear land use policies for future land use, infrastructure, and service decision-making.

All *small area plans* will be considered as additions to, and detailed refinements of, the Taylorsville General Plan. All Small Area Plans must demonstrate they clearly advance the goals of the General Plan and be adopted as official amendments to the Taylorsville General Plan. Small Area Plans should consider fully the following planning items and criteria in their formulation, review, and eventual adoption:

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

The Taylorsville General Plan recommends the following areas be considered for future Small Area Plans:

Redwood Road Streetscape

Redwood Road is an arterial road with regional significance, serving not only the City of Taylorsville but also all areas of western Salt Lake County. As such, Redwood Road plays a central role in creating a sense of place, establishing community identity, and supporting adjoining commercial and other land uses. To promote and reinforce the desired Taylorsville community image, a Redwood Road Streetscape Enhancement Plan should be adopted to enhance the attractiveness of the Taylorsville portion of Redwood Road. The Redwood Road Streetscape plan will consider the transportation needs of adjoining land uses, street lighting, landscaping, required street improvements, mass transit facilities, community image enhancements, signage, property accesses, off-street parking, and building and site requirements for all properties immediately adjacent to Redwood Road.

South Redwood Road Transition Area

Properties located on the Redwood Road corridor south of Interstate 215 are generally in transition. Currently the area contains a number of properties that have changed from single family residential and agricultural uses to office and other commercial uses. However many older homes still exist and are likely to continue to transition in the coming years. In order to organize the anticipated transition of these properties in terms of traffic management and coordinated urban design it is recommended that a small area plan be considered to facilitate quality growth in this region.

Salt Lake Community College (SLCC) District

During the general plan update process, the General Plan Steering Committee recognized the potential positive benefits if SLCC could be more integrated into the community. Through the small area planning process opportunities to achieve this goal would be identified. In general, the GPSC believes that the facilities and amenities of the College can provide a gathering place for the community and be a center of activity. Land surrounding the Campus could provide a pedestrian friendly destination area for a mix of uses, serving not only the SLCC population but also the community as a whole. The SLCC campus and its surroundings should also promote and reinforce community identity and image through land use and design enhancements.

4800 South Historic District

Preserving Taylorsville's link to its historic and cultural heritage and early development pattern is a priority action. The City must preserve its remaining historic structures and sites to maintain links to the past. Taylorsville City should evaluate and identify all available strategies and techniques that will preserve historic structures. Complementary uses and structures could be allowed in proximity to the 4800 South Street Historic District that respect the value and amenities this area provides.

The Family Center at Taylorsville

To compete in the ever-changing retail commercial market place, the Taylorsville Family Center commercial area may need to be redesigned, redeveloped, and reinvigorated. The Taylorsville Family Center commercial site is a significant part of the commercial core of the City. This site must continue to provide retail commercial activities in a convenient, attractive, and functional way. Community design and enhancement features, including convenient accesses, internal circu-

lation, tree plantings, signage, building features, lighting, streetscapes, buffering and screening should be identified to create and strengthen the sense of place and promote long-term commercial vitality and sustainability.

Jordan River Environs

The Jordan River comprises a portion of the City’s eastern boundary and often acts as a “gateway” into the City. Any development or redevelopment that occurs in proximity to the Jordan River should be required to recognize the sensitive environmental conditions of the area and site. Special consideration and cooperation must be given to all agencies having jurisdictional authority for the Jordan River and the preservation of remaining open spaces should be a priority. As a minimum condition, any development occurring in proximity to the River must provide necessary open space dedications and possible trail improvements. In areas where property is already developed, provisions should be made to acquire access or conservation easements that will provide public access and/or protection to this extraordinary feature of the community.

Utah Department of Transportation Property

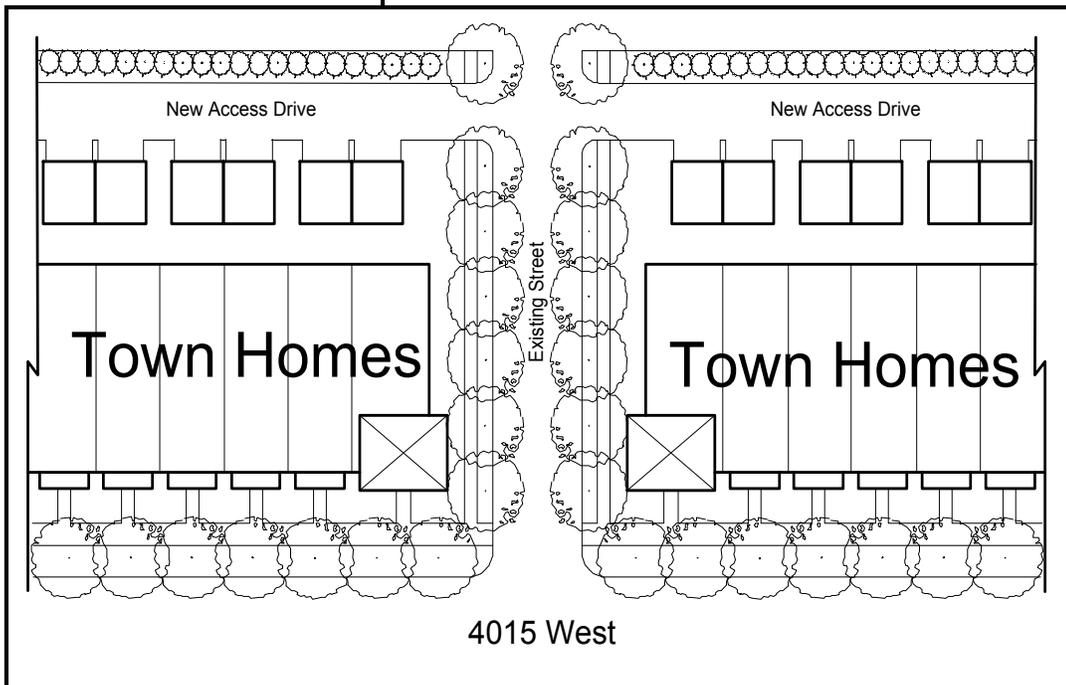
The 120-acre parcel located generally northwest of 3200 West and 6200 South is very important to the City because the property represents the largest vacant area within the City and is strategically located to take advantage of easy access to the Salt Lake International Airport and the regional transportation system. This property should be used to diversify and strengthen the City’s economic tax base, emphasize aesthetic quality and community character, and provide an open space opportunity for this area of the City.

4015 West

4015 West, between 4700 South and 5000 South, is characterized by aging single family homes with unusually large privately owned park strips, some of which are in differing levels of blighted condition. Code enforcement and

fostering a pride in home ownership is a continual issue for the City in this area. Consequently, the Taylorsville General Plan recommends that the community evaluate and determine a long term solution for this area that will be a positive feature to the community and help stabilize the adjacent neighborhood. Two suggested alternatives include: 1) acquiring the “parkstrip” property and improving it for an urban trail open space that connects Southridge Park in

Illustration 3.3.1
Possible town home re-development scheme on 4015 West



Taylorville to the Michael Welker Park in West Valley City, or 2) rezoning the property to facilitate a high quality density residential redevelopment. Although both options could generate a significantly improved situation on 4015 West, the Taylorville General Plan advocates the second option. Under this scenario, the redevelopment would be constructed in an “urban” town home style model facing 4015 West that would gain access from a new access alley running parallel to 4015 West behind the structures (see illustration 3.3.1).

South 1300 West Vicinity

The area west of 1300 West between 6235 South and Winchester Street (6685 South) contains many residential properties with large undeveloped areas toward the rear portions of the lots. It is expected that these vacant areas will experience intense residential development pressures in the upcoming years based on their central location and spectacular views of the Salt Lake Valley and Wasatch Mountains. To date, development has been slow in this area because of complications involving sewer service. As these complications are resolved it is expected that development applications will be submitted on a periodic basis as individual property owners choose to sell their land for development proposes. Haphazard or unplanned development in this area will surely create an undesirable situation in this vicinity and potentially effect what could otherwise become one of Taylorville’s most desirable addresses. It is recommended that the City develop a small area master plan that identifies a pro-active solution in addressing sewer issues with Taylorville-Bennion Improvement District and also takes into consideration issues such as density, transportation, and other infrastructure issues.

4800 South/Redwood Road District

The community that eventually became the City of Taylorville largely evolved from the area of 4800 South and Redwood Road. Today many still view this area as the “heart” of the City. Unfortunately many of the surrounding land uses have deteriorated to varying levels of blight and the area no longer presents a positive image for the City. With numerous property owners and very little undeveloped space, redevelopment in this area may be a very expensive and complicated proposition. A detailed redevelopment study will probably be necessary to facilitate significant change in this area.

2200 West/Vista Park Baseball Complex

The existing baseball fields and vacant land around Vista Park present a unique and wonderful opportunity for creating a place in the City that is worthy of the success and history of Taylorville baseball. A small area plan that takes into consideration the entire complex of fields, existing park space, Taylorville baseball heritage and spectacular views could be a tremendous amenity for the City of Taylorville. For additional information concerning Taylorville baseball, please refer to section 2.6 of the Community Identity Chapter.

Land Use Objective 3.3.1: Develop small area master plans for areas of the City deemed appropriate.

Action Statements:

AS-3.3.1 (a): Seek funding for at least one small area plan study annually.

AS-3.3.1 (b): Prioritize the small area plan list to complete the most pressing and significant areas first.

Best Practice Policies:

P-3.3.1 (a): Require that all small area master plans address all applicable issues referenced on page 3-8.

P-3.3.1 (b): Future small area plans should contain extensive illustrations and photographs to visually communicate plan recommendations.

P-3.3.1 (c): The format for all future small area plans should be consistent and compatible with the Taylorsville General Plan.

3.4 Annexation

Goal 3-4: Be prepared to address and assess possible benefits and liabilities of future annexation petitions to the City of Taylorsville.

The unincorporated community of Kearns is located immediately west of the City of Taylorsville (see illustration 3.4.1). Historically, Kearns has expressed a desire to remain intact as a community rather than being split up in future annexations into other cities – perhaps even incorporating into a city of their own. The feasibility of incorporation, however, remains a question of debate. Discussions with the Taylorsville General Plan Steering Committee reinforced the belief that the community should remain intact even if the only option for the area residents is to be annexed into a neighboring city. Although many questions exist, the steering committee felt like it is more appropriate for Kearns to be annexed into Taylorsville, rather than the other neighboring communities of West Jordan and West Valley City, largely based on the traditional rivalry and association between the Taylorsville and Kearns communities. Potential benefits to the City of Taylorsville include gaining railroad access, diversifying the City’s economic base by gaining industrial areas, retail tax producing commercial development and having an internationally recognized landmark within the City limits (Olympic Speed Skating Oval). Potential liabilities include age and condition of existing infrastructure, crime and code enforcement issues, and cost of other municipal services relative to the existing tax base. Regardless of the net benefits or liabilities of the annexation of Kearns, Taylorsville will only act on an annexation proposal if endorsed or requested by the Kearns community.

Land Use Objective 3.4.1: If the situation presents itself, develop a definitive strategy for evaluating the feasibility of annexing the Kearns vicinity.

Action Statements:

AS-3.4.1 (a): If petitioned by the Kearns community, adopt an annexation evaluation system that identifies the “net” benefits of annexation and require the City staff or their designees to provide an analysis for all annexation applications that identifies the potential benefits and liabilities of the proposed annexation.

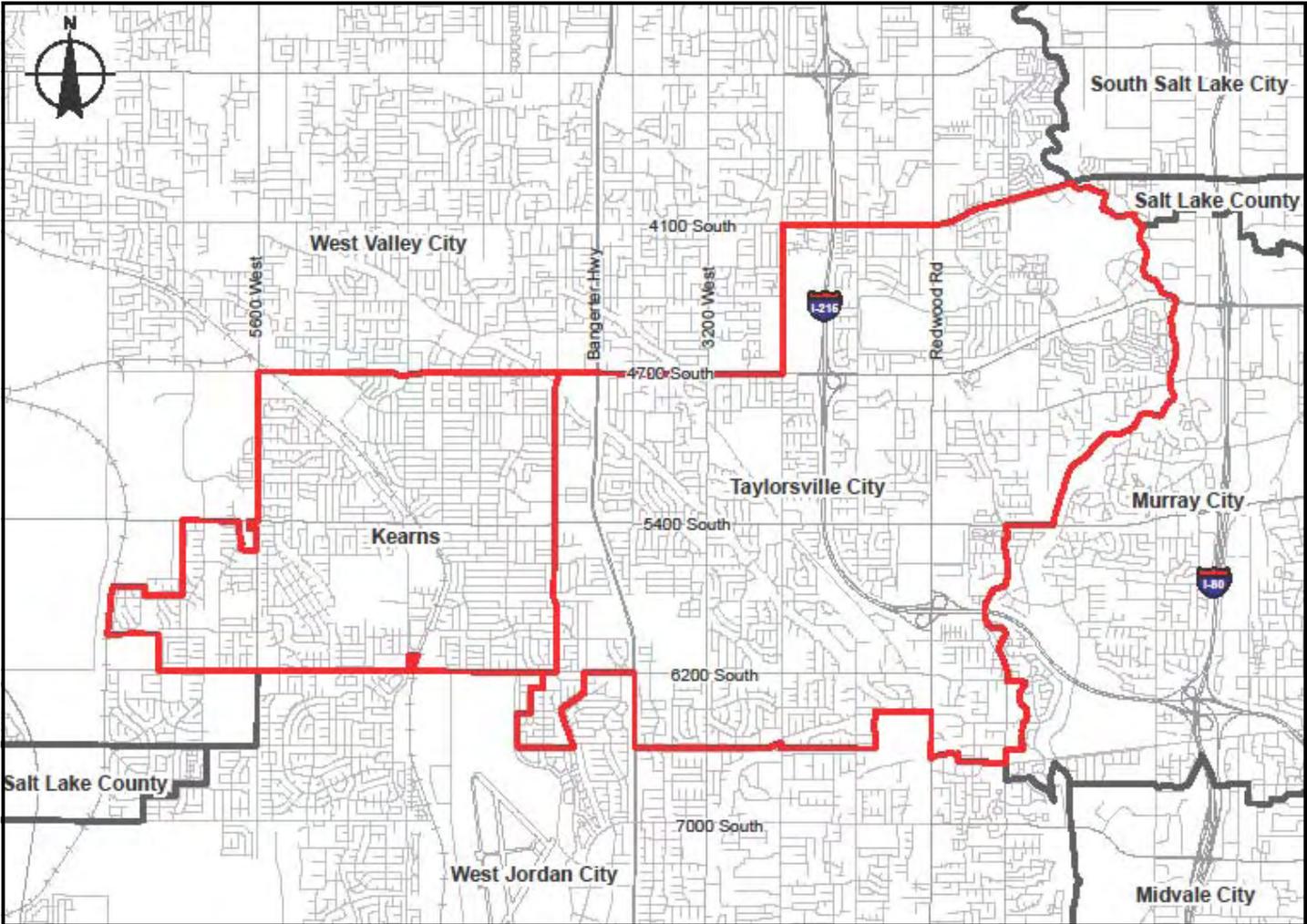
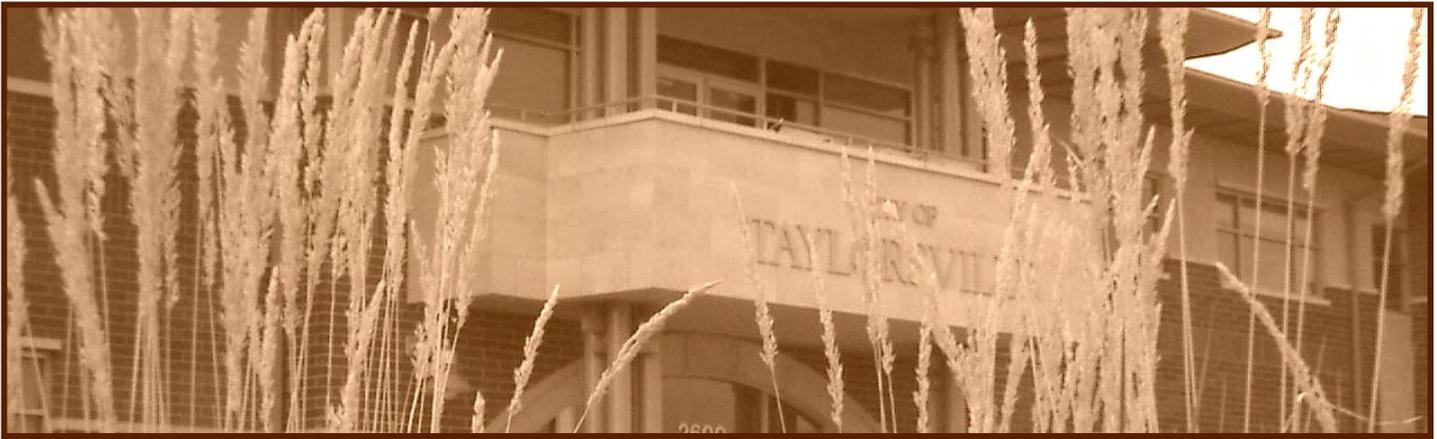


Illustration 3.4.1
Unincorporated Kearns in relation to the City of Taylorville and other neighboring communities.



CHAPTER IV

TRANSPORTATION

“THE ROLE OF THE STREET IS AS MUCH SOCIAL AS UTILITARIAN.”

Andres Duany - Planner and Architect

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The City of Taylorville’s transportation systems will work to provide for the travel and circulation needs of residents and businesses. The City will strengthen community identity and support economic vitality by providing for the maintenance and improvement of its streetscapes and transportation ways. In addition the City will accommodate and encourage multiple types of transportation methods including automobile, mass transit, bicycle, and pedestrian.

Introduction

The City of Taylorville is traversed by state and regional highways and contains a number of high volume roads that connect with adjoining communities, which makes transportation planning in Taylorville a local, regional, and state issue. The success of transportation planning and improvement projects depends on coordination and cooperation with other transportation and transit service providers and adjacent jurisdictions including the Utah Department of Transportation (UDOT), the Wasatch Front Regional Council (WFRC), the Utah Transit Authority (UTA), and adjacent jurisdictions including Salt Lake County, West

Valley City, West Jordan and Murray. The transportation system must continue to meet the needs of all residents of the community including seniors, youth, those with disabilities, those dependent on public transportation, and those desiring alternative transportation options. All improvements, additions, and alterations to the transportation system should consider factors that help mitigate potential adverse impacts to the residents of the City.

The transportation systems of Taylorsville play a defining role for community identity, image, economic development, and land use patterns. The travel corridors of the City are a major part of the City’s “public space.” The planning of transportation and circulation systems must recognize this influence and provide a responsive and effective transportation network that enhances all elements of the community. To achieve this, auto, public transit, bicycle, and pedestrian travel must be coordinated with land use planning. Road and street designs that recognize the effects on neighborhoods, community image, and safety should be a characteristic of the Taylorsville transportation system. All road and street construction and improvement projects should advance livability, community identity, land use, and economic development goals as identified in Chapters 2, 3 and 5 respectively.

Public input should be sought in all transportation planning and decision-making processes. Public participation will ensure transportation systems strengthen the desirability and attractiveness of all areas, minimize adverse impacts on the environment, promote citizen support for transportation projects, and enhance community identity.

Existing Conditions

Due to Taylorsville’s central location in the Salt Lake Valley, many of its roads have become burdened with traffic from adjacent communities as residents travel throughout the Valley. This has led to significant congestion at peak times along Redwood Road, 2700 West, Bangerter Highway, 4700 South, 5400 South, and 6200 South.

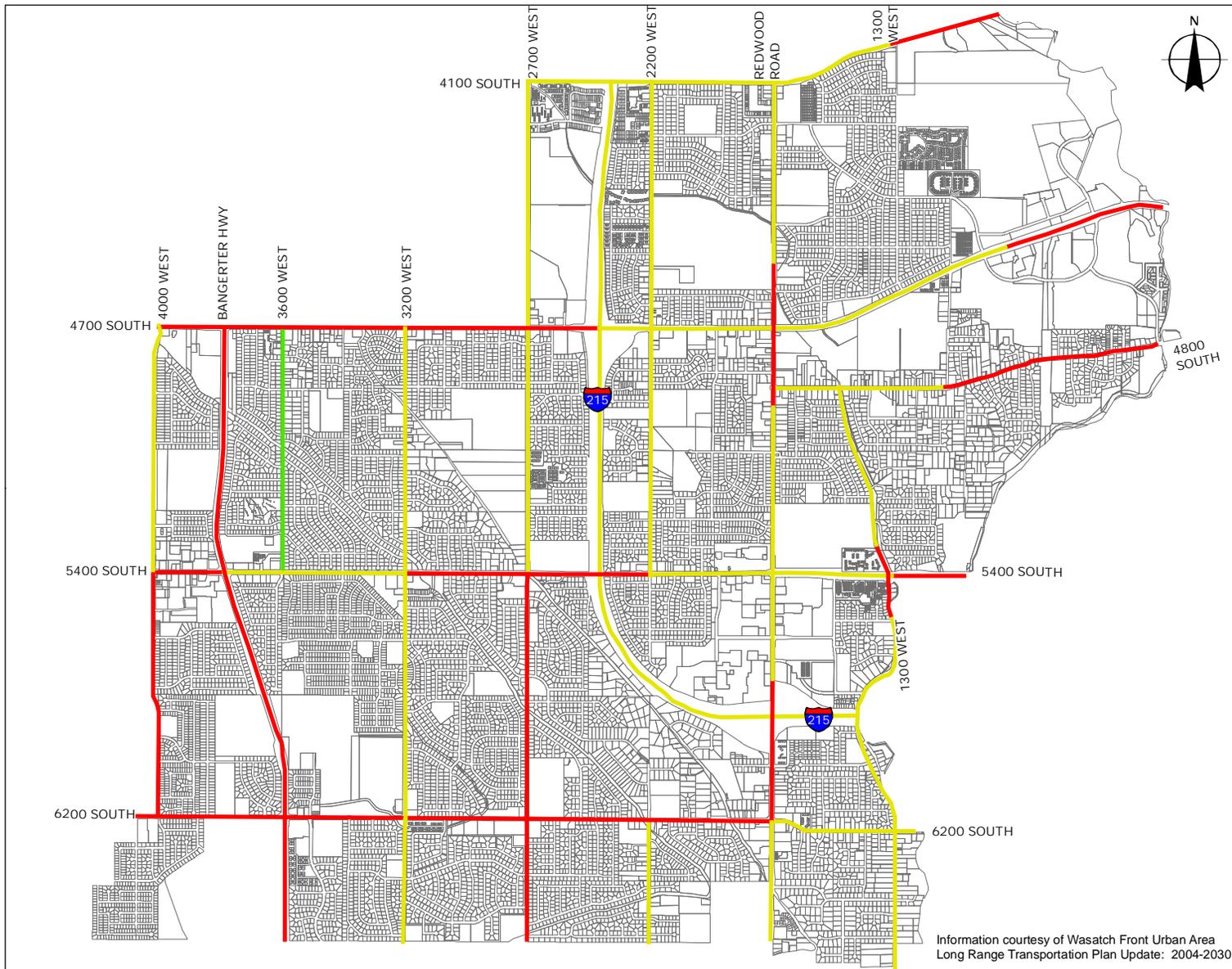
Mode	Taylorsville	Salt Lake County
Drive Alone	80.0%	76.4
Carpool	13.1	13.1
Mass Transit	2.1	3.5
Walk/Bicycle	1.1	0.6
Work at Home	3.2	2.6
Other	0.4	3.9
Source: U.S. Census Bureau, (2000) SF 3 P30		

The condition of traffic on a road is commonly referred to as its Level of Service (LOS). Level of Service uses a scale, like a school report card, that grades roads from “A”, meaning traffic can move freely and unobstructed to “F”, where roads are congested and motorists experience long delays. Existing Level of Service was calculated for each of the major roadway links in the City of Taylorsville using 2002 average daily traffic counts and existing typical roadway cross-sections. Maps 4.0.1 and 4.0.2 indicate current and projected levels of service in the year 2030 on Taylorsville’s primary roads.

Illustration 4.0.1:
Travel mode of work trips

Transit plays an important role in the overall transportation system of Taylorsville City and the surrounding region. Currently, Utah Transit Authority (UTA) provides bus service through Taylorsville on eight daytime routes and two night routes. UTA provides accessible service on many routes, as well as Flextrans, a door-to-door transit service for persons with disabilities.

While many transportation problems are created by automobile traffic exceeding intended road capacity, greater issues of accessibility are often solved through consideration of transit or other alternatives that would reduce dependency on single



Map 4.0.1: Current Level of Service

LEVEL OF SERVICE

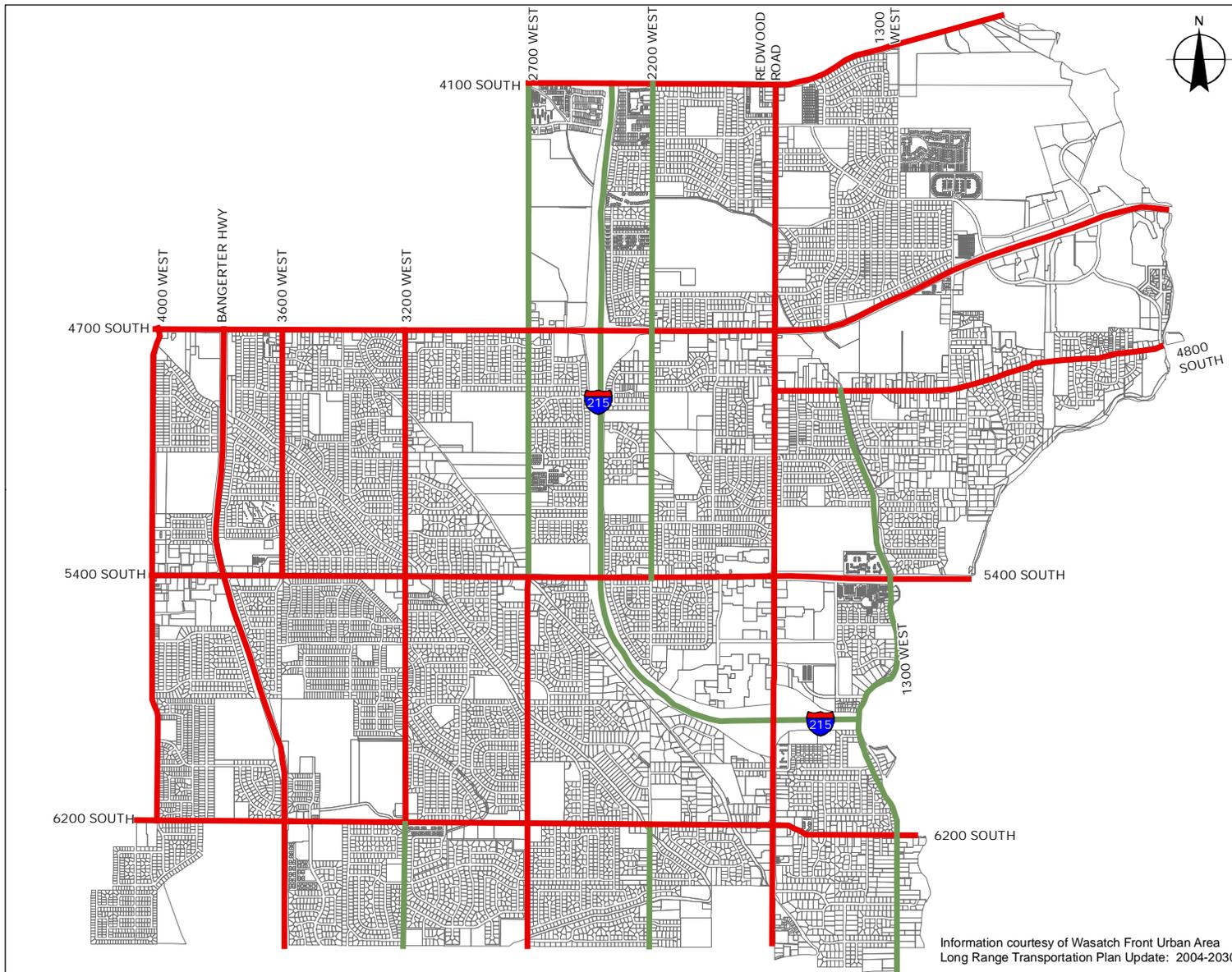
- █ VOLUME/CAPACITY GREATER THAN 1
- █ VOLUME/CAPACITY LESS THAN 1
- █ VOLUME/CAPACITY LESS THAN 0.5

The level of service is determined by dividing the roadway volume by the roadway capacity. A number less than 1 indicates that the roadway is capable of handling the number of vehicles that are traveling the roadway during peak travel times. A number greater than 1 indicates that the number of vehicles on the roadway exceeds the volume of the roadway.



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Map 4.0.2: Projected Level of Service for the year 2030



PROJECTED LEVEL OF SERVICE

- VOLUME/CAPACITY GREATER THAN 1
- VOLUME/CAPACITY LESS THAN 1

The level of service is determined by dividing the roadway volume by the roadway capacity. A number less than 1 indicates that the roadway is capable of handling the number of vehicles that are travel the roadway during peak travel times. A number greater than 1 indicates that the number of vehicles on the roadway exceeds the volume of the roadway.



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Information courtesy of Wasatch Front Urban Area
Long Range Transportation Plan Update: 2004-2030

occupant automobiles. Illustration 4.0.1 provides a breakdown of how people in Taylorsville travel to work relative to the entire County. The percentages in Illustration 4.0.1 indicate that Taylorsville residents generally follow County trends in their travel modes to and from work. City residents could, however, decrease the average number of daily automotive trips if improvements to mass transit systems and other alternative forms of transportation were encouraged, supported, and used.

The table also shows that more Taylorsville residents walk or travel by bicycles than is typical in the County. This supports the need to provide a functional network of sidewalks and bike lanes throughout the City.

Transportation Mission Statement

The City of Taylorsville will provide for the transportation needs of its citizens while utilizing the transportation system to further its economic development, land use, and community identity goals while minimizing the impact of the transportation system on the quality of life of its residents.

Transportation Goals:

- 4.1 Encourage alternative forms of transportation and support a greater regional emphasis on transportation planning.
- 4.2 Bring a higher level of aesthetic quality to transportation capital projects.
- 4.3 Improve the efficiency and quality of the automotive transportation system.
- 4.4 Mitigate the impact of the transportation system on the community.
- 4.5 The transportation system will be complementary and compatible with other elements of the general plan.

4.1 Alternative Forms of Transportation

Goal 4-1: Encourage alternative forms of transportation, and support a greater regional emphasis on transportation planning.

It is clear that most Taylorsville residents utilize private automobiles for a majority of their transportation needs. However, it is important to emphasize that automobiles are not the only way to travel in Taylorsville. A number of bus lines run through the City and provide connections to the existing light rail system. The travel modes used by Taylorsville residents are similar to the rest of Salt Lake County as indicated by Illustration 4.0.1 earlier in the chapter, yet Taylorsville has characteristics that could encourage more public/mass transit use. Taylorsville is centrally located in the Salt Lake Valley and has the highest population density of any city in Utah. High population densities mean that with effective planning and design of transportation projects more people are able to gain easy access to transit facilities. Based on these characteristics, Taylorsville should actively promote the City's ambitions for higher priority on public transit projects.

Analysis of Current Conditions

As Illustration 4.0.1 demonstrates, the private automobile is the principle travel mode for most Taylorsville residents, especially for work trips. The illustration does not consider, however, that a significant proportion of the City's population does

not drive. The primary form of transportation for City residents who can't or choose not to drive is by walking, bicycling, or public transit.

A sidewalk network is in place in most residential neighborhoods of the City. Although most sidewalks in residential areas are currently in good condition, a significant portion have deteriorated and in many locations have become broken up and uneven. These conditions detract from the pedestrian experience from both a safety and aesthetic perspective. Access to commercial centers by walking is limited due to sidewalks being either nonexistent, in poor condition, or located in immediate proximity to heavily traveled vehicle lanes. The City provided system of bike paths is very limited. If bike routes are provided, they are generally provided in association with required improvements designed principally to enhance the City's road and streets system for vehicle use. Although UTA does provide bus services to the City, improvements to the bus system and mass transit connections could increase rider ship and the convenience of mass transit use for City residents.

Pedestrian

Providing sidewalks in urban areas improves community livability by enhancing pedestrian safety. Improved public sidewalks form an important transportation network for residents of all ages, especially for children and the elderly. Sidewalks are often a critical part of a community's recreational network as well. This section of the transportation chapter focuses on the "urban" pedestrian network - meaning sidewalks primarily located in developed portions of the City like commercial districts and neighborhoods. Please refer to section 6.4 of the General Plan (Chapter 6 - Parks, Open Space, Recreation and Trails) for more information concerning recreational pedestrian facilities such as trails. To encourage higher numbers of

pedestrian trips by residents in the City, greater emphasis should be placed on enhancing the walking experience. This can be done by creating interest in the public way that will engage pedestrians in the communities they pass through.

Sidewalk Standards

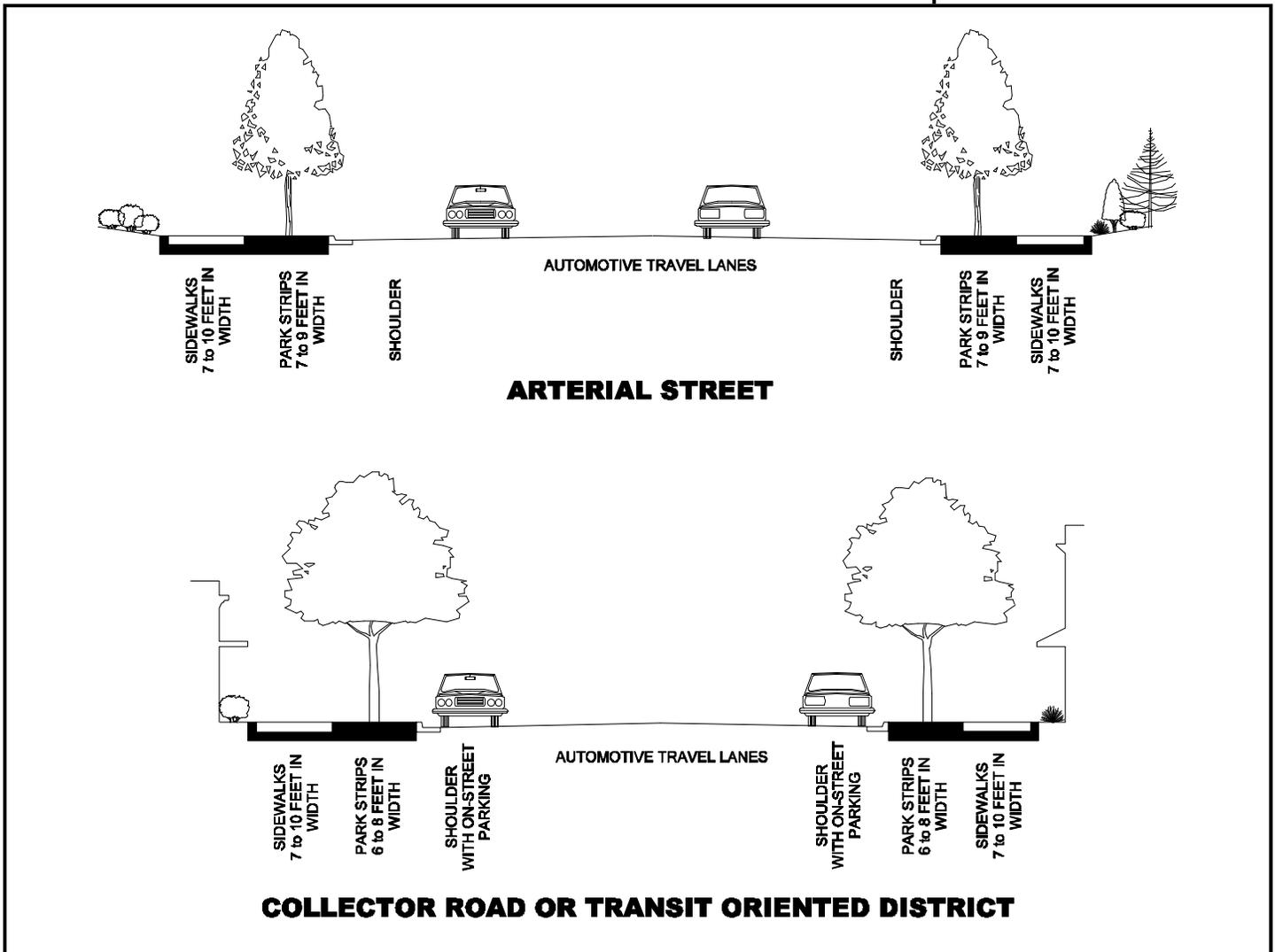
Taylorville's residential sidewalk cross section reflects a typical suburban standard of a four foot sidewalk and five foot parkstrip. In commercial locations the standard increases to a five foot sidewalk width. Where right-of-way is limited, an integrated curb gutter and sidewalk design may be an alternative with a six foot sidewalk adjacent to the curb with no parkstrip. However, integrated sidewalks are generally viewed as undesirable and should only be permitted in extreme circumstances. Where pedestrians are required to cross roadways it is important to construct intersections that meet all ADA requirements as well as have pedestrian signals at all signalized intersections.

Sidewalk design and the relationship the sidewalk has with the adjacent road is very important in terms of safety and comfort of pedestrians. For example, an integrated sidewalk isn't desirable because snow is often deposited on the sidewalk by snow plows and there isn't proper separation between the pedestrian and automotive traffic. Also, sidewalks less than five feet in width make it difficult for two pedestrians to walk side by side without stepping off the sidewalk.

Illustration 4.1.1:
Providing a quality sidewalk network is important, especially for certain segments of the population such as children and the elderly.



Where right-of-way allows, consideration should be given to wider facilities, especially in commercial locations, to accommodate a quality pedestrian setting. Sidewalk widths of seven to ten feet in pedestrian-oriented commercial or mixed use environments are desirable. Desirable cross-sections are shown in illustration 4.1.2.



Induced Pedestrian Demand

Taylorsville residents walking tendencies follow State and national trends of limited pedestrian trips. This national trend has contributed to increases in obesity and related health problems in many urbanized areas. To reverse these trends many communities have created urban trail systems to induce increased walking activity. By creating interconnecting urban trails, Taylorsville will be able to encourage and promote more pedestrian trips. The benefits to a community that can increase pedestrian activity not only includes improved health but also a reduction in noise and vehicle congestion, improved air quality, and improved quality of life. A successful urban trail system must be supported by an accessible sidewalk system connecting logical destination points including parks, schools, commercial districts, public buildings, employment centers, and entertainment locations. These walking routes can be further enhanced and lengthened with the use of mass transit.

Illustration 4.1.2:

Where space permits, more consideration should be given to improving pedestrian comfort by increasing park strip and sidewalk widths. This illustration demonstrates two examples of desirable pedestrian oriented right-of-way cross sections.

Transportation Objective 4.1.1: Attain sidewalk improvements on all City streets with an emphasis on sidewalks in school zones or on school routes.

Action Statements:

- AS-4.1.1 (a): Inventory and monitor all City streets and identify all areas lacking sidewalk improvements.
- AS-4.1.1 (b): Based on current funding, aggressively promote the City's 50/50 sidewalk program to property owners of parcels in Taylorsville that don't have sidewalk improvements.
- AS-4.1.1 (c): Systematically construct sidewalks in school zones and school routes where sidewalk improvements don't currently exist.
- AS-4.1.1 (d): Ensure that all intersections with pedestrian traffic meet current ADA standards.
- AS-4.1.1 (e): Replace all pedestrian signals with pedestrian countdown timers.

Best Practice Policies:

- P-4.1.1 (a): Avoid the development of integral sidewalks wherever possible. Instead seek to develop sidewalks that meet or exceed the City's sidewalk standard.
- P-4.1.1 (b): Take advantage of opportunities to exceed the City's minimum standard sidewalk by increasing buffers between the sidewalk and automotive transportation ways.

Transportation Objective 4.1.2: Repair damaged sidewalks with an emphasis on sidewalks in school zones and on school routes.

Action Statements:

- AS-4.1.2 (a): Inventory all City streets and identify all sidewalks with significant damage (tripping hazards).
- AS-4.1.2 (b): Aggressively promote the City's 50/50 sidewalk program to property owners who control parcels in Taylorsville that have damaged sidewalks.
- AS-4.1.2 (c): Systematically repair sidewalks in school zones and school routes where damaged sidewalks currently exist.

Best Practice Policies:

- P-4.1.2 (a): Seek annual recommendation from the Public Safety Committee concerning the installation of new sidewalks.

Transportation Objective 4.1.3: Improve pedestrian facilities and enhance the pedestrian experience.

Action Statements:

- AS-4.1.3 (a): Amend sidewalk and landscaping standards in commercial areas to require eight foot parkstrips and six foot sidewalks where possible.
- AS-4.1.3 (b): Adopt landscaping standards that place requirements for street trees between automotive and pedestrian corridors.

Bicycle

Map 4.1.1 illustrates the Wasatch Front Regional Councils 2030 regional bicycle plan for the City of Taylorsville. The plan is categorized into Class 1 routes (a pathway separated from other traffic) and Class 2 routes (a striped lane on a roadway reserved for bicyclists intended to be used more for commuting than for recreation) and Class 3 routes (a striped lane on a roadway reserved for bicyclists intended more to access local facilities (like parks and other trails)).

The plan is intended to make the City of Taylorsville more bicycle friendly by improving the safety of riders and increasing number of bicycle routes. Bicycle lanes and designated routes will become more utilized as the routes interconnect to and from other routes. This alternative mode of transportation will enable riders to traverse the City on either designated routes or dedicated trails for a variety of transportation needs.

Transportation Objective 4.1.4: Improve and increase the number of bicycle routes in Taylorsville.

Actions Statements:

- AS-4.1.4 (a): Implement, as possible, the Taylorsville/WFRC Bicycle Plan for the City of Taylorsville:
- AS-4.1.4 (b): Stripe routes on existing City streets where feasible.
- AS-4.1.4 (c): Work with UDOT and applicable canal companies to implement routes on State roads and canal rights-of-way.

Best Practice Policies:

- P-4.1.4 (a): Mark new bicycle paths with sign posts. Signage may include trail name, length, or other interpretive information.

Transportation Objective 4.1.5: Improve safety and facilities for bicyclists in Taylorsville.

Action Statements:

- AS-4.1.5 (a): Amend Engineering Development Standards Manual to include standards for bicycle lanes. The new standard should focus on safety of the bicyclists while balancing the needs of other users of the right of way.
- AS-4.1.5 (b): Prohibit on-street parking, where feasible, along all Class 2 and Class 3 bicycle routes.
- AS-4.1.5 (c): Coordinate future bicycle planning and improvements with UTA bus routes.

Best Practice Policies:

- P-4.1.5 (a): Encourage new commercial development to install appropriate furnishings for bicycle parking, especially when adjacent or near existing or future bicycle routes.
- P-4.1.5 (b): Install bicycle racks at municipally owned facilities (where applicable).
- P-4.1.5 (c): Where practical, provide grade separations between automotive and bicycle facilities.

Public/Mass Transit

Light rail transit has been successfully implemented in the Salt Lake Valley with the North/South main line and University of Utah/Medical Center extension. The Trax mainline has stops near Taylorsville at 4500 South (Murray North Station), 5300 South (Murray Central Station), and 6400 South (Fashion Place West Station). Access to these stations is primarily via UTA feeder bus services and the private automobile. The Wasatch Front Regional Council (WFRC) Long Range Master Plan also calls for additional light rail spurs for communities adjacent to Taylorsville including the West Valley City spur, which will branch off from the main line at the Central Pointe station (2100 South) and terminate on 2700 West near the Valley Fair Mall and the Mid-Jordan spur. The Mid-Jordan spur will branch off the main line in Murray and travel through Midvale and West Jordan and terminate in South Jordan at the Daybreak master planned community. UTA anticipates major bus route restructuring to provide east/west service to the light rail stations. Implementation of many of the routes is yet to be determined as UTA continues to evaluate their system. The City of Taylorsville should continue to work with UTA on the final routes for feeder bus connections to light rail, as well as route planning throughout the community.

Illustration 4.1.3:
Bus Rapid Transit (BRT) looks and functions much like light rail but offers a significant reduction in cost.

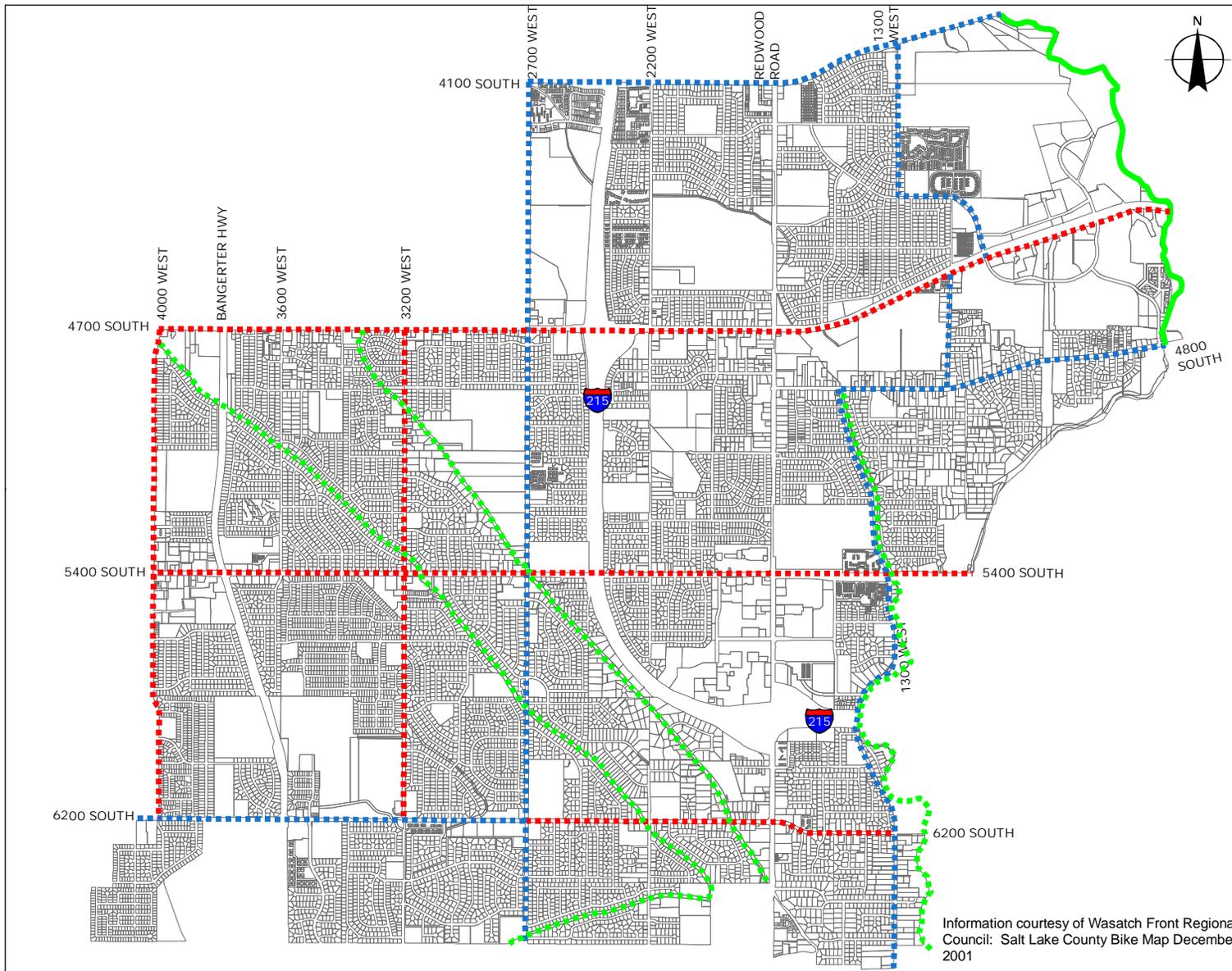


The WFRC long-range plan also calls for bus rapid transit (BRT) improvements on Redwood Road through the City of Taylorsville. BRT is a new transportation technology that combines the convenience of light rail travel with the lower costs of traditional bus transit. BRT is a transit system that combines many of the features people like about rail systems with the flexibility and cost savings of associated with over-the-road vehicles. BRT vehicles usually operate on dedicated right-of-ways or lanes, or in high occupancy vehicle (HOV) lanes, maximizing speed and service. Vehicles also can run on city streets, providing flexibility to serve changing community needs. A community can use signal prioritization, queue jumping, and other techniques to increase BRT speeds and enhance service when vehicles are operating in traffic. Similar to light rail transit (LRT) systems, BRT stations are the link between the community and the system. BRT stations should be located and designed to integrate into the community, promote economic development, and enhance travel time and convenience.



Traditional bus service is the most prevalent form of public transportation in the City. The current UTA bus routes that travel through Taylorsville City are listed below:

- Route 35 Kearns uses 2700 West and 4700 South. 30-minute morning peak hour service, 60-minute off-peak service.



Map 4.1.1: Taylorsville Bicycle Plan

TAYLORSVILLE BICYCLE PLAN

- Class 1 Existing
- - - Class 1 Proposed
- - - Class 2 Proposed
- - - Class 3 Proposed

Class 1 routes are pathways separated from other traffic. Class 2 routes are pathways that are striped on a roadway and reserved for bicyclists; intended to be used more for commuting than for recreation. Class 3 routes are pathways that are striped on a roadway and are intended to access local facilities, like parks and other trails.



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Information courtesy of Wasatch Front Regional Council: Salt Lake County Bike Map December 2001

- Route 39 East/West 39th South travels along 4100 South. 30-minute service with 20-minute peak service.
- Route 40 East/West 45th South uses 4500 South, 4700 South. Serves Ather-ton neighborhood and Salt Lake Community College. 20-minute peak pe-riod service.
- Route 41 West Jordan uses 2200 West, 5400 South, and 2700 West. 30-minute peak period service.
- Route 42 uses 3200 West and 6200 South. 30-minute afternoon peak hour service.
- Route 43 Bluffdale/Redwood Road follows Redwood Road. Serves the Salt Lake Community College and other points along Taylorsville’s most traveled street. 20-minute afternoon peak service.
- Route 48 West Jordan Express follows I-215, 6200 South, and 2700 West. Peak period express service only.
- Route 84 East-West 5400 South follows 5400 South. 30-minute service.
- Night Ride 142 Dixie Valley follows 2700 West, 4700 South, and 3200 West. Serves American Express and UDOT.
- Night Ride 143 Redwood uses Redwood Road while traveling between the Valley Fair Mall and the Sandy Civic Center beginning at 7:45 p.m.

UTA has advised the City that they continue to receive requests for expansion of bus services throughout Taylorsville and are looking at providing additional ser-vices.

Public and Mass Transit Recommendations

Once the planned West Valley and Mid-Jordan light rail spurs are built, Taylors-ville will be the largest City in Salt Lake County without direct mass transit service. This, combined with the fact that the City of Taylorsville has the highest popula-tion density of any city in Utah indicates that Taylorsville should be considered for future mass transit improvements. Creating an atmosphere where mass transit will flourish should be a top priority for the City of Taylorsville in order to help “recruit” transit improvements. Envision Utah has published a document entitled “Wasatch Front Transit Oriented Development Guidelines” that provides guidelines for new development, as well as for a variety of transit oriented infrastructure. Using these guidelines in the planning of new developments or redevelopment will help to fos-ter a more transit-friendly environment in Taylorsville.

The Taylorsville General Plan recognizes four distinct corridors appropriate for mass transit improvements (see map 4.1.2) in the City of Taylorsville:

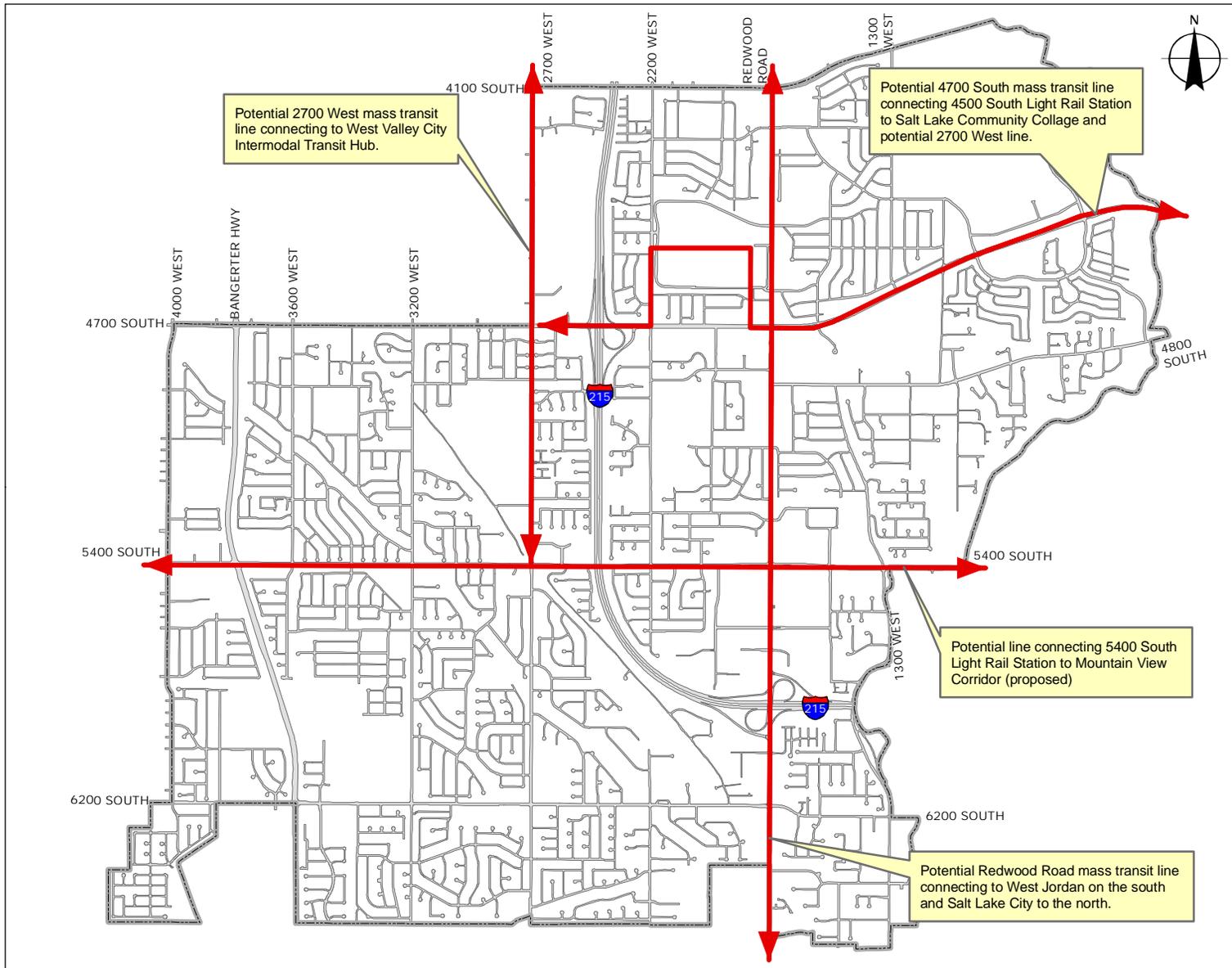
- **Redwood Road.** Many locations based on their intensity of use on or near Redwood Road are compatible with mass transit including Salt Lake Com-munity College and multiple high density housing developments. In addi-tion, many commercial locations are likely to transition or redevelop in the next 20 years allowing more compatible transit oriented development. The *WFRC Long Range Transportation Plan* currently identifies Redwood Road as a future corridor for bus rapid transit (BRT). Because of severe automo-tive congestion and limited right-of-way, BRT is likely a better option for Redwood Road than light rail transit (LRT).

- **2700 West.** Although the 2700 West corridor does not have as many adjacent land uses compatible to mass transit, there are a number of vacant parcels that could be used for stations, park and ride lots, or future transit oriented developments. In addition, the corridor itself has a generous right-of-way and could be easily reconfigured to accommodate transit improvements. Furthermore, the planned West Valley light rail spur will terminate on 2700 West approximately one mile north of the Taylorsville boundary. A logical extension of the West Valley line would be south along 2700 West in Taylorsville. Either BRT or LRT could likely be constructed on 2700 West.
- **5400 South.** A mass transit investment on 5400 South could help alleviate the severe congestion on the east-west transportation corridors in Taylorsville and serve rapidly growing areas on Salt Lake County's far west side. The regional transportation system could also benefit from a mass transit line on 5400 South because of the proposed multi-modal connection between the light rail main line and the future commuter rail line at the Murray Central station (5300 South). A mass transit improvement on 5400 South could provide access to light rail and commuter rail riders to the central west side of the Salt Lake Valley. Because of existing freeway bridge structures and other right of way issues BRT would be more compatible on 5400 South than LRT.
- **4700 South.** Providing a mass transit improvement (BRT or LRT) connecting the existing north/south light rail main line to the Salt Lake Community College along 4700 South and terminating near Redwood Road, 2200 West, or 2700 West would connect the City's largest single traffic generator with the established mass transit system. In addition to the campus a number of other complimentary land uses are already in place along this corridor including a number of high density housing developments.

Traditional bus service in Taylorsville is often a frustrating experience. Existing traffic congestion often contributes to long commute times. As a result many Taylorsville residents are hesitant to rely on bus service as a primary transportation option. Many perceive light rail mass transit as a more reliable and quicker transportation option. Regardless, many residents *do* rely on bus service for a variety of transportation needs. The Taylorsville General Plan recommends that bus service in Taylorsville: 1) be made as efficient as possible, 2) be convenient and pleasant as possible, 3) focus specific attention on locations with existing and potentially high ridership (i.e. Salt Lake Community College), and 4) provide efficient access to existing mass transit facilities.

Transportation Objective 4.1.6: Improve the quality and accessibility of public and mass transit service in the City of Taylorsville.

Action Statements:
 AS-4.1.6 (a): Identify opportunities to enhance and expand the existing public transit system.
 AS-4.1.6 (b): Identify opportunities to enhance the efficiency of existing and future bus routes.



Map 4.1.2 Possible Mass Transit Improvements

← → POTENTIAL MASS TRANSIT LINES



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Action Statements (continued):

- AS-4.1.6 (c): Participate, as possible, in studies and processes regarding bus route restructuring in the City.
- AS-4.1.6 (d): Coordinate with the Utah Transit Authority (UTA) and the Wasatch Front Regional Council (WFRC) to provide the necessary public transportation services to destinations in Taylorsville with high potential ridership such as the Salt Lake Community College.
- AS-4.1.6 (e): Develop standards for quality amenities for all bus stops within the City.

Best Practice Statements:

- P-4.1.6 (a): Facilitate the placement of covered bus shelters at all primary bus stops within the City.
- P-4.1.6 (b): Encourage and promote large employment centers and other destination centers such as the Salt Lake Community College to offer bus passes or reduced fare opportunities for their employees and visitors.
- P-4.1.6 (c): Support adjacent community's efforts to obtain mass transit improvements in an effort to reduce congestion on Taylorsville roads.

Transportation Objective 4.1.7: Obtain mass transit improvements in Taylorsville, specifically light rail and/or bus rapid transit that connects the City to the region wide mass transit system.

Action Statements:

- AS-4.1.7 (a): Allocate resources to study expanding mass transit opportunities, including *bus rapid transit* and *light rail*, along 2700 West, 5400 South, 4700 South and Redwood Road.
- AS-4.1.7 (b): Identify possible locations for future park and ride lots, transit stations, and intermodal hubs. Consider the possibility of purchasing ideal locations to ensure potential for these future uses.

Best Practice Policies:

- P-4.1.7 (a): Utilize transit oriented design concepts for new development proposals adjacent to corridors identified as possible BRT or LRT routes to ensure compatibility between land uses, the physical form of new development, and mass transit.

4.2 Urban Design Considerations

Goal 4-2: Bring a higher level of aesthetic quality to capital projects

Transportation capital improvement projects generally represent the largest monetary investment by the public sector in the physical development of a City. Given the growth rate of the southwest portion of Salt Lake County, road projects and investments into the expanding regional transportation network will continue to have a heightened presence in this region. Consequently, there is perhaps no

greater way of beautifying Taylorsville than by bringing high expectations for quality aesthetic improvements to road projects and other capital projects. Implementing a strategy to include such elements as street trees, parkstrip enhancements, street furnishings, and upgraded street lights contribute significantly to the overall appearance of a transportation corridor. Also, when considered from the perspective of the overall budget, such aesthetic improvements generally make up only a small percentage of the project.

Analysis of Current Conditions

Some portions of Taylorsville’s existing collector and arterial street system lack desirable levels of aesthetic quality. Although these streets are generally constructed to high standards of transportation efficiency, they are characteristically lacking in aesthetic improvements such as street trees, uniform fencing, attractive lighting and shoulder maintenance. In some cases, private properties contribute to this lack of visual quality by not maintaining required landscape improvements. Lack of attractive transportation corridors negatively affects Taylorsville’s image and perception.

Context Sensitive Design

The theory of *Context Sensitive Design* is that transportation facilities should be designed in harmony with their surroundings and that the street design addresses the environment and enhances the place in which it is intended to serve. Transportation Context Sensitive Design principles consider environmental issues and take into account the purposes and needs of a project in balance with other goals of the area in which the transportation improvement is located. Context Sensitive Design provides opportunities for experts, other than traffic engineers, to provide advice and input on transportation and facilities projects. This “team approach” helps meet transportation safety and mobility goals while advancing other goals of the community.

Transportation Objective 4.2.1: Recognize roads and streets are public spaces that influence community identity and sense of place.

Action Statements:

- AS-4.2.1 (a): Provide road and street designs for capital projects that include design elements and amenities that add to the quality and attractiveness of the City.
- AS-4.2.1 (b): Adopt street beautification and enhancement programs for major roads and streets.
- AS-4.2.1 (c): Amend City ordinances to require power lines to be installed and/or relocated underground where and when possible.

Best Practice Policies:

- P-4.2.1 (a): Identify and implement a “context-sensitive” design and enhancement strategy for all types of roads and streets within the City.

4.3 Automotive Transportation

Goal 4-3: Improve the efficiency and quality of the automotive transportation system.

Automotive transportation is the primary form of transportation for most Taylorsville residents. Consequently special consideration must be given to improving and maintaining the efficiency and quality of the automotive transportation system.

Analysis of Current Conditions

The street system in Taylorsville is a mixture of State and City-owned roads on a hybrid grid network. State roads include Interstate 215, State Route 68 (Redwood Road), State Route 266 (4700 South from just east of I-215 to the eastern City boundary), State Route 173 (5400 South), and State Route 154 (Bangerter Highway). The Utah Department of Transportation (UDOT) has jurisdiction over these roads while the City of Taylorsville retains ownership and control over all other public streets in the City.

The mix of controlling jurisdictions on Taylorsville's roads presents challenges in managing roadway maintenance, improvement programs, and signal coordination. Cooperation between UDOT and Taylorsville will be necessary for making proper decisions about state-owned roads.

Many of Taylorsville's major roadways enter the City from neighboring cities and some roads form the boundaries between communities, such as 4015 West separating the City from Salt Lake County and 4100/4700 South forming part of the boundary between Taylorsville City and West Valley City.

Functional Classification System

Based on future and existing travel demand, existing and planned rights-of-way, and local and regional roles that each roadway plays, the roadway network has been classified into functional groups. The *functional classification system* for the City of Taylorsville is indicated in Illustration 4.3.2 and Map 4.3.1. The functional classification system reflects the recommended number of travel lanes, access control, roadway capacity, speed, and rights-of-way. Typical cross sections associated with each functional classification are shown in Illustration 4.3.3. It should be noted, however, that the City should reserve the right to vary from these typical cross sections to accommodate special road projects that enhance community identity or public safety.

Classifications:

Freeway Classification:

This is a regional facility that has interchanges at entrance and exit points about every three to five miles and has three to five lanes in each direction separated by a



Illustration 4.3.1: Traffic congestion, especially on Taylorsville's east-west arterial roadways, is a significant issue.

Classification	Street
Freeway	Interstate 215 Freeway
No Access Highway	Bangerter Highway
Principle Arterial	Redwood Road
	4700 South
	5400 South
Arterial	2700 West (north of 5400 South)
	4100 South
	6200 South
Collector	1300 West
	2200 West
	2700 West (south of 5400 South)
	3200 West
	3600 West
	4015 West
	4800 South

median. Freeways are typically designed for speed limits up to 65 miles per hour. This type of a facility is not anticipated to be a City street.

Interstate - 215: The State of Utah is currently expanding the six-lane configuration of I-215 to eight lanes to accommodate continued travel growth on this freeway. The additional capacity should reduce existing peak hour congestion in both travel directions.

No Access Highway Classification:

The *No Access Highway Classification* is for regional facilities that provide access to arterials with at-grade crossings. This classification typically has three lanes in each direction separated by a median and is designed for speeds of up to 55 mph. This type of a facility is not anticipated to be a City street.

Bangerter Highway: Bangerter Highway is currently over capacity during peak hours. Further, more traffic is expected on Bangerter as high growth areas in the southwest part of the valley continue to expand and develop. The current six-lane configuration of Bangerter will not accommodate this travel demand. Although the City of Taylorsville does not have direct control over Bangerter Highway, participation in regional planning and cooperation with UDOT will be necessary to address future travel demands.

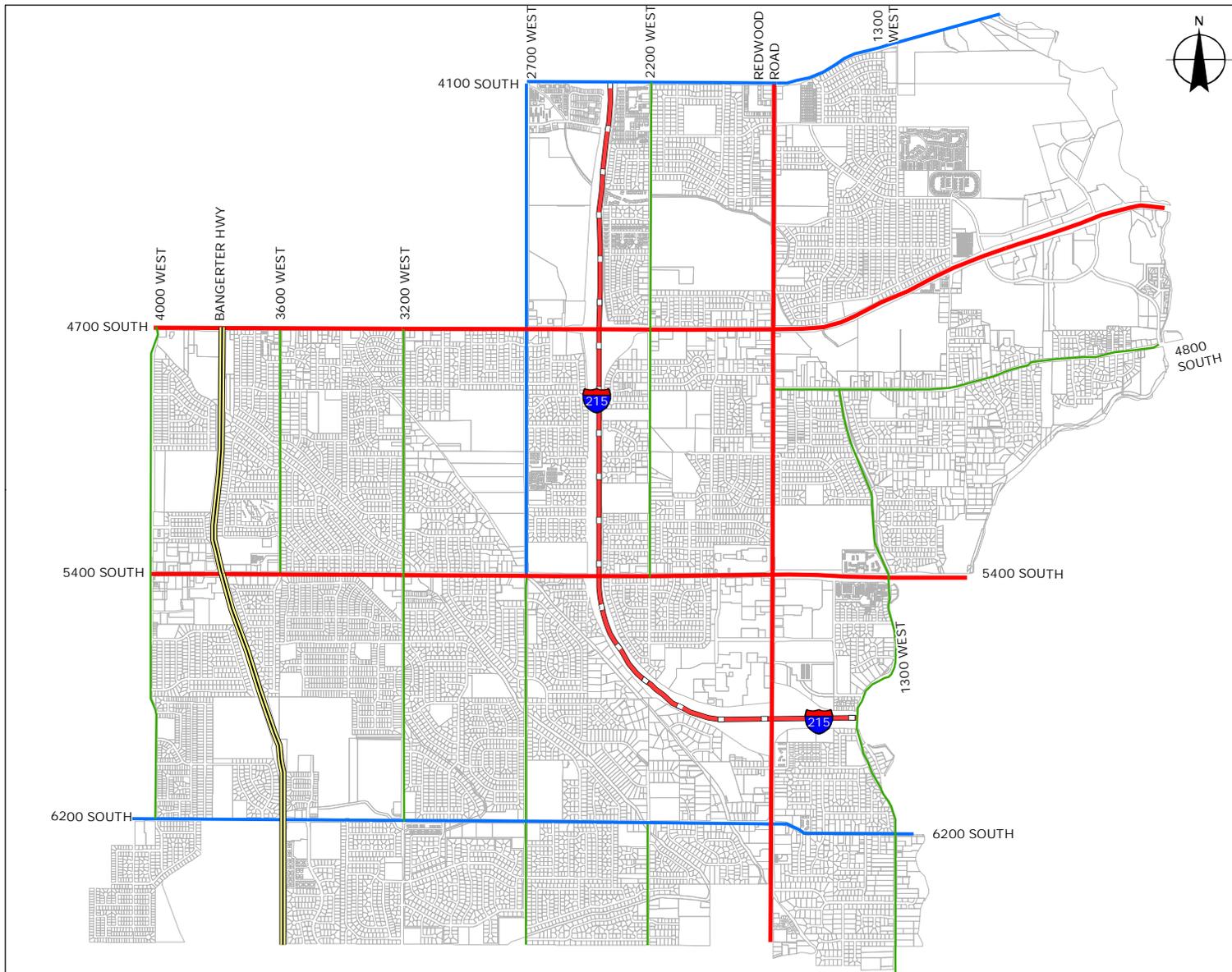
Illustration 4.3.2:
Functional classification assignments

Principle Arterial Classification:

Principle Arterial facilities serve multiple jurisdictions and consist of 5 to 7 lanes in rights-of way of 106 feet or more. Principle Arterials connect Freeways and Highways and provide access to collector streets. In some cases, private properties and local streets gain access to Principle Arterials although UDOT and the City limit access to ensure traffic safety and efficiency. Average daily trips are estimated between 25,000 and 40,000 with level of service typically fluctuating between C to F during peak hours. Traffic speed is usually set between 40 and 55 miles per hour. It should be noted that the majority of Principle Arterials are owned by UDOT.

Redwood Road: Redwood Road from 4700 South through 6200 is operating at or near capacity most of the time. The I-215/Redwood Road interchange, numerous traffic signals, plus frequent driveway access points to businesses and parking contribute to the high level of congestion. The efficient operation of Redwood Road is a very high priority. It is a major commercial and shopping district for Taylorsville and other valley residents, and is an important gateway for the City. Operations analysis of Redwood Road from 6200 South through 4700 South is currently underway to identify ways to accommodate the travel and access needs of this State roadway and provide for quality upgrades.

4700 South: 4700 South is a major east-west corridor in the regional transportation system with direct freeway access to both I-15 and I-215. The City of Taylorsville recently participated in a traffic mitigation project in cooperation with UDOT and WFRC to reduce the heavy congestion in the vicinity of 2200 West to 2700 West on 4700 South. Although the project did reduce congestion and improve efficiency in the corridor, the area remains extremely congested.



Map 4.3.1: Functional Classification

FUNCTIONAL CLASSIFICATION

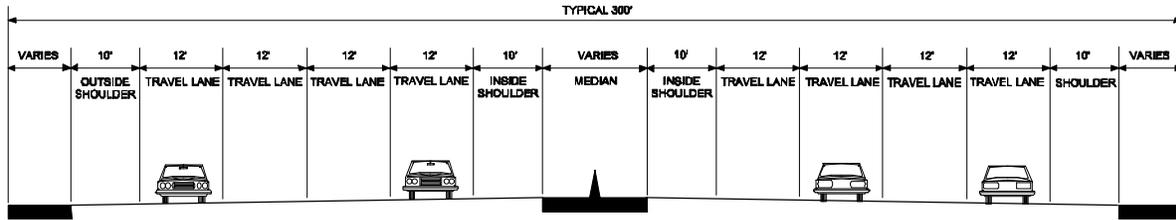
CLASS

-  FREEWAY
-  NO ACCESS ARTERIAL
-  PRINCIPLE ARTERIAL
-  ARTERIAL
-  COLLECTOR

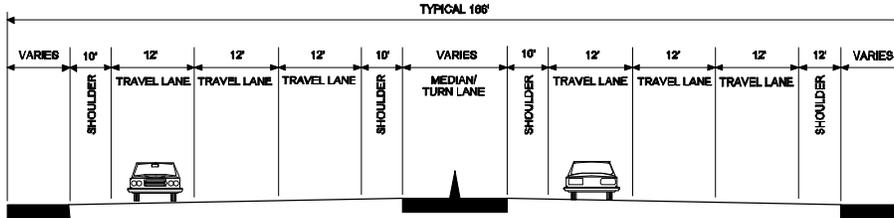


**TAYLORSVILLE
COMMUNITY DEVELOPMENT
DEPARTMENT**

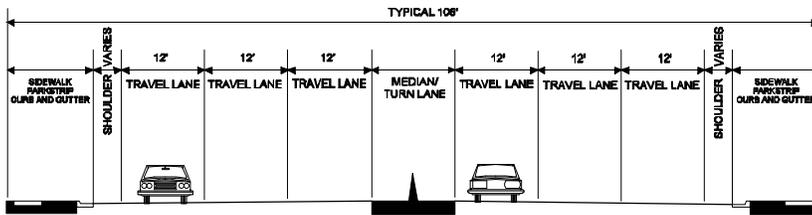
FREEWAY CLASSIFICATION



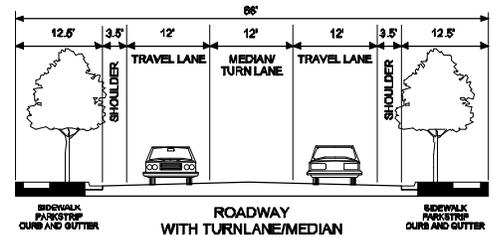
NO ACCESS HIGHWAY CLASSIFICATION



PRINCIPLE ARTERIAL CLASSIFICATION



COLLECTOR CLASSIFICATION



ARTERIAL CLASSIFICATION

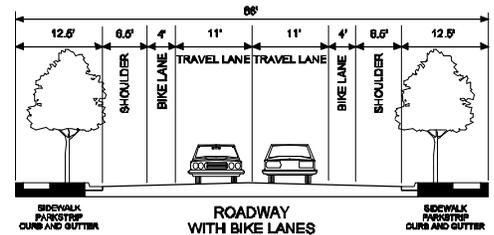
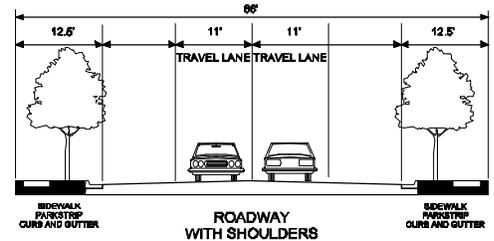
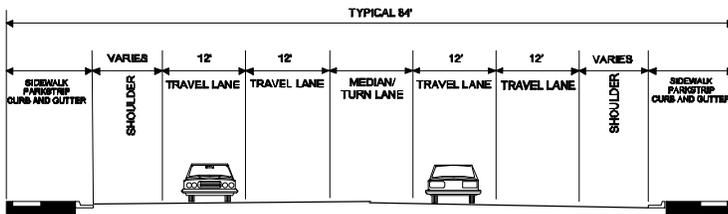


Illustration 4.3.3:
Typical cross section associated with each functional classification.

5400 South: 5400 South is also a major east-west roadway in the regional transportation system. The street extends from approximately 600 East to Highway U-111 (approximately 7400 West) and has direct freeway access to Interstate-15 in Murray City.

Arterial Classification:

These facilities serve multiple jurisdictions and consist of between 4 to 5 lanes in 84+ feet of right of way. Arterials connect highways with other arterials. Average daily trips are typically between 15,000 and 25,000 with level of service fluctuating between C to F during peak hours. The City controls and limits access from adjacent properties where possible. Traffic speeds are generally set between 35 and 45 miles per hour.

2700 West (north of 5400 South): 2700 West is one of the longest *non-principle arterial* streets in Salt Lake County extending from 900 South in Salt Lake City to 15000 South with a disconnect at State Road 201. 2700 West in Taylorsville provides access to several key locations within the City, including Taylorsville City Hall, Valley Regional Park, American Express, and the Calvin Rampton Building. Because of the existing width of the road, the Taylorsville General Plan recognizes this portion of 2700 West to be a candidate for multi-modal transportation alternatives possibly including mass transit and/or bicycle travel lanes in the future. Despite not having direct access to I-215, travel patterns on 2700 West are greatly influenced by its close proximity to the freeway.

4100 South: The center line of 4100 South represents the Taylorsville city boundary with West Valley City between the Jordan River and 2700 West. 4100 South is a major east-west corridor in this vicinity despite not having direct freeway access to either I-215 or I-15. 4100 South West of 2700 West is in the sole jurisdiction of West Valley City.

6200 South: 6200 South provides a major access point from areas west of Redwood Road to I-215 (via Redwood Road). Recent improvements to the street, including widening the road to five lanes west of 2700 West and new striping patterns east of 2700 West have helped alleviate traffic congestion. However, even with the recent improvements, traffic and pedestrian safety continue to be a major concern for area residents.

The City of Taylorsville in conjunction with the UDOT is also considering alternatives to the intersection at Redwood Road and 6200 South to help facilitate a freer flow of traffic through the area.

Collector Classification:

These facilities generally collect local traffic and connect to the arterial street grid. Collector streets consist of between 2 to 5 lanes in 72+ feet of right of way. Average daily trips are estimated between 13,000 and 15,000 with level of service fluctuating between B to D during peak hours. Collectors can also function as local roads providing access to adjacent property owners. Speeds are generally set between 30 and 40 miles per hour.

1300 West: 1300 West provides a convenient connection from the Murray-Taylorsville Expressway (4800 South) southward into West Jordan. During peak periods, 1300 West is heavily used although its current size, land use patterns, and winding path make it unsafe for high volumes of traffic. Public safety at the popular duck feeding area adjacent to the North Jordan Canal (approximately 5800

South) has been significantly improved in recent years in large part because of parking and buffering improvements.

2200 West: 2200 West is an important neighborhood collector street despite being divided by I-215 near 5800 South. 2200 West provides access to numerous schools, churches, and neighborhoods in addition to the proposed baseball facility at approximately 5000 South. Traffic on 2200 West is greatly influenced by Salt Lake Community College commuters north of 4700 South because of its close proximity to I-215.

2700 West (south of 5400 South): 2700 West narrows at 5400 South and is considered a *collector street* south of 54th. Despite only being one lane in both the north and south directions, 2700 West south of 5400 South is still a very important street in the regional transportation network because the street extends an additional 12 miles south of the Taylorsville border.

3200 West: 3200 West primarily serves residential neighborhoods in Taylorsville and continues through both West Valley City and West Jordan. 3200 West, which is not fully improved, could be significantly affected by future development on the vacant “UDOT” parcel north of 6200 South and possible future city park at the same location.

3600 West: 3600 West passes through a only portion of Taylorsville (5400 South to 4700 South) and then extends to the north into West Valley City.

4015 West: 4015 West primarily services residential neighborhoods and closely parallels the Bangerter Highway. The City boundary is the centerline of 4015 West with the County Township of Kearns. This road connects several commercial districts, Kearns Junior High, and Southridge Park.

4800 South: Along with Redwood Road, 4800 South (Murray/Taylorsville Road) was one of the first transportation corridors within what is now Taylorsville. The historic nature of 4800 South continues today by providing access to many of the historic sites within the City. Although the street terminates at Redwood Road, 4800 South carries significant amounts of traffic between the City of Taylorsville and Murray City to the east.

Recommended Improvements

A program of transportation improvements to address existing, short-term, and long-term future needs is an essential element of the General Plan. The level of development in Taylorsville and recent reconstruction of some of the major street network suggests that a *Transportation Systems Management* (TSM) approach is the most appropriate. TSM is a concept that emphasizes getting the most out of the existing infrastructure. Maximum use of existing roads, access management, intersection realignment, signal coordination, and strict development and redevelopment requirements are preferred as opposed to building new roads or expanding existing rights-of-way. The largest return on investment for Taylorsville will come from TSM improvements as opposed to the purchase of new right-of-way or the construction of new or wider roads, which is expensive to the City and citizens.

The majority of the improvement options may not be required soon, however Taylorsville should make provisions for their eventual implementation. Also, 5400 South, portions of 4700 South, and Redwood Road are State facilities. Taylorsville’s role in implementing improvements to these corridors will be one of advocacy and stewardship.

Assigning priorities to improvements entails balancing transportation needs with other needs expressed elsewhere in the General Plan (such as trails, gateways, and parks). Additionally, detailed planning and engineering for these improvements is beyond the scope of a General Plan and is normally undertaken as part of project development.

As traffic conditions throughout the City have been analyzed, a number of road segments have been selected for improvements. As these improvements are realized, it is suggested that the following recommendations are considered as project planning takes place.

East/West Roadways:

4100 South: Although 4100 South hasn't been identified as being severely over capacity, additional capacity may be considered by repainting the lanes on 4100 South from its current five-lane cross-section to other multiple-lane layouts. Coordination of traffic signals could also improve operations.

4700 South: The option of repainting the lanes on the existing roadway to a seven-lane cross-section from 4000 West through 2700 West would add additional capacity. This section is wide enough to accommodate additional lanes in both directions, thereby adding capacity. However, consideration needs to be given to the functionality of such changes and the impact on adjacent neighborhoods. Due to the high number of street intersections and private drives, access and safety must be a determining factor in how capacity is developed.

5400 South: The option of repainting the road to a seven lane cross-section and signal optimization and coordination will enhance overall capacity. Where residential driveways still exist, parcel access should be eliminated or combined if and when redevelopment of the parcels occurs. 5400 South serves local residential and commercial needs but as a State-managed road it is also important to regional transportation as an East/West corridor. Coordination with UDOT will enable the City to retain as much control over the roadway as possible.

6200 South: The recent widening of 6200 South from 2700 West to 4000 West has significantly reduced congestion on this section of the road. Additionally, restriping the segment west of 2700 West has helped improve traffic flow. Additional study and improvements of the intersection at Redwood Road should also further enhance the traffic situation in this area.

North/South Roadways:

Redwood Road: A comprehensive operations and access control study is underway to optimize the operation of this highly traveled road. Dual left turns are justified for approaches at each of the major intersections; however, significant costs can be expected where insufficient right of way is available to modify intersections. UDOT is continually modeling the traffic conditions and the effects of lane additions, configurations, and assignment of priorities at signal locations. It is essential that this road function at the highest efficiency possible. By coordinating efforts and cooperating on common goals, the City should experience enhanced levels of service and reduced delays in one of the busiest roadways in the state.

3200 West: Making the road consistently three-lanes where needed will increase traffic capacity. In addition, if curb, gutter, sidewalk and bicycle lanes improvements are constructed at the same time, it will also provide a safer and more efficient system for pedestrians and bicyclists.

1300 West: Reconstruction of 1300 West to a three-lane cross-section consistent with the alignment established by Salt Lake County, with curb, gutter, and sidewalk will significantly improve safety and capacity. Where the topography and the canal hinder the availability of widening the road, an alternate design will be necessary. Increased lighting and signage will also improve safety. Special consideration needs to be given to adjacent properties and neighborhoods for any improvement project on 1300 West.

Transportation Objective 4.3.1: Provide an efficient and safe street network for all users.

Action Statements:

- AS-4.3.1 (a): Coordinate with UDOT to provide strategies on all State roads within Taylorsville to encourage safer roads and streets for all users, including pedestrians and bicyclists.
- AS-4.3.1 (b): In conjunction with UDOT, develop and adopt an *access management* policy for all major roads and streets.
- AS-4.3.1 (c): Amend the subdivision ordinance to require access and traffic management measures with all development approvals.
- AS-4.3.1 (d): Adopt evaluation and siting criteria for the installation of street medians as a traffic control, safety, and street enhancement feature.
- AS-4.3.1 (e): Require consistency and coordination between the City's land use regulations and access management policy.
- AS-4.3.1 (f): Develop a *transportation safety plan* to reduce the number and severity of automobile accidents on Taylorsville roads

Transportation Objective 4.3.2: Promote and foster long-term coordination and cooperation with all transportation service providers to meet the needs of the City of Taylorsville.

Action Statements:

- AS-4.3.2 (a): Work with the Utah Department of Transportation and the Wasatch Front Regional Council to find a transportation alternative that will improve east-west automotive traffic.
- AS-4.3.2 (b): Coordinate and partner with UDOT for enhancements to State roads to achieve the City's community identity and enhancement goals.
- AS-4.3.2 (c): Adopt regional transportation planning agreements with UDOT, Murray City, West Jordan City, West Valley City, and Salt Lake County on the planning, alignment, and design of adjoining road and street improvement and construction projects.
- AS-4.3.2 (d): Host annual transportation coordination meetings with all transportation service providers, including the Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), the Wasatch Front Regional Council (WFRC), and Salt Lake County.

4.4 Impact of Transportation

Goal 4-4: Mitigate the Impact of the Transportation System on the Community

Due to its central location, Taylorsville experiences a tremendous amount of “cut through” traffic as commuters travel from rapidly growing bedroom communities to the south and west to employment centers to the north and east. East-west traffic is a particular concern as drivers use Taylorsville’s east/west corridors (4100 South, 4700 South, 5400 South, and 6200 South) to access I-15, I-215, and Bangerter Highway for their daily commute. Although transportation and accessibility are very important aspects of society, it is also important that the effects of the transportation system not negatively impact the quality of life of Taylorsville residents. Strategies need to be implemented that will reduce or minimize the negative effects of transportation such as congestion, air pollution, noise pollution, speeding, and traffic accidents.

Analysis of Current Conditions

The Taylorsville transportation system is significantly impacted and influenced by the Salt Lake Valley regional transportation system. Given the number of vehicles that travel through the City on a daily basis, the transportation system works fairly effectively. Regional traffic has allowed for the growth and development of the City’s commercial centers for a strong revenue base. Conversely, the impacts of regional traffic has had a significant impact on local quality of life, including increased noise and pollution, traffic congestion, encroachment on neighborhoods by ever widening roadways, and pedestrian safety.

The focus to accommodate vehicular traffic over the last 40 years has, in many instances, ignored some quality of life issues for Taylorsville residents and the development other modes of transportation. Pedestrians, bicyclists, and public transit users have been forced to take a “back seat” because of the overwhelming auto orientation of this region.

Traffic Calming

An important aspect of planning for safer, more mobile communities is traffic calming. This avenue of traffic planning is vital to have a community that is considered safe and enjoyable for motorists as well as pedestrian and bicycle traffic. It should be stressed that traffic calming techniques take many forms and should consider all modes of transportation, not only automobile traffic. As new methods become available, the City will continue to develop policies to reflect the latest and most effective means to accomplish the end goal of establishing safer and more mobile roads for the traveling public.

Currently, the predominant method of traffic calming is constructing speed humps or ramps, which are used to slow traffic by placing vertical grade changes in the path of vehicles that if traversed too quickly will cause the vehicle to ride uncomfortably. Although these are generally considered unpleasant, they do have the effect of slowing vehicles in areas that are chronic problem spots.

Transportation Objective 4.4.1: Increase safety on Taylorsville streets.

Action Statements:

AS-4.4.1 (a): Establish and adopt a comprehensive traffic calming policy that will improve safety and help minimize speeding and other vehicle impacts in residential areas.

Best Practice Policies:

P-4.4.1 (a): Evaluate all new development proposals, including capital projects, to ensure that traffic impacts are mitigated in new *and* existing neighborhoods.

Mountain View Corridor

Although outside the boundaries of Taylorsville, the proposed multi-modal transportation corridor known as the Mountain View Corridor could greatly reduce future east west traffic congestion on Taylorsville streets. *The Mountain View Corridor Growth Choices Study* indicates possible freeway and mass transit improvements in the vicinity of 5600 West in Kearns to serve existing west side residents and future growth in the rapidly developing suburbs in southwest Salt Lake County. Without the envisioned improvements, much of the traffic that will be generated by future growth will continue to use the existing north-south freeways and highways (I-15, I-215, and Bangerter Highway) and be forced to “cut through” Taylorsville. Development of transportation enhancements on the far west side will allow commuters to use north-south systems that don’t require movements through Taylorsville.

Transportation Objective 4.4.2: Provide support for regional transportation solutions that reduce the impact of automotive traffic in Taylorsville.

Action Statements:

AS-4.4.2 (a): Provide support for the Mountain View Corridor transportation improvements.

4.5 Compatibility with Other Chapters

Goal 4-5: Ensure the transportation system will be complementary and compatible with other elements of the general plan.

Transportation plays a key role in the overall development of the City of Taylorsville. Based on the sheer amount of land that is dedicated to streets in the City it is obvious that the community’s transportation system will greatly affect overall community identity. In addition, economic development and a strong tax base is not possible without effective transportation systems to provide access and visibility. Besides commercial uses, other land uses such as residential uses, parks, farms, and educational amenities are facilitated and greatly affected by transportation and transportation systems. Consequently, it is of the utmost importance that the City of Taylorsville understands that decisions regarding transportation and transportation investments greatly affect other aspects of the community.

The community's goals concerning economic development, community identity, and land use will be greatly affected by decisions regarding transportation. All transportation investments and decisions concerning the transportation system should strongly consider the goals of other elements of the general plan.

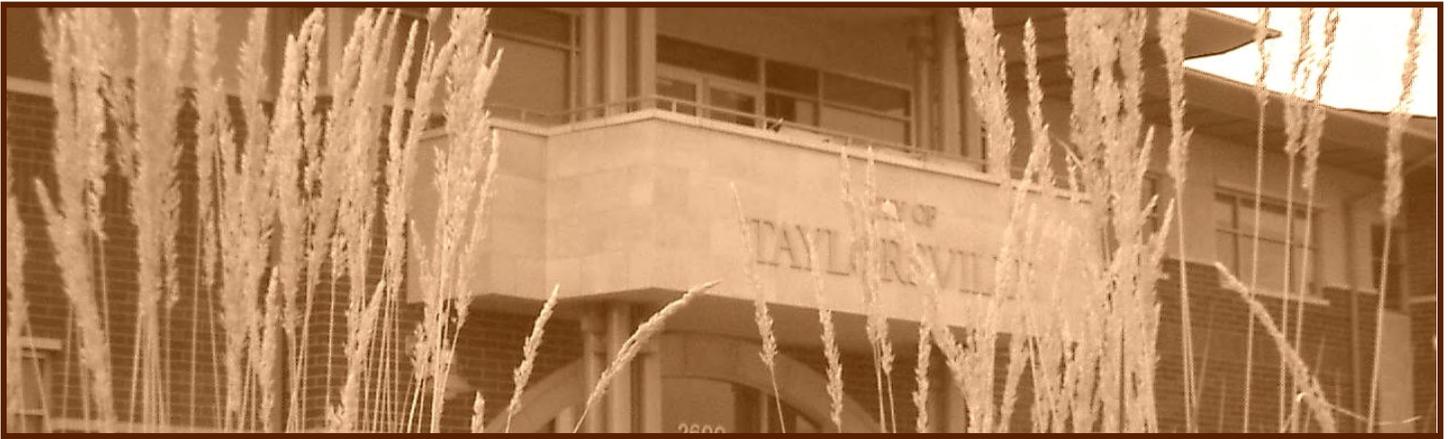
Transportation Objective 4.5.1: Develop a greater recognition and understanding of the relationships between land use, economic development, community identity and transportation.

Actions Statements:

- AS-4.5.1(a): Continuously monitor Zoning Ordinance requirements, transportation management, and capital facilities plans to ensure they are coordinated and work together to achieve the intent of the general plan.
- AS-4.5.1(b): Adopt consistency requirements between land use, transportation, and mass transit policies.

Best Practice Policies:

- P-4.5.1 (a): Transportation planning and improvements in residential neighborhoods should be guided by the needs of residents, with a priority of protecting residential areas as safe and desirable living environments.
- P-4.5.1 (b): Transportation facilities planning and improvements in nonresidential use areas should be guided by the transportation needs of the surrounding land uses, with a priority to maximize transportation system benefits and investments.



CHAPTER V



ECONOMIC DEVELOPMENT



"ECONOMICS IS FIRST AND FOREMOST ABOUT THE THOUGHTS LEADING UP TO CHOICE."

Gerald P. O'Driscoll – International Economic Expert

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5.4 Economic Opportunities	5-12

Economic Development should support opportunities which can create wealth for its residents.

Introduction

While the State of Utah does mandate elements of a general plan (Utah Code Section 10-9a-401), the State of Utah does not require an Economic Development chapter. However, state code does provide for financial and economic considerations to be included in a City's General Plan. As such the City of Taylorsville has elected to include discussions of its economic health and plans for economic development into the General Plan.

Once the Economic Development Element is adopted, it becomes a component of the General Plan, with the same legal status as one of the mandatory elements.

This section of the General Plan is created to capture current market trends and provide a forecast of the community's future circumstance as it relates to:

- surrounding communities (competition);
- future market share and ;
- future city growth

This information can be used to guide land use and other considerations in the General Plan. Decisions such as land use must be based upon future market considerations and municipal service needs. The Economic Development Section in a General Plan is not intended to provide a complete economic analysis of the Community or to replace an economic development plan and implementation strategy.

The guiding principles established early in the General Planning process were that Economic Development, at its most simple form is the ability of a community to support “Wealth Creation” for its residents. It is from the prosperity and well being of its residents that the City derives “Revenue Generation.” Such revenue generation will come from sales tax, property tax and other sources that a healthy community and citizenry can generate. It is then the goal of the City to use the funds generated to increase the quality of life for its residents through improvement of services and amenities. It is in the best interest of all involved parties to create employment and shopping opportunities within Taylorsville.

Economic Development Mission Statement:

Economic Development should support opportunities which can create wealth for City residents.

Economic Development Goals:

- 5.1: Maximize the City’s market potential.
- 5.2: Generate cumulative growth that will provide net economic gains to the City.
- 5.3: Maintain and enhance existing commercial cores.
- 5.4: Generate developments that create jobs and maintain existing quality employment centers.

5.1 Taylorsville’s Market Potential

Goal 5.1: Maximize the City’s market potential.

Given the current and projected population, incomes, and spending habits of the Taylorsville area, and the amount of shopping opportunities in and around the City, there is a predictable amount of retail commercial facilities (businesses) which can be supported. The increase in retail establishments in surrounding communities has created competition levels that have caused Taylorsville to reassess its current quantity of commercial square footage. The City must replace its lower quality shopping centers with alternative land uses and concentrate its opportunities and efforts at its prime locations, thus “maximizing” its market potential.

Retail and Office Commercial Activity

Existing centers should be revitalized and reinvented to ensure they are capable of capturing the majority of the City’s daily shopping needs. The City will assist grocery-anchored centers in their efforts to stay current with modern trends. The City will encourage existing retail centers to look at new designs that can create destination-shopping opportunities that attempt to provide for two- to four-hour shopping trips. “Lifestyle” shopping centers could be the design scenario. However, the City must be open to alternate suggestions from retailers, developers, and citizens.

Location of New Office and Retail Space

The demand for new retail space through 2010 will begin to decline for Taylorsville due to its existing inventory and the projected increase in shopping centers located in surrounding communities.

It is important to discourage strip commercial development, which dissipates retail activities and capture rate. Instead, the City must encourage "nodes" or centers of commercial activity, thereby ensuring strong market support for all new retail space. The City should not only begin to discourage new commercial strip centers but should begin to aggressively phase out poor performing or poorly located existing centers and create alternative land use designations in the plan to assist redevelopment of old centers into non-commercial uses which can benefit the City's long term economic goals. In essence the City must preserve its A and B sites and redevelop its C and D sites.

Economic Development Objective 5.1.1: Provide for the economic needs of Taylorsville residents including retail shopping opportunities and services, employment opportunities, and fiscal stability.

Action Statements:

- AS-5.1.1 (a): Adopt a Land Use Map for the City that clearly designates acreage for light Industrial/business park, general office activity, commercial activity, and mixed use development.
- AS-5.1.1 (b): Initiate strategies to market for, attract, and/or accommodate new business activity.
- AS-5.1.1 (c): Maintain the existing land use designations, which will accommodate the 3-mile projected population of approximately 145,782 by 2008.
- AS-5.1.1 (d): Provide land uses which create employment opportunities. Such employment can bolster daytime population to support retail activities.
- AS-5.1.1 (e): Encourage mixed use projects to more efficiently utilize existing space.
- AS-5.1.1 (f): Participate in the renovation of older centers to ensure they can compete with centers located on the periphery of Taylorsville.

5.2 Economic Growth

Goal 5-2: Generate cumulative growth that will provide net economic gains to the City.

As Taylorsville grows, developments must be evaluated on their ability to provide economic support to the City. As an example, residential development, particularly single-family homes, represents a net drain on City funds because the cost of services such as police, fire, and city administration, is more than the revenue created from residents' property tax, transfer tax, or fees. In contrast, commercial development generally produces positive net revenue for the City from items such as sales tax generation, greater real estate tax valuations assessments, and creation of job opportunities. Currently, there are 4.3 million square feet of retail space located within existing shopping centers within Taylorsville City and approximately 1 mile of the city's boundary (Table 1 in Appendix A). This data does not take into

account additional retail space located in single buildings and unanchored centers.

Regional Commercial Competition

Projections of future demand for regional retail space indicate that current totals are sufficient to serve Taylorsville through 2008. The City must concentrate on revitalizing the area, including shopping centers and tenant mixture to ensure that surrounding areas and new projects will not entice shoppers and their dollars from Taylorsville Centers. The competition will most likely come from shopping centers located in West Jordan (7000 South and Redwood Road, the Jordan Landing area and 5400 South and State Street, just to name a few). If suitable changes to existing Taylorsville sites are not undertaken in the next three to five years, market share will continue to be lost to neighboring cities.

Economic Development Objective 5.2.1: Generate cumulative growth that provides net fiscal gains to the City.

Action Statements:

- AS-5.2.1(a): Determine the need for a fiscal impact analysis as part of the Development Review process.
- AS-5.2.1(b): Monitor on an annual basis the fiscal impact of the mix of development proposals and activity to determine the optimal phasing of new development, according to its net positive or negative fiscal impact.
- AS-5.2.1(c): Monitor the fiscal impact of the location of development to ensure that the costs of services are balanced with revenues generated on a recurring basis.
- AS-5.2.1(d): Reduce retail space in less desirable and typically less productive strip commercial centers.
- AS-5.2.1(e): Redevelop areas of older "strip commercial" development to alternative land uses such as: specialized housing, mixed use, or office designations that enhance employment opportunities.

Economic Development Objective 5.2.2: Attract new retail development to meet the needs of the current and projected population, as well as to retain potential sales tax revenue in the City, and encourage the development of local-serving office space to meet the needs of the current and projected population, and to provide jobs for local residents.

Action Statements:

- AS-5.2.2(a): Establish an aggressive marketing program to effectively compete with neighboring cities. The marketing program should involve direct solicitation of developers and headquarters of chain stores, explanation of potential assistance programs, and explanation of market support.
- AS-5.2.2(b): Engage in outreach programs, such as small business training, to encourage improved business viability and encourage outlets to remain in Taylorsville.
- AS-5.2.2(c): Consider the use of redevelopment authority or development agreements to designate project areas throughout the City and to acquire the designated site(s) within those project areas.
- AS-5.2.2(d): Establish an outreach program to encourage existing businesses that are in conformance with the General Plan to remain at their current locations.

Best Practice Policies:

- P-5.2.2(a): Maintenance of existing A and B sites as well as “Right Sizing” of the shopping opportunities now available is vital to retaining the economic viability of the commercial clusters.
- P-5.2.2(b): In areas designated as mixed use, encourage retail use on the first floor and allow for office or residential uses on the second floor or in the rear of the building. Utilize mechanisms such as height and density bonuses, as set out in a Land Use Chapter.
- P-5.2.2(c): Provide concentrations of neighborhood and community-serving commercial space and avoid extended strip commercial patterns.
- P-5.2.2(d): Adhere to height and Floor Area Ratio (“FAR”) standards in conformance with the policies created in a Land Use element for retail and office buildings in order to create and maintain an attractive image for each commercial concentration.
- P-5.2.2(e): Allow for mixed use districts in designated areas and establish incentives, such as expansion of parking capacity, reduction of existing parking ratios, and/or shared parking agreements to provide for second floor specialty office over retail.

5.3 Existing Commercial Development

Goal 5.3: Maintain and enhance the City’s existing class A and B commercial cores.

Analysis of Existing Commercial Uses

Sales tax revenues have decreased due to increased competition from surrounding communities and because the age of existing centers makes them less attractive to shoppers. During the 1980’s and early 1990’s, Taylorsville was the only community with a substantial amount of regional commercial. Residents from surrounding communities traveled into Taylorsville City to shop; new opportunities closer to home have changed their shopping patterns.

The average age of shopping centers in the vicinity is 21 years. Centers over 20 years old suffer from two age related problems:

- Structures no longer reflect shop sizes which maximize the returns of the operator’s current procedures and product placement.
- The center no longer carries an appeal for the consumer. New and more modern centers have attracted consumer business.

Revitalization of the centers within Taylorsville City boundaries, including physical appearance, modern prototype size and tenant mixture, must occur with the joint cooperation of the owners, tenants and the City.

Specific Area Goals

In keeping with the economic development philosophy stated earlier in this Chapter, several specific sites have been identified as worthy of specific attention. These sites should be a priority of the City’s economic development program:

- 5400 South and Redwood Road
- 4700 South and Redwood Road (SLCC vicinity)
- 4700 South and I-215
- 5400 South and Bangerter Highway
- 4100 South and Redwood Road

- 4800 South and Redwood Road
- City Center
- 6200 South and Bangerter Highway

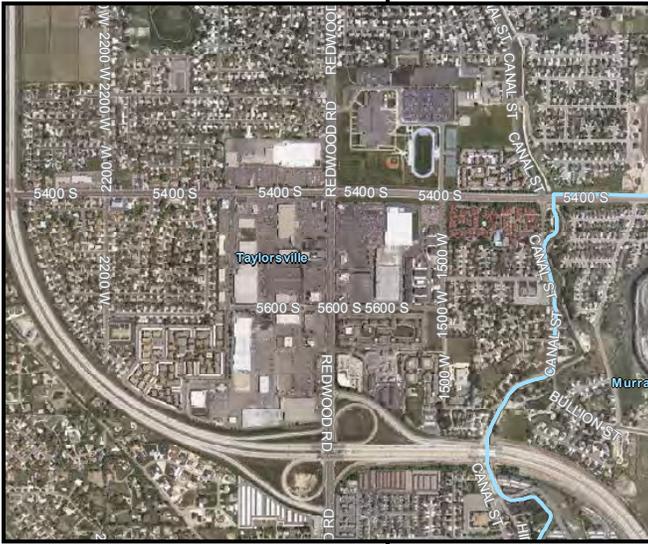


Illustration 5.3.1:
5400 South and
Redwood Road

5400 South and Redwood Road

The Redwood Road corridor between 5400 South and I-215 is the economic heart of the City. Retail operations along or adjacent to this corridor account for over 1/3 of all retail sales within the entire City. Direct and easy access to three regional transportation corridors makes this a very desirable commercial location in Salt Lake County. However, even with its desirable location, this area is experiencing significant competition from other regional shopping districts outside of Taylorsville’s boundaries.

Economic Development Objective 5.3.1: Secure the City's existing commercial tax base through the enhancement of the 5400 South and Redwood Road Corridor as a destination regional shopping center(s) and specialized neighborhood center(s) serving area residents.

Action Statements:

- AS-5.3.1 (a): Attract uses that would provide evening activities such as entertainment and cultural opportunities.
- AS-5.3.1 (b): Assist the owners of the Taylorsville Family Center to reinvent itself and follow current retailing trends. Such actions may include creation of a “lifestyle” center, provision of a new street system providing superior traffic circulation, resizing stores and prototypical floor plates.
- AS-5.3.1 (c): Develop promotional events, such as theme events or open air markets, to promote an awareness of the 5400 South area and its revitalization as a new and exciting commercial activity center.
- AS-5.3.1 (d): Establish a marketing program to attract new retail outlets to the Taylorsville Family Center area.
- AS-5.3.1 (e): Investigate the parking needs of shopping centers in the Redwood Road and 5400 South area and provide a plan and implementation program to address the identified needs.
- AS-5.3.1 (f): Undertake internal site improvements after concise coordination with the Utah Department of Transportation, the Transportation Chapter of the General Plan, and the Capital Improvement Plan.

Best Practice Policies:

- P-5.3.1 (a): Shared parking, off-site parking, reduced stalls per sq. ft., and public parking areas and/or structures should be considered. New projects and/or redeveloped projects should also avoid placement of parking in areas which would create lack of usage due to poor location in relation to stores and store entrances.
- P-5.3.1 (b): Align all economic development activities with transportation improvements because of the high level of automobile congestion in the area. Access management, turn pockets and weave patterns must be improved. In addition, improvements to the mid-block signalized access to the shopping centers, and major intersection capacity improvements will likely be warranted.

4700 South and Redwood Road

The Salt Lake Community College campus is a clear asset to the community. Unfortunately, integration of the campus and the surrounding community is largely unrealized at this point. Most students who attend the college commute from outside the City and rarely utilize services such as restaurants and copy centers within the immediate vicinity of the campus.



Economic Development Objective 5.3.2: Utilize the presence of the Salt Lake Community College to improve the shopping, housing and employment base of the City.

- Action Statements:**
- AS-5.3.2 (a): Coordinate with Salt Lake Community College to investigate the ability to create job opportunities through joint ventures with local businesses and/or “spin off” operations from campus programs.
 - AS-5.3.2 (b): Provide spaces for joint operations to occur. Second level or greater office opportunities should be investigated with shopping center owners.
 - AS-5.3.2 (c): Redevelop all corners of the 4700 South and Redwood Road intersection. The City should encourage a retail tenant mixture that can provide support services for students, faculty, and staff of the College.
 - AS-5.3.2 (d): Encourage student housing as part of mixed use renovations.
 - AS-5.3.2 (e): Due to the high level of automobile congestion in the area, all economic development activities in the area should be closely aligned with transportation improvements.

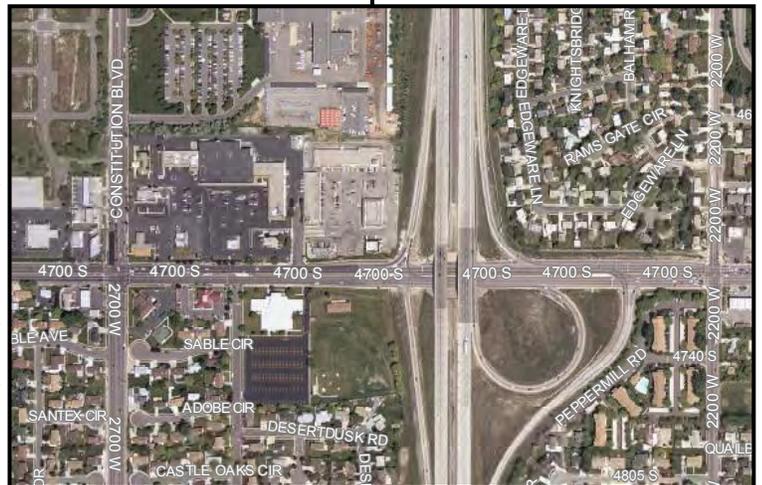
Illustration 5.3.2:
4700 South and Redwood Road (SLCC Campus Vicinity)

- Best Practice Policies:**
- P-5.3.2 (a): Mixed use development transitions with neighboring shopping centers should be designated in the General Plan. Second level or greater office opportunities should be investigated with shopping center owners.

Illustration 5.3.3:
4700 South and Interstate 215 interchange

4700 South and I-215 Interchange

Despite being adjacent to an I-215 Freeway off ramp and having direct access to 4700 South and 2700 West, this area has struggled to maintain a consistent tenant base. The age of existing development exceeds twenty years and façade and design treatments generally do not meet current retail space demands. This area has tremendous potential given its visibility and access to the regional transportation system. To further increase the potential of this site, mass transit improvements in the form of light rail or bus rapid transit are a distinct possibility on the 2700 West corridor.



This is one of the City’s best retail commercial locations. The site is currently under-utilized and should be improved. A higher intensity use could be supported at this location.

Economic Development Objective 5.3.3: Enhance the 4700 South Corridor and the I-215 interchange as a community shopping center and specialized neighborhood center serving area residents.

Action Statements:

AS-5.3.3 (a): Encourage expansion of existing employment centers. In conjunction with the redevelopment of the existing retail centers, the City should encourage the expansion of employment base in the area.

AS-5.3.3 (b): Undertake a market analysis of the vicinity.

AS-5.3.3 (c): Create a modern efficient shopping center for regional or community needs by redeveloping the existing retail centers as the age of the existing centers exceeds twenty years.

AS-5.3.3 (d): Align economic development activities with transportation improvements due to the high level of automobile congestion in the area. Improvements to the intersection at 2700 West and 4700 South, the mid-block signalized access, internal site circulation, traffic flow and access management must all be given consideration.

AS-5.3.3 (e): Investigate the possibility of locating a regional scale hotel at this location to take advantage of direct freeway access and provide a niche largely absent in the community.

AS-5.3.3 (f): Consider possible mass transit connections at this site.



5400 South and Bangerter Highway

The general vicinity of 5400 South and Bangerter Highway represents the primary gateway into Taylorsville from the Kearns area west of the City. This area also represents the largest commercial district on the City’s west side. This district is anchored by the West Point shopping center, which was built in 1984 and contains 165,000 square feet of leasable space. West Point contains many auto oriented business locations with poor access management and limited curb appeal.

Economic Development Objective 5.3.4: Enhance the 5400 South and Bangerter corridor as a regional shopping center and community center serving area residents, including communities on the City’s boundaries.

Illustration 5.3.4:
5400 South and Bangerter Highway

Action Statements:

AS-5.3.4 (a): Provide funding sources for reduction of traffic congestion and access improvements.

AS-5.3.4 (b): Encourage the centers to renovate.

City Center

The intention for the purchase of the City Center site located at 2700 West and 5400 South was not only to build a first class civic center, but also to acquire adequate ground to resell and pay for the majority of all of the costs associated with the civic center. As such, the City must continue to market the site for this purpose.

In 2005 the Taylorsville City Council amended the original small area master plan. The updated plan will effectively guide development at the City Center site under current and foreseeable market conditions. The plan calls for a mixed-use pedestrian oriented development that will act as Taylorsville's "community gathering place." The plan focuses on creating intimate, well-designed spaces that feel like a series of public spaces rather than a private shopping center. Emphasis will be placed on architectural and site design standards established in the small area master plan. The City Center site should be an environment where commercial success and long term sustainability are created by emphasizing a careful blend of uses, quality architecture, and site design.

As identified in the citizen involvement process of the General Plan update, health care facilities and costs were among the more prevalent items identified. As such, the City should investigate the possibility of marketing a portion of the site to a health care provider. Such a service can again reinforce the civic center as a pivotal location for community life.



Illustration 5.3.7:
City Center - 5400
South and 2700 West

Economic Development Objective 5.3.7: Create a community gathering place at City Center.

Action Statements:

- AS-5.3.7 (a): Actively seek developers and businesses to implement the City Center Small Area Master Plan.
- AS-5.3.7 (b): Provide a connection between the Valley Regional Park and ancillary uses with the City Center site. Attract uses to City Center that complement uses at the park.
- AS-5.3.7 (c): Facilitate a physical connection between the park and the City Center site.

6200 South and Bangerter Highway

This property, commonly known as the "UDOT" parcel, is generally located north of 6200 South between Bangerter Highway and 3200 West. At approximately 120 acres, this property represents the largest vacant area of the City.



Economic Development Objective 5.3.8: Actively solicit a development partnership or joint venture that would create a true “Business Park” on the “UDOT” parcel located at 6200 South and Bangerter Highway.

Illustration 5.3.8:
6200 South and Bangerter Highway

Action Statements:

- AS-5.3.8 (a): Establish an outreach and retention program to encourage existing firms to remain in Taylorsville when the UDOT site is able to accommodate business park development. Actively monitor expansion and relocation plans of these firms.
- AS-5.3.8 (b): Make available sufficient acreage of a business park designation at the UDOT site in order to capture the City's fair share of employment opportunities through the year 2030.
- AS-5.3.8 (c): Designate a sufficient amount of land to accommodate the projected growth in demand for business parks and employment centers through 2030.
- AS-5.3.8 (d): Create a distinct and responsive zoning district to produce an identifiable business park environment on the UDOT parcel. During the creation of the ordinance, the City should investigate utilizing the proposed park to maximize FAR of the Business Park by using the existing recreational park as part of the project's open space requirements.

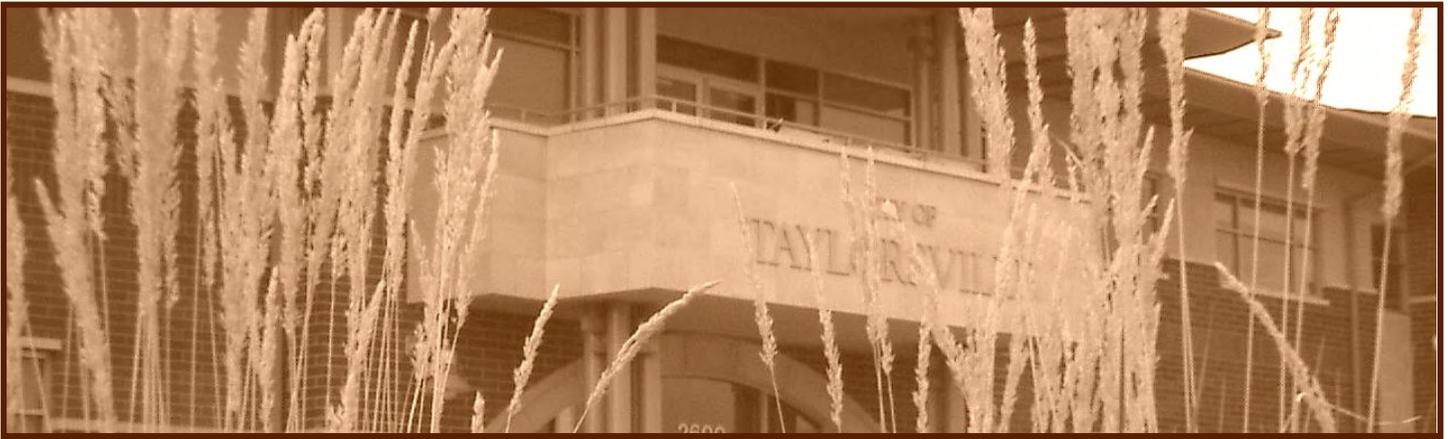
5.4: Employment Opportunities

Goal 5.4: Generate developments that create jobs and maintain existing quality employment centers.

Economic Development Objective 5.4.1: Generate new and clean employment center growth in an orderly and controlled manner through diversification of the industrial base and maintenance of current activity in order to provide employment opportunities for residents.

Action Statements:

- AS-5.4.1 (a): Increase, on an ongoing basis, the number of firms within the industries now represented in the City and capture industries that are not currently represented in the City but are stable industries and compatible with City needs in terms of traffic and air quality.
- AS-5.4.1 (b): Establish a marketing program to identify desired new industries and attract new industrial activity, which may involve development of promotional brochures that explain positive aspects of living/working in Taylorsville, and discuss any available City assistance programs; direct marketing to firms in targeted industries; and place advertisements in trade journals.



CHAPTER VI



PARKS, OPEN SPACE, RECREATION, & TRAILS



“WHAT ARTIST SO NOBLE AS HE WHO, WITH FAR REACHING CONCEPTION OF BEAUTY, IN DESIGNING POWER, SKETCHES THE OUTLINES, WRITES THE COLORS, AND DIRECTS THE SHADOWS OF A PICTURE SO GREAT THAT NATURE SHALL BE EMPLOYED UPON IT FOR GENERATIONS, BEFORE THE WORK HE ARRANGED FOR HER SHALL REALIZE HIS INTENTIONS.”

Frederick Law Olmsted – Father of Modern Landscape Architecture (1822-1903)

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Taylorsville residents value outdoor recreational activities. Residents expect local government to provide recreational amenities and programs to facilitate enjoyment of an outdoor lifestyle. To reflect this value, the City will provide, improve and maintain parks, open spaces, trails and a variety of recreational facilities and programs in order to promote a high quality of life for its residents.

Introduction

Parks, open space, recreation, and trails (PORT) play a major role in defining the quality of life within a community. Taylorsville residents desire an active, outdoor lifestyle that will promote a healthy community. Additionally, outdoor spaces are vital to building a strong sense of community spirit as they provide gathering places and opportunities for all residents to associate and socialize together. Without adequate opportunities for outdoor activities and recreational

programs, residents can become isolated and disenfranchised from their community.

There are four (4) primary planning issues for Taylorsville related to parks, open space, recreation, and trails:

- Type of facilities;
- Location of parks, open spaces, recreation facilities, and trails facilities;
- Access to facilities (i.e. ease of access and availability of facility); and
- Level of service of facilities (i.e. amenities provided, adequacy of improvements, maintenance of facilities, and availability of recreational programs).

Parks, Open Space, Recreation and Trail Needs

The City of Taylorsville has been committed to acquiring and developing additional park space within the City. Since incorporation, the City has developed nearly 40 acres of park space increasing the overall improved park area in the City by nearly 20% in just eight years. The City has also improved portions of the Jordan River Parkway and partnered with Salt Lake County in the construction of the Taylorsville Recreation Center. Even so, the level of service for existing parks, open space, and trails is below that recommended by national organizations such as the National Recreation and Park Association (NRPA). The NRPA recommends a standard of 6.5 to 10 acres of developed park space for each one thousand people which translates to a minimum of approximately 390 acres in Taylorsville. Currently the City has approximately 230 acres of formal public park space plus additional areas such as golf courses, private parks, and school playgrounds. Although Taylorsville is not required to meet national park planning standards, the City should continue to provide more parks, open spaces, and trails for the community by identifying the location of future parks, open spaces, and trails and including the types of amenities that will insure the utilization of the parks, open spaces, and trails.

The Parks, Open Space, Recreation and Trails goals and associated implementation actions were identified during extensive community discussion involving the Taylorsville General Plan Steering Committee, Planning Commission, City Council, residents, and others. For the City of Taylorsville, it is not sufficient that additional parks, open spaces, and trails be provided. The City desires that all public spaces are fully utilized and function to meet the needs of its residents. Underutilization of expensive park, open space, trail, and other recreational facilities may potentially affect the City's willingness to invest in additional facilities. Therefore, not only is it necessary to provide facilities but it is also necessary that the City promote and encourage use of these facilities.

The Taylorsville Leisure Activity, Recreation and Parks Committee (LARP), acting under the direction of the Taylorsville City Council, also encourage the full utilization of all public spaces. To accomplish this objective, the LARP Committee can participate in strengthening existing recreational events and creating new events and activities to bring the community together in the enjoyment of parks, open space, and trail facilities.

Additionally, community assets and events such as the annual Taylorsville Dayzz celebration can provide opportunities for people to use and enjoy all public areas. For example, the City could sponsor an Easter egg hunt at City Center, "fun

runs” on a trail system, and scavenger hunts at a community park. These activities will get citizens out of their homes and enjoying the public spaces of the community and building community associations and pride.

Parks, Open Space, Recreation, and Trails Mission Statement

Taylorsville will provide and maintain a diversity of parks, open spaces, recreational opportunities and trails dispersed throughout the City to help provide for the health and enjoyment of the community.

Parks, Open Space, Recreation and Trails Goals

- 6.1 Improve park utilization by providing high quality parks distributed evenly throughout the community.
- 6.2 Provide desirable open space to enhance quality of life for Taylorsville Residents.
- 6.3 Ensure that adequate levels of recreational opportunities are provided for Taylorsville residents.
- 6.4 Develop an urban trails system.

6.1 Parks

Goal 6-1: Improve park utilization by providing high quality parks distributed evenly throughout the community.

Taylorsville parks are generally developed areas that include amenities such as picnic tables, playground equipment, trash receptacles, restrooms, and drinking fountains in addition to lawn and trees.

Currently there are 11 parks located within Taylorsville with an approximate total of 230.3 acres. Illustration 6.1.1 identifies the name, size and type of parks in Taylorsville.

Park areas typically include facilities and amenities to allow park areas to be used for sports, exercise, and other active pastimes. For example, activities such as playing team sports, or enjoying a family picnic would typically occur in a park setting.

Parks located within Taylorsville are categorized into four (4) types:

- Mini Parks are located immediately adjacent or within neighborhoods and vary in size. Mini parks are often simple green spaces with few (if any) amenities. A mini park may be a grassed detention basin or a recreational amenity in a private development. Historically, mini parks have not been encouraged by the City due to the perceived high cost of maintenance versus value to the community.
- Neighborhood Parks are generally used by residents whom reside within one half to one mile of the park. Naturally occurring or man-made barriers including highways and major roads often determine the area served by a neighborhood park.
- Community Parks are generally larger and have more active recreation amenities than neighborhood parks. Community parks may include sporting fields and other special purpose facilities like swimming pools.

Park Name	Size (acres)	Type
Valley Regional Park 5150 South 2700 West	91.4	Regional Park
Southridge Community Park 5100 South 4015 West	39.8	Community
Vista Park 2051 West 5000 South	28.1	Community
Millrace Park 1181 West 5400 South	23.2	Community
Taylorville Park 4750 South Redwood Road	14.3	Community
Jordan River Preserve 850 West 4880 South	10.4	Open Space
Jordan River Parkway 600 West 4800 South	9.3	Regional Trail
UP&L Corridor Trail Head 951 West 4800 South	8.4	Neighborhood
Bennion Park 5620 South 3200 West	4.2	Neighborhood
Autumn Meadows Park 5390 South 2200 West	0.8	Mini-park
Azure Meadows Park 6055 South 3885 West	0.4	Mini-park
Total Acreage	230.3	

Illustration 6.1.1:
Public Parks in
Taylorville City

Map 6.1.1 shows that park space and recreational facilities in Taylorville aren't suitably dispersed with most amenities being located in the north, central and eastern portions of the City. In order to provide appropriate levels of park space uniformly throughout the City, the Taylorville General Plan recommends that the community establish a service goal of providing a community or regional park within 1 mile of every residential dwelling in the City. As such, a significant new park development in the south, southwest, or southeast portion of the City is warranted. Taylorville should also provide parks in neighborhoods that have convenient and safe access. The City must explore all options and opportunities to provide additional parks, open space areas, and trails for its citizens.

PORT Objective 6.1.1: Provide more park space in underserved areas of the City and increase the functionality and accessibility of all parks.

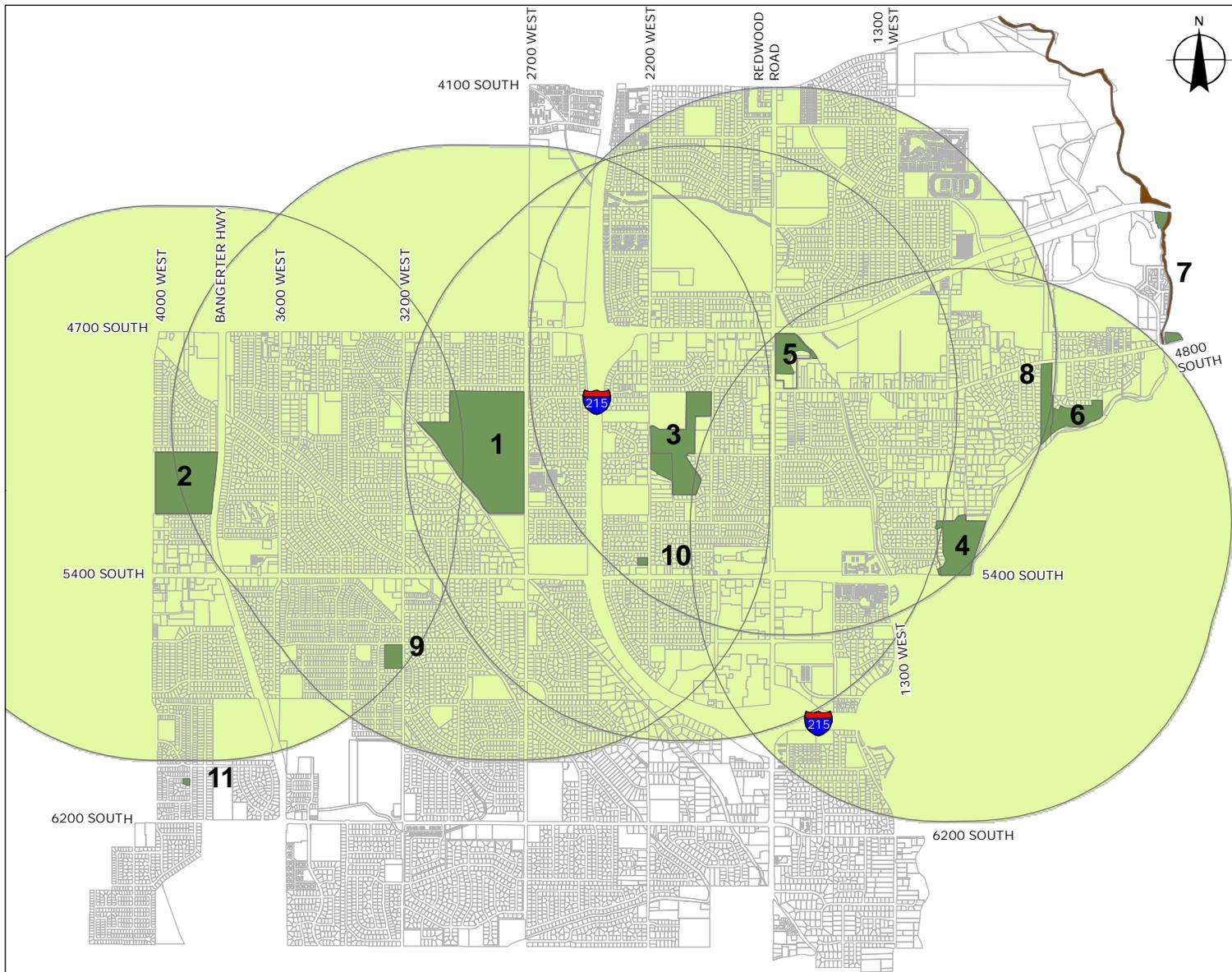
<p>Action Statements:</p> <p>AS-6.1.1(a): Identify all options to retain meaningful open space areas and preserve them for future recreational spaces.</p> <p>AS-6.1.1(b): Identity all City owned property that could be developed into additional park space and assess suitability of potential spaces in addressing park space shortages within the City.</p>
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- Regional Parks are designed to serve a region that extends beyond the boundaries of the City. Valley Regional Park on 2700 West, for example, serves a large portion of the western County and features the Taylorville Recreation Center, a softball complex, library, and an outdoor swimming facility.

Parks provide different recreational opportunities to residents of different ages. Children may use a park to run and play while senior citizens may stroll and relax in a park and enjoy the outdoors. Parks should provide improvements necessary to meet the needs of all citizens and be readily available and accessible. Parks must be well designed, safe, and well-maintained to add quality and attractiveness to the area in which they are located.

Residents have expressed concern that existing park areas are not well-maintained or lack the facilities and improvements necessary to allow parks to be used for a variety of active recreational pursuits. Some City parks only provide grassed areas, which do not provide sufficient amenities for the neighborhood. Parks should provide amenities that are well-maintained in order to qualify as a desirable asset for the community.

Map 6.1.1: Public Parks and Trails in Taylorsville



- PARKS
- TRAIL
- 1 MILE RADIUS AROUND REGIONAL AND COMMUNITY PARKS

	Park Name	Acres	Type
1	Valley Regional Park 5150 South 2700 West	91.4	Regional Park
2	Southridge Community Park 5100 South 4015 West	39.8	Community
3	Vista Park 2051 West 5000 South	28.1	Community
4	Millrace Park 1181 West 5400 South	23.2	Community
5	Taylorsville Park 4750 South Redwood Road	14.3	Community
6	Jordan River Preserve 850 West 4880 South	10.4	Open Space
7	Jordan River Parkway 600 West 4800 South-	9.3	Regional Trail
8	UP&L Corridor Trail Head 951 West 4800 South	8.4	Neighborhood
9	Bennion Park 5620 South 3200 West	4.2	Neighborhood
10	Autumn Meadows Park 5390 South 2200 West	0.8	Mini-park
11	Azure Meadows Park 6055 South 3885 West	0.4	Mini-park
	Total Acreage	230.3	



**TAYLORSVILLE
COMMUNITY DEVELOPMENT
DEPARTMENT**

Action Statements (continued):

- AS-6.1.1(c): Consider and evaluate the value of small “pocket parks” that can improve the level of attractiveness and availability of amenities in residential and commercial areas.
- AS-6.1.1(d): Involve youth in identifying the recreational needs of the young and develop specific facilities to meet those needs.
- AS-6.1.1(e): Consider a new community park in the south, southwest, and /or southeast section of the City.

Best Practice Policies:

- P-6.1.1 (a): Create and install uniform signage and other design features for all parks in Taylorsville.

Proper and responsive maintenance and repair of all City parks, recreational facilities, and associated improvements will encourage the full use of such facilities and provide a safe and pleasant environment for Taylorsville residents to play and relax.

PORT Objective 6.1.2: Develop, maintain, and publicize park areas to the highest standards feasible to encourage their use and enjoyment by all residents.

Action Statements:

- AS-6.1.2 (a): Improve and maintain all park facilities and open space areas to the highest standards feasible.
- AS-6.1.2 (b): Provide facilities and amenities in existing parks to promote increased use.
- AS-6.1.2 (c): Include public art in City parks that display the history, character, culture, and uniqueness of Taylorsville.
- AS-6.1.2 (d): Evaluate the feasibility of Taylorsville taking responsibility for improvement, maintenance, and operation from Salt Lake County for park and open space areas.
- AS-6.1.2 (e): Support local sports organizations to encourage citizen involvement and healthy life-style choices for City residents.
- AS-6.1.2 (f): Evaluate the potential for an amphitheater in association with the Taylorsville Recreation Center, Park Library, City Center or other location within the City.
- AS-6.1.2 (g): Nurture the children and youth of the City by encouraging recreational programs that meet their needs.

PORT Objective 6.1.3: Assure adequate utilization of all parks, open space, recreation facilities, and trails.

Action Statements:

- AS-6.1.3 (a): Utilize the abilities and talents of the Leisure Activity, Recreation, and Parks Committee to encourage a full utilization and benefit of all existing and future community spaces.
- AS-6.1.3 (b): Formulate a “marketing plan” for City-provided recreational areas and facilities.

6.2 Open Space

Goal 6-2: Provide quality open space to enhance quality of life for Taylorsville residents.

Open spaces within the community are those areas that typically are not improved with “active” recreational facilities but may include pedestrian and biking trails and natural vegetation. Open spaces are reserved from future residential and commercial development but may be transitioned into more traditional park spaces in the future. Traditional open space areas provide relief from the built environment and allow residents to experience the natural environment within the community. Open spaces also provide an opportunity to view wildlife in their natural habitat and protect natural resources. An example of open space is along the Jordan River, adjacent to the Jordan River Parkway.

The majority of the remaining open space areas in Taylorsville are located in proximity to the Jordan River. The environs of the Jordan River provide a unique feature and natural asset for the City. The Jordan River and its environs provide a variety of recreational opportunities, including walking, canoeing, bird watching, fishing, and biking. Because the Jordan River is a water course of federal, state, regional, and local importance a number of governmental agencies have jurisdictional authority for the River and its immediate area, requiring close coordination by Taylorsville with other governmental units to realize the full amenities of the Jordan River for the City.

PORT Objective 6.2.1: Preserve open space.

Action Statements:

- AS-6.2.1 (a): Inventory all existing open spaces within the City. Identify future opportunities to acquire or preserve available open space.
- AS-6.2.1 (b): Develop a long-term master plan for open space preservation within the City. Plans should include remediation and restoration efforts needed for poor-quality open spaces.

Best Practice Policies:

- P-6.2.1 (a): Require a minimum 100' no build natural buffer for all developments adjacent to the Jordan River.

6.3 Recreation

Goal 6-3: Ensure that desirable levels of recreational opportunities are provided for Taylorsville residents.

Recreation as an element of this chapter refers to programs and opportunities for recreation within the City. The Salt Lake County Parks and Recreation Department and other private entities such as the Babe Ruth League (baseball), Taylorsville Division of the Ute Conference (football), or the Utah Youth Soccer Association (UYSA) administer most formal recreational programs within the City. Other recreational opportunities occur less formally within the City, such as

walking or jogging along the Jordan River Trail or participating in an informal game in a City park.

The purpose of this section is to identify City efforts that can result in:

- Providing additional opportunities for recreation;
- Promoting full use of City recreational facilities; and
- Providing the opportunity for the community to live a healthy lifestyle



PORT Objective 6.3.1: Promote recreation in the City.

Action Statements:

- AS-6.3.1 (a): Identify new recreational activities not currently available within the City that may be feasibly offered through public or private entities.
- AS-6.3.1 (b): Identify existing recreational activities that are underserved or warrant additional resources based on community preferences.
- AS-6.3.1 (c): Identify funding sources that will enable development of additional recreational programs and amenities.
- AS-6.3.1 (d): Create a “clearing house” of information on recreational opportunities within the City.
- AS-6.3.1 (e): Develop and maintain City’s “Parks and Recreation” web site.
- AS-6.3.1 (f): Improve advertisement of recreational events occurring within the City. Coordinate with Salt Lake County Parks & Recreation Department promotions of County sponsored recreational events.

Illustration 6.3.1:
The Taylorsville
Recreation Center

As previously identified in Chapter 2 (Community Identity), baseball plays an important role in the fabric of the City of Taylorsville. Although all formal recreational activities within the City are important, Taylorsville wishes to promote and enhance the image of the City as a baseball community. To achieve the related goals of Chapter 2 and the goals of this Chapter, the City will support and provide necessary facilities to support and encourage baseball and softball programs for all age groups. Improving the fields, sponsoring teams, and hosting local, regional, and national tournaments are all activities worthy of consideration for direct City involvement or support.

6.4 Trails

Goal 6-4: Develop an urban trail system.

Walking and biking trails provide an opportunity for all residents to be active and enjoy their community. However, few convenient and easily accessible trail routes exist in Taylorsville. Almost exclusively all walking and biking occurs on City street rights-of-way. These areas are heavily traveled by motorized vehicles

and are not the most desirable or safe environment for walking or biking. If sidewalks are provided on City streets, they are typically located close or immediately adjacent to roadways. Sidewalks are often insufficient and uninviting and do not allow pedestrians to enjoy the experience of their surroundings. Many communities across the nation understand that safe pedestrian paths and dedicated bicycling routes are an important part of the overall transportation system and increase the quality of life for residents, provide a healthy lifestyle choice, as well as

promote community character and identity.

The primary trail system within the City is adjacent to the Jordan River, which is located along the eastern border of the City. Land located immediately adjacent to the river provides opportunities for open space and trail routes for Taylorsville residents. Significant portions of the “Jordan River Parkway” have already been preserved and protected to provide open space and trail amenities. The City of Taylorsville must commit to preserv-



Illustration 6.4.1:
Jordan River Parkway
pedestrian bridge at
Millrace Park

ing open space as an amenity associated with the Jordan River and provide required trail and open space connections to other portions of the Parkway. Working closely with Salt Lake County and other adjacent communities, Taylorsville can ensure the Jordan River Parkway provides a real quality of life benefit for its residents.

The Jordan River Parkway should be the centerpiece of an extensive trail system in Taylorsville. Utility corridors and irrigation canals can provide additional locations for the installation of walking and biking trails, which could connect to the Jordan River Parkway. Existing trails within the City should also be linked together to produce a trail network that would encourage residents to get out of their cars and enjoy the City. The trail system could also provide important pedestrian and bicycle routes to some of the major destinations within the community, including Salt Lake Community College, City Center, Taylorsville Recreation Center, Park Library, Sorenson Research Park and Taylorsville public schools.

Unfortunately, the implementation of a trails master plan is often a very difficult undertaking. Frequently areas that are prime locations for trails such as utility and canal corridors are on private property and pedestrians are sometimes discouraged because of liability and maintenance concerns. Consequently, simply drawing lines on a map with little thought towards implementation is not a good strategy in trails development. Instead, a more desirable strategy would be to utilize public lands and work with private property owners to develop a comprehensive implementable trail system.

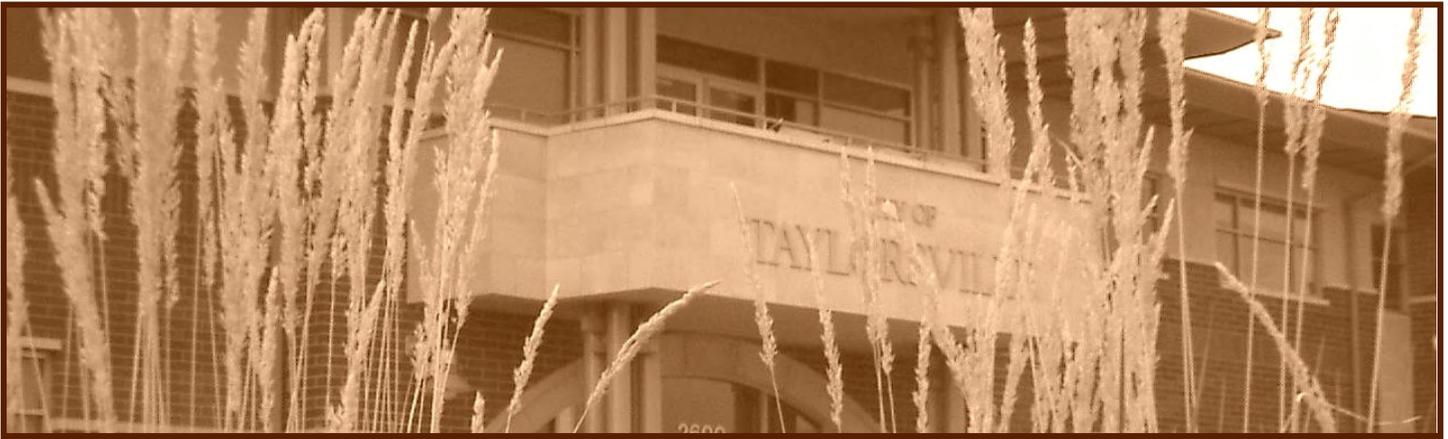
PORT Objective 6.4.1: Create a new Trails Master Plan that will be adopted as an addendum to the Taylorsville General Plan.

Action Statements:

- AS-6.4.1(a): Identify goals and objectives relative to development of a trail master plan.
- AS-6.4.1(b): Evaluate existing Trail Master Plan for adequacy and feasibility. Identify strengths and weaknesses of existing plan.
- AS-6.4.1(c): Identify existing linkages and possible connections to open space and park areas, realizing that dedicated linkages may not be possible in every location. Trails should be interconnected with parks, open spaces, and schools within the City.
- AS-6.4.1(d): Work with utility and canal companies to utilize existing rights-of-way (utility and canal) to integrate a trail system along the existing canals and utility corridors.
- AS-6.4.1(e): Evaluate the potential for using the wide park strips on 4000 West Street as a pedestrian trail.
- AS-6.4.1(f): Adopt amended Trail Master Plan as an element of the General Plan.
- AS-6.4.1(g): Coordinate the implementation of the Trails Master Plan with other chapters (Community Identity, Transportation, etc.) of the Taylorsville General Plan.
- AS-6.4.1(h): Implement and regularly update the Trails Master Plan.

Best Practice Policies:

- P-6.4.1(a): Require pedestrian linkages, as applicable, in all new development.
- P-6.4.1(b): Provide pedestrian amenities, such as garbage cans, benches, bicycle racks and lighting for new trail development.
- P-6.4.1(c): Coordinate all trail issues with the Transportation chapter of the General Plan.



CHAPTER VII



NEIGHBORHOODS & HOUSING



“WE MUST NOT BUILD HOUSING, WE MUST BUILD COMMUNITIES.”

Michael Burton – Executive Officer, Portland Metropolitan Regional Government

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People and Neighborhoods are the foundation of the City of Taylorsville. Creating and maintaining safe, affordable, diverse and attractive neighborhoods is perhaps the most important and urgent commitment the City of Taylorsville can make to its citizenry.

Illustration 7.0.1

Stable neighborhoods are the *foundation* of the City of Taylorsville

Introduction

The purpose of the Neighborhoods and Housing Chapter is to assess and plan for the residential needs of Taylorsville. The City and its residents should be proud of the quality and variety of its neighborhoods. The type and condition of housing opportunities influences the quality of life that citizens enjoy. By appealing to a wide range of age groups, income levels, family sizes and compositions neighborhoods will achieve a desirable supply of safe, quality housing and provide a variety of housing choices for all residents of the City.



Owner-Occupied Housing Units Year Dwelling Was Built	Number	Percent
Built 1999 to March 2000	262	2
Built 1995 to 1998	629	4.8
Built 1990 to 1994	940	7.1
Built 1980 to 1989	3,302	25
Built 1970 to 1979	5,675	43
Built 1960 to 1969	1,615	12.2
Built 1950 to 1959	502	3.8
Built 1940 to 1949	103	0.8
Built 1939 or earlier	177	1.3
Owner-occupied housing units total	13,205	100
Median	1977	(X)
Renter-occupied housing units	Number	Percent
Built 1999 to March 2000	83	1.5
Built 1995 to 1998	1,128	21
Built 1990 to 1994	436	8.1
Built 1980 to 1989	1,791	33.3
Built 1970 to 1979	1,248	23.2
Built 1960 to 1969	355	6.6
Built 1950 to 1959	200	3.7
Built 1940 to 1949	54	1
Built 1939 or earlier	78	1.5
Renter-occupied housing units	5,373	100
Median	1984	(X)
Source: US Census Bureau		

Illustration 7.0.2
Owner and renter occupied housing units based on year of construction

homes were built primarily in the 1970's and 80's, with the median age of a home in Taylorsville being 27 years old. The number of homes being built in Taylorsville has been decreasing because the City has become increasingly built out and so there is less land left for large housing projects.

Dwelling Type	Total Units	Percentage of Total Housing Units
Total Single Family	13,146	68.6%
Renter Occupied	1,172	8.9%
Owner Occupied	11,802	89.8%
Vacant	172	1.3%
Total Multi-Family and Mobile Home	6,026	31.5%
Renter Occupied	4,201	69.7%
Owner Occupied	1,403	23.3%
Vacant	422	7.0%
Source: US Census Bureau, Datasets (2000) SF 3-H31 and H32		

Illustration 7.0.3
Type and occupancy of dwelling units in Taylorsville (2000)

1998, almost as many rental units were added to Taylorsville as had been constructed in the entire decade of the 1970's. Much of the construction in the 1990's occurred before Taylorsville City incorporated. The construction of rental

The community will provide opportunities and set guidelines for a sufficient supply of housing types to allow citizens to remain residents of Taylorsville for their entire lives. The City will continue to provide housing opportunities for low and moderate-income families through land use and innovative development strategies, such as mixed-use initiatives. The City also wishes to provide housing opportunities for families and individuals at higher income levels.

State law in Utah sets specific requirements for the contents of housing portions of all municipal general plans. This Housing Chapter is an update of the City's previous Housing Element, adopted as part of the Taylorsville City General Plan in 1997, and is provided to meet this legal mandate established by State law.

Existing Conditions- Housing Inventory

According to 2000 U.S. Census Data, the City of Taylorsville had a total population of 57,439 people and 14,164 families. The City had 19,159 housing units, which includes houses, apartments, condominiums, mobile homes or trailers, and rooms considered separate living spaces.

Illustration 7.0.2 indicates that owner occupied

Illustration 7.0.3 breaks down single family and multi-family housing in Taylorsville by renter occupied, owner occupied and vacant. The majority of housing units, 11,802 of the 19,172 units or 61.6 percent, in the City are single-family, owner-occupied dwelling units. Multi-family, renter occupied units account for approximately 20 percent of all dwelling units. Vacancy rates are relatively low, accounting for approximately three percent of the total housing units.

A third of all rental housing properties in the City were constructed in the 1980's, the average age of a rental unit is 20 years old. In the three years between the years of 1995 and

units has decreased in recent years as the City has worked to expand the diversity of its housing stock.

Neighborhoods and Housing Mission Statement:

The City of Taylorsville will support safe and attractive neighborhoods and provide a variety of housing choices that will allow all citizens to remain residents of the City their entire lives.

Neighborhoods and Housing Goals:

- 7.1: Provide a balance of housing options that will allow Taylorsville citizens to remain residents of the City for their entire lives.
- 7.2: Support stable neighborhoods and a safe community.
- 7.3: Ensure the City of Taylorsville meets present and future housing needs for residents of all income levels, age, and abilities.

7.1 Housing Diversity

Goal 7-1: Provide a balance of housing options that will allow Taylorsville citizens to remain residents of the City for their entire lives.

In the book, *Suburban Nation*, planners Andres Duany, Elizabeth Plater-Zyberk, and Jeff Speck state: “In a real neighborhood, the more housing types the better. In a neighborhood, people buy the community first and the house second. The more a place resembles an authentic community, the more it is valued, and one hallmark of a real place is variety.” (48)

The City of Taylorsville wants to maintain a variety of quality housing that will serve its diverse population. A variety of housing types is necessary to accommodate people wanting to reside in the community. Young families, single persons, and empty-nesters have different housing needs and so different housing choices should exist to provide for those needs. The authors of *Suburban Nation* also said that “not only is society healthier when its diverse members are in daily contact with one another, it is also more convenient. Imagine living just around the corner from your doctor, your child’s school-teacher, and your baby-sitting aunt. Imagine being able to grow old in a neighborhood that can accommodate your changing housing needs while also providing a home for your children and grandchildren” (47).

Communities become strong when the residents know and interact with each other. As families form and age it adds stability to the neighborhood if residents are able to move to different housing units but stay in the same neighborhood. For example, a young couple may want to move from an apartment to a larger home as their family grows. When the kids are all gone then the couple may move into a smaller place but still remain in the community that they are a part of.

Analysis of Current Conditions

A population pyramid of Taylorsville is depicted in Illustration 7.1.1 and shows the distribution of the City’s population into different age groupings. The chart

shows trends that affect housing needs in the community. The bulge in the graph in the 55-64 year range is the Baby Boomer generation that was born in the years following World War II. The “Baby Boomers” started their own families approximately twenty years later, which is indicated by the bulge in the 40-44 year category.

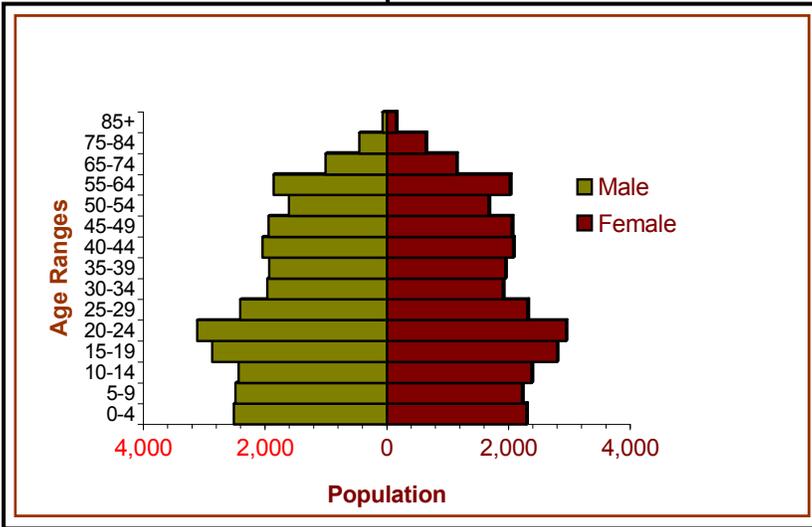


Illustration 7.1.1
Taylorsville population based on age

The graph really expands out in the 15-19 and 20-24 year age groups from the Baby Boomers’ grandchildren and perhaps due to the presence of Salt Lake Community College.

The population over 65-years-old is 3,465 people, or 6 percent of the City’s total population. Over the next twenty years the population of this category will grow as Baby Boomers’ children age and to increasing life expectancies. Maintaining affordable housing balances and senior housing projects like Legacy West will help accommodate the needs of this age group.

Forty-five percent of the households in Taylorsville have 1 or 2 people (U.S. Census Bureau, SF 1-P26) yet 65 percent of the housing units have three or more bedrooms (U.S. Census Bureau, SF 3- H41). While there isn’t a direct connection between the number of people and the number of bedrooms needed because of issues like lifestyle and preference, it could become a factor affecting affordability and meeting community needs. On a national level household size is decreasing and an abundance of larger homes may not fit the needs and budgets of smaller households. In Taylorsville, 59 percent of households are traditional married-couple family households. For the Taylorsville-Bennion area designated by the 1990 U.S. Census, 68 percent of households were considered traditional family (STF 1-P016). As these trends continue, diverse and innovative housing strategies may be necessary to provide housing that meets the needs of single-person and single parent, senior, and nontraditional households.

Neighborhoods and Housing Objective 7.1.1: Encourage the development/redevelopment of housing that integrates a variety of housing choices across all neighborhoods.

Action Statements:
 AS-7.1.1 (a): Review ordinances, codes, regulations, and the permitting process to eliminate requirements that discourage a diversity of housing types in the City.
 AS-7.1.1 (b): Encourage private sector participation in meeting housing needs.

Best Practice Policies:
 P-7.1.1 (a): Allow for the variation of lot sizes within a planned unit development and subdivision to provide for a variety of residents and their home size and affordability needs.

Neighborhoods and Housing Objective 7.1.2: Provide for alternative types of housing.

Action Statements:

- AS-7.1.2 (a): Research the possibility of incorporating alternative housing types into the Land Development Code, such as cluster homes, zero lot line homes, and accessory apartments.
- AS-7.1.2 (b): Promote mixed uses that include a wide variety of housing types and prices.

7.2 Community Safety and Security

Goal 7.2: Promote stable neighborhoods and a safe community

The City of Taylorsville wants its residents to feel safe in their community and to contribute to the stability of neighborhoods. Residents support their neighborhoods by maintaining their properties and residences and interacting with their neighbors. As neighbors become acquainted and participate in the community they can monitor their neighborhood for its security. Residents are able to recognize potential threats in their neighborhood and work together to control them.

Neighborhoods and Housing Objective 7.2.1: Strengthen the community’s will to work together to keep crime out of Taylorsville.

Action Statements:

- AS-7.2.1 (a): Promote “Neighborhood Watch” initiatives in both low and high-density areas.
- AS-7.2.1 (b): Develop neighborhood plans and implement programs that work to reduce conditions that destabilize neighborhoods.
- AS-7.2.1 (c): Investigate funding sources for plans and programs such as special taxing districts, Community Development Block Grants, or the Utah Project Safe Neighborhoods to promote community safety.

Best Practice Policies:

- P-7.2.1 (a): Provide for resident and property owner participation in any plan or program implemented to improve or stabilize neighborhoods.

Neighborhoods and Housing Objective 7.2.2: Insure the stabilization of neighborhoods through improved enforcement of codes and policies.

Action Statements:

- AS-7.2.2 (a): Identify resources to help bring housing code violations into compliance.
- AS-7.2.2 (b): Designate priority attention to areas with high incidence of code violations.

Best Practice Policies:

- P-7.2.2 (a): Regulate the expansion of non-compatible uses in residential neighborhoods.
- P-7.2.2. (b): Require buffering and screening of residential areas from non-compatible uses with landscaping or transitional land uses.

Crime Prevention through Environmental Design

The design of residences and neighborhoods affect the ability one has to prevent crime. Neighborhoods can be designed with features that enhance their safety. Jane Jacobs, an urban theorist, said: “A good city street neighborhood achieves a marvel of balance between its people’s determination to have essential privacy and their simultaneous wishes for differing degrees of contact, enjoyment or help from the people around. This balance is largely made up of small, sensitively managed details, practiced and accepted so casually that they are normally taken for granted” (The Death and Life of Great American Cities, 59). Some of these details that create a good city street are included in guidelines for “Crime Prevention Through Environmental Design” or CPTED. CPTED principles were developed by the National Crime Prevention Institute. Some of the design principles that apply to the General Plan include: Natural Access Control, Natural Surveillance, and Territorial Reinforcement.

Natural Access Control is the design concept that creates a clear separation between public areas and private spaces. In a single family home this is done by making the public entrances to a home obvious so visitors are directed away from private areas. In a subdivision or multifamily dwelling the entrances should be defined with landscaping or architectural elements to let people know that they are entering a particular area or neighborhood.

The design principle, Natural Surveillance, promotes community safety by maximizing the visibility of visitors to the neighborhood. Residences with doors, windows, and porches that face the street allow citizens to keep an eye on the surrounding area. Pedestrian-friendly sidewalks, streets, and good nighttime lighting aid neighbors in observing visitors to an area. Landscaping shouldn’t block residents’ ability to survey the street and their property.

Territorial Reinforcement includes safety features that allow residents and users to extend influence and control over a neighborhood. When potential offenders can tell that they would be noticed in the neighborhood because people are around and able to monitor their area then crime is discouraged. Subdivisions and single-family homes can reinforce their ownership and presence by using landscaping, changes in paving, or low fences to define property lines. Architectural elements like front porches and accentuated entrances create transition spaces from the public street to the private dwelling. Subdivisions should be designed to encourage interaction among residents. When neighbors know and interact with each other then visitors are recognized and monitored because residents are extending their influence to look out for one another.

Neighborhoods and Housing Objective 7.2.3: Utilize Crime Prevention through Environmental Design (CPTED) principles to increase safety of neighborhoods.

Action Statements:

7.2.3 (a): Implement CPTED principles in the design and maintenance of single family homes and subdivisions.

Best Practice Policies:

7.2.3 (a): Lots, streets, and houses should be designed to encourage interaction between neighbors.

7.2.3 (b): Outside doorways, sidewalks, and yards should be well-lit.

7.2.3 (c): Front doors should be visible from the street and walkways and landscaping direct visitors to the proper entrance.

7.2.3 (d): There are windows on all sides of the homes.

Neighborhoods and Housing Objective 7.2.4: Establish a crime free multi-family housing program.

Action Statements:

AS-7.2.4 (a): Implement CPTED principles in the design and maintenance of multi-family housing developments.

Best Practice Policies:

P-7.2.4 (a): Entrances to buildings and residences should be accentuated and well-lit. Entrances should be visible from the street or able to be observed by neighbors.

P-7.2.4 (b): The site should be well-lit, including the parking area, hallways, and entrances.

P-7.2.4 (c): Dead end spaces around buildings and parking areas should be blocked off.

P-7.2.4(d): Recreational spaces should be visible from many doors and windows.

P-7.2.4(e): Parking lot entrances should be defined by architectural elements or landscaping. Parking spaces should be adjacent to units and assigned. There should be a designated area for visitor parking that is able to be monitored by residents.

P-7.2.4(f): Buildings should be designed with windows on all sides and elevators and stairwells should be centrally located.

P-7.2.4 (g): Dumpsters should be placed so that they don't create hiding places or blind spots.

7.3 Housing Opportunities

Goal 7.3: Ensure the City of Taylorsville meets present and future housing needs for residents of all income levels, age groups, and abilities.

The construction of housing in the United States comes primarily from private industries producing housing for private ownership. The private market typically produces housing for people with middle or high incomes. People with moderate and lower incomes often have difficulty finding affordable, decent housing. His-

torically, the federal government has provided the funds and programs to subsidize housing for individuals and families of low income.

Municipalities are required by Utah Code (Section 10-9-307, Annotated, 1953) to provide a reasonable opportunity for a variety of housing, including moderate-income housing, to meet the needs of people who want to live within Taylorsville. A family earning 80 percent or less of what an average family in Taylorsville makes is considered moderate-income. Household size also affects the average income level and is a factor in calculating a household's income level. Moderate-income housing is defined by Utah State law as housing occupied or available to be occupied by households at moderate-income level.

Utah law requires that a "Plan for Moderate Income Housing" be adopted that includes:

1. An estimate of the existing supply of moderate-income housing located within the municipality;
2. An estimate of the need for moderate income housing in the municipality for the next five years, as revised annually;
3. A survey of total residential zoning;
4. An evaluation of how existing zoning densities affect opportunities for moderate income housing; and
5. A description of the municipality's program to encourage an adequate supply of moderate-income housing.

The City of Taylorsville wants to provide access to a diversity of housing choices for all residents of the community. All citizens should have opportunity to housing, free of unfair restrictions. The United States Department of Housing and Urban Development (HUD) defines "impediments" to housing choice as any actions, omissions, or decisions made because of race, color, religion, gender, disability, familial status, or national origin which restrict housing choices or the availability of housing choices.

The U.S. Department of Housing and Urban Development enforces the Federal Fair Housing Act (Title 42 Section 360), which prohibits discriminating against someone trying to obtain housing based on one's race, color, national origin, religion, sex, familial status or handicap. In addition, the State also enforces this mandate with the Utah Fair Housing Act (Utah Code Section 57-21-1), which prohibits housing discrimination.

Analysis of Current Conditions

By the year 2010, it is projected that the total number of housing units in Taylorsville will be approximately 20,980 units. To meet the housing needs of City residents in 2010 Taylorsville City would need to permit an additional 1,362 dwelling units during 2004 to 2010 or an average of approximately 190 dwelling units annually. The space to accommodate that number of dwelling units is not available in the City. It will be necessary to manage the existing housing stock and maintain the level of affordability available in the City. With the existing inventory of housing units meeting the definition of a "moderate-income" housing unit, it is expected that Taylorsville will continue to meet the demands for the provision of moderate-income housing to 2010.

Neighborhoods and Housing Objective 7.3.1: Provide for the continual provision of affordable housing opportunities.

Action Statements:

AS-7.3.1 (a): Research affordable housing measures used in other areas, such as inclusionary zoning practices, incentive programs, mixed use development.

AS-7.3.1 (b): Investigate partnerships with private and non-profit sector housing providers with tools such as market analysis, cost-benefit analysis, and density incentives.

Population and Demographic Characteristics

To estimate the existing and projected needs for moderate income housing in Taylorsville it is necessary to identify the average annual family income of current and anticipated City residents.

Range	Less than \$10,000	\$10,000 to \$24,999	\$25,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,000	\$150,000 to \$199,999	\$200,000 or more
Number of Families	307	1,602	4,944	4,127	1,870	1,219	133	176
Percentage of Families	2.1%	11.1%	34.3%	28.7%	13.0%	8.5%	0.9%	1.2%
Source: U.S. Census Bureau, Data Set (2000) SF3-DP3								

Illustration 7.3.1 provides the range of Family Incomes for Taylorsville in 1999. Thirteen percent of Taylorsville families have annual incomes less than \$24,999 and almost 11 percent have incomes greater than \$100,000. The majority of Taylorsville families, or 76 percent of all families, have incomes in a middle-income group from \$25,000 to \$99,999. The median family income is \$51,553.

Family size is also factored into a family’s income level and moderate-income status. The median income for a household of four in Taylorsville is \$51,550. The moderate-income threshold, or 80 percent of the average income, is \$41,250, as indicated in Illustration 7.3.2. This amount is used throughout this section for the purposes of housing affordability analysis. As required by Utah State law, Illustration 7.3.2 provides the most recently available income information for the City of Taylorsville and identifies the income limits to qualify for moderate-income housing located in Taylorsville.

State and Federal housing assistance programs generally target the City’s population at or below the 50 percent median family income level. With a median family income of \$51,550 for a family of four, the total number of Taylorsville City families at or below 50 percent median family income level is 1,909 families (the first two income ranges identified in Illustration 7.3.1). However, families within the 50 percent to 80 percent median family income range often have too high an income to qualify for Federal or State housing assistance programs but struggle to provide adequate housing for their families. This group is potentially the most benefited by the efforts to provide an adequate supply of moderate-income housing.

Illustration 7.3.1
Family incomes for the City of Taylorsville (1999)

For housing costs to be considered affordable, a household should be paying a maximum of 30 percent of their monthly income toward housing. With a gross annual family income of \$41,250 as the definition of “moderate income” for Taylorsville, monthly income would be \$3,437.50. Based on this amount, housing costs should not be more than \$1,031. It is estimated that the average total costs of all required utilities and services is \$105 a month. Subtracting the cost of utilities and services, the maximum monthly housing payment for a moderate-income family of four is estimated to be \$926, in the City of Taylorsville for 2000.

Taylorsville	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person
50% MFI- Very Low Income	\$18,050	\$20,600	\$23,200	\$25,800	\$27,850	\$29,900	\$31,950	\$34,050
80% MFI- Moderate Income	\$28,850	\$33,000	\$37,100	\$41,250	\$44,550	\$47,850	\$51,150	\$54,450
Median Family Income	\$36,100	\$41,250	\$46,400	\$51,550	\$55,700	\$59,800	\$63,950	\$68,050

Source: U.S. Census Bureau, Dataset (2000) SF3-P77 for Median Family Incomes, HUD (www.huduser.org/datasets) for per person income ratios. All values are rounded to the nearest \$50.

Illustration 7.3.2

Income limits by family size, City of Taylorsville (1999)

Owner Occupied Housing

A maximum mortgage payment of \$926 per month will allow, based on a 30-year mortgage and fixed annual interest rate of six percent, with a five percent down payment, the purchase of a single-family home with a maximum market value of \$154,450.

Property Type	Total Market Value
Singe Family	\$ 1,849,648,230
Duplex	\$ 29,220,570
3-4 Unit Apartments	\$ 1,309,100
5+ Unit Apartments	\$ 182,530,500
Condominium Units	\$ 115,259,800
Mobile Home Real Estate	\$ 6,308,060
Planned Unit Developments	\$ 92,050,000
Residential Total for 19,906 units	\$ 2,276,326,260
Average Assessed Value per unit	\$ 114,354

Source: Salt Lake County Assessor and Taylorsville Building Division

Illustration 7.3.3

Assessed residential property values for the City of Taylorsville

With 19,906 housing units in Taylorsville in 2003, (19,172 as reported by the US Census, 2000 and an additional 734 units added with new construction during 2000 to 2003) the average assessed value of housing units, of all types, is \$114,354. This information is given in Illustration 7.3.3 of assessed residential property values in Taylorsville for 2003.

Assuming that assessed value is representative of market value, the average housing unit’s market value is well below the maximum purchase price of \$154,450 identified earlier. Considering that approximately 30 percent of the City’s dwelling units are multifamily and with a median home value of less than \$140,000, this, and other housing information identifies that Taylorsville provides significant opportunities for moderate income housing and demonstrates the City does not impose any barriers to the provision of moderate-income housing.

Housing affordability is also displayed as a ratio of the median home value divided by median household income. An ideal ratio is considered two, where the median home value is twice the average household income. The larger the affor-

	Taylorville	Murray	West Jordan	West Valley City	Salt Lake City	Salt Lake County	U.S.A.
Median Home Value	\$134,500	\$151,200	\$152,600	\$125,400	\$152,400	\$153,500	\$111,800
Median Household Income	\$47,236	\$45,569	\$47,236	\$45,773	\$36,944	\$48,373	\$41,994
Affordability Ratio	2.85	3.32	3.23	2.74	4.13	3.17	2.66
Source: U.S. Census Bureau, Data Sets (2000) SF3-P53 and H85							

bility ratio is then the less affordable the city is considered. Illustration 7.3.4 highlights that Taylorville is one of the more affordable cities in the region. Salt Lake County and United States' ratios are included for comparison.

In the 1990 U.S. Census median home values and household incomes were calculated for the Taylorville-Bennion CDP (Census Designated Place). Since the City of Taylorville wasn't incorporated until 1996, historical Census data doesn't directly correspond to the official boundaries of the City now. But based on 1990 data for the general Taylorville area the Median Home Value was \$66,800 and Median Household Income was \$32,866 (U.S. Census Bureau, Data Sets [1990] SF3-HO61A and PO80A). Those values equal an affordability ratio of 2.03. Although Taylorville is meeting affordability standards currently there is room for improvement as housing affordability has been decreasing in the area over the past decade.

Illustration 7.3.4
Housing affordability based on the year 2000.

Taylorville	1 Bed-room	2 Bed-room	3 Bed-room	4 Bed-room	5 Bed-room
50% Median Family Income - \$25,800.00	\$484	\$580	\$671	\$748	\$826
80% Median Family Income - \$41,250.00	\$773	\$928	\$1,073	\$1,196	\$1,320
Median Family Income - \$51,550.00	\$903	\$1,160	\$1,342	\$1,495	\$1,651
Source: Utah Housing Corporation					

Illustration 7.3.5
Maximum permitted rent levels (2003).

Rental Housing

While the affordability measures used for owner-occupied housing units provide guidance for rental housing costs, the United States Department of Housing and Urban Development establishes the maximum rent for federally subsidized rental housing. Illustration 7.3.5 provides the Salt Lake Area Apartment Rental Rate Summary for 2000 – 2002. Utah Housing Corporation constructs the maximum permitted rental rates for a family of four living in Taylorville, as listed in Table 7.3.4.

Survey of Existing Zoning

The City's Zoning Ordinance, Title 13 of Taylorville City's Code of Ordinances, has the purpose of "promoting the health, safety, morals, conveniences, order, prosperity and welfare of the present and future inhabitants of the city" (City Code 13.02.020) through land use regulations. The Code provides requirements for the location, lot size, required development standards including minimum yard requirements and density, and intensity for different land uses.

The Taylorville City Zoning Ordinance could influence the affordability of housing units if it requires minimum lot sizes or home size requirements that prohibit housing units to be built at levels of identified affordability. With the price of a

Zone	Minimum Lot Size (square feet)	Maximum Unit Footprint (square feet) ^a	Lot Price ^b	Maximum Unit Price ^c	Estimated Maximum Total Unit Price ^d	Lot Price as % of Total	Minimum Building Size ^e	Estimated Minimum Total Unit Price ^f
R-1-5	5,000	2,165	12,500	129,720	142,220	8.8	830	62,500
R-1-6	6,000	2,250	15,000	135,000	150,000	10	1,000	75,000
R-1-7	7,000	2,899	17,500	173,940	191,440	9.1	1,166	87,500
R-1-8	8,000	3,745	20,000	224,700	244,700	8.2	1,333	100,000
R-1-10	10,000	3,640	25,000	218,400	243,400	10.3	1,666	125,000
R-1-15	15,000	7,140	37,500	428,400	465,900	8.1	2,500	187,500
R-1-21	21,780	11,993	54,450	719,580	774,030	7.0	3,630	272,250
R-1-43	43,560	26,292	108,900	1,577,520	1,686,420	6.5	7,260	544,500
R-2-6.5	3,250 (Duplex Unit)	1,120	8,125	67,200	75,325	10.8	542	40,625
R-2-8	8,000	1,483	20,000	88,980	108,980	18.4	1,333	100,000
R-2-10	10,000	2,205	25,000	132,300	157,300	15.9	1,666	125,000
R-4-8.5	3,250 (Duplex Unit)	1,120	8,125	67,200	75,325	10.8	542	40,625
RM	2,875 (Duplex Unit)	1,120	7,188	67,200	74,388	9.7	479	35,940
RMH	No minimum requirements. Zoning analysis results similar to R-2-6.5 expected.							
A-1	10,000	4,411	25,000	264,660	289,660	8.6	1,666	125,000
A-2	43,560	30,048	108,900	1,802,880	1,911,780	5.7	7,260	544,500
A-5	43,560	30,048	108,900	1,802,880	1,911,780	5.7	7,260	544,500
MD-1	No minimum requirements. Zoning analysis results similar to R-2-6.5 expected.							
MD-2	No minimum requirements. Zoning analysis results similar to R-2-6.5 expected.							
PUD	No minimum requirements. Zoning analysis results similar to R-2-6.5 expected.							
Notes: a = Determined from Table 4-19, Taylorsville City General Plan, 1996 b = Based on \$2.50 per square foot c = Based on construction costs of \$60 per square foot d = Land costs plus construction costs e = Determined by assuming land costs are 20% of total housing cost f = Determined from minimum building size at a construction cost of \$60 per square foot.								

Illustration 7.3.6
 Zoning ordinance influence on affordability (2004)

residential lot equaling about 25 percent of a home's total cost, lot size and construction costs play a role in determining the total market price of housing units. Using the maximum home footprints available in each available residential zone, construction and land costs for the construction of new residential units is identified in Illustration 7.3.6. Illustration 7.3.6 assumes a construction cost of \$60 per square foot.

Neighborhoods and Housing Objective 7.3.2: Monitor residential zoning to prevent regulatory barriers to affordability.

Action Statements:
 AS-7.3.2 (a): Include a definition and provisions for affordable housing in City Code.

Best Practice Policies:
 P-7.3.2 (a): Affordable housing shouldn't look different from market-rate housing.
 P-7.3.2 (b): Moderate-income housing should be mixed in with market-rate housing and shouldn't be concentrated in large quantities.

Additional Housing Provisions

The laws of Utah also require the City of Taylorsville, in addition to providing a plan for moderate income housing, to provide opportunities to meet the needs of the elderly of the community and persons with disabilities (§10-9-501, §10-9-502, §10-9-503, and §10-9-504 U.C.A.) These laws require that the Taylorsville's zoning ordinance state that a residential facility for elderly persons be a permitted

use in any area where residential dwellings are allowed, except an area zoned to permit exclusively single-family dwellings. For areas zoned exclusively for single-family dwellings, State laws require that a residential facility for elderly persons be allowed by granting a conditional use permit. The Taylorsville City Zoning Ordinance, as adopted, complies with all requirements for the provision of housing for the elderly. Provide opportunities for the elderly to reside in the community is consistent with Goal 7-1 to providing housing that meets the needs of citizens throughout their entire life.

Neighborhoods and Housing Objective 7.3.3: Provide for the housing needs of elderly households.

Action Statements:

- AS-7.3.3 (a): Explore options to reduce the overall cost of housing among elderly households.
- AS-7.3.3 (b): Support organizations that assist elderly citizens in finding appropriate housing. Support may include technical assistance and alternative design standards and code requirements.
- AS-7.3.3 (c): Investigate the need to allow development of innovative retirement housing options such as “Granny cottages” and accessory apartments.

Best Practice Policies:

- P-7.3.3 (a): Review any proposed project or code amendment for potential impacts on housing for elderly populations.

Taylorsville City is also required by State law to provide residences for persons with a disability by adopting an ordinance that complies with the requirements of the Utah Fair Housing Act, and the Federal Fair Housing Amendments Act of 1988, 42 United States Code, Section 3601 *et seq.* To the extent required by federal law, Taylorsville must provide that a residential facility for persons with a disability be a permitted use in any zoning area where similar residential dwellings are allowed, unless it can be shown that the residential facility for persons with a disability would create a fundamental change in the character of the residential neighborhood. Residential facilities for persons with a disability must also comply with all applicable licensing requirements. The City of Taylorsville will continue to provide opportunities for residential facilities for persons with a disability.

Neighborhoods and Housing Objective 7.3.4: Provide housing opportunities for special needs populations.

Action Statements:

- 7.3.4 (a): Continue to ensure compliance with Federal and State laws on accessibility.
- 7.3.4 (b): Support organizations that assist citizens with handicaps in finding accessible housing. Support may include technical assistance and alternative design standards and code requirements.

Best Practice Policies:

- 7.3.4 (a): Review any proposed project or code amendment that impacts housing for special needs populations.



CHAPTER VIII



IMPLEMENTATION



"PLANS ARE ONLY GOOD INTENTIONS UNLESS THEY IMMEDIATELY DEGENERATE INTO HARD WORK"

Peter Drucker – Author, University Professor (1909-2005)

Implementing the vision and achieving the goals of the Taylorsville General Plan is dependent on many consistent individual and incremental decisions and actions. This chapter seeks to bring organization and accountability to the implementation of the plan and provide a framework for future examination.

Introduction

This chapter identifies, in a table format, the adopted *goals* and *objectives* of the General Plan along with associated *action statements* and *best practice policies* necessary to implement the vision of the City as identified in the plan. Section 8.1 (Implementation Table) provides a consolidation of all goals, objectives, action statements, and best practice policies from each individual chapter of the plan to allow ease and efficiency of implementation. Each goal, objective, action statement, and best practice policy is provided with the applicable section or citation number for easy reference within the document. In addition, the Implementation Table identifies desired timelines, priorities, responsible parties and other relevant information concerning implementation of the Plan. Columns labeled "Responsible Entity" identify the organization, group, agency, City Department, or individual responsible for taking the lead in implementing the associated implementation measures. "Priority or Timeline" indicates the level of priority and/or desired timeframe for implementation using the following general standard: *Immediate* (within 24 months of the adoption of the action); *Short-Term* (2-5 years); *Long-Term* (5-20 years); or *Ongoing* (identifies those actions that will occur throughout the planning period of the Taylorsville City General).

8.1 Implementation Table

Chapter 1 - Introduction

Goal 1.4

The Taylorsville General Plan will be a dynamic document that provides a consistent framework for decision making and adapts to conform to changing priorities of the City.

Goal 1.5

Provide a comprehensive implementation strategy for the Taylorsville General Plan.

Objective 1.5.1:

Annually (or as often as necessary) review and update the General Plan.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-1.5.1(a): Establish the Taylorsville General Plan Steering Committee as a permanent advisory committee to the Taylorsville Planning Commission and City Council.	Planning Division Planning Commission City Council	High priority Immediate	City staff to draft an ordinance consistent with the general plan to be reviewed by the Planning Commission and adopted by the City Council.
AS-1.5.1(b): The General Plan Steering Committee will review the Taylorsville General Plan annually, and provide recommendations on necessary plan amendments to the Planning Commission and City Council as necessary.	General Plan Steering Committee Planning Division	Ongoing (at least once per year) upon formation of the General Plan Steering Committee	Staff support for the General Plan Steering Committee to be provided by the Taylorsville Planning Division

Objective 1.5.2:

Regularly monitor and evaluate the success of all actions related to the General Plan.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-1.5.2(a): The General Plan Steering Committee will monitor the implementation of the General Plan and provide an annual "General Plan Implementation Evaluation Report" to the Planning Commission and City Council	General Plan Steering Committee Taylorsville Planning Division	Annually	Staff support for the General Plan Steering Committee to be provided by the Taylorsville Planning Division
AS-1.5.2(b): The Planning Commission and City Council, based on the General Plan Implementation Evaluation Report, will identify work tasks and budget allocations necessary to implement the General Plan.	Planning Commission City Council	Annually	
AS-1.5.2(c): The General Plan Steering Committee and Planning Commission will provide recommendations to the City Council on the draft City budget prior to budget hearings.	General Plan Steering Committee Planning Commission	Annually	

Objective 1.5.3:

All decisions concerning future public and private development in the City of Taylorsville should be consistent with the intent of the General Plan

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-1.5.3(a): Adopt a "consistency provision" in City code that encourages all official decisions by the City of Taylorsville to be consistent with the Taylorsville General Plan.	Planning Division Planning Commission City Council	Immediate	To be adopted as an amendment to the zoning ordinance. City staff should work with the Planning Commission on a recommendation to the City Council.

Chapter 2 – Community Character

Goal 2-1:

Strengthen Taylorsville’s unique sense of place through quality design of the built environment.

Objective 2.1.1:

Create ‘sense of place’ in residential and commercial areas by establishing ordinances and policies that create attractive, desirable, and well-maintained neighborhoods and commercial districts where residents and visitors feel safe, comfortable, and proud to be part of Taylorsville.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-2.1.1(a): Promote an understanding among all levels of government that land use decisions affect and influence community character and community pride.	City Staff Planning Commission City Council	Ongoing	
AS-2.1.1(b): Amend the City’s zoning and development regulations to provide transition and buffering requirements for all major roads and commercial areas to maintain the desirability of adjacent residential neighborhoods as safe and inviting.	Planning Division Planning Commission City Council	Short term - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	The draft ordinance must be consistent with the general plan and reviewed by the Planning Commission and adopted by the City Council.
AS-2.1.1(c): Amend the City’s zoning ordinance with requirements for fencing and buffering, signage, street lighting, and landscaping for all residential and commercial areas to promote consistency, quality, and unity in appearance.	Planning Division Planning Commission City Council	Short term - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	The draft ordinance shall be consistent with the general plan and reviewed by the Planning Commission and adopted by the City Council.
AS-2.1.1(d): Amend the City’s zoning ordinance to require that all commercial signage clearly identifies business locations and services without creating clutter and confusion.	Planning Division Planning Commission City Council	Short term - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	The draft ordinance shall be consistent with the general plan and reviewed by the Planning Commission and adopted by the City Council.
AS-2.1.1(e): Set the standard for property maintenance and pride of ownership by maintaining all City-owned properties and facilities in an attractive and well-maintained condition.	Administration	Ongoing	
AS-2.1.1(f): Participate financially with citizens in property enhancements, including sidewalk repairs, tree planting, and trash removal.	Administration City Council CD Department	Ongoing	
AS-2.1.1(g): Sponsor an annual City-wide “clean-up, fix-up” campaign.	Administration City Council City Staff	Ongoing	
AS-2.1.1(h): Continue to refine code enforcement regulations and policies to protect neighborhoods from traffic, noise, and nuisance impacts.	Administration City Council CD Department	Immediate	
AS-2.1.1(i): Conduct trend analysis of code enforcement activities to identify “at-risk” neighborhoods. Focus additional attention, policies and programs to improve the quality of neighborhoods identified by study.	CD Department	Short term	
AS-2.1.1(j): Develop and implement a program to recognize residents who maintain their property above neighborhood standard.	LARP Committee CD Department	Immediate	

Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-2.1.1(a): Keep an inventory and maintenance schedule of all City owned property.	Administration	Immediate	
P-2.1.1(b): Continue to provide bulky waste disposal through annual "Neighborhood Dumpster" program.	Administration City Council Salt Lake County Sanitation Division	High priority; ongoing	

Goal 2.2:

Make a positive statement about the community by establishing clear boundaries and attractive gateways to the City of Taylorsville.

**Objective 2.2.1:
Construct gateway entry signage for all primary gateway locations.**

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-2.2.1(a): Establish a gateway design that is a "signature statement" for the community. Gateway design must incorporate consistent design elements and be adaptable to various locations. Gateway design standards must include requirements for both signage and landscaping.	Administration City Council CD Department	Short term; medium priority	Community Development Department to work with the Administration Department to develop several options for a new gateway strategy. Final decision for gateway designs to be approved by the City Council.
AS-2.2.1(b): Identify a phasing strategy and funding schedule to implement the community's gateway enhancements and other community identification features throughout Taylorsville.	Administration City Council CD Department	Short term; medium priority	
AS-2.2.1(c): Coordinate with public and private land owners the dedication of easements necessary for the construction and maintenance of gateway signage.	Administration City Council CD Department	Ongoing	
AS-2.2.1(d): Establish design standards and locations for secondary (i.e. lower profile) gateway signage on collector or arterial streets.	CD Department Administration City Council	Short term; medium priority	CD Department to work with the Admin. Department to develop several options for a new gateway strategy. Final decision for gateway designs to be approved by the City Council.
AS-2.2.1(e): Establish responsibility for a routine maintenance schedule of all primary and secondary City Gateway signage.	Administration	Ongoing	

Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-2.2.1(a): Encourage property owners of gateway locations to grant sign easements to the City as part of any development or redevelopment activity.	CD Department Planning Commission Administration City Council City Attorney	Ongoing	Staff and Planning Commission to work with developers to encourage easements for gateway signage and landscaping. All easements must be reviewed and approved by the city attorney, Admin. Dept. and City Council
P-2.2.1(b): Gateway signs should utilize common design elements such as lightning, landscaping, fencing, and material specifications while being adaptive to specific sites and responsive to neighborhood character.	CD Department	Ongoing; high priority	
P-2.2.1(c): Gateway signs should be accentuated by attractive and well-maintained landscaping.	CD Department Administration	Ongoing; high priority	CD Department to ensure that landscape features are consistent with designs approved by the Admin. and City Council. Ongoing maintenance to be coordinated by the Admin Dept.

Goal 2.3:

Recognize streetscapes play a central role in defining and supporting community character and must create safe, efficient and attractive public spaces.

Objective 2.3.1:

Establish policies and development standards that require quality streetscape design and construction.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-2.3.1(a): Adopt roadway and streetscape design standards that incorporate automotive, pedestrian, bicycle, and transit facilities. Standards must also include street lighting and street trees that contribute to the character, quality and attractiveness of the City.	CD Department Administration City Council Planning Commission	Short term; high priority - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	
AS-2.3.1(b): Adopt street “cross sections” that illustrate all elements of roadway and streetscape design to use as a development pattern.	CD Department Administration City Council Planning Commission	Short term; high priority - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	
AS-2.3.1(c): Adopt a context sensitive design strategy that considers unique neighborhood characteristics, features and values for all types of roads and streets.	CD Department Administration City Council Planning Commission	Short term; high priority - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	
AS-2.3.1(d): Adopt buffering and screening standards for all major roads and streets, paying attention to areas where residential uses back or side onto these roads and streets. Include street trees, landscaping, walls, fences and other materials that are low maintenance, durable and resist graffiti and vandalism.	CD Department Administration City Council Planning Commission	Short term; high priority - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	
AS-2.3.1(e): Adopt a consistent and attractive fencing theme for major roads and streets.	CD Department Administration City Council Planning Commission	Short term; high priority - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	
AS-2.3.1(f): Improve the consistency, quality, and coverage of lighting on major streets to encourage safety and attractiveness.	CD Department Administration City Council Planning Commission	Short term; high priority - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	
AS-2.3.1(g): Determine type, location and construction standards for decorative street lighting to be used in new residential and commercial developments. Also identify a City wide program for upgrading street lights on significant public streets (i.e. Redwood Road, 4800 South Historic District, future UDOT property development, etc.).	CD Department Administration City Council Planning Commission	Short term; high priority - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	
AS-2.3.1(h): Amend City ordinances to require underground distribution power lines where and when possible.	CD Department Administration City Council Planning Commission	Short term; high priority - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	
AS-2.3.1(i): Coordinate implementation strategies with the Utah Department of Transportation (UDOT) for improvements to right-of-way landscaping and maintenance standards on I-215 and Bangerter Highway.	CD Department Administration City Council	Short term; high priority	

Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-2.3.1(a): Transportation projects should include improvements such as street trees, public transit enhancements, enhanced pedestrian facilities, and other streetscape improvements that are necessary to improve community character.	CD Department Administration City Council	Ongoing; high priority	New standards should be identified in the new Unified Development Ordinance and/or Engineering Standards Manual.
P-2.3.1(b): Streetscape improvement projects with double-frontage lots should incorporate a consistent plan for landscaping, fencing, and other aesthetic improvements. Fencing material should be low maintenance, durable, and resistant to graffiti and vandalism.	CD Department Planning Commission Administration City Council	Ongoing; high priority	New standards should be identified in the new Unified Development Ordinance and/or Engineering Standards Manual.
P-2.3.1(c): Require street tree master plans for all new subdivisions constructed within the City and sponsor street tree planting programs for existing neighborhoods.	CD Department Planning Commission Administration City Council	Ongoing; high priority	New standards should be identified in the new Unified Development Ordinance and/or Engineering Standards Manual. New programs to encourage tree planting programs in existing neighborhoods should be developed by City Staff, Administration, and City Council.
P-2.3.1(d): Preserve existing trees within right-of-way (ROW) whenever possible and replace damaged or diseased trees when removal is required.	City Staff Planning Commission Administration and City Council if applicable	Ongoing; high priority	
P-2.3.1(e): Install pedestrian scaled improvements and street furnishings such as street lights, benches, waste receptacles, bicycle racks, and drinking fountains in pedestrian oriented environments like City Center and City parks.	CD Department Planning Commission Administration City Council	Ongoing; high priority	City staff and Planning Commission to ensure compliance on private projects and projects requiring conditional use approval. Administration and City Council to ensure compliance on public projects

Goal 2.4:

Create sense of place and improve community image and involvement through identification of city neighborhoods.

**Objective 2.4.1:
Identify neighborhoods within Taylorsville.**

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-2.4.1(a): Develop a “base map” of all known subdivisions within the City.	Mayor and City Council CD Department	Long term	
AS-2.4.1(b): Identify boundaries, such as the Jordan River, canals, major roadways, school boundaries and historic neighborhood boundaries and synthesize all boundaries into one map.	Mayor and City Council CD Department	Long term	Combine with AS-2.4.1(a) above?
AS-2.4.1(c): Conduct public hearings on Taylorsville Neighborhood Map.	Mayor and City Council Planning Division	Long term	
AS-2.4.1(d): Adopt a <i>Neighborhood Map</i> including boundaries and names as a recognized element of the General Plan.	Mayor and City Council Planning Division	Long term	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-2.4.1(a): Obtain boundary maps of significant organizations active within the community (i.e. schools, voting precincts, churches, home owner’s associations, etc.).	Mayor and City Council City Staff	Long term	

Objective 2.4.2:**Understand and enhance neighborhood values within the City.**

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-2.4.2(a): Document qualities of each neighborhood identified. Provide a brief summary statement describing each neighborhood, especially unique community features or historical background.	Mayor and City Council CD Department	Long term	
AS-2.4.2(b): Develop policies for creating or strengthening neighborhood qualities. These policies may include the development of neighborhood gateway improvements, street tree planting programs or unique street lighting standards.	Mayor and City Council CD Department	Long term	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-2.4.2(a): Include neighborhood impact analysis on all development applications considered by the City (i.e. Planning Commission Staff Report, Board of Adjustment Staff Report, City Council Staff Report, etc.)	CD Department	Ongoing	
P-2.4.2(b): Publish web pages of or links to Taylorsville neighborhood districts. Internet information could illustrate neighborhood boundaries and promote activities such as a block party or neighborhood clean-up program.	City staff	Ongoing; long term	

Goal 2.5:**Recognize and preserve the history, historic buildings, and historic sites of the community.****Objective 2.5.1:****Strengthen and enhance existing historic preservation policies and programs.**

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-2.5.1(a): Encourage broad-based community interest and support for historic preservation activities.	Historic Preservation Committee	Ongoing	
AS-2.5.1(b): Adopt and maintain a City list of local historic resources worthy of preservation.	Historic Preservation Committee	Ongoing	
AS-2.5.1(c): Map the location of historic districts and sites. Publish map and information brochure on historic sites and events within the City.	Historic Preservation Committee CD Department	Short term; high priority	
AS-2.5.1(d): Review the existing Historic Preservation Ordinance to ensure compliance with the intent of this plan.	CD Department	Immediate; high priority	Community Development to work the Historic Preservation Committee to update and enhance existing preservation ordinances.
AS-2.5.1(e): Administer the Historic Preservation Ordinance to provide appropriate use and maintenance of historic resources and their surrounding environments.	Planning Division Planning Commission	Ongoing	Remove as unnecessary?
AS-2.5.1(f): Actively pursue federal, state, and other funding for the preservation and rehabilitation of historic buildings and sites.	Administration City Council Historic Preservation Committee	Ongoing; high priority	

AS-2.5.1(g): Provide local incentives for the maintenance and restoration of historic resources.	City Council Administration City Staff	Ongoing	
AS-2.5.1(h): Provide opportunities for complementary business activities in association with historic buildings and sites, such as a country store or dairy store in association with the Museum area.	City Council Administration	Ongoing	
AS-2.5.1(i): Amend the zoning ordinance to ensure that provisions are included to protect the community's historic resources. Include zoning provisions that create incentives for restoration of historic structures such as flexible landscaping standards, and reduced parking requirements.	CD Department Planning Commission City Council Historic Preservation Committee	Short term; high priority - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	The draft ordinance must be consistent with the general plan and reviewed by the Planning Commission and adopted by the City Council.
AS-2.5.1(j): Establish a closer working relationship between the Historic Preservation Committee and the Planning Commission and Community Development staff.	CD Department Historic Preservation Committee	Short term	
AS-2.5.1(k): Identify and mark locations of historic structures and events similar to the monuments and markers placed by the Utah State Historical Society. Historic structures no longer existing should also be included.	Historic Preservation Committee City Council	Long term	
AS-2.5.1(l): Identify and map all neighborhoods that are eligible for consideration as a Historic District on the National Historic Register (i.e. neighborhoods that contain a majority of original housing stock and is at least 50 years old).	Historic Preservation Committee CD Department	Short term	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-2.5.1(a): Solicit and consider comments from Historic Preservation Committee for all development applications in historic areas of the community.	CD Department Historic Preservation Committee	Ongoing	
P-2.5.1(b): Engage resources such as the Utah State Historic Preservation Office and the Utah Heritage Foundation in local preservation efforts (i.e. financial grants, professional consultation, research materials, etc.).	Historic Preservation Committee	Ongoing	

Goal 2-6:

Identify and celebrate the qualities, character, and diversity of the community that make Taylorsville a unique and desirable place to live.

Objective 2.6.1:

Expand community sponsored events to promote Taylorsville as a desirable place to live, work and play.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-2.6.1(a): Sponsor community-wide events and programs and community improvement programs.	Administration City Council	Ongoing	
AS-2.6.1(b): Develop and implement strategies to increase local and regional awareness that Taylorsville is a community that values its people, diversity, and quality of life.	Administration City Council ED Department	Ongoing	

AS-2.6.1(c): Seek opportunities to promote Taylorville City as a unique and desirable place to live, work, and play through the web site, economic development publication materials, press releases, mass media advertisements, etc.	Administration City Council ED Department	Ongoing	
AS-2.6.1(d): Schedule a variety of activities including farmer's markets, street fairs, and community festivals at the City Center site to bring people and activity to the City.	Administration City Council ED Department	Ongoing; high priority	
AS-2.6.1(e): Develop City "traditions" and celebrations that emphasize the history, character, and qualities of the community.	Administration City Council Citizen Committees	Ongoing	
AS-2.6.1(f): Support fairs and ethnic celebrations to recognize the heritage and diversity of citizens.	Administration City Council Citizen Committees	Ongoing	
AS-2.6.1(g): Support sporting and cultural events that celebrate community and promote community character.	City Council	Ongoing	
AS-2.6.1(h): Promote events that demonstrate and celebrate unique community qualities such as "Taylorsville Dayzz."	Administration City Council Citizen Committees ED Department	Ongoing	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-2.6.1(a): Publish information on City web site about other events occurring within the community.	City Staff	Ongoing	

Objective 2.6.2:

Develop and implement strategies that will create local, regional, and national recognition of Taylorsville City as Utah's baseball capital.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-2.6.2(a): Provide well-designed and well-maintained baseball fields and baseball training facilities.	Administration City Council	High priority; short term/ ongoing	Facilities should be developed short term with ongoing high levels of maintenance provided long term
AS-2.6.2(b): Sponsor local, regional, and national baseball tournaments to promote the community's recognition as Utah's baseball capital.	Administration City Council	Ongoing	
AS-2.6.2(c): Implement a plan to provide infrastructure and facilities required to support additional baseball events in the City including hotels, motels, eating establishments, and social activities. (This action statement will be coordinated with statements from other chapters such as Parks and Economic Development.)	Administration City Council ED Department	Long term	
AS-2.6.2(d): Conduct and complete a feasibility study to consider providing additional baseball and sporting fields east of I-215.	Administration	Long term	

Goal 2-7:

Involve residents, businesses and institutions in improving the quality of life in Taylorsville.

Objective 2.7.1:

Taylorsville City, its residents, and businesses will build productive relationships with all segments of the community and with adjacent communities.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-2.7.1(a): Collaborate with the Community College to integrate students, faculty, staff, facilities, and resources into the Taylorsville community.		Ongoing	
AS-2.7.1(b): Coordinate with the Community College to study the viability and benefits of providing a mixed-use commercial center in proximity to the Community College campus.	CD Department	Long term	
AS-2.7.1(c): Work with the President of the Salt Lake Community College and the State of Utah Board of Regents to change the name of the college to the "Salt Lake Community College – Taylorsville Campus."	Mayor and City Council	Short term	
AS-2.7.1(d): Coordinate with the United States Postal Service to identify Taylorsville as a separate zip code. Multiple zip codes not uniquely associated with Taylorsville fragments the fabric of the City and creates confusion with community identity.	Mayor and City Council	Ongoing	
AS-2.7.1 (e): Obtain current zoning maps of neighboring cities to assist in the decision making process when reviewing development proposals that may impact adjacent communities.	CD Department	Immediate	

Objective 2.7.2:
Engage all citizens in the events and activities in the City.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-2.7.2(a): Offer opportunities for citizens to be involved in their City such as participating in tree planting events, clean-up days, and citizen committees.	Administration City Council	Ongoing	
AS-2.7.2(b): Seek opportunities for diversity on appointments to the Planning Commission, Board of Adjustment, and all other committees of the City.	Mayor and City Council	Ongoing	
AS-2.7.2(c): Involve citizens in special community projects that enhance and improve the community, such as community clean-ups, gateway enhancements, and graffiti removal.	Administration City Council	Ongoing	
AS-2.7.2(d): Encourage volunteer activities, joint promotions, and public safety programs with civic organizations, schools, and churches, involving all age groups and diversity of interests.	Administration City Council	Ongoing	
AS-2.7.2(e): Involve youth in a variety of activities and civic improvements such as 4H Club and Arbor Day celebrations.	Administration City Council	Ongoing	
AS-2.7.2(f): Involve senior citizens in community planned events and programs.	Administration City Council	Ongoing	

Goal 2.8:
Augment City image through aesthetic improvements and promotional activities.

Objective 2.8.1:
Promote the importance of urban forestry to enhance city image and quality of life.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-2.8.1(a): Obtain and maintain membership in Tree City USA.	CD Department City Council	Short term	Community Development Department to prepare application and ordinance. Final approval by City Council.
AS-2.8.1(b): Sponsor and promote tree-planting campaigns for both public and private properties.		Ongoing	
AS-2.8.1(c): Amend City Ordinances and specify requirements for street tree plantings in all new subdivision and site plan approvals.	CD Department Administration City Council	Short term - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	The draft ordinance must be consistent with the general plan and reviewed by the Planning Commission and adopted by the City Council.
AS-2.8.1(d): Provide tree care materials and information to the general public.	CD Department	Short term	
AS-2.8.1(e): Participate in the Utah "Cool Cities" program.		Long term	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-2.8.1(a): Drought tolerant plantings and water efficient irrigation systems are to be encouraged. However, low water landscape designs should be vibrant and include a variety of plant species and seasonal colors. Xeriscaping techniques may also be integrated with more traditional landscaping methods.	CD Department	Ongoing	Standards should be included in the Comprehensive Development Ordinance rewrite
P-2.8.1(b): Street tree plantings should be consistent in design (i.e. tree species and spacing).	CD Department	Ongoing	Standards should be included in the Comprehensive Development Ordinance rewrite
P-2.8.1(c): New trees in pedestrian environments should be of a sufficient caliper size to withstand frequent abuse. Larger trees may be appropriate as a landscape accent or in locations that would immediately benefit from the appearance of a mature landscape.	CD Department	Ongoing	Standards should be included in the Comprehensive Development Ordinance rewrite
Objective 2.8.2: Improve the quality of the built environment.			
Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-2.8.2(a): Develop comprehensive design standards for site design, landscaping, and building architecture for all new commercial developments. Design standards should promote innovative, quality design and efficient land use patterns.	CD Department Planning Commission City Council	High priority; Short term - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	The standards to be reviewed by the Planning Commission and adopted by the City Council.
AS-2.8.2(b): Amend City ordinances and the Taylorsville Engineering Standards Manual to require new development to install safe and attractive sidewalk and parkstrip improvements.	CD Department Planning Commission City Council	Short term - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	The ordinance and standards to be reviewed by the Planning Commission and adopted by the City Council.
AS-2.8.2(c): Amend the City's sign ordinance to require site and building signage that complements building architecture and site design elements, avoids sign clutter, and enhances community image.	CD Department Planning Commission City Council	High priority; Short term - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	The ordinance and standards to be reviewed by the Planning Commission and adopted by the City Council.

AS-2.8.2(d): Identify locations of existing and potential community nodes and neighborhood districts. Coordinate findings with the City's small area master plans and economic development strategies. Develop regulations and policies that will ensure proper development of these important places within the City.	CD Department ED Department Mayor and City Council	Long term	
AS-2.8.2(e): Adopt a policy supporting public art within the City. Policy should identify locations for display of public art and consider funding sources to commission public art on City property such as City Center, City Hall, and City parks, etc. Policy should also address permanent and rotating exhibits of privately owned artwork for display in public places.	Arts Committee City Council Administration	Short term	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-2.8.2(a): Building architecture, landscaping, and street furnishings should have a dominant presence on City streets. Signage, parking and other utilities should have a diminished street presence yet be functional, efficient and safe.	CD Department Planning Commission City Council	Ongoing	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
Objective 2.8.3: Actively promote and market positive aspects of the community.			
Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-2.8.3(a): Continue funding for development and publication of economic development brochures.	ED Department City Council	Ongoing	
AS-2.8.3(b): Establish a corporate branding strategy for the City of Taylorsville to be used on all promotional material published by the City. Branding strategy should also be expanded to include city signage, municipal architecture; and city logo.	CD Department ED Department Administration City Council	Long term	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-2.8.3(a): Periodically update printed marketing materials to demonstrate new and progressive elements of the community.	ED Department	Ongoing	

Chapter 3 – Land Use

Goal 3.1:

Achieve efficient use of land and public infrastructure and promote economic sustainability through the use of a coordinated and deliberate land use strategy.

Objective 3.1.1:

Provide a diversity of land uses to meet the needs of the residents of Taylorsville.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-3.1.1(a): Amend the Proposed Land Use Map (Map 3.1.1), as necessary, to ensure a diversity of residential and non-residential land uses.	CD Department Planning Commission City Council	Ongoing	
AS-3.1.1(b): Adopt and regularly update capital improvement plans to ensure infrastructure and services necessary to support a variety of future land uses.	Administration CD Department City Council	Ongoing; high priority	
AS-3.1.1(c): Periodically survey the residents of Taylorsville to assess what kind of uses are needed, desirable or supportable in the community.	ED Department CD Department	Ongoing	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-3.1.1(a): Establish a policy that requires submittal of conceptual development plans for applications for amendments to the Proposed Land Use Map (if applicable).	CD Department	Short term	Plan will be used to assess compliance with stated standards for granting zone changes

Goal 3.2:

Coordinate land use implementation tools with the intent and spirit of the Taylorsville General Plan.

Objective 3.2.1: Ensure that all General Plan implementation tools (including the zoning ordinance, subdivision ordinance, site planning and other land use and development ordinances and standards) meet the needs of the City and promote quality of life, economic stability, and other goals of the Taylorsville General Plan.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-3.2.1(a): Create a unified development ordinance that combines the zoning ordinance, subdivision ordinance, and highways ordinance into one comprehensive and consistent development chapter. Amend the ordinance, as necessary, to ensure it is clear, unambiguous, efficient, and user-friendly.	CD Department Planning Commission City Council	High priority; Immediate	
AS-3.2.1(b): Evaluate the needs and benefits of updating the mixed use zoning districts.	CD Department ED Department	Short term	
AS-3.2.1(c): Amend the existing C-3 commercial district to provide increased variety and intensity of uses.	CD Department ED Department	Short term	
AS-3.2.1(d): Update the professional office zone to provide greater flexibility.	CD Department ED Department	Short term	
AS-3.2.1(e): Evolve the existing M-1 zone into a Business Park zone.	CD Department ED Department	Short term	

AS-3.2.1(f): Update the R-M zone to allow for existing densities of previously constructed residential projects.	CD Department ED Department	Short term	
AS-3.2.1(g): Eliminate inconsistencies and contradictions within the code and create a unified and just appeal process for all development applications.	CD Department Planning Commission City Council	High priority; Immediate	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
AS-3.2.1(h): Amend and simplify the zoning map to more accurately represent current and desired land uses.	CD Department Planning Commission City Council	High priority; Short term	

Goal 3.3:

Provide an appropriate level of future planning to areas of the community that warrant a greater level of analysis.

Objective 3.3.1:

Develop small area master plans for areas of the City deemed appropriate.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-3.3.1(a): Seek funding for at least one small area plan study annually.	CD Department	Ongoing	
AS-3.3.1(b): Prioritize the small area plan list to complete the most pressing and significant areas first.	City Council	Immediate; Ongoing	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-3.3.1(a): Require that all small area master plans address all applicable issues referenced on page 3-10.	CD Department City Council	Ongoing	
P-3.3.1(b): Future small area plans should contain extensive illustrations and photographs to visually communicate plan recommendations.	CD Department	Ongoing	
P-3.3.1(c): The format for all future small area plans should be consistent and compatible with the Taylorsville General Plan.	CD Department	Ongoing	

Goal 3.4:

Be prepared to address and assess possible benefits and liabilities of future annexation petitions to the City of Taylorsville.

Objective 3.4.1:

If the situation presents itself, develop a definitive strategy for evaluating the feasibility of annexing the Kearns vicinity.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-3.4.1(a): If petitioned by the Kearns community, adopt an annexation evaluation system that identifies the “net” benefits of annexation and require the City staff or their designees to provide an analysis for all annexation applications that identifies the potential benefits and liabilities of the proposed annexation.	CD Department		

Chapter 4- Transportation

Goal 4.1:

Encourage alternative forms of transportation and support a greater regional emphasis on transportation planning.

Objective 4.1.1:

Attain sidewalk improvements on all City streets with an emphasis on sidewalks in school zones or on school routes.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-4.1.1(a): Inventory all City streets and identify all areas lacking sidewalk improvements.	City Engineer	Immediate	
AS-4.1.2(b): Aggressively promote the City's 50/50 sidewalk program to property owners of parcels in Taylorsville that don't have sidewalk improvements.	City Engineer	Ongoing	
AS-4.1.3(c): Systematically construct sidewalks in school zones and school routes where sidewalk improvements don't currently exist.	Administration City Council	Ongoing	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-4.1.1 (a): Avoid the development of integral sidewalks wherever possible. Instead seek to develop sidewalks that meet or exceed the City's sidewalk standard.	CD Department	Ongoing	
P-4.1.1 (b): Take advantage of opportunities to exceed the City's minimum standard sidewalk by increasing buffers between the sidewalk and automotive transportation ways.	CD Department Planning Commission	Ongoing	

Objective 4.1.2:

Repair damaged sidewalks with an emphasis on sidewalks in school zones and on school routes.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-4.1.2(a): Inventory all City streets and identify all sidewalks with significant damage (tripping hazards).	City Engineer	Immediate	
AS-4.1.2(b): Aggressively promote the City's 50/50 sidewalk program to property owners who control parcels in Taylorsville that have damaged sidewalks.	City Engineer	Ongoing	
AS-4.1.2(c): Systematically repair sidewalks in school zones and school routes where damaged sidewalks currently exist.	Administration City Council	Ongoing	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-4.1.2 (a): Seek annual recommendation from the Public Safety Committee concerning the installation of new sidewalks within the City.	City Engineer	Ongoing	

Objective 4.1.3:

Improve pedestrian facilities and enhance the pedestrian experience.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-4.1.3(a): Amend sidewalk and landscaping standards in commercial areas to require eight foot parkstrips and six foot sidewalks where possible.	CD Department Administration City Council Planning Commission	Short term - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	
AS-4.1.3(b): Adopt landscaping standards that place requirements for street trees between automotive and pedestrian corridors.	CD Department Administration City Council Planning Commission	Short term - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	

Objective 4.1.4:

Improve and increase the number of bicycle routes in Taylorsville.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-4.1.4(a): Implement, as possible, the Taylorsville City/WFRC Bicycle Plan for the City of Taylorsville.	CD Department	Ongoing	
AS-4.1.4(b): Stripe routes on existing City streets where feasible.	City Engineer	Ongoing	
AS-4.1.4(c): Work with UDOT and applicable canal companies to implement routes on State roads and canal rights-of-way.	Mayor City Council CD Department	Long term	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-4.1.4(a): Mark bicycle paths with sign posts. Signage may include trail name, length, or other interpretive information.		Long term	

Objective 4.1.5:

Improve safety and facilities for bicyclists in Taylorsville.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-4.1.5(a): Amend Engineering Standards Manual to include standards for bicycle lanes. The new standard should focus on safety of the bicyclists while balancing the needs of other users of the right of way.	City Engineer	Short term - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	
AS-4.1.5(b): Prohibit on-street parking, where feasible, along all Class 2 and Class 3 bicycle routes.	City Council City Engineer		
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-4.1.5(a): Require new commercial development to install appropriate furnishings for bicycle parking, especially when adjacent or near existing or future bicycle routes.	CD Department Planning Commission	Short term - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	
P-4.1.5(b): Install bicycle racks at municipally owned facilities (where applicable).	Administration City Council	Ongoing	
P-4.1.5(c): Where practical, provide grade separations between automotive and bicycle facilities.	City Engineer Administration City Council	Ongoing	

Objective 4.1.6:

Improve the quality and accessibility of public and mass transit service in the City of Taylorsville.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-4.1.6(a): Identify opportunities to enhance and expand the existing public transit system.	CD Department	High priority, immediate	
AS-4.1.6(b): Identify opportunities to enhance the efficiency of existing and future bus routes.		Ongoing	
AS-4.1.6(c): Participate, as possible, in studies and processes regarding bus route restructuring in the City.	Administration CD Department	Ongoing	
AS-4.1.6(d): Coordinate with the Utah Transit Authority (UTA) and the Wasatch Front Regional Council (WFRC) to provide the necessary public transportation services to destinations in Taylorsville with high potential ridership such as the Salt Lake Community College.	Mayor and City Council CD Department	High priority; short term	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-4.1.6(a): Facilitate the placement of covered bus shelters at all primary bus stops within the City.	CD Department	Ongoing	

Objective 4.1.7:

Obtain mass transit improvements, specifically light rail and bus rapid transit, in Taylorsville that connect the City to the region wide mass transit system.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-4.1.7(a): Allocate resources to study expanding mass transit opportunities, including bus rapid transit and light rail, along 2700 West, 5400 South, and Redwood Road.	City Council CD Department	Short term	
AS-4.1.7(b): Identify possible locations for future park and ride lots, transit stations, and intermodal hubs. Consider the possibility of purchasing ideal locations to ensure potential for these future uses.	CD Department	Short term	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-4.1.7(a): Utilize transit oriented design concepts for new development proposals adjacent to corridors identified as possible BRT or LRT routes to ensure compatibility between land uses, the physical form of new development, and mass transit.	CD Department	Short term - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	

Goal 4.2:

Bring a higher level of aesthetic quality to transportation capital projects.

Objective 4.2.1:

Recognize roads and streets are public spaces that influence community identity and sense of place.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-4.2.1(a): Provide road and street designs for capital projects that include design elements and amenities that add to the quality and attractiveness of the City.	Administration City Council CD Department	High priority	
AS-4.2.1(b): Adopt street beautification and enhancement programs for major roads and streets.	CD Department City Council	Short term	
AS-4.2.1(c): Amend City ordinances to require power lines to be installed and/or relocated underground where and when possible.	CD Department	Short term - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-4.2.1(a): Identify and implement a "context-sensitive" design and enhancement strategy for all types of roads within the City.	CD Department Administration City Council		

Goal 4.3:

Improve the efficiency and quality of the automotive transportation system.

Objective 4.3.1:

Provide an efficient and safe street network for all users.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-4.3.1(a): Coordinate with UDOT to provide strategies on all State roads within Taylorsville to encourage safer roads and streets for all users, including pedestrians and bicyclists.	City Engineer	Ongoing	
AS-4.3.1(b): In conjunction with UDOT, develop and adopt an "access management policy" for all major roads and streets.	City Engineer	Short term - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	
AS-4.3.1(c): Amend the subdivision ordinance to require access and traffic management actions and street enhancements with all development approvals.	City Engineer	Short term - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	
AS-4.3.1(d): Adopt evaluation and siting criteria for the installation of street medians as a traffic control, safety, and street enhancement feature.	CD Department	Long term	
AS-4.3.1(e): Require consistency and coordination between the City's land use regulations and access management policy.	CD Department	Short term - should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.	

Objective 4.3.2:

Promote and foster long-term coordination and cooperation with all transportation service providers to meet the needs of Taylorsville City.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-4.3.2(a): Work with the Utah Department of Transportation and the Wasatch Front Regional Council to find a transportation alternative that will improve east-west automotive traffic.	City Engineer Mayor and City Council CD Department	Short term; high priority	
AS-4.3.2(b): Coordinate and partner with UDOT for enhancements to State roads to achieve our community identity and enhancement goals.	CD Department Administration City Council	Short term	
AS-4.3.2(c): Adopt regional transportation planning agreements with UDOT, Murray City, West Jordan City, West Valley City, and Salt Lake County on the planning, alignment, and design of adjoining road and street improvement and construction projects.	City Engineer	Long term	
AS-4.3.2(d): Host annual transportation coordination meetings with all transportation service providers, including the Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), the Wasatch Front Regional Council (WFRC), and Salt Lake County.	City Engineer	Ongoing	

Goal 4.4:

Mitigate the impact of the transportation system on the community.

Objective 4.4.1:

Increase safety on Taylorsville streets.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-4.4.1(a): Establish and adopt a comprehensive traffic calming policy that will help minimize speeding in residential areas.	City Engineer	Short term	

Objective 4.4.2:

Provide support for regional transportation solutions that reduce the impact of automotive traffic in Taylorsville.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-4.4.1(a): Provide support for the Mountain View Corridor transportation improvements.	City Council	Immediate	

Goal 4.5:

The transportation system will be complementary and compatible with other elements of the general plan.

Objective 4.5.1:

Develop a greater recognition and understanding of the relationships between land use, economic development, community identity and transportation.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-4.5.1(a): Continuously monitor Zoning Ordinance requirements, transportation management, and capital facilities plans to ensure they are coordinated and work together to achieve the intent of the general plan.	CD Department	Ongoing	
AS-4.5.1(b): Adopt consistency requirements between land use, transportation, and mass transit policies.	City Council CD Department	Short term	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-4.5.1(a): Transportation planning and improvements in residential neighborhoods will be guided by the needs of residents, with a priority of protecting residential areas as safe and desirable living environments.	CD Department	Ongoing	
P-4.5.1(b): Transportation facilities planning and improvements in nonresidential use areas are guided by the transportation needs of the surrounding land uses, with a priority to maximize transportation system benefits and investments.	CD Department	Ongoing	

Chapter 5 – Economic Development

Goal 5.1:

Maximize the City’s market potential.

Objective 5.1.1:

Provide for the economic needs of Taylorsville residents including retail shopping opportunities and services, employment opportunities, and fiscal stability.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-5.1.1(a): Adopt a Land Use Map for the City that clearly designates acreage for light Industrial / business park, general office activity, commercial activity, and Mixed Use Development.	ED Department CD Department	Immediate	
AS-5.1.1(b): Initiate strategies to market for, attract, and/or accommodate new activity as defined in the Economic Development policies.	ED Department	Immediate	
AS-5.1.1(c): Maintain the existing land use designations, which will accommodate the 3-mile projected population of approximately 145,782 by 2008.	CD Department	Ongoing	Follow General Plan Land Use Chapter
AS-5.1.1(d): Provide land uses which create employment opportunities.	ED Department CD Department	Ongoing	Once areas have been designated for light industrial / business park, general office activity, commercial activity, and mixed use development, begin actively marketing sites through City resources and EDCUtah
AS-5.1.1(e): Encourage mixed use projects to more efficiently utilize existing space.	ED Department CD Department	Ongoing	
AS-5.1.1(f): Participate in the renovation of older centers to ensure they can compete with centers located on the periphery of Taylorsville.	ED Department	Short term	Create and adopt redevelopment project areas where appropriate

Goal 5.2:

Generate cumulative growth that will provide net economic gains to the City.

Objective 5.2.1:

Generate cumulative growth that will provide net economic gains to the City.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-5.2.1(a): Determine the need for a fiscal impact analysis as part of the Development Review process.	ED Department		Undertake such studies when significant projects are proposed
AS-5.2.1(b): Monitor on an annual basis the fiscal impact of the mix of development proposals and activity to determine the optimal phasing of new development, according to its net positive or negative fiscal impact.	ED Department	Annually	Should be reviewed as part of annual budget process
AS-5.2.1(c): Monitor the fiscal impact of the location of development to ensure that the costs of services are balanced with revenues generated on a recurring basis.	ED Department	Annually	Should be reviewed as part of annual budget process

AS-5.2.1(d): Reduce retail space in less desirable and typically less productive strip commercial centers.	ED Department CD Department Planning Commission City Council Administration	Ongoing	Redevelopment project areas where appropriate can assist in land use transition
AS-5.2.1(e): Redevelop areas of older “strip commercial” development to alternative land uses such as specialized housing, mixed use, or office designations that enhance employment opportunities.	ED Department CD Department Planning Commission City Council Administration	Short term	Redevelopment project areas where appropriate can assist in land use transition
Objective 5.2.2: Attract new retail development to meet the needs of the current and projected population, as well as to retain potential sales tax revenue in the City, and encourage the development of local-serving office space to meet the needs of the current and projected population, and to provide jobs for local residents.			
Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-5.2.2(a): Establish an aggressive marketing program to effectively compete with neighboring cities. The marketing program shall involve direct solicitation of developers and headquarters of chain stores, explanation of potential assistance programs, and explanation of market support.	ED Department	Short term	
AS-5.2.2(b): Engage in outreach programs such as small business training to encourage improved business viability and encourage outlets to remain in Taylorsville.	ED Department	Ongoing	Currently operating a business expansion and retention visitation program with Economic Development Committee
AS-5.2.2(c): Consider the use of redevelopment authority or development agreements to designate project areas throughout the City and to acquire the designated site(s) within those project areas.	Redevelopment Agency Board ED Department	Short term	
AS-5.2.2(d): Establish an outreach program to encourage existing businesses that are in conformance with the General Plan to remain at their current locations.	ED Department	Ongoing	Currently operating a business expansion and retention visitation program with Economic Development Committee
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-5.2.2(a): Maintenance of existing A and B sites as well as “Right Sizing” of the shopping opportunities now available is key to retaining the economic viability of the commercial clusters.	ED Department CD Department Planning Commission Redevelopment Agency	Long term	See action statement AS-5.2.1 (e)
P-5.2.2(b): In areas designated as mixed use, encourage retail use on the first floor and allow for office or residential uses on the second floor or in the rear of the building. Utilize mechanisms such as height and density bonuses, as set out in a Land Use chapter.	CD Department		
P-5.2.2(c): Provide concentrations of neighborhood and community-serving commercial space and avoid extended strip commercial patterns.	ED Department CD Department Planning Commission City Council Administration		

AS-5.2.2(d): Establish an outreach program to encourage existing businesses that are in conformance with the General Plan to remain at their current locations.	ED Department	Ongoing	Currently operating a business expansion and retention visitation program with Economic Development Committee
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-5.2.2(a): Maintenance of existing A and B sites as well as "Right Sizing" of the shopping opportunities now available is key to retaining the economic viability of the commercial clusters.	ED Department CD Department Planning Commission Redevelopment Agency	Long term	See action statement AS-5.2.1 (e)
P-5.2.2(b): In areas designated as mixed use, encourage retail use on the first floor and allow for office or residential uses on the second floor or in the rear of the building. Utilize mechanisms such as height and density bonuses, as set out in a Land Use chapter.	CD Department		
P-5.2.2(c): Provide concentrations of neighborhood and community-serving commercial space and avoid extended strip commercial patterns.	ED Department CD Department Planning Commission City Council Administration		
P-5.2.2(d): Adhere to height and Floor Area Ratio ("FAR") standards in conformance with the policies created in a Land Use element for retail and office buildings in order to create and maintain an attractive image for each commercial concentration.	CD Department Planning Commission	Ongoing	
P-5.2.2(e): Allow for mixed use districts in designated areas and establish incentives, such as expansion of parking capacity, reduction of existing parking ratios, and/or shared parking agreements to provide for second floor specialty office over retail.	CD Department Planning Commission	Ongoing	

Goal 5.3:
Maintain and enhance existing commercial cores.

Objective 5.3.1:
Secure the City's existing commercial tax base through the enhancement of the 5400 South and Redwood Road Corridor as a destination regional shopping center(s) and specialized neighborhood center serving area residents.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-5.3.1(a): Attract uses that would provide evening activities such as entertainment and cultural opportunities.	ED Department	Short term	
AS-5.3.1(b): Assist the owners of the Taylorsville Family Center to reinvent itself and follow current retailing trends. Such actions may include creation of a "Lifestyle" center, provision of a new street system providing improved traffic circulation, resizing store sizes and prototypical floor plates.	ED Department Redevelopment Agency City Council	Short term	
AS-5.3.1(c): Develop promotional events, such as theme events or open air markets, to promote an awareness of the 5400 South area and its revitalization as a new and exciting commercial activity center.	ED Department Administration		

AS-5.3.1(d): Establish a marketing program to attract new retail outlets to the Taylorsville Family Center area	ED Department	Short term	Currently operating a business expansion and retention visitation program with ED Committee
AS-5.3.1(e): Investigate the parking needs of shopping centers in the Redwood Road and 5400 South area and provide a plan and implementation program to address the identified needs.	ED Department Redevelopment Agency CD Department	Short term	
AS-5.3.1(f): Undertake internal site improvements after concise coordination with the Utah Department of Transportation, the Transportation Chapter of the General Plan, and the Capital Improvement Plan.	ED Department CD Department	Short term	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-5.3.1(a): Shared parking, off-site parking, reduced stall size, public parking areas and/or structures should be considered. New projects and/or redeveloped projects should also avoid placement of parking in areas which would create lack of usage due to poor location in relation to stores and store entrances.	ED Department CD Department Planning Commission		
Objective 5.3.2: Utilize the presence of an outstanding facility such as the Salt Lake Community College to improve the shopping, housing and employment base of the City.			
Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-5.3.2(a): Coordinate with Salt Lake Community College to investigate the ability to create job opportunities through joint ventures with local businesses and/or "spin off" operations from campus programs.	ED Department	Short term	
AS-5.3.2(b): Provide spaces for joint operations to occur. Second level or greater office opportunities should be investigated with shopping center owners.	ED Department Redevelopment Agency CD Department Planning Commission	Short term	
AS-5.3.2(c): Redevelop all corners of the 4700 South and Redwood Road intersection. The City should encourage a retail tenant mixture that can provide support services for students, faculty, and staff of the College.	ED Department Redevelopment Agency CD Department Planning Commission	Short term	
AS-5.3.2(d): Encourage student housing as part of mixed use renovations.	CD Department Planning Commission	Short term	
AS-5.3.2(e): Due to the high level of automobile congestion in the area, all economic development activities in the area should be closely aligned with transportation improvements.	ED Department CD Department	Short term	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-5.3.2(a): Mixed use development transitions with neighboring shopping centers should be designated on the General Plan. Second level or greater office opportunities should be investigated with shopping center owners.	ED Department CD Department Planning Commission		

Objective 5.3.3:

Enhance the 4700 South Corridor and the I-215 interchange as a community shopping center and specialized neighborhood center serving area residents.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-5.3.3(a): Encourage expansion of existing employment centers. In conjunction with the redevelopment of the existing retail centers, the City should encourage the expansion of employment base in the area.	ED Department	Short term	
AS-5.3.3(b): Undertake a market analysis of the vicinity.	ED Department		
AS-5.3.3(c): Create a modern efficient shopping center for regional or community needs by redeveloping the existing retail centers as the age of the existing centers exceeds twenty years.	ED Department Redevelopment Agency	Short term	
AS-5.3.3(d): Align economic development activities with transportation improvements due to the high level of automobile congestion in the area	CD Department ED Department	Short term	
AS-5.3.3(e): Investigate the possibility of locating a regional scale hotel at this location to take advantage of direct freeway access and provide a niche largely absent in the community.	ED Department	Short term	
AS-5.3.3(f): Consider possible mass transit connections and redevelopment needs at this site.	ED Department CD Department	Long term	

Objective 5.3.4:

Enhance the 5400 South and Bangerter corridor as a regional shopping center and community center serving area residents, including communities on the City's boundaries.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-5.3.4(a): Provide funding sources for reduction of traffic congestion and access improvements.	City Council Redevelopment Agency	Short term	
AS-5.3.4(b): Encourage centers to renovate.	ED Department Redevelopment Agency	Short term	
AS-5.3.4(c): Recruit users for vacant stores. Establish an aggressive marketing program to effectively compete with neighboring cities. The marketing program shall involve direct solicitation of stores, explanation of potential assistance programs, and explanation of market support.	ED Department Redevelopment Agency	Short term	
AS-5.3.4(d): Engage in outreach, such as small business training, to encourage outlets to remain in Taylorsville as well as improve business viability.	ED Department	Ongoing	Currently operating a business expansion and retention visitation program with ED Committee

Objective 5.3.5:

Support the City's existing commercial tax base through the enhancement of the 4100 South and Redwood Road Corridor as a community shopping center and specialized neighborhood center serving area residents.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-5.3.5(a): Create a modern, efficient shopping center for community needs by redeveloping the existing retail centers.	ED Department Redevelopment Agency	Short term	
AS-5.3.5(b): Provide funding sources for reduction of traffic congestion and access improvements.	City Council Redevelopment Agency	Short term	
AS-5.3.5(c): Align economic development activities with transportation improvements due to the high level of automobile congestion in the area.	CD Department ED Department	Short term	
AS-5.3.5(d): Undertake internal site improvements to provide for more efficient use of existing retail space in coordination with the Utah Department of Transportation, the Transportation Chapter of the General Plan, and the Capital Improvement Plan.	CD Department ED Department Redevelopment Agency	Short term	

**Objective 5.3.6:
Redevelop the 4800 South and Redwood area, which can be targeted towards senior living and support services.**

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-5.3.6(a): Create a redevelopment project area that focuses on modern and efficient infrastructure and assemblage of multiple parcels of land into a block of land which is conducive to modern prototype needs of senior communities. Infrastructure improvements may include roadways with limited congestion, pedestrian pathways connecting neighborhoods and civic facilities, and other streetscape improvements. All improvements in this district should be compatible with the historic character of the area.	ED Department Redevelopment Agency	Short term	
AS-5.3.6(b): Provide funding sources for reduction of traffic congestion and pedestrian access improvements.	City Council Redevelopment Agency	Short term	
AS-5.3.6(c): Align redevelopment activities with transportation improvements, historic preservation plans, and infrastructure improvements.	CD Department ED Department	Short term	
AS-5.3.6(d): Create zoning regulations which allow for appropriate senior housing densities.	CD Department	Short term	

**Objective 5.3.7:
Create a community gathering place at City Center.**

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-5.3.7(a): Actively seek developers and businesses to implement the City Center Small Area Master Plan.	ED Department Redevelopment Agency	Short term	
AS-5.3.7(b): Provide a connection between the Valley Regional Park and ancillary uses with the City Center site. Attract uses to City Center that compliment uses at the park.	ED Department CD Department	Short term	
AS-5.3.7(c): Facilitate a physical connection between the park and the City Center site.	CD Department Planning Commission City Council	Short term	

Objective 5.3.8:

Actively solicit a development partnership or joint venture that would create a true “Business Park” on the “UDOT” parcel located at 6200 South and Bangerter Highway.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-5.3.8(a): Establish an outreach and retention program to encourage existing firms to remain in Taylorsville when the UDOT site is able to accommodate business park development. Actively monitor expansion and relocation plans of these firms.	ED Department		
AS-5.3.8(b): Make available sufficient acreage of a business park designation at the UDOT site in order to capture the City's fair share of employment opportunities through the year 2030.			
AS-5.3.8(c): Designate a sufficient amount of land to accommodate the projected growth in demand for business parks and employment centers through 2030.	CD Department ED Department Planning Commission City Council		
AS-5.3.8(d): Create a distinct and responsive zoning district to produce an identifiable business park environment on the UDOT parcel. During the creation of the ordinance, the City should investigate utilizing the proposed park to maximize FAR of the Business Park by using recreational park as part of the project's open space requirements.	CD Department ED Department		

Goal 5.4:

Generate developments that create jobs and maintain existing quality employment centers.

Objective 5.4.1:

Generate new and clean employment center growth in an orderly and controlled manner through diversification of the industrial base and maintenance of current activity in order to provide employment opportunities for residents.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-5.4.1(a): Increase, on an ongoing basis, the number of firms within the industries now represented in the City and capture industries that are not currently represented in the City but are stable industries and compatible with City needs in terms of traffic and air quality.	ED Department		
AS-5.4.1(b): Establish a marketing program to identify desired new industries and attract new industrial activity, which may involve development of promotional brochures that explain positive aspects of living/working in Taylorsville, and discuss any available City assistance programs; direct marketing to firms in targeted industries; and place advertisements in trade journals.	ED Department		

Chapter 6 – Parks, Open Space, Recreation and Trails

Goal 6.1:

Improve park utilization by providing high quality parks distributed evenly throughout the community.

Objective 6.1.1:

Provide more park space in underserved areas of the City and increase the functionality and accessibility of all parks.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-6.1.1(a): Identify all options to retain meaningful open space areas and preserve them for future recreational spaces.	CD Department	Short term	
AS-6.1.1(b): Identify all City owned property that could be developed into additional park space and assess suitability of potential spaces in addressing park space shortages within the City.	CD Department	Short term	
AS-6.1.1(c): Consider and evaluate the value of small "pocket parks" that can improve the level of attractiveness and availability of amenities in residential and commercial areas.	City Council CD Department	Short term	
AS-6.1.1(d): Involve youth in identifying the recreational needs of the young and develop specific facilities to meet those needs.		Ongoing	
AS-6.1.1(e): Establish a new community park in the south, southwest, and /or southeast section of the City.	Administration City Council	Long term	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-6.1.1(a): Create and install uniform signage and other design features for all parks in Taylorsville	CD Department Administration City Council	Long term	

Objective 6.1.2:

Develop, maintain, and publicize park areas to the highest standards feasible to encourage their use and enjoyment by all residents.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-6.1.2(a): Improve and maintain all park facilities and open space areas to the highest standards possible.	Administration	Ongoing	
AS-6.1.2(b): Provide the necessary facilities and amenities in existing parks to promote increased use.	Administration City Council	Ongoing	
AS-6.1.2(c): Include public art in City parks that display the history, character, culture, and uniqueness of Taylorsville.	Administration City Council Arts Committee	Long term	
AS-6.1.2(d): Evaluate the feasibility of Taylorsville City taking responsibility for improvement, maintenance, and operation from Salt Lake County for park and open space areas.	Administration City Council	Long term	

<p>AS-6.1.2(e): Support and sponsor local sports organizations to encourage citizen involvement and healthy life-style choices for City residents.</p>	<p>Administration City Council</p>	<p>Ongoing</p>	
<p>AS-6.1.2(f): Evaluate the potential for an amphitheater in association with the Taylorsville Recreation Center, Park Library, City Center or other location within the City.</p>	<p>Administration City Council</p>	<p>Long term</p>	
<p>AS-6.1.2(g): Nurture the children and youth of the City by providing recreational programs that meet their needs.</p>	<p>Administration City Council SLCo Parks and Recreation</p>	<p>Ongoing</p>	
<p>Objective 6.1.3: Assure adequate utilization of all parks, open space, recreation facilities, and trails.</p>			
<p>Action Statements</p>	<p>Responsible Entity</p>	<p>Priority and/or Timeline</p>	<p>Comment</p>
<p>AS-6.1.3(a): Utilize the abilities and talents of the Leisure Activity, Recreation, and Parks Committee to encourage a full utilization and benefit of all existing and future community spaces.</p>	<p>LARP Committee City Council Administration</p>	<p>Ongoing</p>	
<p>AS-6.1.3(b): Develop role of an event and activities coordinator to promote park and recreational activities and provide opportunities for community gatherings.</p>	<p>Administration City Council</p>	<p>Long term</p>	
<p>AS-6.1.3(c): Formulate a “marketing plan” for City-provided recreational areas and facilities.</p>	<p>Administration</p>	<p>Long term</p>	
<p>Goal 6.2: Provide desirable open space to enhance quality of life for Taylorsville Residents.</p>			
<p>Objective 6.2.1: Preserve open space.</p>			
<p>Action Statements</p>	<p>Responsible Entity</p>	<p>Priority and/or Timeline</p>	<p>Comment</p>
<p>AS-6.2.1(a): Inventory all existing open spaces within the City. Identify future opportunities to acquire or preserve available open space.</p>	<p>CD Department</p>	<p>Short term</p>	
<p>AS-6.2.1(b): Develop a long-term master plan for open space preservation within the City. Plans should include remediation and restoration efforts needed for poor-quality open spaces.</p>	<p>CD Department</p>	<p>Long term</p>	
<p>Best Practice Policies</p>	<p>Responsible Entity</p>	<p>Priority and/or Timeline</p>	<p>Comment</p>
<p>P-6.2.1(a): Require a minimum 100’ no build natural buffer for all developments adjacent to the Jordan River.</p>	<p>CD Department Planning Commission</p>	<p>Ongoing</p>	<p>Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.</p>
<p>Goal 6.3: Ensure that adequate levels of recreational opportunities are provided for Taylorsville residents.</p>			
<p>Objective 6.3.1: Promote recreation in the City.</p>			

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-6.3.1(a): Identify new recreational activities not currently available within the City that may be feasibly offered through public or private entities.	LARP Committee	Short term	
AS-6.3.1(b): Identify existing recreational activities that are underserved or warrant additional resources based on community preferences.	LARP Committee	Short term	
AS-6.3.1(c): Identify funding sources that will enable development of additional recreational programs and amenities.	Administration	Long term	
AS-6.3.1(d): Create a "clearing house" of information on recreational opportunities within the City.	Administration	Long term	
AS-6.3.1(e): Develop and maintain City's "Parks and Recreation" web site.	Administration	Long term	
AS-6.3.1(f): Improve advertisement of recreational events occurring within the City. Coordinate with Salt Lake County Parks & Recreation Department promotions of County sponsored recreational events.	Administration	Long term	

Goal 6.4:
Develop an urban trails system.

Objective 6.4.1:
Create a new Trails Master Plan that will be adopted as an addendum to the Taylorsville General Plan.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-6.4.1(a): Identify goals and objectives relative to development of a trail master plan.	CD Department LARP Committee	Long term	
AS-6.4.1(b): Evaluate existing Trail Master Plan for adequacy and feasibility. Identify strengths and weaknesses of existing plan.	CD Department LARP Committee	Long term	
AS-6.4.1(c): Identify existing linkages and possible connections to open space and park areas, realizing that dedicated linkages may not be possible in every location. Trails should be interconnected with parks, open spaces, and schools within the City.	CD Department LARP Committee	Long term	
AS-6.4.1(d): Work with utility and canal companies to utilize existing rights-of-way (utility and canal) to integrate a trail system along the existing canals and utility corridors.		Long term	
AS-6.4.1(e): Evaluate the potential for using the wide park strips on 4000 West Street as a pedestrian trail.	Administration CD Department	Long term	
AS-6.4.1(f): Adopt amended Trail Master Plan as an element of the General Plan.	CD Department City Council	Long term	
AS-6.4.1(g): Coordinate the implementation of the Trails Master Plan with other chapters (Community Identity, Transportation, etc.) of the Taylorsville General Plan.	CD Department	Long term	
AS-6.4.1(h): Implement and regularly update the Trails Master Plan.	CD Department	Long term; ongoing	

Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-6.4.1(a): Require pedestrian linkages, as applicable, in all new development.	CD Department Planning Commission	Ongoing	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
P-6.4.1(b): Provide pedestrian amenities, such as garbage cans, benches, bicycle racks and lighting for new trail development.	CD Department Planning Commission	Ongoing	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
P-6.4.1(c): Coordinate all trail issues with the Transportation element of the plan.	CD Department	Ongoing	

Chapter 7 – Housing and Neighborhoods

Goal 7.1:

Provide a balance of housing options that will allow Taylorsville citizens to remain residents of the City for their entire lives.

Objective 7.1.1:

Encourage the development/redevelopment of housing that integrates a variety of housing choices across all neighborhoods.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-7.1.1(a): Review ordinances, codes, regulations, and the permitting process to eliminate requirements that discourage a diversity of housing types in the City.	CD Department	Short term	
AS-7.1.1(b): Encourage private sector participation in meeting housing needs.		Ongoing	Move to best practice policy
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-7.1.1(a): Allow for the variation of lot sizes within a planned unit development and subdivision to provide for a variety of residents and their home size and affordability needs.	CD Department Planning Commission City Council Administration	Ongoing	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.

Objective 7.1.2:

Provide for alternative types of housing.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-7.1.2(a): Research the possibility of incorporating alternative housing types into the Land Development Code, such as cluster homes, zero lot line homes, and accessory apartments.	CD Department Planning Commission City Council Administration	Ongoing	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
AS-7.1.2(b): Promote mixed uses that include a wide variety of housing types and prices.	CD Department Planning Commission City Council Administration	Ongoing	Move to best practice policy

Goal 7.2:

Support stable neighborhoods and a safe community.

Objective 7.2.1:

Strengthen the community's will to work together to keep crime out of Taylorsville City.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-7.2.1(a): Promote "Neighborhood Watch" initiatives in both low and high-density areas.	Taylorsville PD	Immediate	
AS-7.2.1(b): Develop neighborhood plans and implement programs that work to reduce conditions that destabilize neighborhoods.	CD Department	Short term	
AS-7.2.1(c): Investigate funding sources for plans and programs such as special taxing districts, Community Development Block Grants, or the Utah Project Safe Neighborhoods to promote community safety.	CD Department Planning Commission City Council Administration	Long term	

Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-7.2.1(a): Provide for resident and property owner participation in any plan or program implemented to improve or stabilize neighborhoods.	CD Department	Ongoing	
Objective 7.2.2: Insure the stabilization of neighborhoods through improved enforcement of codes and policies.			
Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-7.2.2(a): Identify resources to help bring housing code violations into compliance.	CD Department	Short term	
AS-7.2.2(b): Designate priority attention to areas with high incidence of code violations.	CD Department	Immediate	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-7.2.2(a): Eliminate the expansion of non-compatible uses in residential neighborhoods.	City Council Planning Commission CD Department	Ongoing	
P-7.2.2(b): Require buffering and screening of residential areas from non-compatible uses with landscaping or transitional land uses.	CD Department Planning Commission City Council Administration	Ongoing	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
Objective 7.2.3: Utilize Crime Prevention Through Environmental Design (CPTED) principles to increase safety of neighborhoods.			
Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-7.2.3(a): Implement CPTED principles in the design and maintenance of single family homes and subdivisions.	CD Department Planning Commission Taylorsville PD	Short term	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-7.2.3(a): Lots, streets, and houses should be designed to encourage interaction between neighbors.	CD Department Planning Commission	Short term	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
P-7.2.3(b): Outside doorways, sidewalks, and yards should be well-lit.	CD Department Planning Commission	Short term	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
P-7.2.3(c): Front doors should be visible from the street and walkways and landscaping direct visitors to the proper entrance.	CD Department Planning Commission	Short term	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
P-7.2.3(d): Dwellings should be designed to include windows on all sides.	CD Department Planning Commission	Short term	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
Objective 7.2.4: Establish a crime free multi-family housing program.			
Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-7.2.4(a): Implement CPTED principles in the design and maintenance of multi-family housing developments.	CD Department Planning Commission Taylorsville PD	Short term	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.

Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-7.2.4(a): Entrances to buildings and residences should be accentuated and well-lit. Entrances should be visible from the street or able to be observed by neighbors.	CD Department Planning Commission	Short term	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
P-7.2.4(b): The site should be well-lit, including the parking area, hallways, and entrances.	CD Department Planning Commission	Short term	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
P-7.2.4(c): Dead end spaces around buildings and parking areas should be blocked off.	CD Department Planning Commission	Short term	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
P-7.2.4(d): Recreational spaces should be visible from many doors and windows.	CD Department Planning Commission	Short term	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
P-7.2.4(e): Parking lot entrances should be defined by architectural elements or landscaping. Parking spaces should be adjacent to units and assigned. There should be a designated area for visitor parking that is able to be monitored by residents.	CD Department Planning Commission	Short term	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
P-7.2.4(f): Buildings should be designed with windows on all sides and elevators and stairwells should be centrally located.	CD Department Planning Commission	Short term	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
P-7.2.4(g): Dumpsters should be placed so that they don't create hiding places or blind spots.	CD Department Planning Commission	Short term	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.

Goal 7.3:

Ensure Taylorsville City meets present and future housing needs for residents of all income levels, age, and abilities.

Objective 7.3.1:

Provide for the continual provision of affordable housing opportunities.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-7.3.1 (a): Research affordable housing measures used in other areas, such as inclusionary zoning practices, incentive programs, mixed use development.	CD Department	Short term	
AS-7.3.1 (b): Investigate partnerships with private and non-profit sector housing providers with tools such as market analysis, cost-benefit analysis, and density incentives.	CD Department	Short term	

Objective 7.3.2:

Monitor residential zoning to prevent regulatory barriers to affordability.

Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-7.3.2(a): Include a definition and provisions for affordable housing in City Code.	CD Department Planning Commission	Short term	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-7.3.2(a): Affordable housing shouldn't look different from market-rate housing.	CD Department	Ongoing	

P-7.3.2(b): Moderate-income housing should be mixed in with market-rate housing and shouldn't be concentrated in large quantities.	City Council Administration Planning Commission CD Department	Ongoing	
Objective 7.3.3: Provide for the housing needs of elderly households.			
Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-7.3.3(a): Reduce the overall cost of housing among elderly households.			
AS-7.3.3(b): Support organizations that assist elderly citizens in finding appropriate housing. Support may include technical assistance and alternative design standards and code requirements.	City Council CD Department	Ongoing	
AS-7.3.3(c): Investigate the need to allow development of innovative retirement housing options such as "Granny cottages" and accessory apartments.	CD Department Planning Commission City Council	Short term	Should be addressed during the comprehensive <i>Unified Development Ordinance</i> rewrite.
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-7.3.3(a): Review any proposed project or code amendment for potential impacts on housing for elderly populations.	CD Department Planning Commission	Ongoing	
Objective 7.3.4: Provide housing opportunities for special needs populations.			
Action Statements	Responsible Entity	Priority and/or Timeline	Comment
AS-7.3.4(a): Continue to insure compliance with Federal and State laws on accessibility.	CD Department	Ongoing	
AS-7.3.4(b): Support organizations that assist citizens with handicaps in finding accessible housing. Support may include technical assistance and alternative design standards and code requirements.	City Council CD Department	Ongoing	
Best Practice Policies	Responsible Entity	Priority and/or Timeline	Comment
P-7.3.4(a): Scrutinize any proposed project or code amendment that impacts housing for special needs populations.	City Council CD Department Planning Commission	Ongoing	