

# Commission on Housing Affordability

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## HB462 + SB140 Overview



WASATCH FRONT REGIONAL COUNCIL

# Housing Choice & the Wasatch Choice Vision

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1. Transit stations are well suited to accommodate and absorb growth, while also preserving community character
2. Providing smaller lot or multi-family housing in strategic centered locations (with reduced parking minimums) can allow for greater affordability
3. Coordinating mixed-use development with transportation infrastructure gives residents more options to bike, walk, or take transit, reducing household housing+transportation costs
4. Linking housing and transportation provides greater access to job and educational opportunities

# HB 462 - Station Area Planning (SAP)



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# SAP Objectives: HB462 & Wasatch Choice



Increase the availability and affordability of housing



Promote sustainable environmental conditions



Enhance access to opportunities



Increase transportation choices and connections

# SAP Overview

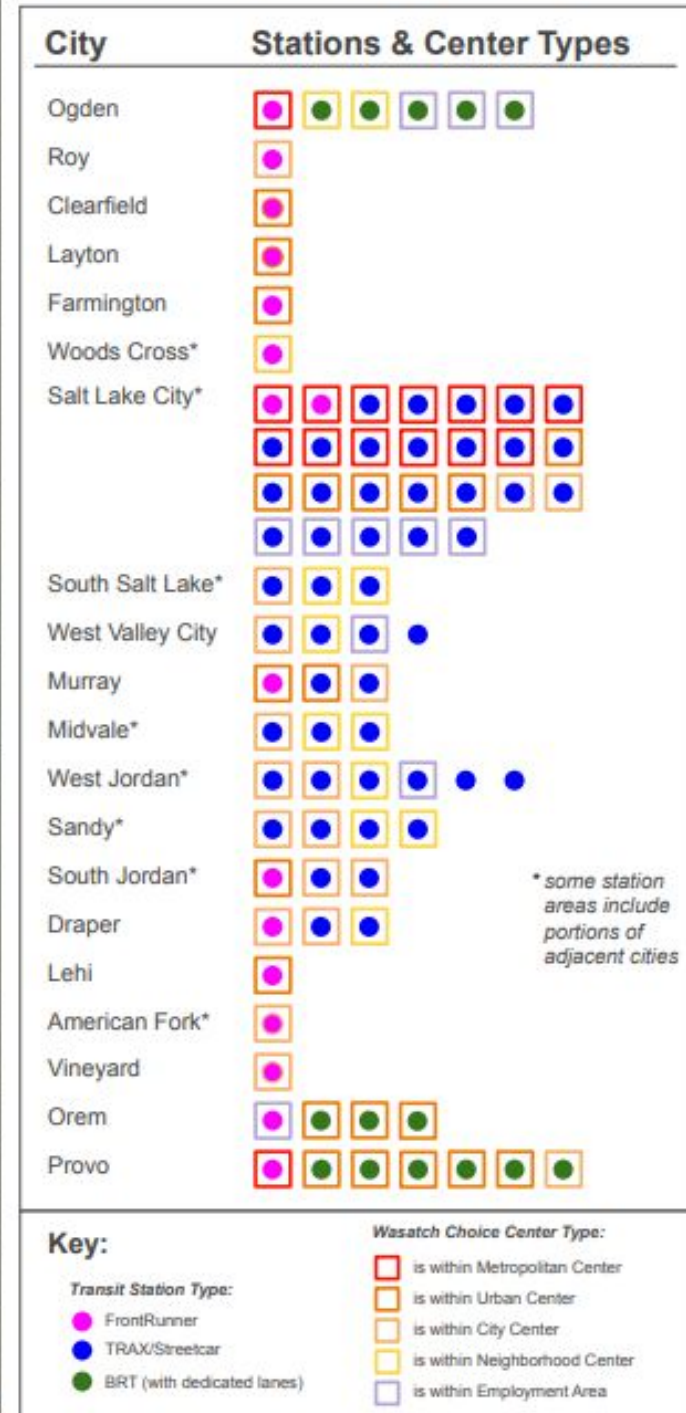
<b>Cities prepare, adopt and submit SAP</b>	<b>MPO Certification</b>	<b>Technical Assistance</b>
<p>...as well as relevant land use regulations (timeline to follow)</p> <p>A qualifying land use application by a developer may trigger a one-year timeline for completion</p>	<p>Station Area Plans are submitted to relevant MPO for review and certification</p>	<p>Cities may request technical assistance through their relevant MPO</p>

# SAP Impacted Stations

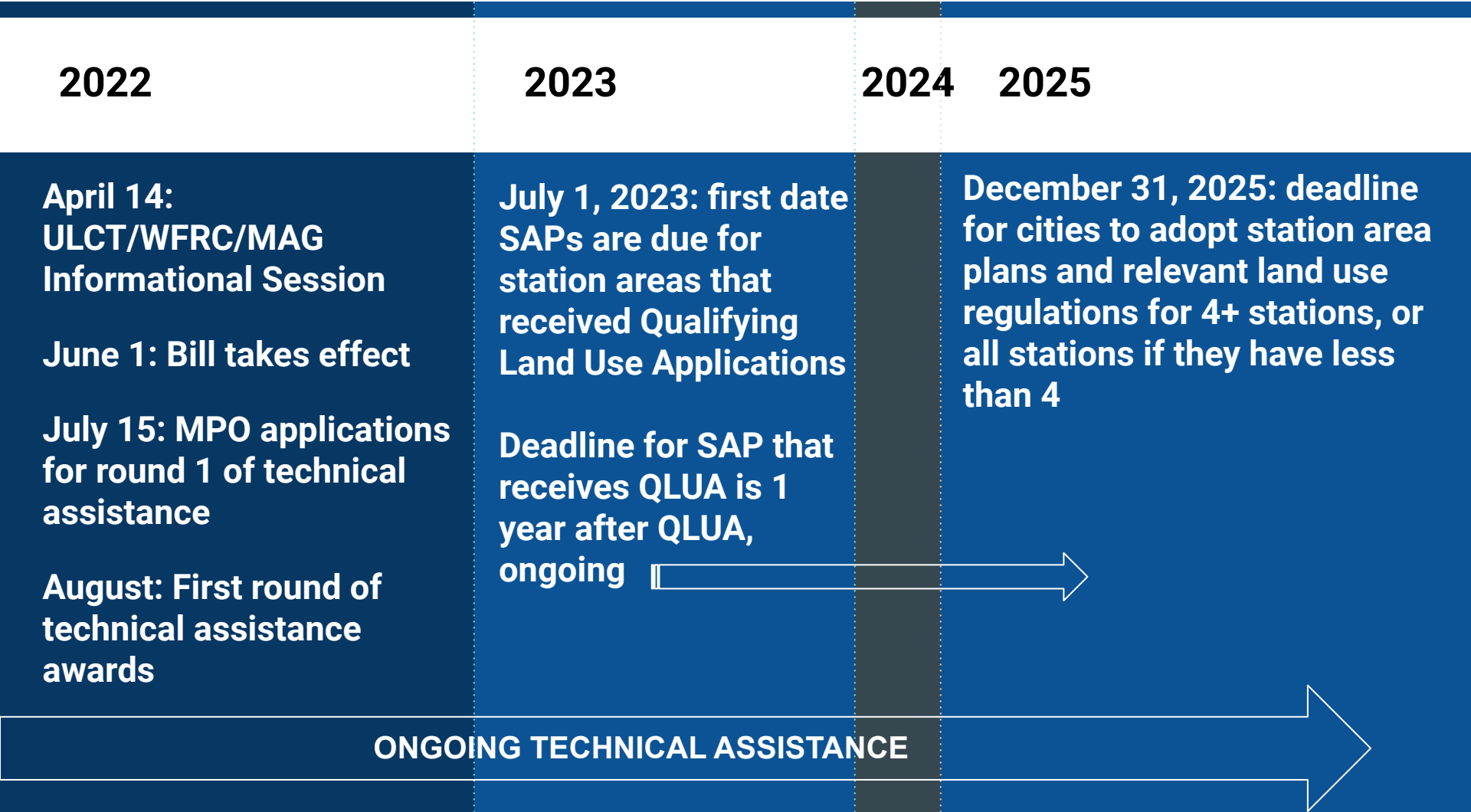
**20 cities** with FrontRunner, TRAX / Streetcar, and Bus Rapid Transit Stations to develop SAPs

1/2 mile around Rail stations

1/4 mile around BRT stations



# SAP General Timeline



# SAP Components

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1. Vision
2. Map
3. 5-Year Implementation Plan
4. Explanation of How the 4 Objectives Are Met
5. Public Involvement and Stakeholder Engagement (MPOs, UTA, Public, Businesses, etc.)

***City may demonstrate how prior actions satisfy requirements.***

***City may demonstrate that satisfying certain requirements are impracticable at particular station area.***



# SAP Certification

City to adopt SAP,  
Land Use  
Regulations, and  
Resolution

1

MPO to Certify that  
Station Area Plan  
requirements have  
been met for  
station

2

City to include the  
Certificate of  
Compliance in the  
MIHP Report to  
DWS

3

*Note: MPO reviews the Station Area Plan, not the zoning changes made by the city to implement SAP*

# SAP Technical Assistance

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Technical assistance available through MPOs to complete all or part of the requirements for Station Area Plans and Station Area zoning and ordinances

**\$5M from GOEO**

**Local matching dollars**

**Staff support from MPOs and UTA**

- May include consultant time and/or MPO and UTA staff time
- MPOs must give priority consideration to SAPs triggered by qualifying land use applications

Funds will be awarded frequently on a rolling basis

# Local land use process modifications

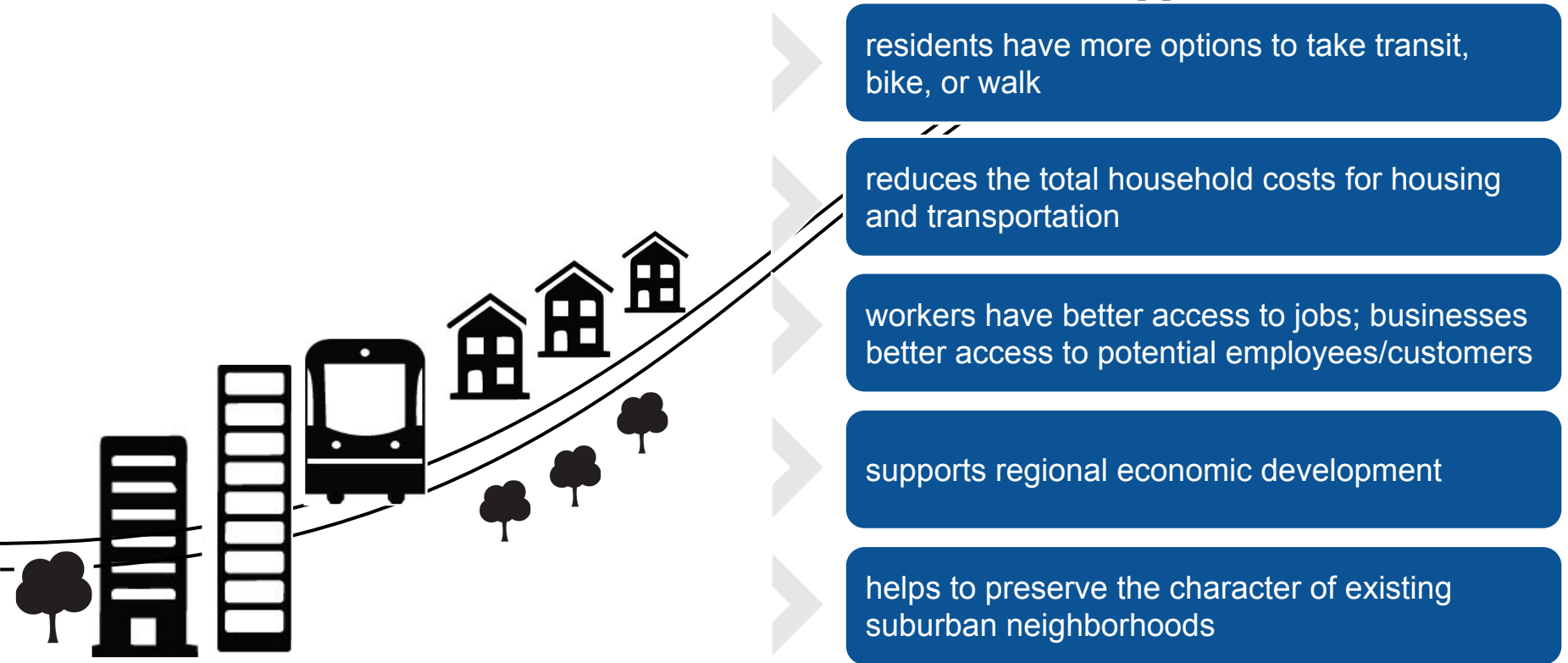
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Land use legislative actions are non-referable with a 2/3 approval by the legislative body in a station area compliant with SAP requirements

First-priority review for residential development applications requiring zoning changes in station areas that do not yet have an adopted SAP

Signature thresholds are increased for a zoning referendum within a station area if SAP requirements are met

# SAP and Housing



**WASATCH CHOICE**  
— VISION —

# SB140 - Housing and Transit Reinvestment Zone (HTRZ) Amendments



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# Desired Outcomes

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Promote higher utilization of public transit

Increase availability and affordability of housing

Conserve water resources through efficient land use

Improve air quality by reducing fuel consumption and vehicle trips

Encourage mixed-use development and investment in transportation & transit

Uses strategic land use and municipal planning in major transit investment corridors

Increase access to employment and educational opportunities

*Objective:* Limited expansion of (HTRZ) to help address Utah's housing crisis by facilitating mixed-use, multi-family and affordable housing development within a 1/3-mile radius of fixed commuter rail stations (FrontRunner), and 1/4-mile radius around Trax and BRT.



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# SB140 – HTRZ Amendments

Housing and Transit Reinvestment Zone (HTRZ) facilitates mixed-use, multi-family housing development around transit. SB140 makes the following changes to [SB217](#):

- Limited expansion of HTRZ to Trax (8 per county) and BRT (3 per county). Currently HTRZ is only eligible at FrontRunner.
- Limits the size of HTRZ around Trax and BRT to ¼ of a mile.
- Requires that a reasonable percentage of units are multi-room / family units.
- Reduces the maximum amount of increment capture from 80%  60% *if* the proposed units is 39-49.
- Other various changes

See our joint WFRC summary of SB140 [HERE](#)