

July/August Draft

Magna Metro Township

2022 Moderate Income Housing Plan

GREATER SALT LAKE MUNICIPAL SERVICES DISTRICT
Planning and Development Services

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Executive Summary

Prelude

Utah is facing a housing crisis. In Salt Lake County, the median price of a single-family home hit \$580,000 in February, up over 23.6% from \$469,000 at the same time last year, according to the Salt Lake Board of Realtors (<https://mtnwest.com/blog/utahs-housing-crisis/>). The research accomplished in this plan suggest that over 50% of Magna residents no longer can reasonably expect to own a home within the community given current income rates and housing price.

Many residents who are unable to afford to live in the community, choose to live in housing they cannot afford. Over 20% of Magna residents are currently spending more than 30% of their monthly income on housing costs. They might choose to do so because of a connection to the community, or because despite the cost Magna offers the best available option, or they might be living in a space that is larger than they need because a more suitably sized space was not available. Whatever the reason, households that are paying too much in rent are not spending enough in the community and may be struggling to upkeep and maintain their unit. This is not a choice. Who is offering to pay more for housing then is required?

Magna is currently one of the most affordable communities in Salt Lake County. Development of the Inland Port Area, the State Prison Site, and the front range of the Oquirrh Mountains will bring development pressure to the Municipality that will threaten that designation. Magna can act now, to ensure that residents making less than the Area Medium Income of just over \$65,000 annually are not priced out of the municipality within the next 5 to 10 years. By planning for a diverse supply of housing units within its borders, tailored to meet the needs of community households in the spectrum of required unit size, and the spectrum of the communities capacity to afford, the municipality can ensure that citizens born and raised in Magna will have the opportunity remain within their community throughout every stage of life, whatever the housing need might be during that time, or the reasonable capacity to afford.

Context

The 2022 Magna Metro Township Moderate Income Housing Plan (MIHP or Plan) is a supplemental element of the Magna General Plan Update completed in March of 2021. This MIHP is being updated as a result of [State Legislation 2022 HB 462 'Utah Housing Affordability Amendments'](#), that was passed into law on March 4th, 2022, becoming effective on June 1, 2022.

The previous Moderate Income Housing Plan for Magna Metro Township was adopted in November of 2019 per state statute. The original legislation (['2019 SB 34 'Affordable Housing Modifications'](#)) required that applicable communities listed in the bill adopt a housing plant that included current housing data and the strategies or methods that the municipality was going to use to improve moderate income housing conditions within the community. The municipality would then report to the Utah Department of Workforce Services, Housing and Community Development Division (Department) every year, using the Department of Workforce Services' Report Form, on how they are fulfilling the strategies selected. The Department would then review and evaluate Magna's progress toward its goals and policies regarding housing as outlined in this Plan.

An updated analysis of the housing condition and demographics of the municipality has been conducted. This analysis, along with feedback for community members and community leaders, has been utilized to inform the selection of the 5 strategies that are included in the 2022 Plan.

Selected Strategies

Magna's five strategies for addressing moderate income housing needs include (the letter designations here are taken directly from Utah Code Section 10-9a-403(2)(b)(iii) which provides a list of 24 options, labeled A through X, to be considered):

- B. Demonstrate investment in the rehabilitation or expansion of infrastructure that facilitates the construction of moderate income housing.
- F. Zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers.
- H. Amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors.
- P. Demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing.
- W. Create or allow for, and reduce regulations related to, multi-family residential dwellings compatible in scale and form with detached single-family residential dwellings and located in walkable communities within residential or mixed-use zones.

Introduction

Plan Structure

The Moderate Income Housing Plan (“MIHP”) is organized into six sections:

- **Introduction**
 - Overview of the minimum requirements for Moderate Income Housing Plan content and reporting, as defined in Utah State Code
 - Methodology
 - Overview of methods used for data collection, public engagement, and research
- **Magna Metro Township Existing Housing Conditions**
 - Demographic Summary
 - Updated demographic data for Magna from the 2020 Census and other sources
 - Housing Stock
 - Updated housing stock data from the 2020 Census and other sources
- **Cost-Burdened Housing**
 - Housing Availability and Affordability
 - Updated housing availability and affordability data from the 2020 Census and other sources
- **Community Engagement**
 - Breakdown of feedback received from the community
- **Strategies and Actions**
 - This chapter is completely new, as it was not required by the State when the 2019 Moderate Income Housing Plan was adopted. The minimum requirements for the implementation element include a timeline of expected accomplishments and milestones for the chosen strategies.
- **Timeline and Milestones**

Planning Context

State code requires that general plans estimate the need for moderate-income housing. As part of the MIHP process, an assessment of current population demographics and housing conditions was conducted. This assessment guided the development of goals and action items in the Moderate-Income Housing Plan. These goals address community needs regarding housing. A variety of additional factors affecting the quality and affordability of housing were also included, especially the connection to land-use and active and public transportation. The housing plan will be reviewed annually using the Department of Workforce Services’ Reporting Form. The review will evaluate Magna’s progress toward its goals and policies regarding housing as outlined in this plan.

Magna Metro Township and the Greater Salt Lake Municipal Services District understand that good planning encourages and includes public input. This assessment will be shared during public outreach events regarding the formation of the Moderate-Income Housing Element to the General Plan.

Magna Metro Township and the Greater Salt Lake Municipal Services District recognize the importance of regional cooperation, especially regarding housing. Magna’s planners and technicians are actively engaged in the Wasatch Front Regional Council committees, including the Technical Advisory Committee, the Active Transportation Committee, and the Regional Growth Committee. Expertise and information from the Utah Department of Workforce Services, Housing and Community Development Division; the Wasatch Front Regional Council; the Utah League of Cities and Towns; and Zions Public Finance; and the Magna Water District all contributed to this assessment.

Purpose of the Plan

Based upon regulatory requirements by the State of Utah, existing conditions, future projections, community feedback, and planning best practices, the Magna Metro Township Moderate Income Housing Plan 2022 Update has the following objectives:

Meet regulatory requirements of House Bill 462 Housing Affordability Amendments by updating the Plan’s strategies, including an implementation element, reporting on the status of moderate income housing to the State of Utah, and providing a robust plan for meeting community needs.

Provide Magna Metro Township with the necessary resources to inform residential development decisions to be beneficial, fair, equitable, and a good fit for the needs of residents. Decisions made regarding zoning, fees, land-use planning, and more can impact housing. These decisions are best made with full and detailed information regarding current and future conditions and needs.

Provide an implementation plan and tools for implementing community goals. The implementation plan is required by House Bill 462. Requirements include a timeline for implementation and identified milestones to accomplish the strategies chosen by the community and Council. The implementation plan informs how to put ideas into practice.

Enhance quality of life in the community with a community-based, “ground-truthed” housing plan. Housing matters. Affordable, safe housing bolsters the well-being of its residents at all income levels.

- Housing is a “keystone” of community planning, which links transportation, land-use, and can help to create community cohesion. Well-planned neighborhoods with balanced housing options improve traffic congestion, are compatible with community open-space needs, and keep “eyes on the street,” which encourages walkability, neighborliness, and community policing and reporting.
- Providing housing that meets the needs of the community workforce. Local employees can afford to live in the community, businesses have access to employees, and potential employees have better access to job opportunities. This can lead to better wages for employees, as increased opportunity creates competition for talent.
- lower-income households are less reliant on public assistance.

Moderate Income Housing Plan Requirements

State Mandated Requirements Overview

In 2019, the Utah Legislature passed legislation ([2019 SB 34 'Affordable Housing Modifications'](#)) requiring cities to adopt a moderate income housing plan with specific strategies and targets identified to increase the number of moderate income housing units within the municipalities' boundaries. Municipalities were then required to report on their progress meeting the targets specified in said plan each year thereafter.

In 2022, the Utah Legislature passed House Bill 462 Housing Affordability Amendments. HB 462 alters the existing moderate income housing requirements for Magna in the following ways:

- **Annual Reporting:** HB 462 updates the timeline for yearly reporting. Magna is required to complete a moderate income housing plan update by October 1st, 2022. Every year following the adoption of the updated plan Magna will be required to complete a moderate income housing report by October 1st and submit it to the Utah Department of Workforce Services – Housing and Community Development Division.
- **Report Review:** Reporting forms which include the components discussed previously and based off the previous fiscal year will be due on October 1st, of every following year.
 - When reviewing the reporting form for the compliance the municipality must demonstrate that the municipality made plans to implement the strategies, that a reasonable timeline for selected strategies has been provided, that the form is completed correctly, and that other sufficient information is provided for compliance review.
- **Prioritization and Penalties:** If the Utah Department of Workforce Services reviews the report and determines the municipality complies with the minimum requirements (5 strategies for cities with fixed guideway transit, 3 for cities without fixed guideway transit), and the municipality has adopted two additional menu item strategies, the municipality may receive priority consideration for funding from the *Transportation Investment Fund* (TIF), *Transit Transportation Investment Fund* (TTIF), and the *COVID-19 Local Assistance Matching Grant Program*.
- **Implementation Plan:** All communities must include an implementation plan to accomplish the strategies and a timeline of their anticipated benchmarks and completion date over the next 5 years, allowing for some flexibility for the municipality to adjust.
- **Accessory Dwelling Unit Requirements:** Requirements for internal accessory dwelling units have also been modified. It is now prohibited to impose impact fees on internal accessory dwelling units. Magna allows internal accessory dwelling units as a permitted use by state mandate and does not charge Impact fees.
- **Moderate Income Housing Strategies:** HB 462 updates the available options or strategies communities must include in their housing plans. Magna must now update the strategies in its original Plan to coordinate with the new language in HB 462. Magna is required to implement **at least three** of the following strategies in order to be eligible for certain transportation funding. Municipalities that select **five strategies** in their housing plans rather than the minimum three will qualify for enhanced prioritization of state TIF/TIFF and ARPA local match programs funds.

Potential Strategies Provided in HB 462

The State of Utah provides a list of twenty-four strategies which a municipality is required to choose from. These strategies are listed below, and can be found in [State Code 10-9a-403](#).

- A. Rezone for densities necessary to facilitate the production of moderate income housing.
- B. Demonstrate investment in the rehabilitation or expansion of infrastructure that facilitates the construction of moderate income housing.
- C. Demonstrate investment in the rehabilitation of existing uninhabitable housing stock into moderate income housing.
- D. Identify and utilize county general fund subsidies or other sources of revenue to waive construction related fees that are otherwise generally imposed by the county/municipality for the construction or rehabilitation of moderate income housing.
- E. Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones.
- F. Zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers.
- G. Amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors.
- H. Amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle, such as a residential development near major transit investment corridors or senior living facilities.
- I. Amend land use regulations to allow for single room occupancy developments.
- J. Implement zoning incentives for moderate income housing units in new developments.
- K. Preserve existing and new moderate income housing and subsidized units by utilizing a landlord incentive program, providing for deed restricted units through a grant program, or establishing a housing loss mitigation fund.
- L. Reduce, waive, or eliminate impact fees related to moderate income housing.
- M. Demonstrate creation of, or participation in, a community land trust program for moderate income housing.
- N. Implement a mortgage assistance program for employees of the county/municipality, an employer that provides contracted services for the county/to the municipality, or any other public employer that operates within the county/municipality.
- O. Apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of moderate income housing, an entity that applies for programs offered by Utah Housing Corporation within that agency's funding capacity, an entity that applies for affordable housing programs administered by the Department of Workforce Services, an entity that applies for affordable housing programs administered by an association of governments established by an interlocal agreement under Title 11, Chapter 13, Interlocal Cooperation Act, an entity that applies for services provided by a public housing authority to preserve and create moderate income housing, or

any other entity that applies for programs or services that promote the construction or preservation of moderate income housing.

- P. Demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing.
- Q. Create a housing and transit reinvestment zone pursuant to Title 63N, Chapter 3, Part 6, Housing and Transit Reinvestment Zone Act.
- R. Eliminate impact fees for any accessory dwelling unit that is not an internal accessory dwelling unit as defined in Section 10-9a-530.
- S. Create a Program to transfer development rights for moderate income housing.
- T. Ratify a joint acquisition agreement with another local political subdivision for the purpose of combining resources to acquire property for moderate income housing.
- U. Develop a moderate income housing project for residents who are disabled or 55 years old or older.
- V. Develop and adopt a station area plan in accordance with section 10-9a-403.1.
- W. Create or allow for, and reduce regulations related to, multi-family residential dwellings compatible in scale and form with detached single-family residential dwellings and located in walkable communities within residential or mixed-use zones.
- X. Demonstrate implementation of any program or strategy to address the housing needs of residents of the municipality who earn less than 80% of the area median income, including the dedication of a local funding source to moderate income housing or the adoption of a land use ordinance that requires 10% or more of new residential development in a residential zone be dedicated to moderate income housing.

Adopt an Implementation Plan

In drafting the implementation plan portion of the moderate income housing element as described in Subsection (2)(a)(iii)(c), the planning commission shall establish a timeline for implementing each of the moderate income housing strategies selected by the municipality. The timeline shall identify specific measures and benchmarks for implementing each moderate income housing strategy selected by the municipality, whether one-time, or ongoing, and provide flexibility for the municipality to make adjustments as needed.

Report Components

SB 34 (2019) required applicable municipalities, metro townships, and counties to submit an annual report to the Department of Workforce Services (DWS) annually on December 1. HB 462 updates the reporting process. Instead of requiring reports on December 1 of each year, reports will be due on October 1st of each year, the start of a municipality's fiscal year. The initial year (2022) submittal must include a description of each adopted MIHP strategy selected by the municipality and a specific implementation timeline for each strategy. Subsequent reports completed for each fiscal year period must include:

- MIHP strategies and implementation plans;

- A description of each action, one time or ongoing, taken by the municipality during the previous fiscal year (or past years if applicable) to implement the MIHP strategies;
- A description of each land use regulation or decision made by the municipality during the previous fiscal year (or past years if applicable) to support their MIHP strategies;
- A description of any barriers encountered by the municipality during the previous fiscal year (or past years if applicable) in implementing MIHP strategies;
- A description of how the private sector and market have responded to the selected MIHP strategies, including the number of entitled residential units and other relevant data;
- Information regarding the number of accessory dwelling units located within the municipality issued a business license or construction permit; and
- Recommendations on how the state can support the municipality in implementing MIHP strategies;

This annual, updated data collection and report should help communities complete the narrative on land-use planning and housing policy.

Report Review

HB 462 requires DWS to approve the reporting form each year and make the form available on or before July 1 of each year that the report is required. Reporting jurisdictions are then required to submit their reports to DWS on or before October 1 of that same year. HB 462 removes the requirement for reporting entities to submit their reports to their Association of Governments (AOG) or Metropolitan Planning Organization (MPO). Within 90 days of DWS receiving a report, the division must post the report on their website; send a copy to UDOT, GOPB, the jurisdiction's AOG and (if applicable) MPO; and review the report to determine compliance with the updated list of menu items. HB 462 states that a jurisdiction's report complies with the requirement if the report:

- Include the stated information required in the report;
- Demonstrate to DWS that the municipality made plans to implement MIHP strategies;
- Include a reasonable timeline for the selected strategies;
- Meet the requirement of incorporating one of the transit sub-menu items if the municipality has a fixed guideway public transit station;
- Is completed in the form provided by DWS;
- Provides sufficient information for the division to:
- Assess the municipality's progress in implementing strategies,
 - Monitor the municipality's compliance with their implantation timeline,
 - Identify a clear correlation between the municipality's land use decisions and their efforts in implementing selected strategies, and
 - Identify if and how the market has responded to the municipality's MIHP strategies.

Priority and Penalties

If DWS reviews the report and determines the municipality complies with the minimum requirements (5 strategies for cities with fixed guideway transit, 3 for cities without fixed guideway transit) and the municipality has adopted two additional menu item strategies, the municipality may receive priority

consideration for funding from the Transportation Investment Fund, Transit Transportation Investment Fund (TTIF), and the COVID-19 local assistance matching grant program. If the municipality only complies with the minimum number of strategies (5 or 3), their requests for Transportation Investment Fund projects, TTIF projects, and local matching grant funding will not be prioritized, but they are still eligible to be funded.

If DWS determines the municipality's MIHP fails to comply with the requirements, they must send a notice to the municipality, UDOT, and GOPB. The notice shall include that municipality is ineligible to receive funds, which funds they are ineligible to receive, the fiscal year that the municipality is ineligible for, and the basis for DWS' determination. The SB 34 provision that UDOT may not program Transportation Investment Fund or TTIF funds on projects within municipalities that fail to comply with reporting requirements still applies. HB 462 adds ineligibility for the COVID-19 Local Assistance Matching Grant Program as a consequence for noncompliance.

HB 462 does provide municipalities with an opportunity to correct reporting deficiencies and come into compliance. In the notice given to the municipality, DWS must provide a description of each deficiency in the report and the actions needed to cure each deficiency. The legislative body of the municipality will be given 90 days from the day the notice is sent to cure the identified deficiencies, or they will lose eligibility for Transportation Investment Fund/TTIF funding.

Utah Fair Housing Act

In accordance with state and federal laws, Manga Metro Township exercises the authority to plan, zone, and regulate land use in promoting the community's health, safety, and welfare. The moderate income housing element of this Plan acknowledges and upholds the Utah Fair Housing Act by promoting the equal protection and equitable treatment of all people who lawfully seek to rent, lease, purchase, or develop real property within its jurisdiction. Its housing policies and plans strictly prohibit discrimination based on color, disability, ethnicity, familial status, gender identity, national origin, race, religion, sex, sexual orientation, source of income, or any other suspect classification. It is the policy of Manga Metro Township to report housing discrimination to the Utah Antidiscrimination Labor Division immediately. It is the goal of Manga Metro Township to prevent, eliminate, and/or mitigate any unfair housing practices that may result from its plans, policies, regulations, and ordinances. It is also the goal Manga Metro Township to affirmatively further fair and affordable housing by reviewing the housing needs of its moderate income households and its vulnerable populations biennially, and by proactively planning to meet their needs.

Terminology

A variety of terms are used in reference to housing. The following list defines and explains these terms:

Types of housing and Development

Housing unit: a house, an apartment, a group of rooms, or a single room occupied or intended for occupancy as separate living quarters

Single-family residential: housing units that are individually assessed and can be bought and sold as a single unit. This includes single family dwellings, townhomes, condos, and mobile homes.

Internal Accessory Dwelling Unit: Allowed as a permitted use through state statute and defined as an accessory dwelling unit:

- Within the primary dwellings’
- Within the footprint of the primary dwelling described in subsections(1)(a)(i) at the time the internal accessory dwelling unit was create; and
- For the purpose of offering a long-term rental of 30 consecutive days or longer

Multi-family residential: housing units such as duplexes and apartments

Fair housing: The Federal Fair Housing Act (Title VIII of the Civil Rights Act of 1968) protects people from discrimination when they are renting, buying, or securing financing for any housing. The prohibitions specifically cover discrimination because of race, color, national origin, religion, sex, disability, and children. In Utah, state law also recognizes source of income as a protected class. (Definition from ULCT “Housing Policy in Utah” 2018).

Transit-oriented development (TOD): type of development that maximizes the amount of mixed-use development that is built around quality transit hubs, including train and bus centers. Linking housing and transportation can give workers better access to jobs, and businesses better access to potential employees and customers. (Definition from ULCT “Housing Policy in Utah” 2018).

Mixed-use development: pedestrian friendly development that blends two or more residential, commercial, cultural, institutional, and/or industrial uses. A mixed-use development may have retail space on the bottom floor of a multi-story building with offices and apartments on the middle and top floors. It can provide for ample job opportunities, convenience amenities, and a high walkability score for individuals on residential floors or residing in nearby communities. (Definition from ULCT “Housing Policy in Utah” 2018).

Accessory dwelling unit (ADU): small, self-contained residential units located on the same lot as an existing, single-family home. These can be attached or detached units. (Definition from ULCT “Housing Policy in Utah” 2018).

Infill development: development of vacant or under-used parcels within existing urban centers that are otherwise built-out and fully developed. (Definition from ULCT “Housing Policy in Utah” 2018).

Regarding Income

Area median income (AMI): the median family income level for an area (in this report, Salt Lake County) as determined by the Federal Department of Housing and Urban Development, based on U.S. Census data. The median divides the income distribution into two equal parts: one-half of the cases fall below the median income and one-half above it. HUD uses the median income to calculate income limits for eligibility in a variety of housing programs. HUD estimates the median family income for an area and adjusts that amount for different family sizes. Referred to as AMI in this plan.

Target income groups: Low-income households are split into three groups based

upon a percentage of the AMI. They are referred to as the Targeted Income Groups in this plan. The three groups include:

- **Moderate-income**
 - *80 to 50 percent of AMI*
- **Low-income**
 - *50 to 30 percent of AMI*
- **Very low-income**
 - *30 percent of AMI and less*

Monthly housing allowance: the maximum amount a household can spend on housing costs per month, including utilities and other fees. The monthly housing allowance represents the total housing costs affordable at 30 percent of gross income. (Definition from ULCT “Housing Policy in Utah” 2018).

Housing Cost-Burden: a household that spends 30% or more of their income on housing costs, including rent and utilities.

Affordability threshold: the maximum home price for each of the targeted income groups based on calculated monthly housing allowances.

Housing gap: the difference between the number of housing units available at 30, 50, 80, and 100 percent AMI and the number of households at those income levels. If there are more households than available housing units, then households are forced to pay above or below their means for their housing.

Programs and Agencies

Affordable Housing Program (AHP): a federal competitive program of the Federal Home Loan Bank system that provides grants twice a year through financial institutions for investment in low- or moderate-income housing initiatives. This program is flexible: AHP funds can be used in combination with other programs and funding sources, helping make projects more feasible. (Definition from ULCT “Housing Policy in Utah” 2018).

American Community Survey (ACS): an annual survey administered by the U.S. Census Bureau that gathers demographic and economic data from a sample of the U.S. population.

Utah Department of Workforce Services (DWS): an agency that consolidates employment and public assistance programs to help people find jobs, to assist businesses in finding workforces, and to support housing needs.

Department of Housing and Urban Development (HUD): This agency develops and implements policies regarding housing and metropolitan areas. The Utah branch offers programs to help provide affordable housing.

Low-income housing tax credit program (LIHTC): This program was formed in the Federal Tax Reform Act of 1986. Developer owners of LIHTC properties can get credits for federal income tax liability, so the program incentivizes developers to invest in affordable housing projects. There are also state-run LIHTC programs. The Utah Housing Corporation (UHC), made in 1975 by Utah legislation, creates an adequate supply of money available for mortgage loans at reasonable interest rates help provide affordable housing for low- and moderate income persons. (Definition from ULCT “Housing Policy in Utah” 2018).

Olene Walker Housing Loan Fund (OWHLF): Created in 1987 by the State of Utah, the OWHLF supports quality affordable housing options to meet the needs of Utah’s individuals and families. The fund partners with public and private organizations to develop housing that is affordable for moderate-income, low-income, and very low-income households. (Definition from ULCT “Housing Policy in Utah” 2018).

United States Census Bureau (USCB): a federal agency in charge of the decennial census and the yearly American Community Survey data on population and demographics throughout the United States.

Utah Non-Profit Housing Corporation (UNPHC): a non-profit that aims to help develop and provide affordable housing to families throughout Utah.

Methodology | Research, Consultation, and Collaboration

A variety of resources were used in the formation of this plan. Data were retrieved from the United States Census Bureau American Community Surveys, ESRI Community and Business Analyst Online, and Salt Lake County Geographic Information System. The Utah Department of Workforce Services, Housing, and Community Development Division provides a database of resources to assist municipalities in the creation of their moderate-income housing plans. The following resources were particularly critical in this assessment’s development:

- ULCT and WFRC HB 462 Summary
- ULCT SB 34 and HB 462 Guidance
- DWS, ULCT, WFRC Moderate Income Housing Deep Dive of HB 462
- Updated 10-9a-403 General Plan Preparation
- Update 10-9a-409 Moderate Income Housing Report - Contents – Prioritization for fund or projects, ineligibility for funds after noncompliance - civil actions

Staff has also coordinated with multiple agencies and attended the Moderate Income Housing Deep Dive Workshop hosted in April 2022.

Other Housing Plans Reviewed:

- Taylorsville MIH 2018
- West Valley City 2019
- Provo City 2019
- Draper City 2021
- Millcreek City 2021

Magna Metro Township Existing Housing Conditions

Introduction to Magna Metro Township

Magna is defined by its past and current mining history and the associated development of a quaint little town. In, 2022 the estimated population of Magna Metro Township was 27,029 residents (ACS B01003, 2020). Magna's boundary is a bit irregular in that a great majority of the geographic area is found north of the Highway 201 corridor, where the development and zoning pattern is quite distinct from the communities south of the corridor. Figure 1 shows the Metro Township boundaries.

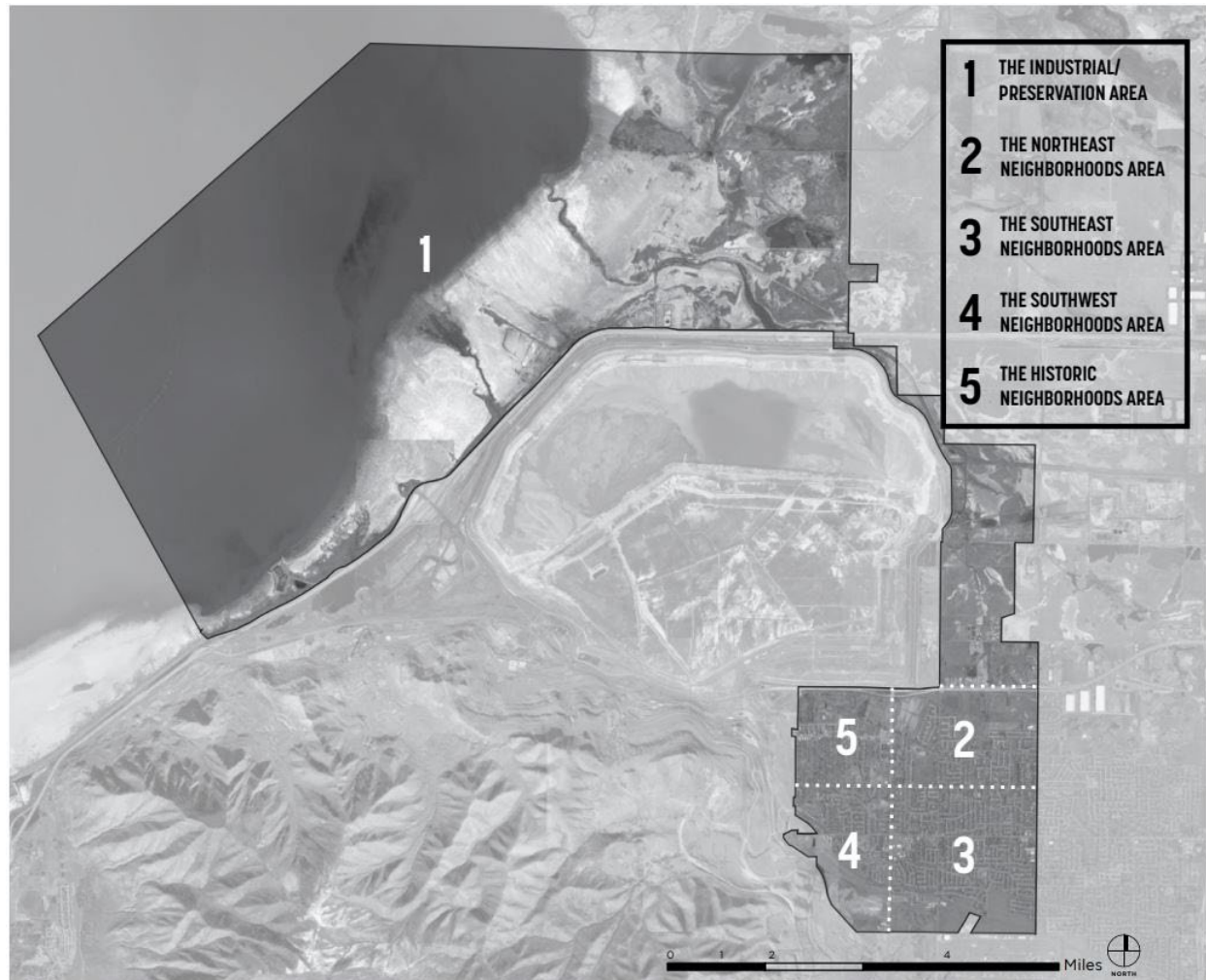


Figure 1: Map of Magna Metro Township

North of the Highway 201 Corridor

The northern part of the Municipality and includes the Inland Sea Shorebird Reserve, the Great Saltair, the Inland Port and the Great Salt Lake State Park and Marina. This area contains several sensitive ecological resources within the Reserve and State Park, which are expected to remain a preserve.

The areas north of the Highway 201 corridor provide little opportunity for providing substantive housing for the community in the near future. The designation of much of this area as and Inland Port suggests that much of its future land use will be primarily heavy industrial in character. As the Inland Port area begins to develop, the township might consider proposing some housing and commercial activity along potential extensions of 7200 W. and 8000 W. into the port area, given their proximity to existing resources in the town and convenient access to a major transportation corridor.

The area presents a number of engineering restrictions and ecological sensitivities that will shape the pace and character of development. Wetland ecologies associated with the shoreline and estuaries of the Greater Salt Lake Ecosystem present opportunities for the development of recreation resources like trail systems and observation points which can provide open space opportunities that make housing in the area more attractive to families and more equitable in the opportunities they provide.

South of the Highway 201 Corridor

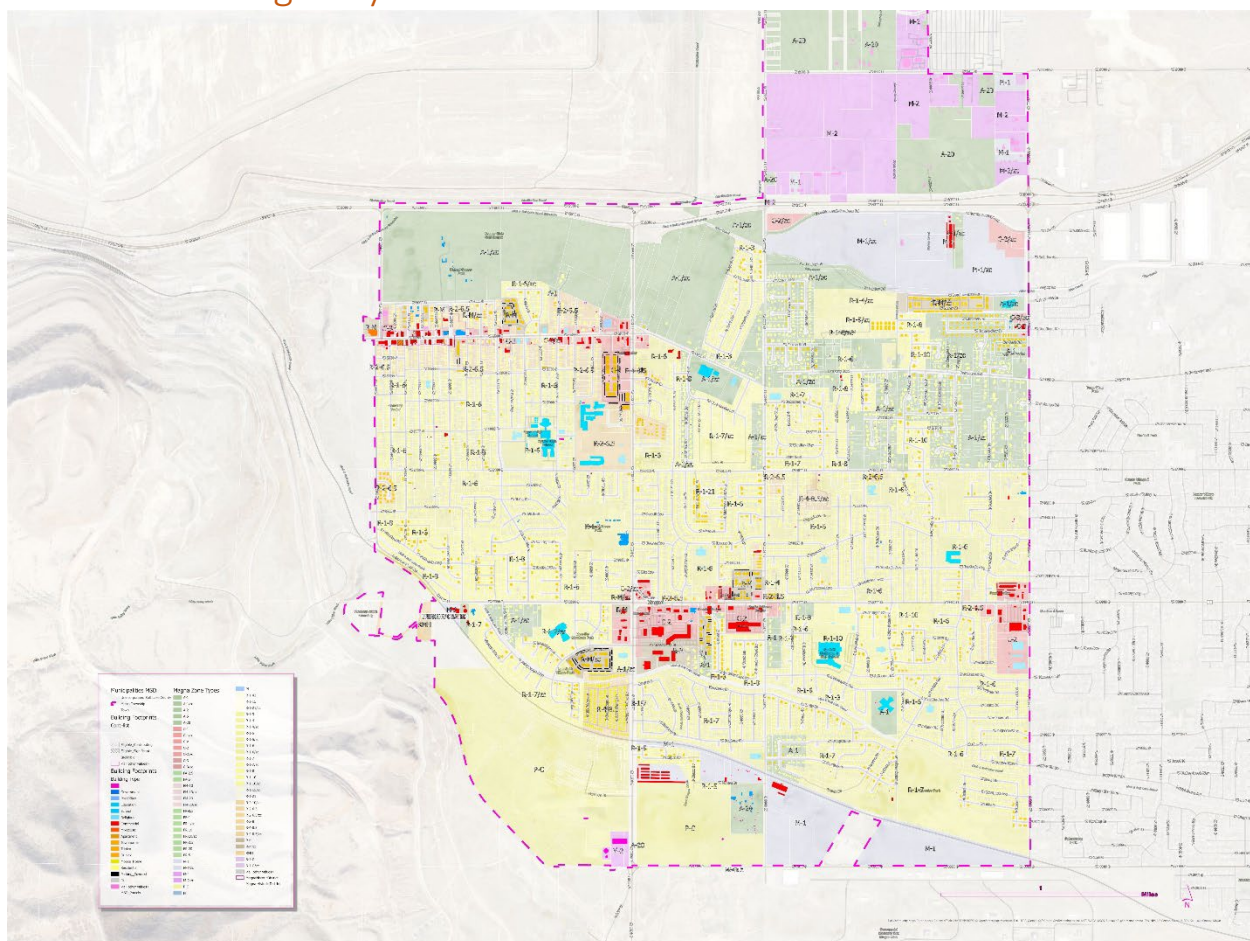


Figure 2: Magna South of Highway 201 Corridor

THE NORTHEAST NEIGHBORHOODS AREA

South of SR-201 to 3100 South and west of 7200 West to 8400 West. The area is primarily single family residential with a traditional suburban layout and grid with some multifamily development occurring. The Northeast Neighborhoods Area will see new commercial and industrial development, as well as some multifamily development.

There are several parcels or groups of parcels that are appropriate for medium- to higher-density housing. The property south of the Riter Canal and north of approximately 2820 South is currently under development at approximately 18-20 units per acre. The area north of 3100 South and south of approximately 2800 South is currently under development at approximately 12 units per acre. This mix of densities with both for rent and for purchase housing units is consistent with the current residential neighborhood pattern.

The neighborhoods in The Northeast Neighborhoods Area are relatively stable with adequate storm drain infrastructure. The neighborhood is underserved for parks. As new development occurs open space and park amenities should be required as part of the development approval.

THE SOUTHEAST NEIGHBORHOODS AREA

3100 South to the Municipality southern border at 4100 South and between 7200 West and 8400 West. The area is primarily single family residential with a traditional suburban layout and grid. This area host's Magna's primary retail locations, which have been identified as future Catalytic areas for the Municipality. The established neighborhoods in this area will continue to thrive with opportunity for medium density housing development complementing Little Valley Gateway to the west of 8400 West, which will develop with a gross density of over 10 units per acre.

The commercial areas at the intersections of 3500 South and 7200 West and 3500 South and 8400 West are Magna's primary retail locations. The intersections have been identified as Catalytic Opportunities for the Municipality provide additional housing and neighborhood and community focused services with mixed-use development opportunities. At 8400 West, an opportunity to provide higher density housing at densities up to 25 units per acre exists.

Just outside this area there are several parcels or groups of parcels that are appropriate for mixed-density housing to include densities ranging from four units per acre to 12 - 18 units per acre. The intersection of 4100 South 8400 West represents an opportunity for mixed residential density development. The property at 4100 South and 8400 West is an opportunity to create a gateway development for the community. This large parcel is appropriate for a mix of employment and medium to high-density housing to complement the Little Valley Gateway development on the west side of 8400 West.

The neighborhood will be well served for parks with the proposed large regional park at the eastern boundary on 4100 South. This park, currently called "Magna Regional Park" in official documents is locally known as "Heaps Memorial Park" in recognition of a police officer who lost his life serving the community.

THE SOUTHWEST NEIGHBORHOODS AREA

This area includes significant areas of developable land. The area is in the southwest corner of the Municipality bordered by 8400 West on the east, 3100 South on the north and the Township boundary on

the south and west. This area is expected to see significant growth with the development of the new Cyprus High School. The area could also be affected by annexation in accordance with the Magna's Annexation Declaration.

This area includes a mobile home park providing moderate income, affordable housing units to the area. The existing neighborhoods in this area average just under 5 dwelling units per acre. The newly annexed Little Valley Gateway area is approved for development at an overall average of approximately 9 dwelling units per acre. Densities in future annexation areas is recommended to resemble the densities approved for Little Valley Gateway at approximately 9 dwelling units per acre.

THE HISTORIC NEIGHBORHOODS AREA

The original Magna Town area of development, including Magna Main Street and the adjacent original neighborhoods. On January 4, 2021, Magna Downtown Commercial Historic District was officially listed in the National Register of Historic Places, which provides opportunities for support and resources for the area. The municipality is working to apply a mixed-use zone to the historic district area with the intent of promoting development that will increase housing availability in the district while respecting and promoting the areas historic character. The Magna Main Street RDA run by Salt Lake County Economic Development offers a variety of opportunities to partner with a regional organization to develop creative solutions to promote economic development and increase affordable housing opportunities within the district.

The neighborhood to the north of Magna Main Street is a diverse mix of land uses, building scales and housing densities. This diverse mix of uses is consistent with the character of a downtown district. Several facilities servicing the persons of advanced age suggest the potential for a strategic housing theme providing housing for an underserved portion of the population. Redevelopment and development in this neighborhood uniquely suited for higher density housing.

The neighborhoods immediately to the south of Magna Main Street are small-lot (less than 0.20 of an acre) single-family areas. Most homes in this area were built when Magna first settled in the early 20th Century. These smaller homes provide opportunities for moderate income homeownership. Many homes in these neighborhoods need substantive repair. Redevelopment in the area is appropriate for multi-unit housing matching the existing scale and character of the neighborhood. Strategically increasing density near the Historic Main will increase the diversity of housing type in the area while supporting the commercial health and vitality of the Historic Commercial District.

The old Cyprus High School site is identified as a Catalyst site and coordination between the Municipality and Granite School should identify a future use for the area. Approximately 30 acres at 8263 West 3000 South and uses the former Brockbank Jr. High School building at 2935 South 8560 West as the 9th and 10th grade facility. Granite School District representatives have not yet made an official determination considering the future of the current Cyprus High School site. Because the site is in the heart of Magna and has significant influence on the character and future of the community and opportunities to develop moderate income housing within existing neighborhoods.

Demographics, Income, and Housing Characteristics

Demographics

Population

Magna's population grew substantially during the 1990's and 2000's, bringing the population from an estimated 17,829 in 1990 to 26,505 by the 2010 Decennial Census. Since that time the growth rate has slowed some and is predicted to increase in the future at a more manageable rate. See Figure 3. Historic and Future Population Totals, to see future forecasts for population growth in the Township compared to those of the county at large.

Historic and Future Population Totals						
	Jurisdiction		Growth Rate		Source	
Year	Magna	SLCo	Magna	SLCo	Magna	SLCo
1990	17,829	619,066	----	----	Decennial Census	
2000	22,770	898,387	28%	45%	Decennial Census	
2010	26,505	1,029,655	16%	15%	Decennial Census	
2020	27,029	1,146,215	2%	11%	ACS	
2030	28,439	1,316,739	5%	15%	WFRC	Kem C. Gardner
2040	28,997	1,451,869	2%	10%	WFRC	Kem C. Gardner
2050	29,793	1,572,359	3%	8%	WFRC	Kem C. Gardner

Source:

Magna: Decennial Census P1 (1990-2010), ACS B01003 (2020), WFRC (2030-2050)

SaltLakeCo: Decennial Census P1 (1990-2010), ACS B01003 (2020) Kem C. Gardner (2030-2050)

Figure 3. Historic and Future Population Totals

Household and Family Size

Family and household sizes in the Metro Township have remand consistent through the years at just under 3.5 persons per household and a slightly higher family size at just over 3.5 persons per family. See Figure 4. Magna Average Household and Family Size to see the subtle changes over the years

Magna Average Household Size		Magna Average Family Size	
Year	Average Household Size	Year	Average Family Size
2010	3.51	2010	3.81
2017	3.48	2017	3.84
2020	3.28	2020	3.67
2027	3.41	2027	--

Magna Average Household Size Source: ACS DP02 (2010-2020) & ArcGIS Community Analyst Demographic and Income Profile (2027)

Magna Average Family Size Source: ACS DP02 (2010-2020)

Figure 4. Magna Average Household and Family Size

Age

Median age in Magna has steadily increased over the past few decades. This is likely associated with the housing boom seen during the 1990's and 2000's. Large increases in population over a relatively short period like this often bring many younger families to the community, purchasing starter homes at reasonable prices. These families tend to remain in their homes while raising their children, eventually downsizing to something more manageable after the kids have left home and retirement is looming.

If a variety of housing styles are available within the community a family, like the one imagined previously, could conceivably live this whole cycle within the same municipality. Children graduating from their parents' homes into smaller apartments closer to downtown amenities, graduating into a townhome and eventually a single family home like the one in which they were raised. Parents might find a smaller townhome or condo apartment more comfortable and may even consider moving into an assisted living or retirement community if the area if the option is available in the area.

This concept is often referred to as "aging in place". By ensuring that your community offers a balance of housing types, designed to meet the needs of community members at every phase of life. This way community members have the option of remaining within the community as long as they choose, not as long as they can afford. See Figure 5. To see learn more about how Magna's population age demographics have shifted over the decades.

Magna Median Age		
Year	Median Age	Source
2000	25.8	ACS
2010	26.9	ACS
2017	29.9	ACS
2020	32.8	ACS
2027	30.4	ESRI
Magna Age Categories		
	Estimate	Percent
Under 18 years old	7,858	29%
18 years - 64 years	17,076	63%
65 years and older	2,095	8%
Total Population	27,029	
Magna Age Distribution		
	Estimate	Percent
Households with one or more people under 18 years	3,626	44%
Households with one or more people 65 years and over	1,576	19%
Total households	8,214	

Magna Median Age Source: ACS S0101 (2020) & Esri Community Analyst Demographic and Income Profile (2027)

Magna Age Categories Source: ACS S0101 (2020)

Magna Age Distribution Source: ACS DP02 (2020)

Figure 5. Median, Total, and Distribution of Age

Race, Ethnicity, and Cultural Heritage

In comparison with neighboring communities and comparable Utah communities of a similar size, Magna is quite culturally and ethnically diverse. Over 30% of the population identify as Hispanic/Latino, about 60% identify as white, and the remaining 10% of citizens identify as Black, American Indian, Asian, Native Hawaiian, or other. Race projections show very little alteration to this pattern, with just a slight increase in overall diversity. See Figure 6. Race, Ethnicity & Projections to specific details on the racial composition of the Metro Township.

Race & Ethnicity		* People who identify as Hispanic/Latino are identifying as Other Race						
	White	Black	American Indian	Asian	Native Hawaiian	Other Race	Multiracial	Total
Not Hispanic/Latino	16,456	294	80	280	377	35	1,147	18,669
Hispanic/Latino	2,326	-	-	10	-	5,451	573	8,360
Total population	18,782	294	80	290	377	5,486	1,720	27,029
Race & Ethnicity Percentage								
	White	Black	American Indian	Asian	Native Hawaiian	Other Race	Multiracial	Total
Not Hispanic/Latino	60.9%	1.1%	0.3%	1.0%	1.4%	0.1%	4.2%	69.0%
Hispanic/Latino	8.6%	0.0%	0.0%	0.1%	0.0%	20.2%	2.2%	31.1%
Total population	69.5%	1.1%	0.3%	1.1%	1.4%	20.3%	6.4%	100.0%

Source: ACS B02001 (2020)

2027 Race Projection		
White Alone	19,628	60.6%
Black Alone	518	1.6%
American Indian Alone	450	1.4%
Asian Alone	431	1.3%
Pacific Islander Alone	930	2.9%
Some Other Race Alone	6,772	20.9%
Two or More Races	3643	11.3%

Source: Esri Community Analyst Demographic and Income Profile (2027)

Figure 6. Race, Ethnicity & Projections

Disability Status

Of Magna's 27,029 persons, it is estimated that 2,921 persons are living with a disability. This represents about 11% of the total population of the Metro Township. Persons living with an ambulatory difficulty represent that largest disability type identified, along with those with an independent living difficulty and those living with a cognitive difficulty. Recognizing that these percentages are likely to remain relatively consistent as populations in the area increases, highlights the importance of ensuring that there are sufficient housing opportunities that are accessible, and cater to populations with alternative housing needs, such as those with an independent living difficulty. See Figure 7. Disability to learn more specifics type and estimates of persons living with a disability in Magna.

Population living with a Disability			
	Total population	Population with a disability	Percent with a disability
Total civilian noninstitutionalized population	26,970	2,921	11%
<i>Source: ACS S1810</i>			
Disability type			
Type	Total estimate	Percent	
With a hearing difficulty	529	2%	
With a vision difficulty	380	1%	
With a cognitive difficulty	1,158	5%	
With an ambulatory difficulty	1,608	6%	
With a self-care difficulty	589	2%	
With an independent living difficulty	1,023	5%	
<i>Source: ACS S1810</i>			

Figure 7. Disability

Veteran Status

The total population eligible for military service (18 years of age or older) within Manga Metro Township is estimated to be 19,147. Of this population 5.5% have served, for a total of just over 1,053. Of the communities' veterans, 244 have reported living with a disability. This means that over 20% of Magna's Veterans will likely require housing that at minimum meet all standards for accessibility. See Figure 8. Veteran Status to find specifics on Veran and Veteran Population with Disability.

Veteran Population				
Total Population 18 years and over	Veterans	Percent Veterans	Nonveterans	Percent Nonveterans
19,147	1,053	5.5%	18,094	94.5%

Source: ACS S2101 (2020)

Veteran Population with Disability			
Veterans w/ Disability	Veterans w/ Disability Percent	Veterans w/out Disability	Veterans w/out Disability Percent
244	23.20%	809	76.80%
Source: ACS S2101 (2020)			

Figure 8. Veteran Status

Incomes

There are three main measures of household income; Mean Median and per capita. Mean Household income averages that income of all households in an area of consideration. Magna's 2020 mean household income \$75,114 (ACS S1901 & Esri Community Analyst Demographic and Income Profile). The per capita income is the total income divided by the total population; it conveys the income per person assuming an even distribution. Magna's 2020 per capita income was \$23,548. Median household income is the middle amount when listing all household incomes from low to high. Median household income is a better indicator of the typical household income in a place than the mean household income if there are high or low outliers that artificially pull the average up or down. Median income in the area has increased by over \$10,000 since the previous plan numbers reported in 2017. This increase in income has also been accompanied by steep national inflation and an unprecedented increase in the cost of housing throughout the state and especially in Salt Lake County. The result, despite increased income, the need for moderate income housing in the community has never been greater.

Area median income, AMI, is the median household income of the larger geography in which municipality is located. Both state guidelines and federal programs require housing to consider targeted low- and moderate-income groups in relation to housing affordability by using a AMI calculation. The scale of consideration must be regional. This ensures a reasonable opportunity for moderate income households to move to the community. Salt Lake County mean, per capita, and median income numbers are significantly higher than those of Magna. This would suggest that the regional demand for moderate income housing opportunities may increase demand in Magna in coming years, as households in neighboring communities seek local opportunities to relocate and save on housing costs. See Figure 9. Income to see detailed comparison of income levels in Magna and Salt Lake County, as well as a breakdown of Household Income by Type within the Metro Township.

Magna Income				
	2010	2017	2020	2027
Mean Household Income	\$ 60,189	\$ 65,648	\$ 75,114	\$ 87,849
Per Capita Income	\$ 17,574	\$ 19,876	\$ 23,548	\$ 29,721

Median Household Income	\$ 53,007	\$ 58,137	\$ 68,765	\$ 87,849
Salt Lake County Income				
	2010	2017	2020	2027
Mean Household Income			\$ 100,181	
Per Capita Income			\$ 34,640	
Median Household Income			\$ 77,128	
Source: ACS S1901 & Esri Community Analyst Demographic and Income Profile				

Household Income by Type (2020)		
Household Income by Type	Magna	Salt Lake Co
Median HH Income	\$ 68,765	\$ 77,128
Median Family Income	\$ 73,402	\$ 90,815
Median Owner-occupied HH	\$ 75,572	\$ 94,872
Median Renter-occupied HH	\$ 41,250	\$ 49,636
Average HH Income	\$ 75,114	\$ 100,181
Average Family Income	\$ 79,934	\$ 114,486
Per-capita Income	\$ 23,548	\$ 34,640
White HH	\$ 70,840	\$ 80,431
Asian HH	\$ 139,732	\$ 82,121
Hispanic HH	\$ 65,217	\$ 59,305
Female HHolder	\$ 45,500	\$ 53,122
Male HHolder	\$ 63,320	\$ 64,816
Female HHolder (Non-family)	\$ 32,750	\$ 40,946
Male HHolder (Non-family)	\$ 41,918	\$ 54,214
Elderly (+65) HH	\$ 54,435	\$ 57,902
Source: ACS S1901 & Esri Community Analyst Demographic and Income Profile		

Figure 9. Income

Existing Housing Characteristics

Housing Type

Our housing type data shows some very interesting trends. Although the numbers for 2010, 2017, and 2020 have all been pull from the same data source (ACS DP04). You will notice that between the years of 2017 and 2020 the number of 1-unit, attached decreased by 22.5%, while our 2 units type increased by 56.8%. This likely due to an adjustment in the way housing containing two units are being recorded and reported. This would also likely explain the decrease in numbers found in the 5-to-9-units category as well, and possible account for some of the increase in the 10-to-19-unit categories.

Despite these some of these statistical anomalies true growth in housing occurred primarily in the unit types associated with apartments style developments. This can largely be attributed to the Oquirrh Hills Apartments Development within the Historic Neighborhoods area. This type of development provides much needed housing in the area, at a style and density that diversifies the house stock in the community. Neighbors have complained about the increased toll all these new residents have had on the area's infrastructure, especially on the subject of traffic congestion.

This result exemplifies the need to coordinate active and public transportation resources in conjunction with these types of projects. There is often a difficult "chicken and egg" conundrum that planners are forced to confront when considering these types of higher density project. State agencies bring resource to existing population bases, rather than in conjunction with their development. This means that increasing density may in strategic locations may cause some growing pains, as needs align with capacity. See Figure 10. Housing Type to compare shifts in housing numbers of the past 2 decades.

Housing Type	2010	2017	Percent Change 2010-2017	2020	Percent Change 2017-2020
Total housing units	8013	8430	5%	8442	0.1%
1-unit, detached	6463	6924	7%	6,806	-1.7%
1-unit, attached	274	556	103%	431	-22.5%
2 units	103	148	44%	232	56.8%
3 or 4 units	144	122	-15%	139	13.9%
5 to 9 units	250	215	-14%	92	-57.2%
10 to 19 units	169	34	-80%	79	132.4%
20 or more units	261	227	-13%	500	120.3%
Mobile home	349	204	-42%	163	-20.1%
Boat, RV, van, etc.	0	0	0	0	
Total housing units	8013	8430	5%	8442	0.1%
Source: ACS DP04 (2020)					

Figure 10. Housing Type

Housing Age

The past decade have been particularly slow years for development in Magna. This may be a result of an outdated municipal land use code which can be cumbersome for developers and property owners. Over 60% of the homes in Magna were constructed before 1990, making them at least 30 years old. This means that families who are living with a cost-burdened mortgage payment may be struggling with maintaining homes that need repair and renovation. The condition of these homes will also affect the resale value of all homes in the area. The community may consider adopting programs or working with partners who can identify cost-burdened who could benefit from some assistance. See Figure 11. Housing Age for details on the number of housing units constructed in Magna over the decades.

Age of Housing Stock in Magna, as of 2020		
Date when Built	Number	Percentage
Built 2014 or later	215	2.5%
Built 2010 to 2013	114	1.4%
Built 2000 to 2009	1,426	16.9%
Built 1990 to 1999	1,415	16.8%
Built 1980 to 1989	998	11.8%
Built 1970 to 1979	1,884	22.3%
Built 1960 to 1969	475	5.6%
Built 1950 to 1959	1,073	12.7%
Built 1940 to 1949	178	2.1%
Built 1939 or earlier	664	7.9%
Source: ACS DP04		

Figure 11. Housing Age

Housing Conditions

Since 2017 the number of units lacking plumbing facilities, kitchen facilities, and telephone service has significantly decreased. This is likely a result of higher demand for and increased pricing of housing in the area. As demand and value increase, formerly abandoned homes become targets for real-estate investors and developers. As these homes are brought up to code or redeveloped, an opportunity to create multi-unit housing that matches the scale and character of the existing neighborhood. Rezoning for more inclusive housing options in existing neighborhoods is a strategy the municipality might consider. This can create greater value for the property owner, increasing disposable funding for upkeep and maintenance of the property, while decreasing rent prices in the community by providing unit sizes that break the mold of the traditional detached-single family home. See Figure 12. Housing Condition.

Housing Condition	2017		2020	
Lacking complete plumbing facilities	30	0.4	8	0
Lacking complete kitchen facilities	26	0.3	8	0.1
No telephone service available	116	1.4	40	0.5
Source: ACS DP04				

Figure 12. Housing Condition

Housing Value

Figure 13. Housing Value displays the number of owner occupied units with Magna Metro Township and breaks them down into categories organized by the value of the unit occupied. The percentage change between the years 2017-2020 reflect the increase pricing that characterized the housing market during these years. What is alarming is the projected increases looking forward to 2027. Analysts are suggesting that within five years there will be effectively no housing available of any type in Magna for under \$200,000 a year. This is not a price point that is supported by the current economic profile of the community. Magna will have to proactively provide housing solutions cost burdened residents or risk seeing long term residents effectively priced out of their own homes.

Owner-Occupied Housing Value	2017	2020	2027	Change 2017 - 2020	Change 2020- 2027
Total Owner-Occupied Units	6113	6449	7428	5%	15%
Less than \$50,000	264	201	12	-24%	-94%
\$50,000 to \$99,999	230	166	2	-28%	-99%
\$100,000 to \$149,999	2125	817	2	-62%	-100%
\$150,000 to \$199,999	1957	1193	1	-39%	-100%
\$200,000 to \$299,999	1296	2844	1227	119%	-57%
\$300,000 to \$499,999	214	1073	2581	401%	141%
\$500,000 to \$999,999	20	155	2738	675%	1666%
\$1,000,000 or more	7	0	460	-100%	100%
Median Value (dollars)	\$ 160,500	\$ 229,200	\$ 395,146	43%	72%
Source: ACS DP04 & Esri Business Analyst					

Figure 13. Housing Value

Housing Cost

Because the value of housing is rising so quickly, the Housing Cost numbers are shifting quickly to match. The cost of housing is directly related to annual salary required to afford this housing. If housing in Magna were perfectly equitable the percent of the housing supply demonstrated, would match the percent of the population earning the annual salary required to afford the monthly housing cost displayed. See Figure 14. Housing Cost to see the distribution of Renter-and Owner-Occupied Monthly Household Costs.

Monthly Owner-Occupied Monthly Household Costs		
Monthly	# Units	% of housing supply
Less than \$500	39	0.8%
\$500 to \$999	632	12.5%
\$1,000 to \$1,499	2452	48.6%
\$1,500 to \$1,999	1535	30.4%
\$2,000 to \$2,499	231	4.6%
\$2,500 to \$2,999	109	2.2%
\$3,000 or more	46	0.9%
Total	5044	100.0%

Source: ACS DP04 (2020)		
Monthly Owner-Occupied Household Costs		
Less than \$500	# Units	% of housing supply
\$500 to \$999	155	9.2%
\$1,000 to \$1,499	558	33.1%
\$1,500 to \$1,999	745	44.2%
\$2,000 to \$2,499	176	10.5%
\$2,500 to \$2,999	50	3%
\$3,000 or more	0	0
Total	0	0
Source: ACS DP04 (2020)		

Figure 14. Housing Cost

Cost-Burdened Housing

Capacity to Pay

In Utah, households are considered ‘moderate-income’ if they make 80% or less of area median household income (AMHI). AMHI in Magna is \$68,765. Monthly housing allowance is based on 30% of a household’s monthly income; 30% is the general rule for the maximum percentage of income a household should spend on housing costs, based on the U.S. Department of Housing and Urban Development’s (HUD) definition of affordable housing (HUD, 2011). Figure 15. 2002 Annual and Monthly incomes and Housing Allowances, shows that a Magna household earning 80% of AMHI should spend a maximum of \$1,375 per month on their housing.

Table: 2020 Annual and Monthly Incomes and Housing Allowance

Annual Median Household Income					
	125%	100% (Median)	80% (Moderate)	50% (Low)	30% (Very Low)
Magna	\$85,956	\$68,765	\$55,012	\$34,383	\$20,630
SaltLakeCo	\$96,410	\$77,128	\$61,702	\$38,564	\$23,138
Monthly Household Income (Annual Income divided by 12)					
	125%	100% (Median)	80% (Moderate)	50% (Low)	30% (Very Low)
Magna	\$7,163	\$5,730	\$4,584	\$2,865	\$1,719
SaltLakeCo	\$8,034	\$6,427	\$5,142	\$3,214	\$1,928
Monthly Housing Allowance (30 Percent Monthly Income)					
	125%	100% Median	80% (Moderate)	50% (Low)	30% (Very Low)
Magna	\$2,149	\$1,719	\$1,375	\$860	\$516
SaltLakeCo	\$2,410	\$1,928	\$1,543	\$964	\$578

Figure 15. 2002 Annual and Monthly incomes and Housing Allowances

This analysis ties the economic profile of the community to the affordability of existing housing stock in within Magna Metro Township. What we are trying to identify is; “If Magna were providing housing for every household in the community, at a price that they can afford, what types of housing units would we need to facilitate in our community?”

The statistics in Figure 15. describe the Monthly Hosing Allowance for all the AMI categories represented in our community. In Figure 16. Magna Economic Profile and Housing Stock we are combining the information that we have about the distribution of income within the municipality and to the distribution described by the municipalities AMI categories. This gives a ruff sense of how many persons and households we have living in Magna within each AMI category. We us this distribution to determine the distribution of what the community can afford in housing costs.

To represent a more “true cost of housing”, we have provided the Adjusted Maximum Affordable Monthly Rental Costs. This was calculated by subtracting \$297 from the Monthly Housing Allowance associated with each AMI group. This is intended to account for auxiliary costs associated with renting such as utilities and renter issuance costs. The Adjusted Annual Mortgage Allowance was determined by extrapolating Mortgage Allowance from the Monthly Housing Allowance associated with each AMI group by multiplying that total by 12, and then subtracting -\$15,405 annually for costs associated with homeownership, such as, property taxes, homeowners insurance, and expected maintenance schedules (<https://listwithclever.com/research/true-cost-homeownership-2022/>). Allowing for these types of affordability buffers, allow us to estimate need biased on an idealistic scenario in which no Magna Household is living in a cost burdened housing unit.

Understanding how many households we have in each AMI category allows us to compare the community’s capacity to afford housing, with the available housing in Magna Currently. The number of Rental Units and Housing Units in the community we aggregated into AMI group categories biased on their approximate affordability for that AMI group. This number of renter and owner households in then subtracted from the number of units in the associated AMI category to provide a Surplus or Deficit count for Housing Units required to meet current need for renters and homeowners.

The result of this analysis demonstrates that given the current price of housing in the municipality and the economic makeup of the community. A citizen of Magna can practically consider owning a housing unit if the community if they are making at least the Median Income of \$68,765 annually. This income level can support a mortgage on a home at around \$175,000. There are very few opportunities to purchase a housing unit in this price range. Projections by the ACS DP04 suggest that by 2027, there will be practicably no housing units available in Magna for under at least \$300,000. This type of financial threshold makes homeownership an impossibility for nearly 60% of those living in Magna today.

Magna Economic Profile and its Relationship to Existing Housing Stock

Income Range	% of Population Represented	# of Citizens Represented	# of Households Represented	AMI Income Range	Maximum Affordable Monthly Housing Allowance	Maximum Annual Mortgage Allowance	Adjusted Annual Mortgage Allowance (-\$15,405 annually for costs associated with Max Price	# of Owner Households	# of Housing Units within Price Range	Surplus/Deficit of Units Available
Less than \$20,000	7.9%	2,135	651	< 30% AMI (< \$20,630)	\$516	\$6,192	-	504	-	- 504
\$20,000 to \$34,999	10.3%	2,784	849	30% - 50% AMI (\$20,630-\$34,383)	\$860	\$10,320	-	669	-	- 669
\$35,000 to \$49,999	12.8%	3,460	1,055	50%-80% AMI (\$34,383-\$55,012)	\$1,375	\$16,500	\$1,095	717	-	- 717
\$50,000 to \$74,999	24.7%	6,676	2,035	80%-100% AMI (\$55,012-\$68,765)	\$1,719	\$20,628	\$5,223	1,812	39	- 1,773
\$75,000 or more	42.9%	11,595	3,535	100-125% AMI (\$68,765-\$85,956)	\$2,149	\$25,788	\$10,383	3,535	632	1,470

				> 125% AMI (> \$85,956)	> \$2,149	> \$25,788	> \$10,383	> \$311,490		4,373	
Totals	98.6%	26,651	8,125						7,237	5,044	- 2,193
				AMI Income Range	Maximum Affordable Monthly Housing Allowance			Adjusted Maximum Affordable Monthly Rental Costs			
				< 30% AMI (< \$20,630)	\$516			\$219			
				30% - 50% AMI (\$20,630- \$34,383)	\$860			\$563			
				50%-80% AMI (\$34,383- \$55,012)	\$1,375			\$1,078			
									# of Renter Households		
										# of Rental Units Available	
											Surplus/Deficit
									147	210	-63
									180	46	134
									338	420	-82

Figure 16. Magna Economic Profile and Housing Stock

Given that we have just demonstrated that Home Ownership in a not cost burdened housing unit will likely be an impossibility for every member of the community making less than the AMI of \$68,765, these households have been removed from the homeowner category and entered into a new renter category Owner Households Priced out of Homeownership column of Figure 17. Adjusted Renter and Homeowner Surplus and Deficit. This provides an Adjusted Renter Surplus / Deficit and an Adjusted Homeowner Surplus /

Deficit result by reducing the number of homeowners and increasing the number of renters biased on ability to afford.

Adjusted Renter and Homeowner Surplus and Deficit					
AMI Income Range	Renter Households	Renter Units	Surplus/Deficit of Units Available	Owner Households priced out of homeownership	Adjusted Renter Surplus / Deficit
< 30% AMI (< \$20,630)	147	0	- 147	-504	-651
30% - 50% AMI (\$20,630-\$34,383)	180	155	-25	-669	-694
50%-80% AMI (\$34,383-\$55,012)	338	588	250	-717	-467
80%-100% AMI (\$55,012-\$68,765)	223	745	522	-1,773	-1251
100-125% AMI (\$68,765-\$85,956)	237	176	- 61		-61
> 125% AMI (> \$85,956)	640	50	- 590		-590
Totals	1765	1714	- 51		-3714
AMI Income Range	Owner Households	Housing Units	Surplus/Deficit of Units Available	Owner Households financially Capable of homeownership	adjusted Homeowner Surplus / Deficit
< 30% AMI (< \$20,630)	504	-	- 504	-	

30% - 50% AMI (\$20,630-\$34,383)	669	-	- 669	-	
50%-80% AMI (\$34,383-\$55,012)	717	-	- 717	-	
80%-100% AMI (\$55,012-\$68,765)	1,812	39	- 1,773	-	
100-125% AMI (\$68,765-\$85,956)	3,535	632	1,470	3,535	1,470
> 125% AMI (> \$85,956)		4,373			
Totals	7,237	5,044	- 2,193		1,470

Figure 17 Adjusted Renter and Homeowner Surplus and Deficit

The result indicates that if we were to equitably house every citizen in magna in a housing unit that was not cost burdened, we would need to develop within the community:

- **651 rental units** that can be rented for up to **\$219 monthly**
- **694 rental units** that can be rented for up to **\$563 monthly**
- **467 rental units** that can be rented for up to **\$1,078 monthly**
- **1251 rental units** that can be rented for up to **\$1,422 monthly**
- **61 rental units** that can be rented for up to **\$1,852 monthly**
- **590 rental units** that can be rented for up to **\$590 monthly**

Conversely, we would be left with 1,470 housing units that are no longer occupied by cost-burdened owners. Owners who are now living in an affordable rental commiserate with their annual income.

Contrasting this idealized housing affordability scenario with the realities of current housing conditions suggest clear strategies on how the municipality can assist the 27.4% of the community living in Cost burdened housing, and the 26.2% of the community that is living in cost burdened risk housing as shown in Figure 18. Percentage of Income utilized for Housing Cost. Primarily, encourage the development of housing units that would bring the total housing stalk into an alignment that more closely corresponds with the need demonstrated for citizens living within each AMI category.

Percentage of Income utilized for Housing Cost

Income Range	# of Citizens Represented	# of Households Represented	% of Population Represented	% Not cost-burdened	% Cost-burden risk	% Cost-burdened	% Within Income Range Cost-burdened	Total # of Cost-Burdened	Owner		Renter	
Less than \$20,000	2,135	651	7.9%	0.3%	1.5%	6.1%	77.2%	497	319	5%	178	10%
\$20,000 to \$34,999	2,784	849	10.3%	2.4%	0.9%	7.0%	68.0%	574	221	3%	353	20%
\$35,000 to \$49,999	3,460	1,055	12.8%	2.5%	2.4%	7.9%	61.7%	646	410	6%	236	13%
\$50,000 to \$74,999	6,676	2,035	24.7%	8.2%	11.8%	4.7%	19.0%	383	310	5%	73	4%
\$75,000 or more	11,595	3,535	42.9%	31.6%	9.6%	1.7%	4.0%	136	136	2%	0	0%
Totals	26,651	8,125	98.6%	45.0%	26.2%	27.4%						
Data Source: ACS DP4												

Figure 18. Percentage of Income utilized for Housing Cost

There is an undeniable correlation between the scale of housing unit and its ultimate price. This principle applies to structure as well as properties. Figure 19. Housing Units by Number of Rooms displays the percent of Housing Units in the municipality according to the number of rooms the unit provides. A studio apartment supplies no bedrooms yet can accommodate a smaller household in Magna. Studio and 1 bedroom units account for only 6% of available units within the community.

Housing Type	2010	2017	Percent Change 2010-2017	2020	Percent Change 2017-2020
Total housing units	8013	8430	5%	8442	0.1%
1-unit, detached	6463	6924	7%	6,806	-1.7%
1-unit, attached	274	556	103%	431	-22.5%
2 units	103	148	44%	232	56.8%
3 or 4 units	144	122	-15%	139	13.9%
5 to 9 units	250	215	-14%	92	-57.2%
10 to 19 units	169	34	-80%	79	132.4%
20 or more units	261	227	-13%	500	120.3%
Mobile home	349	204	-42%	163	-20.1%
Boat, RV, van, etc.	0	0	0	0	
Total housing units	8013	8430	5%	8442	0.1%

<i>Source: ACS DP04 (2020)</i>		
ROOMS	Estimate	Percent
1 room	29	0.4%
2 rooms	93	1.4%
3 rooms	423	6.5%
4 rooms	715	10.9%
5 rooms	1,229	18.8%
6 rooms	1,133	17.3%
7 rooms	1,182	18%
8 rooms	1,099	16.8%
9 or more rooms	651	9.9%
Median (rooms)	6.2	(X)
<i>Source: ACS DP04 (2020)</i>		
Label	Estimate	Percent
Total:	8,442	
No bedroom	44	1%
1 bedroom	437	5%
2 bedrooms	1,242	15%
3 bedrooms	3,008	36%
4 bedrooms	2,454	29%
5 or more bedrooms	1,257	15%
<i>Source: ACS DP04 (2020)</i>		

Figure 19. Housing Units by Number of Rooms

Figure 20. Magna Age Distribution identifies 44% of households as having a minor living in the unit. It also shows that 19% of our households have a person of advanced age living in the unit. That suggests that 37% of Magna households could likely be described as a single or two person families. All of which could conceivably fit comfortably into a studio or one-bedroom unit. Yet the opportunity only exists for 6% of the population to occupy a unit of this size. That would suggest that there may be many households in Magna who are living in units that may be larger than they would prefer. Households may choose to have extra space as a luxury, but there are likely others who have chosen to occupy a unit larger than they need because they could not find a suitable alternative within their community of choice. Accommodating the development of a variety of housing styles, that can provide units in the no bedroom and one-bedroom size category, will provide opportunity for Magna community members to downsize their housing to save on housing cost, yet remain in the community they know and value. Freeing their current unit to be occupied by a more size appropriate household.

Smaller units provide flexibility in the community housing stock. They provide an opportunity for the community members to “Age in Place”. During the life cycle of the typical Magna resident, they might live in 4 or 5 different housing types with different bedroom requirements. From a family home with 4 or 5 bedrooms, to a first studio apartment, to a one- or two-bedroom unit with a young family, back into detached single-family home to raise a developing family, eventually downsizing after children have left the home and perhaps eventually an assisted living facility during the final chapters of life. A community is well

provided to allow citizens the opportunity to follow this cycle without leaving community boundaries will have a distribution of housing units that facilitates these moves. For Magna this would mean drastically increasing the supply of housing suited for young families with few children and singles and couples, whether they be starting the life journey or downsizing after time well spent.

Magna Age Distribution		
	Estimate	Percent
Households with one or more people under 18 years	3,626	44%
Households with one or more people 65 years and over	1,576	19%
Total households	8,214	
<i>Source: ACS DP02 (2020)</i>		

Figure 20. Magna Age Distribution

Community Engagement

The state requirements for 2022 became effective on June 1st, 2022, with a deadline to adopt updated plans by October 1st, 2022. This gave a small amount of time for public engagement, however during June, July, and August, three public meetings were held for residents to review the new strategies and offer their recommendations for the strategies that would be most appropriate for Magna. Two informational events were held on June 29th, and July 13th where residents could discuss the strategies with staff and offer their recommendations. A Moderate Income Housing Survey was distributed to residents who were unable to attend the in person events.

Community Feedback

Right now, what is your most significant housing challenge?

Residents reported that their most significant housing challenge was keeping up with home repairs and maintenance. This is evidence that many of our current residents are living in a cost-burdened housing situation. Magna can address this in a variety of ways;

- Reduce the cost of living for residents by planning and advocating for greater investment in community resources such as:
 - Reduce cost of living by providing transportation alternatives to the personal automobile
 - Public Transportation Infrastructure
 - Active Transportation Infrastructure
 - Support active transportation by promoting the development of key community resources.
 - Local education and childcare facilities
 - Local access to year-round fresh produce through commercial development and community programming
 - Local access to health care facilities
- Launch a program that assists residents, either financially or through technical assistance, with making home repairs that are necessary to remain within their existing accommodations. (C.II.)

Residents also expressed that finding affordable housing to buy or rent was a significant problem. This is an interesting response from a survey that targeted persons already living in the community. This suggests that residents may be living in overcrowded housing situations hoping to find a more spacious option they can afford. Housing that is overcrowded is often the result of room renting, unreported divisions, and multiple generations and extended family sharing a living situation. This “black market” housing is a symptom of high demand and lack of housing supply that meets the needs of economic profile of the community. The clearest way for Magna to address this issue is to promote the development of sustainable affordable housing withing the community.

Would you support the addition of accessory dwelling units, townhomes, courtyard housing, or mixed-use (apartments above storefronts) in your community if it helped address housing choice and affordability? Why or why not?

The community response to this issue was almost perfectly split. Fifty percent speaking in favor of increasing the diversity of the housing stock within the community to provide greater opportunity for affordable housing, and about 50% opposed to further development. Those who spoke against the addition of these housing types in the community often stated that they felt that Magna had reached an appropriate population level and density and were reticent to see it grow. Many community members expressed that they felt Magna's transportation and water infrastructure would be unsuited for greater populations. Others expressed doubts that and new housing developed would achieve the goal of providing greater affordability within the community.

Those who spoke in favor of increase the diversity in the community housing stock, typically spoke to the great need for affordable housing that faces the community and the state at large. Demand for housing throughout the state is driving development, especially in communities like Magna who offer relatively lower property values and proximity regional resources. Magna can address concerns about infrastructure capacity by emphasizing the development of road, transportation, and active transportation in coordination with the development of housing and mixed-use. Concerns about the affordability of new development might be addressed by adoption of a land use ordinance that requires 10% or more of the new residential development in residential zone be dedicated to moderate income housing.

What housing features are most important to you?

The responses to this question very much reflect the character of current housing within the community. The majority of existing single family home provides outdoor space as well as a balcony. Most of the existing housing within the community is single-family housing. The other request scoring well with community members are issues of access and proximity. Developing moderate income house strategically, and in coordination with the expansion and development of the resources like parks and open space, grocery stores, and public transportation, will allow the Metro Township to provide for the needs of who are more motivated to seek housing in areas with proximity to shared resources, which lower the cost of living, as well as maintain an existing single family housing stock which provides personal amenities like a yard or garage for those who can afford them.

Answers	Count	Percentage
Outdoor space (yard, patio, balcony)	44	70.97%
Garage	30	48.39%
Proximity to parks and open space	18	29.03%
Location in my current neighborhood	17	27.42%
Proximity to grocery store(s)	17	27.42%
Private entryway	16	25.81%
Guest parking	14	22.58%
Community gym, pool, or other shared amenities	11	17.74%
Other	10	16.13%
Proximity to public transit (bus, TRAX, etc.)	9	14.52%

What is one reasonable action you think your community could take in the next year to improve housing conditions and options?

Responses to this question vary widely. Many respondents express concern about abandoned and poorly kempt properties. Many expressed desires for funding opportunities to improve housing and develop new housing opportunities. Many wanted to see an increase in available housing styles that provide opportunities for housing that do not require the higher maintenance and cost that a single-family home requires. This lack of unity in response suggest that the community currently lacks a shared vision for the future of housing within Magna. This highlights the importance of this planning process and the distribution of results.

Strategies & Actions

Previous Strategies

In the **2019 Magna Metro Township Housing Plan**, the Goals and strategies chosen for implementation were:

Strategies Selected and Actions Developed

Goal 1: Preserve current moderate-income housing on a long-term basis.

Utilized Menu Item: K

- Strategy 1: Identify current MIH.
- Strategy 2: Establish a "Good Landlord Program."
 - Action 1: Create and adopt a "Good Landlord Program."
 - Action 2: Achieve Code Enforcement
 - Action 3: Consider writing and adopting a Short-term Rental Ordinance to support and provide backbone to the Good Landlord Program.

Goal 2: Create more moderate-income housing options.

Utilized Menu Items: E

- Strategy 1: Allow Accessory Dwelling Units.
 - Action 1: Write and adopt an ADU Ordinance.
 - Carefully define ADUs in ordinance
 - Consider type of ADUs allowed
 - Consider where ADUs should be allowed
- Strategy 2; Promote creation of Accessory Dwelling Units.
 - Action 1: Identify partners that help with construction and/or conversion costs. Action 2: Disseminate funding assistance information to residents.

Goal 3: Support measures and efforts that contribute to neighborhood stabilization.

Utilized Menu Items: B, C, P, and W

- Strategy 1; Identify and apply for grants and funding opportunities that do so.
 - Action 1: Provide exterior curb-appeal grants to 10 homes per year through 2024 (\$0 total).
 - Action 2: Support applications and funding from the Green and Healthy Homes Initiative to conduct critical needs home repair in low and moderate-income housing.
 - Action 3: Support applications and funding from the Utah Weatherization Assistance Program to help low-income residents, especially the elderly and disabled, to reduce energy consumption through home improvements.
 - Action 4: Support applications and funding from Salt Lake Valley Habitat for Humanity to house families between 30 and 60 percent of the Area Median Income.
 - Action 5: Support applications and funding from Assist Utah's Emergency Home Repair, Accessibility Design, and Aging in Place programs.
- Strategy 2: Expand the RDA in Old Magna down to 3100 South and be proactive about Opportunity Zones.
 - Action 1: Use new RDA designation to secure funding for rehabilitation of uninhabitable housing stock into MIH.
- Strategy 3: Identify infrastructure investments that would further facilitate MIH and the success of MIH families.

- Action 1: Consider new transit routes and stops, improvements in transit frequency, and improvements in transit stations and stops.
- Action 2: Conduct a sidewalk inventory and connect any sidewalk gaps to promote walkability and enhance the destination accessibility of non-automobile owners.

Report Summary of Previous Strategies from the 2019

Goal 1: Preserve current moderate-income housing on a long-term basis.

Staff have identified that there is a great need in the area for increased diversity of housing opportunity within the community. As identified, there are housing gaps for residents within nearly all AMI categories. It is challenging for Municipal and county staff to coordinate development opportunities, evolving community goals, external influences, and existing zoning and coding. Zoning and parking requirements can restrict the community's ability to strategically densify around the community assets. Community perception concerning housing product, often those typologies which supply greater affordability, can hinder efforts to increase diversity. Education and outreach might be necessary to help coalesce a strategy to introduce greater numbers of housing units suitable to provide equitable housing opportunities for households making 30, 50 and 80 percent of AMI.

- Staff investigated a Good Landlord Program, but found its impacts were generally discriminatory, and concluded that this type of program should not be implemented in the community.
- Code enforcement has been increased. The Greater Salt Lake Municipal Services District hired additional staff to increase capacity.
- The 2019 Magna Moderate Income Housing Plan found that of the properties for sale in 2017, only households making 80 percent or more of AMI could afford to purchase property. Of the apartments listed for rent in August 2019, only renter households making 100 percent or more of the AMI could afford to rent in Magna. When looking at all rental types available, of the 224 households making between 30 and 50 percent of AMI, only 78 units are available at an affordable price. This leaves a deficit of 146 units, forcing those within the 30 to 50 percent bracket to live outside or below the means. For 721 households making over 125 percent of the AMI, only 195 units are available causing these households to live below their means and therefor filling housing options that other brackets may need.

Goal 2: Create more moderate-income housing options.

Magna Metro Township has adopted ADU Ordinance ADU Ordinance 19.15.010 on 9.29.2021. This completes Strategy 1: Allow Accessory Dwelling Units. The community has made good progress by adopting the Ordinance. Special attention will now need to be applied to Strategy 2: Identify partners that can help with construction and/or conversion costs. Disseminate funding assistance to residents. Disseminating information to about funding opportunities to likely candidates will be the most difficult hurdle.

Goal 3: Support measures and efforts that contribute to neighborhood stabilization

These planning efforts are helping to coordinate planning efforts to provide the social services and infrastructure that contribute to neighborhood stabilization. Magna Metro Township is poised to receive a great deal of planning and development pressure in coming years. Development of the Inland Port and Associated Opportunity Zones falling within the Metro Township Boundary will likely precipitate new land uses on undeveloped parcels in and around the Metro Township Area. The community has worked with The

Greater Salt Lake MSD, Planning staff, planning commissioners, and the metro township council, to collaborate with neighboring communities, community partners, and shareholders through Education, Outreach, and Technical Assistance of the Greater Salt Lake MSD Planning and Development Services to in partnership with Utah State University, College of Ag and Applied Sciences, to initiate conversations that will be required to strategically coordinate growth. Coordination with regional partners will be essential for communities like Manga who have limited staff and resources. Providing the amenities, services, and funding required to stabilize and improve Manga neighborhoods will require clear communication channels between the community, and a variety of regional partners and stakeholders.

- A sidewalk inventory has been completed for the Metro Township as part of the 2020 Master Transportation Plan Effort.
- The 2021 Greater Magna Metro Township Urban Design Studio Partnership, included in its results, suggestions for a housing loan program for revitalization. This study was a collaboration between the Education, Outreach, and Technical Assistance of the Greater Salt Lake MSD Planning and Development Services, in partnership with Utah State University, College of Ag and Applied Sciences, Urban Design Studio under the direction of Caroline Lavoie, Professor. Todd Johnson, Professor. Margo Wheeler, Visiting Professor.
- The Kearns/Magna Active Transportation Plan is underway. This planning effort will improve multi-modal and active transportation opportunities, safety, and coordination efforts with the community of Magna.
- The WFRC 2019-2050 Regional Transportation Plan has identified: Transit: 3300 South / 3500 South Corridor - Bus Rapid Transit as a needs phase two project.

2020 Strategies

Why five strategies?

Previously, three strategies were required to adequately meet the state MIHP requirements. Under current legislations, municipalities must include five strategies in their plan to be eligible for priority consideration for:

- Transportation Investment Fund (TIF)
- Transit Transportation Investment Fund (TTIF), and/or
- the COVID 19 local assistance matching grant.

The municipality must then adequately fulfill or show substantive progress on three or more of those strategies every year to maintain their eligibility for priority consideration in coming years.

For Magna, this is very important as the TIF funding opportunity can provide necessary funding for public improvements projects like roads, sidewalks, and other transportation infrastructure. Magna receives a considerable amount of funding for public improvement projects through grants and other sources. Should the municipality fail to meet requirements, losing access to one or more available sources of funding, could limit the Township's ability to fund projects important to the community.

Selected Strategies

- A. Rezone for densities necessary to facilitate the production of moderate income housing.
- G. Zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers.
- F. Amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors.
- P. Demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing.
- W. Create or allow for, and reduce regulations related to, multi-family residential dwellings compatible in scale and form with detached single-family residential dwellings and located in walkable communities within residential or mixed-use zones.

Strategy 1 | Invest in MIH Infrastructure

B. Demonstrate investment in the rehabilitation or expansion of infrastructure that facilitates the construction of moderate income housing.

Example / Case Study

In 2013, Phase 1 of the S-Line began operating. This joint project between SLC, South Salt Lake, and UTA expanded transit options and connections between residential areas, essential goods and services, and employment opportunities. Residents who live along the S-Line have the benefit of being able to easily connect to neighboring bus lines and all TRAX lines at Central Point Station. Residential development that later occurred along this line, including the Zeller Apartments, was able to offer less parking for residents, which allowed them to provide more units on-site.

Application in Magna

Magna's street layout is unique in a Utah context. Because the town grew from a mining town tent city, rather than the traditional "Plat of Zion" layout familiar to most communities in Utah, much of Magna is laid out with more frequent narrow streets. This can be advantageous in an affordability context as the average home and lot size are slightly smaller than the "Plat of Zion" encourages. However, many of Magna's streets have been completed out some of the basic infrastructure that supports safe walkability, such as sidewalks, multi-use paths, or protected bike lanes. These narrow lanes can also make parking difficult, and potentially unsafe, when two sets of parallel parked cars leave little room for emergency vehicles. Investment in infrastructure that supports walkability within existing neighborhoods will supply the infrastructure that make slight increases in the number of units a neighborhood supports more feasible.

Application/Implication

- Invest in the expansion of broadband infrastructure to give more residents the option to work remotely. This can reduce transportation costs, which are often the second highest household expenditure, after rent / mortgage payments

- Advertise available grant opportunities for developers to utilize with infill lots in residential development. This includes better leveraging the EPA Assessment Grant and Revolving Loan Fund administered by Salt Lake County Economic Development.
- Invest in transportation improvements that allow residents to save on transportation costs, such as car insurance or fuel. This has the added benefit of expanding locations where moderate-income housing may be feasible and desirable.

Goals / Actions

Improve Public Transportation resources and services within Magna Metro Township

GP B.6 | Identify infrastructure investments that would further facilitate MIH and the success of MIH families

- Transit routes, stops, frequency • Sidewalk replacement programs • Storm drainage program

Benchmark | Competition of a walkability study of Magna's Commercial areas identifying impediments to walkability.

Improve Active Transportation resources and services within Magna Metro Township

Walk

GP A.12 | Review and prioritize the sidewalk projects identified in the 2022 Manga/Kerns Active Transportation Plan.

- Priorities include: • School walk routes • Connections to bus and transit stops, parks, trails, and local commercial and community locations • Gaps in residential neighborhoods

Benchmark | Review by planning staff of plan results. Prioritization of selected projects by Planning Commission and Township Council.

GP A.26 | Identify sources of funding to address gaps in sidewalk infrastructure as identified in the 2022 Manga/Kerns Active Transportation Plan.

Benchmark | Funding sources identified complied and shared between Salt Lake County Engineering, MSD Planning Staff, and Magna Metro Township Planning Commission & community Council

GP C.35 | Ensure connectivity to schools through safe walking routes.

Benchmark | Review by planning staff of 2022 Manga/Kerns Active Transportation Plan results. Prioritization of selected projects by Planning Commission and Township Council

GP D.2 | Create a prioritized list of sidewalk improvements using sidewalk inventory completed as part of the 2022 Manga/Kerns Active Transportation Plan

Benchmark | Review by planning staff of 2022 Manga/Kerns Active Transportation Plan results. Prioritization of selected projects by Planning Commission and Township Council

Bike

GP A.14 | Identify strategies and funding sources achieve a 10-minute walk to parks, trails & open space for current and future residents

- Planning Area #2 has the greatest gaps in service for existing households
- The current development policy requiring construction and maintenance of parks addresses new household needs
- Grants and other sources of funding should be identified to purchase property to address existing gaps in service

Benchmark | Funding sources identified compiled and shared between Salt Lake County Engineering, MSD Planning Staff, and Magna Metro Township Planning Commission & community Council

GP D.12 | Create a prioritized list of bicycle routes and facilities using recommendations from the upcoming 2022 Manga/Kerns Active Transportation Plan

Benchmark | Review by planning staff of 2022 Manga/Kerns Active Transportation Plan results. Prioritization of selected projects by Planning Commission and Township Council

GP D.14 | Promote the inclusion of bicycle facilities and amenities such as bike racks, lockers, repair stations, etc., at key destinations and strategically at new construction

Benchmark | Review by planning staff of 2022 Manga/Kerns Active Transportation Plan results. Prioritization of selected projects by Planning Commission and Township Council

Improve Access to Resources and Sense of Place

GP C.19 | Create policies and strategies to improve public infrastructure and investment within key catalyst areas, including enhanced landscaping, wayfinding, street amenities, and incentives to encourage redevelopment of key locations.

Benchmark | Development of District Area Plans

GP D.5 | Conduct a walkability audit and/or other studies that consider intersection crossings, midblock crosswalks, signal timing, and signage in Magna, particularly along designated Safe Routes to School corridors, for safety and accessibility.

Benchmark | Completion of a walkability study of Magna's Commercial areas identifying impediments to walkability.

GP C.37 | Enhance digital connectivity throughout the entirety of the Municipality

Benchmark | Apply suggested actions and findings of recently developed Digital Infrastructure Study

GP D.11 | Develop strategies for future growth impacts on parking capacities and regularly monitor parking occupancy and other factors by periodic parking studies

Benchmark | Include parking strategies and plans as an aspect of all District Area Plans

Timeline

Strategy 1 Invest in MIH Infrastructure	B. Demonstrate investment in the rehabilitation or expansion of infrastructure that facilitates the construction of moderate income housing
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Description		Year 1	Benchmark	Year 2	Benchmark	Year 3	Benchmark	Year 4	Benchmark	Year 5	Benchmark
Goal	Improve active transportation resources and services within Magna Metro Township										
Action	GP B.6	Year 1	Completion of a walkability study of Magna’s Commercial areas identifying impediments to walkability.								
Goal	Improve Active Transportation resources and services within Magna Metro Township										
Category	Walk										
Actions	GP A.12	Year 2		Review by planning staff of plan results. Prioritization of selected projects by Planning Commission and Township Council.							
	GP A.26	Year 3				Funding sources identified complied and shared between Salt Lake County Engineering, MSD Planning Staff, and Magna Metro Township Planning Commission & community Council					
	GP D.2	Year 2		Review by planning staff of 2022 Manga/Kerns Active Transportation Plan results. Prioritization of selected projects by Planning Commission and Township Council							
	GP C.35	Year 2									
Category	Bike										
Actions	GP A.14	Year 3				Funding sources identified complied and shared between Salt Lake County Engineering, MSD Planning Staff, and Magna Metro Township Planning Commission & community Council					
	GP D.12	Year 2		Review by planning staff of 2022 Manga/Kerns Active Transportation Plan results. Prioritization of selected projects by Planning Commission and Township Council							
	GP D.14	Year 2									
Goal	Improve Access to Resources and Sense of Place										
Actions	GP C.19	Year 5							Development of District Area Plans		
	GP C.37	Year 4						Apply suggested actions and findings of recently developed Digital Infrastructure Study			
	GP D.5	Year 1	Competition of a walkability study of Magna’s Commercial areas identifying impediments to walkability.								
	GP D.11	Year 5							Include parking strategies and plans as an aspect of all District Area Plans		

Strategy 2 | Transit Investment Corridors

G. Amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors

Example / Case Study

West Valley City established a mixed-use and employment center around their Fairbourne Station. This offers a mix of retail, single-family homes, and medium and high-density residential units to increase the number of rental units in mixed-use areas, commercial areas, and areas near major transit investment corridors.

Application in Magna

The municipality can identify residential areas appropriate for increased densities. Targeting areas adjacent to existing and potential commercial might be studied through commercial area district plans, like the impending Historic Area District Plan. Other commercial areas such as the 3500 South Commercial Node Catalytic properties identified in the general plan, might be studied to identify areas where the district could feasibly support increased densities and moderate income housing in coordination with public transportation resources, trails and open space, access to fresh produce, and other public resources and services.

The WFRC regional transportation plan indicates that Magna will receive **3300 South / 3500 South Corridor Core Route (15 min service)** in near future. Planning staff should look to coordinate route and stop options with regional authorities. This will assist Magna in identifying areas with the greatest capacity to absorbed housing need in the community. Targeting specific areas where rezoning is most feasible, desirable, and effective.

Application/Implication

- Rezone parcels within ¼ mile of a bus stop for a higher intensity of residential uses, including duplexes, triplexes, or live-work units.
- Identifying locations near transit and services that would be ideal for missing-middle-housing development and rezone to allow for densities that support those housing types.
- HB 462 (Utah Housing Affordability Amendments) encourage the expansion of moderate income housing in higher density areas that provide employment opportunities, transportation, or other services for residents. The bill also makes it more feasible for the municipality to provide moderate-income housing.

Goals / Actions

Improve Access to Resources and Sense of Place

GP A.3 | Enhance existing and future commercial nodes to allow higher density residential development, improve walkability, connect the commercial areas to surrounding neighborhoods, and increase retail square footage.

Benchmark | Development of District Area Plans. Adoption and application of Mixed-Use Zone Code

GP D.1 | Facilitate development patterns that maximize pedestrian connectivity and minimize the need for vehicle travel by encouraging a mix of land uses at a walkable scale and implementing small block sizes in new development.

Benchmark | Development of District Area Plans. Adoption and application of Mixed-Use Zone Code

GP D.20 | Encourage transit ridership by implementing pedestrian improvements near transit stops and working with UTA to identify strategies — such as locating transit stops in places that increase the convenience of transfers and connections to other routes — that improve the frequency and ridership of transit service between Magna and employment centers.

Benchmark | Coordination with regional partners on route and stops locations of 3300 South / 3500 South Corridor Core Route (15 min service) Projects identified in WFRM Regional Plan.

Coordinate with Regional Agencies

GP D.18 | Coordinate all projects with the Salt Lake County Active Transportation Implementation Plan (ATIP) and Wasatch Front Regional Council's (WFRM) Regional Transportation Plan (RTP).

Benchmark | Coordination with regional partners on route and stops locations of 3300 South / 3500 South Corridor Core Route (15 min service) Projects identified in WFRM Regional Plan.

GP D.19 | Foster a strong working relationship with UTA to advocate for improved and increased transit services in Magna, focusing on connections to key destinations and access for people who rely heavily on transit service.

Benchmark | Coordination with regional partners on route and stops locations of 3300 South / 3500 South Corridor Core Route (15 min service) Projects identified in WFRM Regional Plan.

Timeline

Strategy 2 Transit Investment Corridors		G. Amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors									
Description		Year 1	Benchmark	Year 2	Benchmark	Year 3	Benchmark	Year 4	Benchmark	Year 5	Benchmark
Goal	Improve Access to Resources and Sense of Place										
Actions	GP A.3	Year 5								Development of District Area Plans. Adoption and application of Mixed-Use Zone Code	
	GP D.1	Year 5									
	GP D.20	Year 2	Coordination with regional partners on route and stops locations of 3300 South / 3500 South Corridor Core Route (15 min service) Projects identified in WFRC Regional Plan.								
Goal	Coordinate with Regional Agencies										

Actions	GP D.18	Year 2	Coordination with regional partners on route and stops locations of 3300 South / 3500 South Corridor Core Route (15 min service) Projects identified in WFRC Regional Plan.
	GP D.19	Year 2	

Strategy 3 | Mixed-Use Zones

F. Zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers;

Example / Case Study

Through a public engagement process, Millcreek city identified the area around Highland Drive and 3300 South as an ideal location for its City Center. With the help of two Transportation-Land Use Connection grants, the city wrote a general plan, a City Center master plan, and adopted a form-based code. The city has entitled nearly 800 dwellings over the last year. The area at the intersections of 3300 South and both Highland Drive and 1300 East is a future extension of the S-Line streetcar. A corridor study is taking place on 3300 S. to explore concept designs for safer and multi-modal transportation options moving east/west in Millcreek.

Millcreek also implemented a new neighborhood area by the TRAXlines running through the city and have since developed over 300+ apartments some of which provided as moderate income housing.

Millcreek has adopted two new ordinances to help with this development and build thoughtful design. They adopted a city center ordinance, a new Mixed Development (MD), and updated their commercial ordinance.

Application in Magna

Magna has recently adopted a Mixed-Use Chapter to its land use code with the additions of the Historic Downtown Mixed-Use Zone. This zone has yet to be applied to any properties in the Metro Township yet is available for application via a re-zone request. As part the current Land Use Code Update project, Magna will likely adopt two additional Mixed-Use Zones tailored for well-suited areas within the municipality. The municipality can work towards adoption of these zones, and application through facilitating development and redevelopment opportunities.

The WFRC regional transportation plan indicates that Magna will receive **3300 South / 3500 South Corridor Core Route (15 min service)** in near future. Planning staff should look to coordinate route and stop options with regional authorities. This will assist Magna in identifying areas with the greatest capacity to absorbed housing need in the community. Targeting specific areas where rezoning is most feasible, desirable, and effective.

Application/Implication

- Facilitate opportunity for the development of moderate income housing near mixed-use areas, transit investment corridors, employment centers, or commercial centers.
- HB462 (Utah Housing Affordability Amendments) encourage the expansion of moderate income housing in higher density areas that provide employment opportunities, transportation, or other

services for residents. It also makes it more feasible for the city to provide moderate-income housing.

Actions

Develop Small Area Plans

GP C.5 | Develop strategic plans for catalyst areas

Benchmark | Development of District Area Plans

GP C.15 | Explore the development of small area plans that envision redevelopment in key infill locations taking into account underutilized tracts, opportunities to integrate additional development within catalyst sites, taking into account ownership, zoning, infrastructure, incentives, overpressure zone, industrial base, warehousing, development constraints, and overall vision.

Benchmark | Development of District Area Plans

GP A.10 | Study the use of Form Based Codes for the 3500 South Commercial Node Catalytic properties.

Benchmark | Development of a District Area Plan which coordinates active and passive transportation resources with commercial. residential and public service development opportunity.

GP A.29 | Create a study group to identify the best strategy to create a mixed use area at 8400 West and 3500 South. Strategies evaluated should include Mixed-Use zoning, Form-Based Zone, and parking strategies

Benchmark | Development of a District Area Plan which coordinates active and passive transportation resources with commercial. residential and public service development opportunity.

GP A.30 | Create a study group to identify the best strategy to increase the economic performance of the Catalytic Area at 7200 West and 3500 South. Strategies evaluated should include Mixed-Use zoning, Form-Based Zone, and parking strategies.

Benchmark | Development of a District Area Plan which coordinates active and passive transportation resources with commercial. residential and public service development opportunity.

GP A.44 | Create a study group to evaluate the expansion of the historic district to include part or all of the Old Magna Neighborhood

Benchmark | Development of a District Area Plan which coordinates active and passive transportation resources with commercial. residential and public service development opportunity.

Develop and Apply Mixed-Use Zoning

GP A.5 | Review and evaluate current zoning designations to ensure consistency with the recommendations of this General Plan including elimination of unused designations, revision of current designation and drafting of future designations such as a Mixed Use zone.

Benchmark | Completion and Adoption of Municipal Land Use Code Update Project

GP A.31 | Work with potential developer to create a mixed density/mixed use development at the 4100 South 8400 West catalytic site.

- Ensure inclusion of parks/open space/trail connections • Promote a mix of residential densities and affordability levels • Create road, trail, and sidewalk connectivity with existing neighborhoods, particularly a full intersection with Little Valley Gateway

Benchmark | Implementation of current development agreement established for the Catalytic Area

GP A.33 | Continue to encourage mixed density residential development of up to 12 units per acre in the area outside of the 3500 South Catalytic Areas

Benchmark | Development of a District Area Plan which coordinates active and passive transportation resources with commercial. residential and public service development opportunity.

Timeline

Strategy 3 Mixed-Use Zones		F. Zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers;									
Description		Year 1	Benchmark	Year 2	Benchmark	Year 3	Benchmark	Year 4	Benchmark	Year 5	Benchmark
Goal	Develop Small Area Plans										
Actions	GP C.5	Year 5								Development of District Area Plans. Adoption and application of Mixed-Use Zone Code	
	GP C.15	Year 5									
	GP A.10	Year 4						Development of a District Area Plan which coordinates active and passive transportation resources with commercial. residential and public service development opportunity			
	GP A.30	Year 4									
	GP A.29	Year 3				Development of a District Area Plan which coordinates active and passive transportation resources with commercial. residential and public service development opportunity					
	GP A.44	Year 2			Development of a District Area Plan which coordinates active and passive transportation resources with commercial. residential and public service development opportunity						
Goal	Develop and Apply Mixed-Use Zoning										
Actions	GP A.5	Year 1	Completion and Adoption of Municipal Land Use Code Update Project								
	GP A.31	Year 3				Implementation of current development agreement established for the Catalytic Area					
	GP A.33	Year 4						Development of a District Area Plan which coordinates active and passive transportation resources with commercial. residential and public service development opportunity.			

Strategy 4 | RDAs, CDAs, & RAs

P. Demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing.

Example / Case Study

The Minneapolis 2040, Up-Zoning Project is a major affordable housing intervention that includes a two-strategy approach.

1. The plan allocates \$25 million in subsidies to a housing fund and requires that 10% of apartment units be reserved for moderate-income households.
2. The plan effectively up-zones the whole city to allow denser development with more units to be built in areas that previously contained only single-family homes (credit: Housing Affordability Report, Kem C. Gardner, University of Utah).

Application in Magna

The **Magna Main Street Community Development Area** is an active CDA (Community Development Area) with available funding within Magna Metro Township. The RDA covers the Magna Main Street Corridor District. In conjunction with new mixed-use zone adopted for the district, opportunity exists to incentivize a new development type within the historic area, that will provide much need commercial activity as well as housing opportunity. These units will present an opportunity to diversify the spectrum of housing types that currently exists within the community. Potentially offering units that are smaller in total sqft., yet are well connected with the variety of community resources that exists within Magna. Coordination with Salt Lake County Economic Development, who manage the RDA, is ongoing and will be essential to the success of this selected strategy.

Application/Implication

- Conduct a program to increase the current specified share (10%-20%) of the agencies' funding budget allocated to moderate income housing development.
- Provide a strong financial incentive for a developer to partner with the CDA through property tax rebates or tax exemptions on the incremental increase in a property's value due to rehabilitation and preservation, density bonuses, or by eliminating additional requirements such as floor area restrictions, parking requirements, permitting fees, occupancy restrictions (family member versus non-family member), and streamlining and standardizing the uncertain and time-consuming approval process, etc..
- Encourage private investors to invest in MIH projects through RDA programs by identifying TIF districts, providing gap financing in the form of loans, reimbursements, and property discounts, allowing up-zoning and facilitating ADU implementation.

Goals / Actions

Develop and Implement Plans for MIH through RDAs, CDAs, and RAs

GP A.41 | Continue to pursue and implement grants and opportunities to stabilize and upgrade buildings on Magna Main Street and in the Old Magna Neighborhood

- Use new funding to rehabilitate uninhabitable housing stock into MIH

Benchmark | Establish Magna as a CLG (Certified Local Government) with SHIPO (State Historic Preservation Office) by Passing a Model Historic Preservation Ordinance and forming a Historic Preservation Commission

GP B.5 | Expand the RDA in Old Magna down to 3100 South and be proactive about Opportunity Zones

Benchmark | Demonstrate continued collaboration with SLCo Economic Development and the MMSA (Magna Main Street Steering Alliance) to promote the development of moderate income housing the environment and resources the reduce the cost of living for those living in transit serviced commercial/mixed-use districts.

GP C.1 | Work closely with the MSD and Salt Lake County Regional Economic Development to identify resources to support economic development activities, and to assign clear deliverables to specific actors within specific timelines

Benchmark | Demonstrate continued collaboration with SLCo Economic Development and the MMSA (Magna Main Street Steering Alliance) to promote the development of moderate income housing the environment and resources the reduce the cost of living for those living in transit serviced commercial/mixed-use districts.

GP C.2 | Closely coordinate with the MSD and Salt Lake County Regional Economic Development to discuss and give feedback on implemented, planned, and potential deliverables

Benchmark | Demonstrate continued collaboration with SLCo Economic Development and the MMSA (Magna Main Street Steering Alliance) to promote the development of moderate income housing the environment and resources the reduce the cost of living for those living in transit serviced commercial/mixed-use districts.

GP C.3 | Identify future opportunities and adjust workplan as necessary with the goal of fiscal long-term sustainability

Benchmark | Demonstrate continued collaboration with SLCo Economic Development and the MMSA (Magna Main Street Steering Alliance) to promote the development of moderate income housing the environment and resources the reduce the cost of living for those living in transit serviced commercial/mixed-use districts.

GP C.12 | Conduct redevelopment through Salt Lake County Redevelopment Agency (County RDA).

Benchmark | Demonstrate continued collaboration with SLCo Economic Development and the MMSA (Magna Main Street Steering Alliance) to promote the development of moderate income housing the environment and resources the reduce the cost of living for those living in transit serviced commercial/mixed-use districts.

GP C.28 | Explore a land banking program to help promote larger-scaled development along Main Street once Magna becomes a City.

Benchmark | Demonstrate continued collaboration with SLCo Economic Development and the MMSA (Magna Main Street Steering Alliance) to promote the development of moderate income housing the environment and resources the reduce the cost of living for those living in transit serviced commercial/mixed-use districts.

GP C.27 | Collaborate with non-profit and community organizations to generate a database of community resources that can leverage investments in neighborhood revitalization.

Benchmark | Assist MMSA (Magna Main Street Alliance) it it's goal to reach 50C3 Non-Profit status.

Timeline

Strategy 4 RDAs, CDAs, & Ras		P. Demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing.									
Description		Year 1	Benchmark	Year 2	Benchmark	Year 3	Benchmark	Year 4	Benchmark	Year 5	Benchmark
Goal	Develop and Implement Plans for MIH through RDAs, CDAs, and Ras										
Actions	GP A.41	Year 1	Establish Magna as a CLG (Certified Local Government) with SHIPO (State Historic Preservation Office) by Passing a Model Historic Preservation Ordinance and forming a Historic Preservation Commission								
	GP B.5	Year 5									Demonstrate continued collaboration with SLCo Economic Development and the MMSA (Magna Main Street Steering Alliance) to promote the development of moderate income housing the environment and resources the reduce the cost of living for those living in transit serviced commercial/mixed-use districts.
	GP C.1	Year 5									
	GP C.2	Year 5									
	GP C.3	Year 5									
	GP C.12	Year 5									
	GP C.28	Year 5									
	GP C.27	Year 3					Assist MMSA (Magna Main Street Alliance) it it’s goal to reach 50C3 Non-Profit status.				

Strategy 5 | Missing Middle Housing

W. Create or allow for, and reduce regulations related to, multi-family residential dwellings compatible in scale and form with detached single-family residential dwellings and located in walkable communities within residential or mixed-use zones.

Example / Case Study

Salt Lake County, Utah, allows this in some of its historic neighborhoods, permitting duplexes on corners with similar scale as surrounding buildings.

Application in Magna

Magna is one of the older communities in the valley. As such many of Magna's neighborhoods host homes which are in need of substantial renovation and in some cases redevelopment. These instances offer an opportunity to increase the value of the property and increase the availability and diversity of affordable units in the community, by allowing for the adaptation and redevelopment of these properties as multi-unit homes which match the scale and character of the existing neighborhood. This would mean adopting residential zone code to all for these types of housing styles, while ensuring the neighborhood character and

infrastructure will not be threatened. This is a consideration that should be discussed and coordinated with the ongoing code update project taking place currently.

Application/Implication

- Amend zoning ordinance to allow low-impact, missing-middle housing styles on corners and near transit lines in residential areas, so long as those buildings maintain the scale and style of single-family homes.

Example / Case Study

Salt Lake County, Utah, allows this in some of its historic neighborhoods, permitting duplexes on corners with similar scale as surrounding buildings.

Actions

Allow for context sensitive Multi-Unit Housing options in the land use code

GP A.7 | Review current zoning and development provisions to ensure that infill and replacement housing is context sensitive

Benchmark | Completion and Adoption of Municipal Land Use Code Update Project

GP A.8 | Ensure zoning and development provisions ensure building mass, height, roof type and building materials are consistent with the surrounding neighborhood when the proposed project is located within an existing neighborhood

Benchmark | Completion and Adoption of Municipal Land Use Code Update Project

GP A.11 | Review existing development requirements for new neighborhoods to ensure adequate design controls to meet community goals.

Benchmark | Completion and Adoption of Municipal Land Use Code Update Project

Encourage the development of Missing Middle Housing unit types and densities in context appropriate areas

GP A.25 | Continue to encourage mixed density residential development of up to 12 units per acre in the area south of 2800 South and north of 3100 South.

Benchmark | Development of a Historic District Area Plan which coordinates active and passive transportation resources with commercial, residential and public service development opportunity

GP A.36 | Continue to encourage mixed density residential development of up to 12 units per acre in the area outside of the 3500 South Catalytic Area

Benchmark | Development of a District Area Plan which coordinates active and passive transportation resources with commercial, residential and public service development opportunity

Action: Study where multi-family residential dwellings compatible in scale and form with detached single-family residential dwellings may be appropriate in the community and adopt ordinances if such conditions are present.

Action Goal: This study will help to identify neighborhoods, block groups, and parcel consolidations that are appropriate for the development of multi-family residential dwellings compatible in scale and form with the existing character of the area. By targeting very specific areas that are supported with the required infrastructure that make multifamily housing feasible, the municipality can avoid creating issues with parking and road congestion often associated with higher density housing styles. By ensuring that design and development guidelines match existing neighborhood character the municipality can increase housing capacity and property value, without disturbing existing residents.

Timeline

Strategy 5 Missing Middle Housing		W. Create or allow for, and reduce regulations related to, multi-family residential dwellings compatible in scale and form with detached single-family residential dwellings and located in walkable communities within residential or mixed-use zones.									
Description		Year 1	Benchmark	Year 2	Benchmark	Year 3	Benchmark	Year 4	Benchmark	Year 5	Benchmark
Goal	Allow for context sensitive Multi-Unit Housing options in the land use code										
Actions	GP A.7	Year 1	Completion and Adoption of Municipal Land Use Code Update Project								
	GP A.8	Year 1									
	GP A.11	Year 1									
Goal	Encourage the development of Missing Middle Housing unit types and densities in context appropriate areas										
Actions	GP A.25	Year 2			Development of a Historic District Area Plan which coordinates active and passive transportation resources with commercial. residential and public service development opportunity						
	GP A.36	Year 3					Development of a District Area Plan which coordinates active and passive transportation resources with commercial. residential and public service development opportunity				

Timeline & Milestones – Five-year Plan

An element of the new requirements of HB 462 is an implementation plan with a timeline. In the subsequent years following the adoption of the new moderate income housing plan, each municipality will be required to report on the steps it has taken to implement the chosen strategies, with the goal of maintaining or increasing moderate income housing supply. This implementation plan is broken down into two phases, with a third phase being on-going work the municipality will do continually every year. Much of the on-going work described in this implementation plan relates to providing continued education and resources to the existing and new members of the community.

Broadly, implementation of each strategy will occur in three parts:

1. Research: in this phase, staff assigned to the strategy will research potential programs, policies, and projects that could facilitate implementation. Staff should also search for case studies, available funding sources, and other resources that can support implementation. Data should be collected to facilitate the needed program, policy, or project – whether that be demographics, market conditions, community input, or some other source.
2. Coordination: in the second part, staff should start reaching out to anticipated partners and team members. A team should be assembled to begin planning for the program, policy, or project, and important partners should be included in discussions about funding, ongoing maintenance, and measures of success.
3. Action: in this stage, the program, policy, or project is carried out. This may look like drafting a land use ordinance and bringing it through the adoption process, applying for a grant for needed support infrastructure, or launching a home maintenance program.

References and Resources

In this chapter, planning staff have written further explanations of several topics presented in this plan. Each topic has a paragraph description as well as links to more resources. Some links go to online databases with multiple resources. Resources are presented as sources of more information and do not necessarily represent endorsement of specific policies or programs by MSD planning staff.

Affordable Housing in General

The Utah Department of Workforce Services (DWS) has a shared Google Drive account with dozens of resources. It holds all Moderate-Income Housing Plans within Utah that they have received. It also has dozens of presentations on various topics and guides on writing housing plans. One particularly helpful document is the Utah League of Cities and Towns (ULCT) “Keys to Housing Policy in Utah.” It includes a glossary of housing terms, several strategies to promoting affordable housing, and several case studies of communities throughout Utah. Another helpful document is the National Association of Home Builders (NAHB) guide: “Research on State and Local Means of Increasing Affordable Housing.” It has strategies and case studies from across the nation. Pros and cons are listed under each strategy as well as places where that strategy has been implemented.

DWS General Database: <https://drive.google.com/drive/folders/1WEYWuTWX9z1ppDDGLX0JdC4PupyZcGoh>

ULCT Guide: https://drive.google.com/drive/folders/1IS1MWw3UbDG03TEW_V_P5wMluwhmqTiW

NAHB Guide: <https://drive.google.com/drive/folders/1s2wwHXXVFHSt4inIDyBPPJCf8OTojSGk>

Accessory Dwelling Units

Accessory Dwelling Units are a secondary dwelling (place to live) on the same lot as a single-family home. They can be attached or detached, such as a basement apartment, a tiny house, a garage apartment, or a mother-in-law apartment, as well as some others.

Salt Lake County Regional Development and the Wasatch Front Regional Council put together the following presentation about ADUs. It includes data from research initiatives, issues, benefits, and best practices. The presentation is available in PDF format at the link below.

SLCo and WFRC presentation: <http://www.ulct.org/wp-content/uploads/sites/4/2015/09/ADUPresentation-by-Jake-Young-and-Ted-Knowlton-ULCT-2017.pdf> 42

Salt Lake City has an extensive guide on how to build ADUs. While it is based on Salt Lake City ordinances, zoning, and rules, it includes great information on ADUs in general, especially its illustrations on different ways to configure a single-family house and an ADU on a lot. Other municipalities have informative ADU guides and regulations as well.

SLC: http://www.slcdocs.com/Planning/Guides/ADU_handbook.pdf

Cedar Hills: <http://www.cedarhills.org/adu/>

Kaysville: <https://www.kaysvillecity.com/DocumentCenter/View/230/Accessory-Buildings-GuidePDF> Spanish Fork: https://www.spanishfork.org/departments/community_development/planning/accessory_dwelling_units.php

Zoning

Zoning is the division of land into defined areas in which specific land uses are allowed or prohibited. Zoning is intended to promote the health, safety, and wellbeing of people by guiding land use decisions so that compatible uses are adjacent while incompatible uses are separated. For example, zoning can be used to prevent the building of highly polluting factories next to kindergartens or homes. When zoning is appropriate and community-driven, it supports the goals of the community. Magna has expressed great pride in its single-family atmosphere. Zoning can support the preservation of Magna's single-family homes. Because Magna's zoning code comes from Salt Lake County's code, eventually Magna's code needs to be updated to match Magna's wants and needs. The link below goes to the website of the Land Use Academy of Utah (LUAU). It has a short video on zoning. The website also hosts many other videos and articles about land use and local government in Utah.

Website: <https://luau.utah.gov/land-use-topics/land-use-definitions/definitions-zoning>

The American Planning Association (APA) defines different types of zoning. Click on the link below to learn more about these types. "Base" zoning is sometimes used to refer to the regular zoning that most people are used to hearing about. "Overlay" zoning is another type of zoning, and it became part of discussion at an October Planning Commission meeting. An overlay zone is a rule applied over already established zones that may cross the boundaries of different zones. For example, an overlay zone may allow ADUs across R 1-8 and R 1-21 zones within 0.5 miles of bus stops. The base zones of R 1-8 and R 1-21 would stay the same. There is an overlay zoning explanation on the APA website or on page 46 of the National Association of Home Builders (NAHB) guide. APA: <https://www.planning.org/divisions/planningandlaw/propertytopics.htm> NAHB Guide: <https://drive.google.com/drive/folders/1s2wwHXXVFHSt4inIDyBPPJCf8OTojSGk>

List of Organizations and Websites

Resources are presented as sources of more information and do not necessarily represent endorsement of specific policies or programs by MSD planning staff.

AAA Fair Credit Foundation: <https://faircredit.org/about-us/>

Affordable Housing Online: <https://affordablehousingonline.com/>

American Planning Association:

National Website (APA): <https://www.planning.org/>

Utah Chapter (APA Utah): <https://www.apautah.org/>

Assist Utah: <https://assistutah.org/>

Community Development Corporation of Utah (CDC Utah): <https://cdcutah.org/im-ahomeowner/home-repairs/>

Home Rehab Referral List: <https://cdcutah.org/wp-content/uploads/2019/08/RehabReferral-List.pdf>

Congress for the New Urbanism: <https://www.cnu.org/resources>

Greater Salt Lake Municipal Services District (District, GSLMSD, or MSD): <https://msd.utah.gov/>

Green and Healthy Homes Initiative: <https://slco.org/green-healthy-homes/>

Home Energy Assistance Target (HEAT) Program: <https://affordablehousingonline.com/>

Land Use Academy of Utah (LUAU): <https://luau.utah.gov/> National Association of Home Builders (NAHB): <https://www.nahb.org/>

Salt Lake County Regional Development: Planning and Transportation: <https://slco.org/planning-transportation/>

The Utah Land Use Institute: <https://utahlanduse.org/land-use-library/>

Utah Apartment Association: <https://www.uaahq.org/>

Good Landlord Program class: <https://www.uaahq.org/gll.html>

Utah Center for Neighborhood Stabilization (UTCNS): <http://www.utcms.com/>

Utah Community Action – Weatherization Program (UCA): <https://www.utahca.org/weatherization/>

Utah Department of Transportation (UDOT): <https://www.udot.utah.gov/>

Utah Department of Workforce Services (DWS): <https://jobs.utah.gov/index.html>

Affordable Housing page: <https://jobs.utah.gov/housing/affordable/index.html>

Utah League of Cities and Towns (ULCT): <http://www.ulct.org/>

Utah Public Notice Website: <https://www.utah.gov/pmn/index.html>

Utah Transit Authority (UTA): <https://www.rideuta.com/>

Wasatch Front Regional Council (WFRC): <https://wfrc.org/>