

**ENOCH CITY PLANNING COMMISSION
NOTICE AND AGENDA**

**September 27, 2022, at 5:30 pm
City Council Chambers
City Offices, 900 E. Midvalley Road**

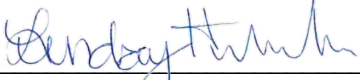
**Join Zoom Meeting
<https://us02web.zoom.us/j/87103001591>
Meeting ID: 871 0300 1591**

- 1. CALL TO ORDER OF REGULAR MEETING-By**
 - a. Pledge of Allegiance**
 - b. Invocation (2 min.) –Audience invited to participate.**
 - c. Inspirational thought**
 - d. Approval of agenda for September 27, 2022**
 - e. Approval of minutes for September 13, 2022**
 - f. Conflict of Interest Declaration-none stated**
- 2. REVIEW THE GENERAL PLAN, TRANSPORTATION AND HOUSING ELEMENTS**
- 3. SET A PUBLIC HEARING FOR THE GENERAL PLAN, HOUSING ELEMENT FOR OCTOBER 11, 2022**
- 4. DISCUSS SECTION B OF THE GENERAL PLAN – Starting with B. Transportation Element**
- 5. PUBLIC COMMENTS**
- 6. COMMISSION/STAFF REPORTS**
- 7. ADJOURN**

In compliance with the Americans with Disabilities Act, persons needing auxiliary communicative aids and services for these meetings should call the City Offices at 586-1119, giving at least 48 hours advance notice. Meetings of the Enoch City Planning Commission may be conducted by electronic means pursuant to Utah Code Annotated, Section 52-4-207. In such circumstances, contact will be established and maintained by telephone or other electronic means and the meeting will be conducted pursuant to the Enoch City Code of Revised Ordinances, Chapter 3-500, regarding meeting procedures including electronic meetings.

CERTIFICATE OF DELIVERY

I certify that a copy of the forgoing "Notice and Agenda" was delivered to each member of the Planning Commission, emailed to "Cedar City Daily News", posted on the Enoch City website, on the City Office door, and published on the Utah Public Meeting Notice website on September 22, 2022.


Lindsay Hildebrand, City Recorder **9/22/2022**
Date

MINUTES
ENOCH CITY PLANNING COMMISSION
September 13, 2022 at 5:30pm
City Council Chambers
City Offices, 900 E. Midvalley Road

MEMBERS PRESENT:

Commissioner Leonard Correa
Commissioner Andy Losee
Commissioner Debra Ley
Commissioner Wade Adams
Chairman Bob Tingey

STAFF PRESENT:

Rob Dotson, City Manager
Lindsay Hildebrand, City Recorder
Hayden White, Pub. Works Dir.
Council Member Katherine Ross

PUBLIC PRESENT: Amy Nielson

1. CALL TO ORDER OF REGULAR MEETING-

- a. **Pledge of Allegiance** – Led by Commissioner Adams
- b. **Invocation (2 min.)** –Audience invited to participate. Given by Commissioner Correa
- c. **Inspirational thought-**
- d. **Approval of agenda for September 13, 2022** – Commissioner Ley made a motion to approve the agenda. Commissioner Adams seconded and all voted in favor.
- e. **Approval of minutes for August 23, 2022** – Commissioner Ley made a motion to approve the minutes. Commissioner Correa seconded and all voted in favor.
- f. **Conflict of Interest Declaration** – There were none

2. PUBLIC HEARING THE ZONE CHANGE OF NIELSON PROPERTY PARCEL #A-0880-0001 FROM MOBILE HOME PARK (MHP) TO NEIGHBORHOOD COMMERCIAL (N-C)

Commissioner Correa made a motion to close the regular meeting and open a public hearing for the zone change of the Nielson property parcel #A-0800-0001 from Mobile Home Park (MHP) to Neighborhood Commercial (N-C). Commissioner Adams seconded and all voted in favor.

There were no comments.

Commissioner Ley motioned to close the public hearing and open the regular the Planning Commission meeting. Commissioner Correa seconded and all voted in favor.

3. CONSIDER THE ZONE CHANGE FOR NIELSON PROPERTY PARCEL #A-0880-0001 FROM MOBILE HOME PARK (MHP) TO NEIGHBORHOOD COMMERCIAL (N-C) MAKE A RECOMMENDATION TO THE CITY COUNCIL

Commissioner Ley made a motion to send a favorable recommendation to the City Council for the zone change of the Nielson Property Parcel #A-0880-0001 from Mobile Home Park (MHP) to Neighborhood Commercial (N-C). Commissioner Adams seconded and all voted in favor.

4. **DISCUSS SECTION 4A OF THE GENERAL PLAN – Starting with Goal A-5. Signs and Billboards**

Commissioner Correa wanted to add something regarding the Dark Sky ordinance. Commissioner Ley wanted to remove the word “comprehensive”. The Commissioners agreed.

A-5.2

Commissioner Ley suggested changing the word “distinctive” to “attractive”. City Manager Dotson said the word “attractive” is subjective. Commissioner Losee and Commissioner Adams suggested leaving the word “distinctive”. The decision was to leave it as is. Chairman Tingey suggested that Business Licenses should have something that mentions the signs.

A-5.3

The Commissioners decided to leave the sentence as is.

A-5.4

The Commissioners decided to leave the sentence as is.

A-5.5

Chairman Tingey asked City Manager Dotson if there is anything that we are doing address illegal signs. City Manager Dotson said yes, but those provisions are decided by the courts. Chairman Tingey asked if business licenses address signage. City Manager Dotson said no. Once the sign ordinance is finalized, then business owners can be notified. They left sentence as is.

Goal A-6 Landscape Architecture

There was discussion on using the word “superior”. Commissioner Ley wanted to remove it. The commissioners agreed.

Policies: A-6.1

Chairman Tingey talked about a community awareness/pride approach to clean up the City. Commissioner Correa mentioned a neighborhood cleanup where the city provides large dumpsters for people to clean yards and hauled away. At some point Chairman Tingey would like to have a conversation about an event like that.

A-6.2

Commissioner Ley asked if we have an ordinance about this one. City Manager Dotson explained the ordinance regarding a landscape buffer. They agreed to leave this as is.

A-6.3

Commissioner Ley asked if this is sub category of 6.2. Chairman Tingey thought that it could be. They decided to leave this sentence as is.

Goal A-7 Implementation of Land Use Element

Policies: A-7.1

There was a discussion about what regulations meant. City Manager Dotson said ordinances and policies are regulations. He suggested that they leave this general.

A-7.2

Chairman Tingey questioned “Continue to”. The Commissioners decided to leave this sentence as is.

4. Parks and Recreations Goals and Policies

Goal A-8 Comprehensive System Development/Identification of Park Need

Policies: A-8.1

There was discussion about the trails that Cedar City built. Commissioner Ley defined what a linear park is.

A-8.2

Chairman Tingey thought that this was a good goal. We have not addressed safety in parks. Is that something that we should have a sentence about in the General Plan? Commissioner Correa said he had discussed fencing with City Manager Dotson. City Manager Dotson said the City has an insurance company come and audit our parks. Chairman Tingey – when we built the wall at the rec. center they talked about making that fence low so that someone couldn't get assaulted without anyone seeing it. Commissioner Losee suggested putting cameras at these parks. City Manager Dotson said we haven't had them because of cost. Chairman Tingey asked if they thought that a statement about considering a safety factor in the parks and rec should be added. Commissioner Adams thought that we should. Commissioner Ley said that "provide and maintain" covers the notion of safety.

Goal A-9 Provision of Recreational Facilities

Policies: A-9.1

The Commissioners decided to leave this sentence as is.

A-9.2

Commissioner Losee said we don't have any of those. The ice skating rink is coming.

A-9.3

The Commissioners decided to leave this sentence as is.

A-9.4

The Commissioners decided to leave this sentence as is.

Goal A-10 Development of Design Criteria for Parks

Policies: A-10.1

Chairman Tingey noted that we have a Parks and Recreation advisory committee.

A-10.2

The Commissioners decided to leave this sentence as is.

A-10.3

The Commissioners decided to leave this sentence as is.

A-10.4

City Manager Dotson said we are already doing this. He gave an example. Sunview Subdivision came in and asked if the City wanted it or if they could keep it. We said keep it and develop it. There was discussion about land owners developing and maintaining their private park.

A-10.5

Chairman Tingey asked if a sentence about safety would be appropriate here. Commissioner Ley said no.

Goal A-11 Parks, Trails, and Open Space Acquisition

Policies: A-11.1

Commissioner Ley asked if this one is part of the Planning Commissions responsibility. Chairman Tingey suggested adding donation. Commissioner Ley said donation is an innovative technique.

A-11.2

City Manager Dotson said he is doing this with drainage basins right now.

A-11.3

The Commissioners decided to leave this sentence as is.

A-11.4

Commissioner Ley asked if we require developers to provide park and recreation facilities. City Manager Dotson said the first half of this sentence is illegal, however 11.1 says the same thing. You can take that out. Commissioner Ley suggested taking this one out altogether. The Commissioners agreed.

Goal A-12 Park and Trail Maintenance

Policies: A-12.1

Ley asked Hayden White if this is the public works department. He said yes. City Manager Dotson said when we buy playground equipment it has to be installed by someone certified.

A-12.2

The Commissioners decided to leave this sentence as is.

A-12.3

Commissioner Ley said Arbor Day does some of this. Right now some of the maintenance at the Rec. Complex is being done by the Canyon View Football team.

A-12.4

The Commissioners decided to leave this sentence as is.

Goal A-13 Trails and Linear Parks

Policies: A-13.1

The Commissioners decided to leave this sentence as is.

A-13.2

City Manager Dotson said in the Impact Facilities Plan we have planned for connecting trails throughout the community. Chairman Tingey asked if they finished that trail head side at the south end of the Rec. Complex. City Manager Dotson said we just got the tentative plans and described where there will be a trail head for biking that will go all the way up through the hills. They want to start that trail from BLM.

A-13.4

Commissioner Correa said this should focus on the historical point.

A-13.5

Commissioner Ley asked if this was the same as 13.2. City Manager Dotson said 13.2 defines different uses of the trail and 13.5 talks about pathways.

A-13.6

City Manager Dotson said this sounds like 13.1. Chairman Tingey suggested removing this. The Commissioners agreed.

5. Implementation of the Land Use Element

Commissioner Losee asked if the City has ever done a promotional video for Enoch. With all of these bike trails and things, we could take kids out on mountain bikes and talk about things going on. City Manager Dotson showed a video on the City's website. We need to update it and we could redo it.

Commissioner Ley asked if there was anything that the Commissioners wanted to add to this list. City Manager Dotson pointed out that on number 5, "Capitol" is spelled wrong. Commissioner Losee asked what the volunteer maintenance corps was. City Manager Dotson

explained what it is and said that is a tough one because we have to insure volunteers. Commissioner Ley suggested removing number 22. Chairman Tingey said the only thing he thought to change is to put number 8 either first or last. Commissioner Ley said she would put it first.

5. PUBLIC COMMENTS – There were no public comments.

6. COMMISSION/STAFF REPORTS

Hayden White said he has been finishing up asphalt for before winter, as well as, winter-maintenance to parks. There isn't anything big going on right now.

Council Member Ross said the City Council was still talking about water. They had their first public hearing and had one gentleman who was upset. City Manager Dotson pulled up a rate usage calculator at the meeting for this particular gentleman. He said he used 200,000 gallons so the bill was quite high. There was a suggestion about adding a calculator to the City website for anyone to use. The cul-de-sac ordinance amendment was accepted. They liked the recommendation from the Planning Commission.

City Manager Dotson said he's been to the Public Information Officers Association conference the last two days. Subdivisions are winding down. Settlers Square Phase 4 is starting construction. Pine View Estates are starting to build. Dairy Glen Phase 2 and we got the easement for sewer. He's in negotiations for property for drainage basins.

Lindsay Hildebrand said she will be attending the UMCA conference next week and the UBLA conference the following week.

Commissioner Losee suggested utilizing the entire police department in the next video.

7. ADJOURN - Commissioner Ley made a motion to adjourn. Commissioner Losee seconded and all voted in favor. The meeting ended at 7:10pm.

Lindsay Hildebrand, City Recorder **Date**

B. TRANSPORTATION ELEMENT

1. Introduction

a. Road Classifications

Roadways have two basic functions:

1. Provide mobility from point to point
2. Provide access to adjacent land uses

From a design standpoint, these two functions have proven to be incompatible. For land access, low speeds are desirable, which area usually accompanied by inconsistent flows; for mobility, high speeds and uniform flows are desirable.

For example, freeways and expressways are clearly designed and constructed to satisfy demand for high mobility. Rapid travel between points in a safe and uniform manner is the primary objective. Access to land uses is tightly controlled--limited only to spaced interchanges to preserve the high-speed, high-volume characteristics of the facility. Extremely dangerous conditions would result if low-speed, land access traffic were permitted on these roads. Conversely, local roadways are developed with the primary objective to provide convenient access to the adjacent land and cannot safely accommodate the high speeds and volumes characteristic of freeways and expressways.

Between these two extremes falls the majority of all roadway mileage. This group is most difficult to classify and manage because the roadways must provide both land access and mobility.

Roadway function establishes the type of transportation service that is provided. Directly related to the type of transportation service provided is the degree of access control. Increased control of access allows traffic to travel in a uniform manner, allowing design speeds to be increased.

Access management is necessary to preserve the functional intent of roadways. Without proper access management, the roadways intended to provide mobility become hazardous and unnecessarily congested, which leads to reduced speeds, increased travel time and wasted energy. The five basic functional categories used to classify roadways in urban areas are in order of highest priority on mobility and access management:

1. Principal Arterial Streets
2. Minor Arterial Streets
3. Major Collector Streets
4. Minor Collector Streets
5. Local (Access) Streets

These groups make up the hierarchy of functional road classes which typically relate directly to the different levels of travel demand and traffic counts they serve.

b. Railroad Access

There is no rail line within the Enoch City Limits. However rail access to the Union Pacific Railroad is available on the spur line that runs from Lund to Cedar City.

c. Bus Transportation

Enoch does not currently have transit service.

d. Freight Trucking

Interstate 15, and to a lesser extent Minersville Highway, are freight routes capable of serving truck facilities in the Enoch area.

e. Airports

Enoch is located approximately six miles north of the Cedar City airport which provides commercial airline service. A general aviation airport is also in Parowan, about 14 miles northeast. The airport protection zone for the Cedar City airport affects some lands on the southern end of the Enoch expansion area.

2. Transportation Goals and Policies

Goal B-1. Plan an Efficient and Safe Transportation System

To provide a transportation system to move people and goods safely and efficiently throughout the Enoch City planning area.

- Policies:**
- B-1.1** Work with State, Regional, County, and local agencies to coordinate the City's transportation system with that of the surrounding region.
 - B-1.2** Maintain the transportation plan map, showing official roadway classifications and alignments for arterial and collector roadways and require appropriate setbacks and right-of-way dedication based on the road classification shown.
 - B-1.3** Maintain the Capital Facilities Plan (CFP) which incorporates a transportation improvement program for the construction of improvements to the City's transportation system. Specific improvement projects should be determined for the entire community and all local benefit, cost, feasibility and safety issues should be considered.
 - B-1.4** Design a street system that properly considers use of each street classification and function, such that arterial and major collector roadways are maximized for mobility and minor collectors and local streets function within their intended limits so that residential streets are protected from excessive volumes of traffic and the intrusion of undesirable cut-through traffic.
 - B-1.5** Require top priority for the arterial and collector roads identified on the Enoch City Transportation Master Plan to have top priority for maintenance, traffic enforcement and expansion.

Goal B-2. Transportation System Design

To design and develop safe and efficient vehicle and pedestrian/bike transportation systems to enhance the mobility of the overall community.

- Policies:**
- B-2.1** Utilize design principles for major roadways which are consistent with the roadway's designated functions and which include and address landscaping, storm water control, aesthetics, signage, lighting and pedestrian/bike facilities.
 - B-2.2** Require developers to install landscaping along major streets and highways fronting their property (e.g. median planting and street trees) and find ways for the City to install and maintain landscaping along major streets and highways in developed areas to enhance the appearance of the City. Design such landscaped areas to function as storm water retention/detention facilities when possible.
 - B-2.3** Design intersection and roadway improvements to accommodate projected traffic volumes and turning movements safely and efficiently.
 - B-2.4** Maintain a framework of a linear system of streets and roads.
 - B-2.5** Encourage curvilinear street designs in hillside areas to contour to the topography, minimize cutting/filling and to create a pleasant streetscape.
 - B-2.6** Designate sufficient truck routes to accommodate the needs of the commercial and industrial uses within the City and the general planning area in a manner that minimizes impacts to residential areas. Consider prohibiting through truck traffic on local streets that are not designed to support truck traffic in order to preserve pavements and reduce impacts to residential areas.

GOAL B-3. Right-of-Way Acquisition, Corridor Preservation and Funding

To preserve future road corridors and obtain needed rights-of-way as needed or as development progresses according to the transportation master plan and the following policies.

- Policies:**
- B-3.1** Actively work with private individuals to obtain rights-of-way for planned roads.
 - B-3.2** Actively seek Local Transportation Corridor Preservation Funds (LTCPF) from Iron County to obtain additional rights of way for future arterial and collector road corridors.
 - B-3.3** Adopt land use regulations to protect transportation corridors identified on the Transportation Master Plan from development with incompatible uses and improvements, pursuant to UCA 72-5-403.
 - B-3.4** Seek outside funding opportunities and cooperative agreements to help provide adequate transportation facilities, maintenance equipment and street tree planting.

Goal B-4. Alternative Forms of Transportation

To promote safe and effective alternative forms of transportation to meet the mobility needs of all residents.

- Policies:**
- B-4.1** Develop a non-motorized travel plan addressing pedestrian and bike trails.
 - B-4.2** Promote pedestrian and bicycle accessibility to public facilities such as parks, schools and centers of civic activity.
 - B-4.3** Develop a Safe Routes to School program and apply for grant funding to help construct needed facilities.
 - B-4.4** Implement A.D.A. standards in all applicable development and construction activities, including street/sidewalk infrastructure, parking lots, building entryways, pathways, etc.
 - B-4.5** Support and encourage ride-sharing/carpooling.

Goal B-5. Establishment of a Comprehensive Trails System for Transportation Purposes

To provide an efficient public trails system linking neighborhoods, commercial areas, public spaces, and adjacent regional trail systems to help meet alternative transportation needs of the area. (Note: See also the “Parks” section of the Land Use Element for goals and policies related to recreational trail purposes.)

- Policies:**
- B-5.1** Encourage development of a citywide, non-motorized trail system.
 - B-5.2** Continue to designate and permit the use of public roadways and rights-of-ways as OHV routes to satisfy the motorized trail needs within the city.
 - B-5.3** Promote local, regional, State and Federal agency coordination and participation in the planning, construction and expansion of regional trail systems (motorized and non-motorized).
 - B-5.4** Federal, State and local lands and non-profit public open space should include provisions for trails to accommodate public access.

Goal B-6. Parking Facilities

To ensure an adequate, but not excessive, supply of off-street parking to meet the needs of local residents and visitors to the city in an attractive, safe and environmentally-friendly manner.

- Policies:**
- B-6.1** Maintain regulations that specify minimum parking requirements for various types of land uses. Periodically review and update these standards as land uses and travel methods change over time.
 - B-6.2** Require large parking areas to be buffered from neighboring residential areas, separated from adjacent roadways and visually “broken up”, through the use of landscaped strips along the road frontages, landscaping in the yard setbacks next to residential areas and landscaped islands around and within the parking lots.

B-6.3 Discourage new on-street parking areas on arterial and major collector roadways.

B-6.4 Periodically review existing on-street parking areas on arterials and major collectors and eliminate those that pose a significant safety hazard by designating and signing them as “no parking” zones.

Goal B-7. Access Management

To maintain the ability of arterial and collector streets and intersections to properly function and accommodate traffic flow.

Policies: **B-7.1** Adopt and enforce an access management plan/ordinance.

B-7.2 Ensure transportation impacts of large development projects are adequately considered and mitigated, by requiring transportation studies (traffic impact analysis/study) and corresponding mitigation.

B-7.3 Limit the number of intersections and driveways on all major streets to promote a safe, efficient and steady flow of traffic in accordance with Institute of Transportation Engineer (ITE) and UDOT design principles. The higher the functional classification of the roadway the fewer number of access points and the greater distance between access points.

B-7.4 Access onto arterial and major collector roadways shall be from developed intersections, spaced and located according to accepted access management engineering standards when possible. Existing intersections should be utilized when possible.

B-7.5 Require access to high-density land uses and commercial developments to be directly from arterial and collector roadways.

B-7.6 Require access to be from the road with the lower road classification (i.e. access from the local access road instead of the arterial or collector road) when a property has the option of reasonably obtaining access from two roads with different functional classifications.

Goal B-8. Traffic Control and Enforcement

To implement methods to control speeding within the city limits.

Policies: **B-8.1** Establish and post speed limits based on Institute of Transportation Engineers (ITE) recommendations (i.e. 85th percentile) for all collector and arterial streets.

B-8.2 Utilize roadway design features as a method to avoid speeding problems in residential areas—(e.g. visually narrow local access streets through street trees, avoid installing a roadway wider than is needed, visually break up sections of otherwise long and straight residential access streets through offsets or round-a-bouts).

B-8.3 Identify locations that are in need of new or upgraded traffic control devices and install those devices as warranted.

B-8.4 Continue speed enforcement patrols.

3. Implementation of Transportation Element

The primary tools with which the City should undertake to implement the Transportation element of the plan include:

1. Traffic Circulation Map
2. Standards for right-of-way dedication and acquisition
3. Roadway improvement standards
4. Bikeway and trail standards
5. A comprehensive zoning ordinance that includes standards for parking and access.
6. Development agreements
7. Capital improvements programs
8. Transportation facility improvement programs
9. Subdivision Ordinances

HOUSING ELEMENT-GOALS AND POLICIES

Goal C-1. Housing Compatibility

To protect and enhance the integrity of existing residential neighborhoods.

Policies: **C-1.1** Encourage development of new housing while ensuring that the character, scale and density of new residential development is compatible and complimentary to adjacent residential development.

C-1.2 Develop regulations to provide compatibility measures to buffer neighboring single-family dwellings from any adverse impacts of neighboring high-density or high-intensity development.

C-1.3 Encourage the continued retention of existing single-family neighborhoods that are economically and physically sound for single-family residential purposes.

Goal C-2. Development of New Housing

To encourage a variety of housing options for all household types and income levels.

Policies: **C-2.1** Encourage the development and provision of proportionally priced and sized homes to meet the needs of all community residents. Potential residential opportunities may include, but are not limited to, equestrian and farm-oriented properties, low and moderate-income housing situations, large family homes, handicapped accessible dwellings, housing for single heads of households and elderly/senior oriented housing.

C-2.2 Encourage the development of residential units that are accessible to handicapped persons and adaptable for conversion to use by handicapped persons.

C-2.3 Encourage housing for the disabled and elderly in close proximity to public transportation and commercial land uses and in close proximity to public services and recreational opportunities.

C-2.4 Encourage the exploration of non-traditional housing models to accommodate affordable housing and/or the need for temporary or transitional shelter for special needs such as for the abused, neglected, divorced, homeless, handicapped, etc.

C-2.5 Encourage the retention and maintenance of existing mobile/manufactured home parks within the City when they are properly maintained to provide a suitable living environment and are compatible with surrounding land uses.

C-2.6 Implement the Enoch City land use element which provides opportunities for a range of housing densities and types that will be attainable for those that work and live in the community

C-2.7 Use innovative design and zoning techniques to promote attractive, desirable housing conditions including those in the affordable housing category.

Goal C-3. Availability of Land for Residential Development

To establish residential zones for various housing types and densities, consistent with the general plan and coordinated with the public services and utilities needed to serve the contemplated density.

- Policies:**
- C-3.1** Give consideration to the impacts of density, or lack thereof, on market, infrastructure, public service, utility, human resource and other factors set forth in the Plan.
 - C-3.2** Seek development that facilitates the efficient use of infrastructure, contributes to solutions of existing deficiencies and anticipates and facilitates the orderly provision of future development and infrastructure.
 - C-3.3** Encourage a community design relative to housing, commercial and industrial areas that is efficient, provides desired conveniences and is fiscally sustainable.
 - C-3.4** Continue compliance with State law regarding allowing manufactured housing in all zones in which single-family dwellings are permitted.

Goal C-4. Maintenance of Existing Housing

To encourage the maintenance and improvement of the existing housing stock, particularly the affordable housing stock.

- Policies:**
- C-4.1** Encourage increased awareness among property owners and residents of the importance of property maintenance for long-term housing quality.
 - C-4.2** Identify residential properties in need of housing rehabilitation, maintenance and replacement and encourage such efforts.
 - C-4.3** Encourage the upkeep, maintenance and rehabilitation of existing housing in the City and when necessary utilize the City's code enforcement to correct substandard conditions.
 - C-4.4** Promote residential rehabilitation programs, such as those provided through the Five County Association of Governments and Housing Authorities which provide financial and technical assistance to lower income property owners to enable correction of housing deficiencies which could not otherwise be undertaken.

Goal C-5. Meeting Affordable Housing Needs/Programs

To address the promotion, funding and development of affordable housing.

- Policies:**
- C-5.1** Encourage opportunities for the development of adequate housing for low and moderate-income households by using land-use regulation techniques, i.e. zoning ordinances.

C-5.2 Consider the impact of proposed ordinances, assessments and fees on moderate and low-income housing affordability and availability.

C-5.3 Encourage the development of affordable housing by government agencies and non-profit organizations by facilitating simple and effective application processes.

C-5.4 Inform the public about programs such as low cost loans, equity sharing, deed restrictions and other resources to facilitate more moderate-income housing.

C-5.5 Maintain the required County, State, and Federal reporting mechanisms and use the data as a resource for land-use regulation decisions. (Rev. 7-18-18)

D. ENVIRONMENTAL ELEMENT

1. Introduction

Strategies

Municipalities and counties must include at least three strategies - municipalities with a “fixed guideway transit station” (train or BRT station) must have at least four strategies. The menu of strategies includes the following:

- 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 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 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 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 the 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, multifamily 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 other program or strategy to address the housing needs of residents of the county/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

Notes:

1. Municipalities with a fixed guideway transit station must include strategy V in their moderate income housing element.
2. Strategy "O" above does not include the phrase "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 Cooperative Act," for counties.
3. Strategy "V" above does not apply to counties.