

Transit-Oriented Development Update

- a. Summary of House Bill 462 – Housing Affordability and Station Area Planning



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House Bill 462

Housing Affordability and Station Area Planning

Utah Transit Authority

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HB462 – Housing Affordability and Station Area Planning

All communities with fixed guideway transit stations required to perform Station Area Plan (SAP)

- **2022 Legislative Session**
 - **Sponsors:**
 - Rep. Steve Waldrip
 - Sen. Jacob Anderegg
- **Purpose:**
 - Support regional growth vision
 - Improve:
 - **Housing affordability**
 - **Access to transit network**



Housing Choice and the Wasatch Choice Vision

How will this help housing affordability?

- Transit stations can absorb growth while preserving community character
- Housing in transit-oriented centers reduces the need for parking allowing for greater affordability
- Combining mixed-use housing with transportation options (bike, walk, transit, etc.) reduces overall household costs
- Linking housing and public transportation provides greater access to job and educational opportunities



Station Area Plan Objectives



Increase availability and affordability of housing



Promote sustainable environmental conditions



Enhance access to opportunities

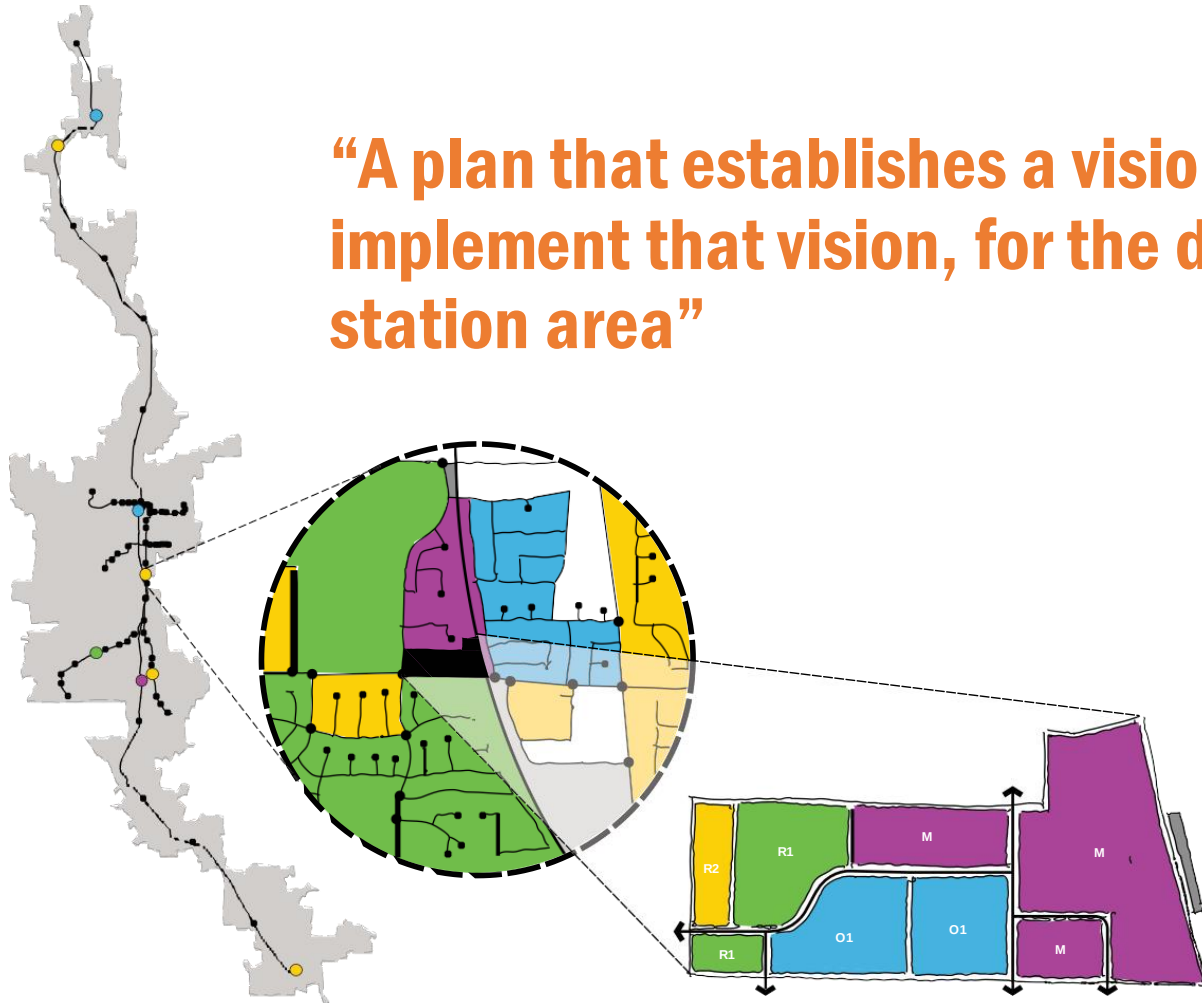


Increase transportation choices and connections



Station Area Plan

“A plan that establishes a vision, and the actions needed to implement that vision, for the development of land within a station area”



Station Area Plan Components

1. Station Area Vision

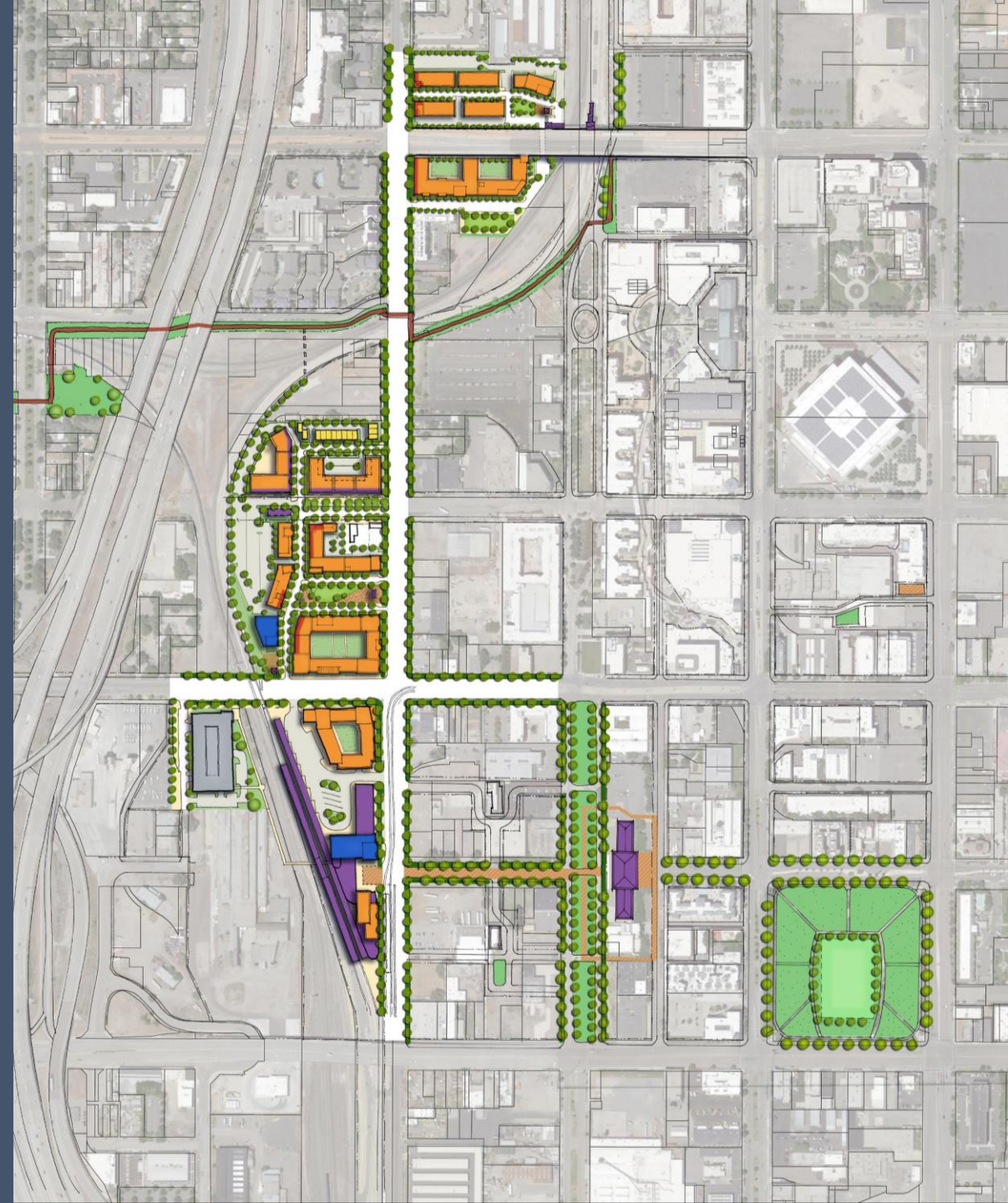
- Development opportunities and constraints
- Transportation system
- Land use (incl. open space and development standards)

2. Map

- Station Area Boundary
- Implementation Plan actions

3. Implementation Plan (5-year action plan)

4. Statement of how SAP promotes objectives





Technical Assistance

Funding available through MPOs to complete HB462 requirements

- **\$5M from Governor's Office of Economic Opportunity (GOEO)**
- **Local matching dollars**
- **Staff support from metropolitan planning organizations (MPOs) and UTA**
 - **May include consultant time or MPO/UTA staff time**
 - **MPOs must give priority consideration to SAPs triggered by qualifying land use applications**

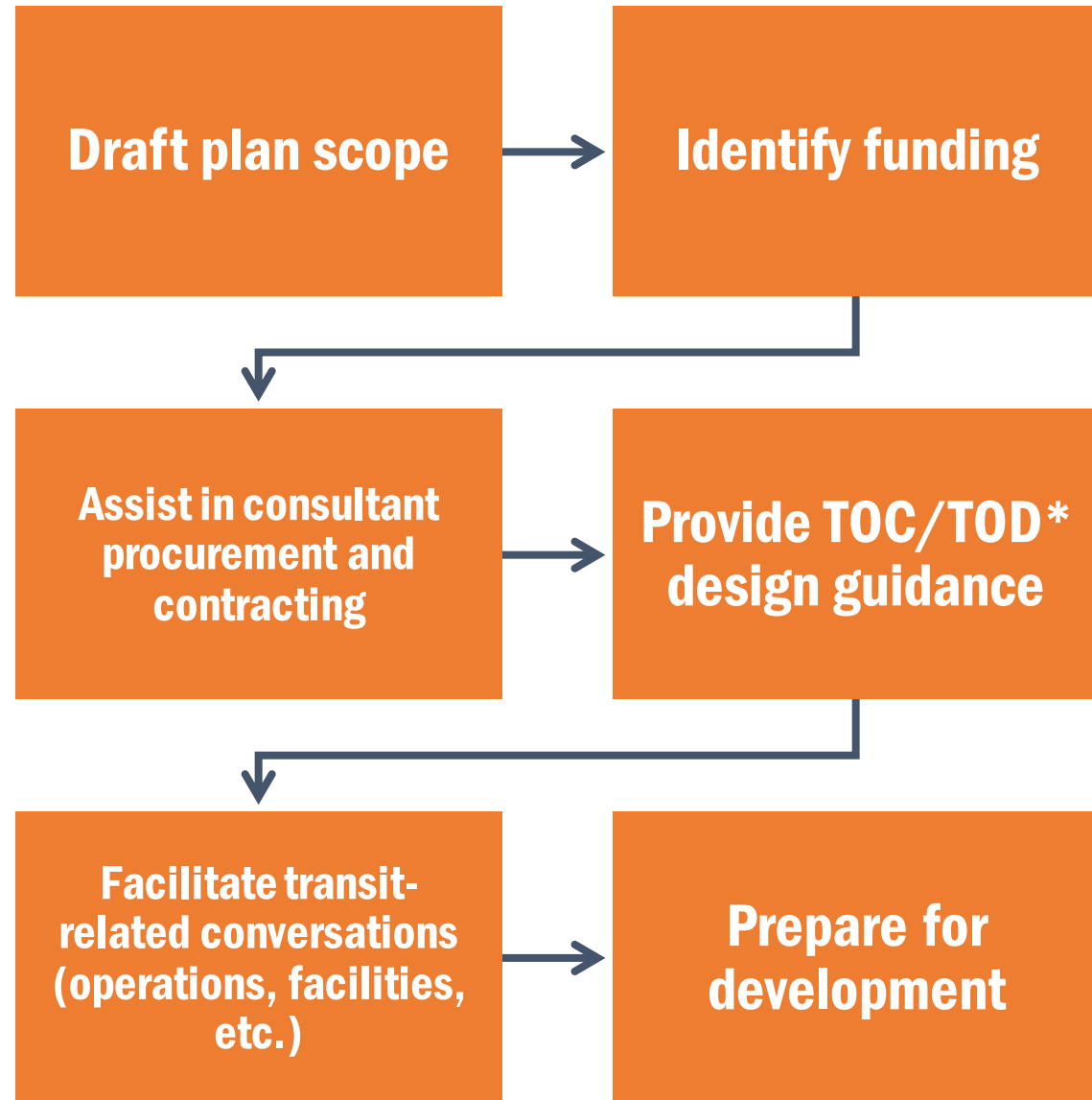
Funds will be awarded frequently on a rolling basis

Cities	MPO	UTA
Develop and adopt a SAP (≤ 2/yr) Adopt appropriate land use regulations OR Demonstrate requirements already met Describe why requirements impracticable Deadline: Dec 31, 2025	Participate in SAP	Participate in SAP
(may) Request technical assistance	Apply for GOEO funding Receive requests for tech assistance Prioritize sites with qualified land use application (QLUAs)	
Submit to MPO and UTA	Review for compliance Consult with UTA Provide written certification	Consult with MPO on municipality compliance
Provide certification from MPO in report to Department of Workforce Services		

UTA Role in Station Area Planning

- **Establish shared vision**
 - Advocate for Local, Regional, and Agency priorities
- **Build relationships**
 - City officials and staff
 - Neighbors, landowners, and other stakeholders
- **Understand local market**
 - Community dynamic
 - Land use feasibility
- **Establish appropriate zoning ordinances**
- **Focus community investment toward development of station area**
 - Establish funding sources (Transportation Investment Fund, bonding, etc.)
 - Coordinate improvement of transit experience
- **Meet approval criteria of Local Advisory Council and Board when required**
- **Define development of UTA-controlled property**
 - Catalyze land use identified in Station Area Vision

Assistance Available from UTA



*Transit-Oriented Communities/Transit-Oriented Development

UTA Local Advisory Council Role

- Prior to development of UTA-owned property:
 - **Local Advisory Council reviews and approves Station Area Plans**
 - **UTA Board of Trustees adopts Station Area Plans**

