



Legislation Details (With Text)

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Title: Summary of House Bill 462 - Housing Affordability and Station Area Planning
Indexes:
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Attachments: 1. Presentation-TOD Update

Date	Ver.	Action By	Action	Result
6/1/2022	1	Local Advisory Council	presented	

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Andrew Gruber, Executive Director, Wasatch Front Regional Council
Paul Drake, Director of Real Estate & TOD

TITLE:

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

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational item only

BACKGROUND:

In the 2022 Legislative Session, the Legislature sought measures to address Utah's growing housing affordability issues. Among those efforts was House Bill 462 (HB462) which, among other things, required cities to collaborate with their respective Metropolitan Planning Organization (MPO) and Public Transit District to perform a Station Area Plan (SAP) around each fixed guideway public transit station. The objectives of SAPs include increasing availability and affordability of housing; promoting sustainable environmental conditions; enhancing access to opportunities; and increasing transportation choices and connections. SAPs include a Station Area Vision (SAV), a map depicting the affected area, and an Implementation Plan describing critical tasks necessary to affect the desired development. Cities are also required to adopt appropriate zoning code

to allow development depicted in the SAV. The MPOs and UTA will each have a significant role in assisting cities to meet these requirements, including administration of funding, and certifying statutory compliance.

DISCUSSION:

UTA and MPO representatives will discuss the requirements of HB322.

Prior to developing any UTA-owned property, the Local Advisory Council must approve, and the Board of Trustees must adopt, the associated SAP. These plans provide a shared vision between the municipality, the transit agency, and other relevant stakeholders. They also give clear direction how UTA can use its property to catalyze transit-supportive development and better integrate transit service into the community.

ALTERNATIVES:

Informational item only

FISCAL IMPACT:

Informational item only

ATTACHMENTS:

None