

# RESOLUTION NO. 2022-784

## A RESOLUTION AMENDING THE WOODS CROSS CITY GENERAL PLAN TO INCLUDE THE MODERATE-INCOME HOUSING UPDATE 2022

### RECITALS

A. The law of the State of Utah requires that the City of Woods Cross adopt an amend to the Moderate-Income Housing Element of the General Plan to include strategies to promote moderate-income housing within the City.

B. The City Council of Woods Cross has previously adopted a General Plan, and from time to time has adopted amendments thereto, that provide a comprehensive, long-range plan for present and future needs of the City and the growth and development of land within the City.

C. The City Council has caused to be conducted a review of the General Plan as amended from time to time, and a corresponding “Woods Cross General Plan Moderate-Income Housing Update 2022” have been prepared as a result of such study and analysis.

D. A draft of the amendment has been available for public review and comment.

E. The Planning Commission has reviewed, and recommended adoption of the General Plan Update as more particularly provided herein.

D. All public hearings have been held before the Planning Commission and the City Council, as required by law for amendments to the City General Plan, and the City Council desires to amend the General Plan as more particularly set forth herein.

E. The City Council finds that the proposed amendment to the Woods Cross City General Plan is in the best interest of the public and promote the public health, safety and general welfare of the City and meet other goals and objectives required or authorized by law.

### RESOLUTION

BE IT RESOLVED BY THE CITY COUNCIL OF WOODS CROSS CITY, STATE OF UTAH, AS FOLLOWS:

Section 1. Amendment and Adoption. The Woods Cross City General Plan is hereby amended through the adoption and integration of the Moderate-Income Housing Update 2022 set forth in Exhibit “A” attached hereto and incorporated herein by this reference.

Section 2. Severability. If any section, part or provision of this Resolution is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Resolution, and all sections, parts and provisions of this Resolution shall be severable.

Section 3. Effective Date. This Resolution shall become effective immediately upon its passage.

PASSED AND ADOPTED BY THE CITY COUNCIL OF WOODS CROSS CITY, STATE OF UTAH, ON OCTOBER 4, 2022.

WOODS CROSS CITY  
A MUNICIPAL CORPORATION

  
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RYAN WESTERGARD, MAYOR

VOTING:

Julie Checketts  
Jessica Kelemen  
Wallace Larrabee  
Matt Terry  
Gary Sharp  
Ryan Westergard

Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Yea <input type="checkbox"/>	Nay <input type="checkbox"/> absent
Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Yea <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>
Yea <input type="checkbox"/>	Nay <input type="checkbox"/> [tie vote only]

ATTEST:

  
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ANNETTE HANSON, CITY RECORDER



## **Moderate-Income Housing Element Update 2022**



Woods Cross City has implemented a Moderate-Income Housing Plan (MIH) in prior general plans and the present General Plan adopted in 2019. At this time, the City desires to amend its MIH element of the General Plan to implement the requirements of House Bill 462.

### **Introduction**

In 2022, the Utah State Legislature adopted House Bill 462 which significantly revised the moderate-income housing element of the Utah Code. This revision now requires that designated cities and counties of certain population groupings are to include additional reporting content which is specifically:

- A description of each moderate-income housing strategy selected by the municipality, from a menu listing the multiple options outlined in House Bill 462.
- An implementation plan for those selected strategies with specific measures and benchmarks to explain the progress of each of the selected strategies.

### **Selected Moderate Income Strategies**

In following the guidance requirements of House Bill 462, Woods Cross City is required to select a minimum of 4 strategies from a menu of options outlined in House Bill 462. Woods Cross City has selected the following 6 strategies which are discussed briefly in more detail in addition to information regarding current and future implementation plans and timelines associated with the selected strategies.

### **Moderate Income Strategy #1: Rezone for densities necessary to facilitate the production of moderate-income housing.**

#### **Current Implementation:**

Over the last year and a half, Woods Cross City has rewritten and updated its Zoning Ordinance and land use regulations. Specifically, several hundred acres of vacant ground in the northwest quadrant of the city was rezoned to newly created zones at this time. Prior to this vast rezoning, the northwest quadrant of the city was zoned Legacy Gateway which would have facilitated the development of commercial, business, office areas with very limited opportunity for residential development. However, due to the city's moderate income housing goals at the time, the city developed several new zones for this quadrant of the city many of which permitted not only housing but higher density housing which includes apartments, townhomes, small lot single-family homes, patio homes, garden type housing in addition to a mixed-use zone providing for residential and non-residential uses which facilitates the implementation of strategy #1.

### Further Implementation:

There are 80 acres of undeveloped property (formerly known as the Smith property) which lie adjacent to and just outside the Woods Cross City boundary in the unincorporated area of Davis County. This area is earmarked for future annexation to the city in the Woods Cross City Annexation Policy Declaration. Presently, the General Plan designates this property for non-residential use, specifically commercial or business development. Recently, a developer has purchased this property and contemplates a high-density housing development of almost 1000 housing units which would involve apartments, townhomes, cottage homes and small lot single-family residential development. As such, when annexing this property in the near future, the city will consider the developer's development proposal and zone the subject area in a manner that will permit and encourage the development of density necessary to facilitate the production of moderate-income housing.

### Timeline:

- Develop and Adopt Higher Density Zoning to Support the Development – July 2023
- Annexation and Rezoning – September 2023

The annexation and development of this area is dependent on the developer's timeline. It's understood that the developer/property owner would like to initiate the annexation process by early 2023 but first will need to resolve access and annexation issues with the neighboring community of West Bountiful. The developer/property owner has begun working on these issues. Woods Cross City has been a participant in these reviews and discussions. A realistic timeline for the annexation and zoning of this area is September 2023.

### **Moderate Income Strategy #2: Zone or rezone for higher density or moderate-income housing development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers.**

Woods Cross City has a Frontrunner Rail Station located near 500 South and 800 West. Unfortunately, this transit stop is in close proximity to a large petroleum refinery in West Bountiful City. In 2009, Woods Cross City experienced widespread damage and disruption from an explosion at a similar facility elsewhere in the city. It was apparent from this accident that placing residential development, particularly high-density residential development, near such hazardous facilities was ill-advised. Due to this situation, there is very little possibility of future residential development in the vicinity of the Woods Cross Frontrunner Rail Station. However, the northwest quadrant of the city and the recent rezoning of hundreds of acres to high-density housing, commercial and mixed use provides a best, nearby opportunity for higher-density or moderate-income housing development. The northwest quadrant will also be home to future development of commercial and mixed-use land uses.

As mentioned above, recently the city has rezoned large areas of the northwest quadrant to higher-density residential zoning in addition to commercial and mixed use. The city has

envisioned, in the future, a UTA bus trolley connection between the Frontrunner Station and the northwest quadrant along 500 South and Redwood Road. This Transit mode would easily connect future residents of the northwest quadrant with the nearby Frontrunner Rail Station and transit corridor to the east near 500 South and 800 West. Also, UTA and the Wasatch Regional Council have indicated that once the northwest quadrant of Woods Cross is developed and coupled with growth of North Salt Lake's west side, a commuter bus route on Redwood Road and 500 South could be a possibility. Development of the northwest quadrant with higher density residential, mixed use and commercial development will facilitate the need for UTA bus service and a transit connection to the nearby Frontrunner Rail Station.

#### Implementation:

- The city will proceed with discussions and planning with UTA, Wasatch Front Regional Council, and other entities for a future transit connection between the northwest quadrant and the nearby Frontrunner Station. – December 2023

#### Timeline: 2030

It may take many years for the northwest quadrant to develop to a point that would support a bus or bus trolley connection to the Frontrunner Station. A majority of northwest quadrant is controlled by one property owner that has not shown interest in developing the hundreds of acres of property under their control. It is anticipated that other property owners with the minority of property in this quadrant of Woods Cross will begin to consider development in line with the present zoning that supports higher densities for moderate-income housing, mixed use and commercial development near and along the important arterial corridors of 500 West and Redwood Road. Though depend on the majority property owner of this area, a timeline of 2030 may be a best guess for development of a magnitude to facilitate development and implementation of bus transit and transit connection to the rail station. The city will begin, in the year 2023, a dialogue with UTA and others to lay the groundwork and conceptual planning for future transit and rail station connection to support the northwest quadrant of Woods Cross.

### **Moderate Income Housing Strategy #3: Develop and adopt a station area plan in accordance with Section 10-9A-103.1 of the Utah State Code.**

Approximately three years ago, the city, UTA, and the Wasatch Front Regional Council selected a consultant to work with the city and develop a Station Area Plan for the Woods Cross Frontrunner Station located on 800 West near 500 South. That plan was reviewed by both the planning commission and city council and accepted. However, the plan was never formally adopted as part of the Woods Cross General Plan. The Station Area Plan, during its development and analysis, found and acknowledged that, as stated above, the Woods Cross Frontrunner Station is in very close proximity to a large petroleum refinery. Due to the very hazardous nature of this facility and a large explosion and damage caused by a similar facility elsewhere in the city, housing opportunities for the rail station are extremely limited. The

station plan did identify opportunities to relocate station area parking and develop a very modest 12-18 townhomes near the station platform.

**Implementation:**

- Woods Cross City will review the station area plan making any necessary revisions to comply with present state requirements for station area plans. – February 2024
- Adoption of the station area plan as part of the Woods Cross City General Plan. – April 2024

Timeline: 2024

**Moderate Income Housing Strategy #4: Create or allow for and reduce regulations relating to internal or detached accessory units in residential zones.**

Less than a year ago, the city updated its zoning regulations to permit accessory dwelling units (ADU's) within several residential zones. The present regulations permit ADU's within the footprint of existing residential structures. Furthermore, the present ADU regulations require that the planning commission review all applications for ADUs to ensure compliance with the regulations for such use.

Woods Cross City should reevaluate the present ADU regulations to reduce regulations by amended the zoning ordinance to eliminate the planning commission review and permit staff to determine compliance. This would streamline the review process and shorten the permitting process for those desiring to create ADUs.

**Implementation:**

- Woods Cross City will draft ADU regulations to eliminate planning commission review and allow staff to review of ADU applications and determine compliance with the ADU standards and requirements. – August 2023
- Zoning ordinance amendment adoption by city council – December 2023

Timeline: 2023

Amend ADU zoning requirements to eliminate planning commission review and permit staff review of applications by the December 2023.

Timeline: 2024

**Moderate Income Housing Strategy #5: Create or allow for and reduce regulations relating 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.**

Within the last year and a half, Woods Cross City created a new mixed-use zone known as the Commercial Residential Transition (CRT) zone. The purpose of the CRT Zone is to allow a mix of commercial and residential uses that provide a well-designed transition between adjacent residential and commercial uses. This zone would permit residential neighborhoods that create effective and efficient transitions between other zones and shall encompass a mix of smaller-scale commercial uses and a range of residential and housing types. The zone permits commercial and residential uses being mixed either vertically or horizontally. In addition to smaller-scale commercial use, the zone permits small, single-family uses such as patio homes, green court homes, single family dwellings in addition to townhomes, and multi-family residential units such as apartments as part of the vertically or horizontally mixed commercial/residential area. This mix of uses would create a walkable community or neighborhood. Recently, approximately 100 acres or more of the northwest quadrant have been rezoned to the CRT Zone and should be considered implementation of this land use strategy.

#### Implementation:

- Completed in 2021

#### **Moderate-Income Housing Strategy # 6: Demonstrate implementation of any other program or strategy to address the housing needs of residents of Woods Cross who earn less than 80% of the area median income.**

Portions of the city's undeveloped northwest quadrant are designated for future higher density housing. As such, the city will pursue a strategy of not only connecting the northwest quadrant with the Frontrunner Rail Station to the east but also using this connection and the arterial roadways of 500 South and Redwood Road as connection to the larger public transportation system. The city will pursue establishment of a future transit bus corridor along Redwood Road and 500 South. This will permit a convenient connection to the Frontrunner Rail Station. It is anticipated that the future Bus Rapid Transit corridor, which will be further east and west of I-15, will have a connection to the Woods Cross Frontrunner Station. This will create a well-connected transit system to serve the future higher density residential growth of the northwest quadrant. The need and timing for such bus transit connections will be dictated by the pace of development of higher density housing and non-residential land uses in the northwest quadrant and surrounding region.

#### Implementation:

The city will support and participate in future transit planning within South Davis County with particular emphasis on the arterial corridors of Redwood Road and 500 South encouraging connections to the Frontrunner Rail Station and future Bus Rapid system.

Timeline: 2030