

**WOODS CROSS SPECIAL CITY COUNCIL MEETING
DECEMBER 13, 2022**

The minutes of the Woods Cross Special City Council meeting held December 13, 2022, at 6:48 P.M. in the Woods Cross City Hall located at 1555 South 800 West, Woods Cross, Utah.

COUNCIL MEMBERS PRESENT:

Ryan Westergard, Mayor
Julie Checketts
Jessica Kelemen

Gary Sharp
Matt Terry
Wally Larrabee

STAFF PRESENT:

Tim Stephens, Community Development Director
Bonnie Craig, Secretary

PUBLIC ATTENDANCE:

Don Schrader

The Mayor noted this special meeting was to hold a public hearing and consider adoption of the updated Moderate-Income Housing Element of the City's General Plan which is being required to by the State of Utah.

PUBLIC HEARING: CONSIDERATION TO ADOPT UPDATE OF THE MODERATE- INCOME HOUSING ELEMENTS OF THE CITY'S GENERAL PLAN

The Mayor gave the floor to the Community Development Director who noted the following:

"Back in September and October, the Planning Commission and Council adopted amendments to the Moderate-Income Housing Element to the General Plan. These amendments were mandated by the State. In late October, the City was notified by the State that we had deficiencies in our adopted amendments that did not meet the State code. One of those was an easy fix that required that we use precise language from the State Code describing a given strategy. The second involved a required strategy to adopt a Station Area Plan which include:

1. To rezone or zone to increase residential densities at and around the station.
2. Amend our parking requirements to decrease parking requirements for residential development at or near rail stations.
3. Create a housing and transit reinvestment zone pursuant to all the requirements of the State's Housing and Transit Reinvestment Zone Act.

"Also, other strategies required more detailed implementation statements.

"Given to the Council is the proposed amendment document which includes modifications and changes that eventually have been found by the State to be in conformance with the State code requirements. Specifically, several of the listed strategies language had slight corrections made to the strategy headings to read exactly as stated in the State code."

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“To come into full compliance with the requirement for a station area plan, we had to choose between the three strategies noted above. Bryce and I met twice with the State and discussed our station’s unique proximity to a hazardous refinery which very much limited new or higher-density housing around the rail station. This situation very much would restrict us from using two of the strategies involving a reinvestment zone or rezoning for higher densities in the station area. State personnel indicated that State law made no exceptions for our situation, and we would need to consider one of the three strategies for inclusion in the General Plan. It became apparent that the most reasonable way for the city to comply was to consider the strategy that included amending our land use regulation to eliminate or, in our case, consider reducing the parking requirement for residential development where residents are less likely to rely on their own vehicle, such as residential development near a transit investment corridor. As such, this was reinserted into the amendment with the idea that any residential development at or near the station will be very limited in size or number of units and we would amend our parking regulations this coming year. I would envision this applying only to new residential built either at the station or just south and adjacent to the rail station property in the present S-1 Zone. This was presented to the State, and they felt that it resolved the efficiency.

“The plan we adopted in October included a sixth strategy which was a catch-all in the state code that said cities could demonstrate implementation of any other program or strategy to address housing needs of Woods Cross residents who earn less than 80 percent median income. This strategy involved our northwest quadrant and plans for higher density in the area and linking that area with not only the rail station but pursuing transit options along 500 South and Redwood Road that connected to the larger public transportation system of South Davis County. It stated in our implementation strategy that the “city would 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 Fronrunner Station and future Bus Rapid Transit.” The state mentioned that both our strategy and our implementation plans were too general and vague and would be very difficult to come up with a measurable outcome and timeline for this. As such, I have eliminated number six from the plan.

“With the above corrections and modifications, the State would consider the adoption of this document to be in compliance. The staff would recommend the City Council adopt the revised Moderate-Income Housing Element Update 2022 into the Woods Cross General Plan.”

The following are the strategies that are being considered for adoption:

1. Rezone for densities necessary to facilitate the production of moderate-income housing.
2. 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.
3. Develop and adopt a station area plan in accordance with Section 10-9A0-403.1.
4. Amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on their own vehicle, such as residential development near major transit investment corridors or senior living facilities.

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5. *Create* or allow for, and reduce regulations relating to, internal or detached accessory dwelling units in residential zones.

Mayor Westergard then opened the public hearing on this matter.

Mr. Eric Jones addressed the Council and said he was in favor of the adoption of this update.

There were no further comments, and the Mayor closed the public hearing.

The City Council discussed some of the concerns they had with agreeing to reduce any parking in the city since parking had been a problem in several areas of the city. The Mayor said just because they would be passing this matter right now it could be updated again at a later time. He noted there are still concerns with locating housing in the station area and its proximity to the refinery and the safety concerns for any housing being located nearby.

Council Member Sharp noted he felt it would be a good idea to contact Senator Todd Weiler and Representative Melissa Ballard so they could receive input from the City Council on questions and concerns regarding the requirements of the moderate-income housing elements plan for Woods Cross City. The Council agreed it would be a good idea to invite Senator Weiler and Representative Ballard into the conversation.

CONSIDERATION TO APPROVE RESOLUTION 2022-787 AMENDING THE MODERATE- INCOME HOUSING ELEMENT OF THE WOODS CROSS CITY GENERAL PLAN

Following the public hearing and discussion by the City Council, Council Member Sharp made a motion to approve the adoption of resolution 2022-787, a resolution amending the Moderate-Income Housing Element of the Woods Cross City General Plan. Council Member Terry seconded the motion, and all voted in favor of the motion through a roll call vote.

ADJOURNMENT OF CITY COUNCIL MEETING

There being no further business before the City Council, Council Member Terry made a motion to adjourn the special City Council meeting at 7:01 P.M.

Ryan Westergard, Mayor

Bonnie Craig, Secretary

Approved by City Council 1/6/23