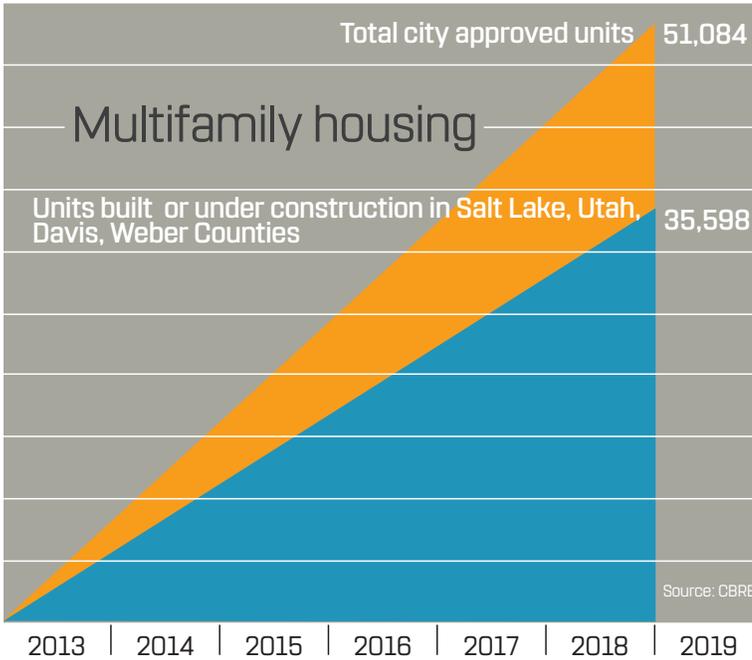
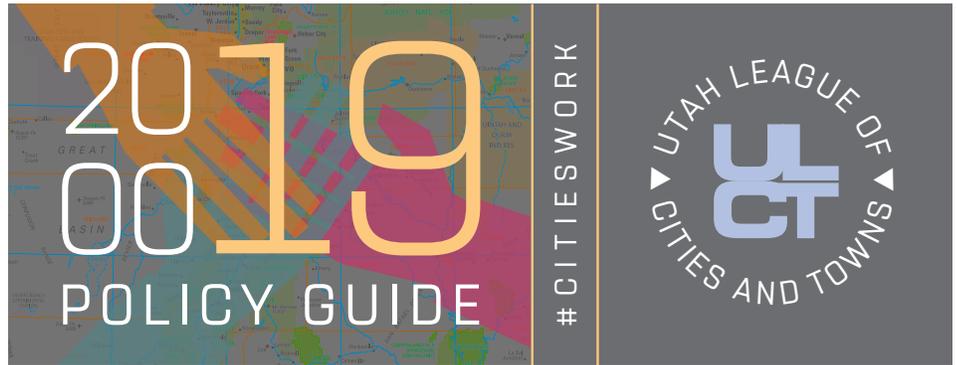


1.30.19

REPORT:

Preparing for growth



#citieswork:

Smart growth at City Hall

Cities approve multifamily housing at a record pace.

According to Utah Foundation research on 40 cities about city land use in the last ten years, more than 80% of urban and suburban cities have authorized higher density developments and more than 80% of them have approved mixed use developments. Cities have also approved thousands of single and multifamily housing units that are waiting to be built.

From 2014 to 2019 nearly 50 cities and counties have received technical assistance for 66 projects from the Transportation and Land Use Connection (TLC) program from Wasatch Front Regional Council (WFRC). TLC programs include:

- Active transportation plans in Cottonwood Heights, Farmington, Holladay, Kaysville, Riverton, Salt Lake County, South Jordan, Tooele County, West Jordan, and West Valley
- General plan updates in Alta, Draper, Grantsville, Holladay, Millcreek, Perry, Roy
- Transit planning in Bountiful, Murray, Ogden, Salt Lake City, Sandy, South Salt Lake, West Jordan, and Woods Cross

The suburban multifamily market has largely seen its growth around the TRAX stations and some suburban town centers.

CBRE 2018 H1, Greater Salt Lake City Area Multifamily Market Report

ULCT supports smart growth bills at the Capitol

SB 34 = smart growth and smart state spending

In 2019, ULCT worked with the Commission on Housing Affordability on SB 34 which ULCT has endorsed. SB 34 will require cities to use certain planning tools in their moderate income housing plans.

SB 34 also dedicates state revenue to help produce and maintain affordable housing.

SB 34 builds off of SB 136 in 2018. It requires cities to be in compliance with moderate income housing plans in order to be eligible for the TIF or TTIF. If cities want state transportation dollars, then cities must comply with moderate income housing requirements.

Only 13,620 of those aforementioned 51,084 multifamily units (26.6%) are dedicated as affordable housing. As such, **ULCT supports SB 34** which includes additional state funding for the Olene Walker Housing Fund for affordable housing production and technical support.

ULCT Timeline:

2019: ULCT will work with the legislature on tax policy, economic development, transportation funding, referendum, and other topics that will impact how we manage growth.

Cities are using these strategies in SB 34 to prepare for growth:

Rezoning for higher densities in appropriate locations

Allowing for moderate income residential development in commercial zones

Encouraging higher densities and moderate income development near major transportation corridors

Rehabilitating and expanding infrastructure

Rehabilitating and preserving existing moderate-income housing

Waiving construction-related fees

Allowing accessory dwelling units (ADUs or "granny flats")

Eliminating or reducing parking requirements in practical locations

Allowing for Single Room Occupancy developments

Implementing zoning incentives for low- to moderate-income units

Preserving subsidized low-to-moderate-income units on a long-term basis

Reducing housing-related impact fees

Participating in community land trusts

Implementing mortgage assistance programs for city employees

Receiving technical planning assistance from MPOs and AOGs

Implementing affordable housing programs offered by DWS, the Utah Housing Corporation, and non-profit housing agencies

Macro-economic trends indicate that housing supply will catch up to demand in 12-18 months...construction will finally be at pace with Utah's growth in about a year.

UtahPolicy.com, Randy Shumway, Cicero Group, Jan 13, 2019

2019: ULCT supports state dollars for technical assistance such as the TLC program. That dedicated revenue to cities, counties, and transit is flexible for all modes of transportation. SB 34 is smart growth and smart state investment.

2018: ULCT supported HB 259, which requires cities of more than 5,000 residents to update their moderate income housing elements of their general plans by July 2019.

2018: The ULCT membership unanimously endorsed a comprehensive resolution about population growth, housing affordability, referendums, and affordable housing.

2018: ULCT supported SB 136, (the UTA modernization bill) which requires the Transportation Commission to consider the integration of local land use and economic development potential when programming the Transportation Invest-

ment Fund (TIF) and the Transit Transportation Investment Fund (TTIF).

2017: ULCT SB 241 supported shortened 14 day and 21 day time frames for municipal plan review of single family and multifamily housing permits in order to improve local government efficiency.

2016: ULCT supported SB 151, which requires redevelopment agencies to allocate at least 10% of the annual tax increment to affordable housing.

2015: ULCT supported HB 362, which modernized the motor fuel tax and authorized the county option for transportation (known as the 4th quarter). ULCT will not support a one-size-fits-all approach or legislation that negatively impacts municipal budgets.





Letter from the President

Utah has always been the place to be. Whether we are a sixth or first generation immigrant here, we have a history of welcoming each other and laying the groundwork for the future. And future growth is something that Utahns are anxious about. In fact, 63% of respondents in Utah's fastest growing counties believe Utah is growing too quickly and are concerned about infrastructure and planning. Those concerns are warranted. Utah's population is projected to double in the next 30 years.

Thankfully, Utah's mayors and council members are up for the challenge. ULCT dedicated our entire 2018 Annual Convention to preparation for growth. At the convention, our membership unanimously endorsed a resolution about population growth, housing affordability, and affordable housing (see reverse side). Affordable housing is housing dedicated for low and moderate income residents. Housing affordability is the overall cost of a home, including the cost of labor, materials, land, and local planning and regulation. We as cities have some keys over planning and regulation but we do not have keys over the labor, material, and land costs that are the primary drivers of home prices.

There are many examples of how city leaders are using their keys to plan for growth. For example, Bluffdale, Herriman, Riverton, South Jordan, and West Jordan are collectively visioning for the southwest Salt Lake valley. They are working together to provide infrastructure and transportation for the whole region while at the same time they are updating their local general plans. Cities like Lehi and Spanish Fork are planning for transit oriented development even though the train stations are still years from fruition. Moab is aggressively planning for workforce housing. In my city of St. George, we created a 'traditional neighborhood zone' to allow for all types of housing in close proximity to each other.

With Utah's growing population, there is great focus on "density" and smart growth. Density for the sake of density is not smart growth. Instead, smart growth entails connecting employment and commercial centers with multiple transportation options and integrating a variety of housing types nearby. Smart growth entails planning for the "work, live, play" approach. We urge our members to think regionally and act locally. #citieswork

As you'll see, ULCT has proactively supported bills and appropriations requests that will help achieve smart growth in the way that fits each community. Remember, one size misfits all. The citizens of Utah rightly expect us to work together, respect the roles we all play, and achieve the outcome of smart growth today that will preserve our quality of life for tomorrow.

St. George Mayor Jon Pike
ULCT President

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Our Board:

ULCT is governed by a 21-member board from across the state. Our executive officers are:

Jon Pike
President, St. George Mayor

Mike Mendenhall
1st Vice President, Spanish Fork Council

Mike Caldwell
2nd Vice President, Ogden Mayor

Beth Holbrook,
Immediate Past President

Gary Hill,
UCMA Representative,
Bountiful City Manager