



**M A G**

Expert Resources. Enriching Lives.



UTAH LEAGUE OF  
CITIES AND TOWNS

# Station Area Plans, HB462

April 14th

Wasatch Front Regional Council,  
Mountainland Association of Governments,  
Utah League of Cities and Towns

# Overall Objective

---

*Advance shared goals by maximizing development potential in appropriate areas through a collaborative city-led planning approach, allowing cities to determine how best to meet shared objectives without mandating a specific approach or zoning.*

# Station Area Plan

## Objectives

- **Increase the availability and affordability of housing**
- **Promote sustainable environmental conditions**
- **Enhance access to opportunities**
- **Increase transportation choices and connections**



**WASATCH CHOICE**  
— VISION —

**Today's training  
will cover...**

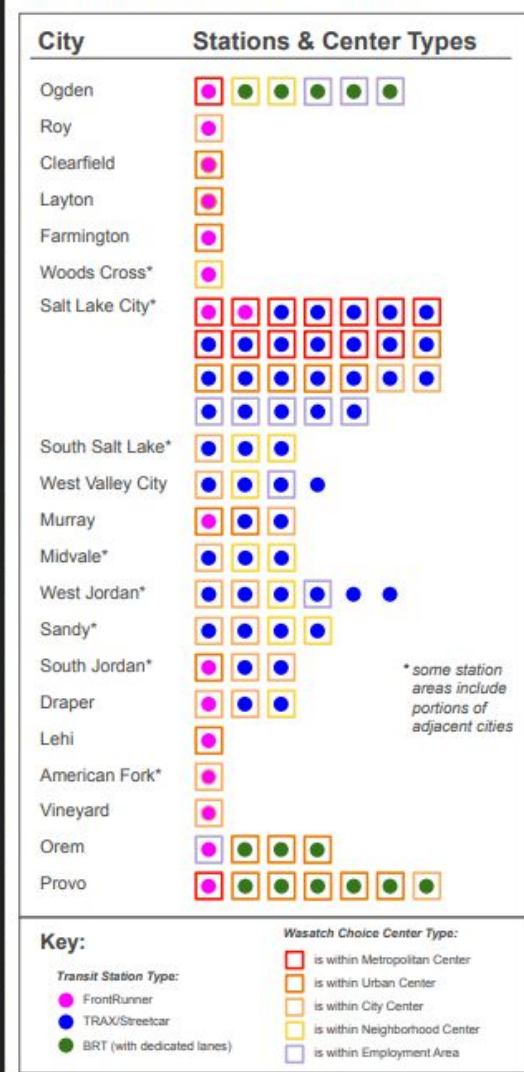
- 1. Requirements of Station Area Plans**
- 2. Development of SAPs**
  - a. Components of SAPs**
  - b. Technical Assistance**
- 3. Certification of SAPs**
- 4. Overall Impact and Other Provisions**
- 5. Timeline**
- 6. Where to find more information**
- 7. Q&A**

# Station Area Plan

## Required Cities

20 cities with FrontRunner, TRAX / Streetcar, and Bus Rapid Transit Stations to develop SAPs

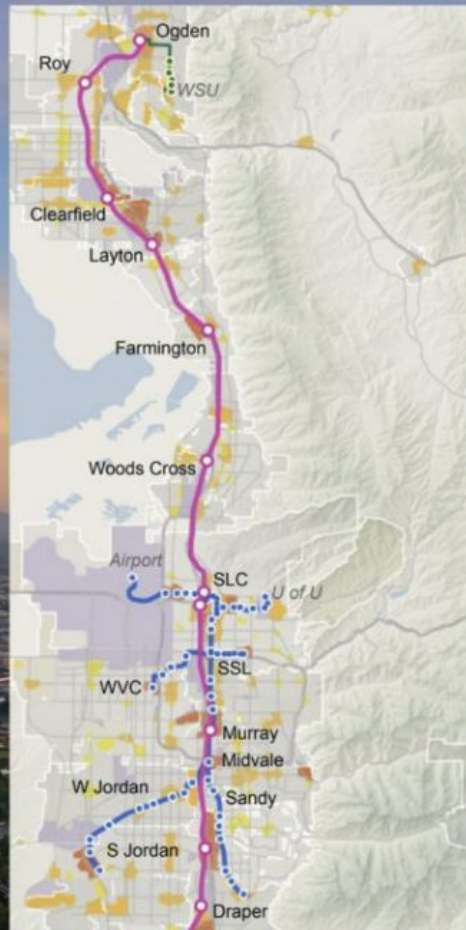
- 1/2 mile around Rail stations
- 1/4 mile around BRT stations



# Station Area Planning (HB462)

[VIEW THE MAP >](#)

[BILL SUMMARY >](#)



# Station Area Plan

## **Development: New Plans**

*As per Utah Code: A municipality that has a fixed guideway public transit station located within the municipality's boundaries shall, for the station area: (i) develop and adopt a station area plan; and (ii) adopt any appropriate land use regulations to implement the station area plan.*

## Components of SAPs:

1. Vision
2. Map
3. 5-Year Implementation Plan
4. Statement Promoting 4 Objectives
5. Public Involvement and Stakeholder Engagement  
(MPOs, UTA, etc.)

# Station Area Plan

## **Development: New Plans**

*As per Utah Code: A municipality that has a fixed guideway public transit station located within the municipality's boundaries shall, for the station area: (i) develop and adopt a station area plan; and (ii) adopt any appropriate land use regulations to implement the station area plan.*

## **Actions to be taken by City:**

1. Adopt SAP, Land Use Regulations, and Resolution by 12/31/25\*
2. Seek MPO Certification
3. Include the MPO Certification in the City's report to the Dept. Workforce Services



# Station Area Plan

## Development: Prior Actions

*As per Utah Code: To the extent that previous actions by a municipality do not satisfy the requirements of Subsection (2)(a) for a station area, the municipality shall take the actions necessary to satisfy those requirements.*

### Prior Actions may Satisfy Requirements:

- City describe how Prior Actions meet one or more Component...
  - Public involvement processes, Market assessments, Vision, Map, Implementation plans
- City follow same action steps
  - Adopt SAP components, any needed land use regulations, and adopt a resolution
  - Seek MPO certification

# Station Area Plan

## Timeline

Applicable Areas	Deadline
Cities with 3 (or less) Stations	December 31, 2025 <i>deadline for all 3 stations</i>
Cities with 4 (or more) Stations	December 31, 2025 and Annually thereafter <i>deadline for 4 or more stations AND 2 stations annually thereafter until all stations have met SAP requirements</i>
New Station	June 1, 2022 <i>starting June 1, 2022, new stations must have SAP before service begins</i>
Qualifying Land Use Application (QLUA)	July 1, 2022 <ul style="list-style-type: none"><li>• QLUA rec'd <u>before</u> July 1, 2022 trigger July 1, 2023 deadline</li><li>• QLUA rec'd <u>after</u> July 1, 2022 trigger 12-mo deadline</li><li>• Up to 2 QLUA in a 12 month period (City selects the 2)</li></ul>

QLUA = existing rail station, no SAP, >5 contiguous acres, GP or zoning amendment, higher density, new residential units, at least 10% for moderate income housing, city to start SAP. City must process QLUA 1st.

# Station Area Plan

## Technical Assistance

*As per Utah Code: A municipality that is required to develop and adopt a station area plan under this section may request technical assistance from the applicable metropolitan planning organization. An MPO that receives funds from the Governor's Office of Economic Opportunity shall, when utilizing the funds, give priority consideration to requests for technical assistance for station area plans required under Subsection (3)(d) - qualifying land use application.*

### MPO Technical Assistance:

1. Eligible cities may request technical assistance from their MPO
  - a. WFRC: Salt Lake, Davis, Weber County cities
  - b. MAG: Utah County cities
2. MPOs must give priority consideration to SAPs triggered by qualifying land use applications

Q & A

Regarding SAP Development

# Technical Assistance

## Program Overview

- Budget:
  - \$5M from state
  - Local matching dollars
  - Staff support from MPOs and UTA
- Consistent deadlines, application, and processes between MPOs, partnered with UTA and GOEO
- Technical assistance available to complete all or part of the requirements for Station Area Plans and Station Area zoning and ordinances
  - May include consultant time and/or MPO and UTA staff time
- Round one applications due July 15th
  - Awards in early August
  - Rolling thereafter

# Technical Assistance

## Criteria

- Objective criteria to allow for speedy review
- Some core criteria may include...
  - Qualified Land Use Development Application accelerator, per HB462
  - Ability for the project to begin quickly
  - Meeting requirements of statute
    - Such as stakeholder involvement
  - Reasonable geographic distribution of funds

# Station Area Plan Technical Assistance Application WFRC

Form description

## Application for Technical Assistance

Applications will be reviewed  
according to criteria determined  
pursuant to statutory provisions.

Municipality \*

Short answer text

Station Name \*

Applicant Name (Individual) \*

# Technical Assistance

## Project Administration

- Streamlined procurement process through established MPO Consultant Pools
  - Facilitated by MPOs
  - Cities select the right consultant for their project
- MPO contracts with consultant on behalf of the cities, reducing admin overhead for cities



Q & A

Regarding Technical Assistance

# Station Area Plan

## Certification of Compliance

*As per Utah Code: (10) (a) A municipality that is required to develop and adopt a station area plan for a station area under this section shall submit to the applicable metropolitan planning organization and the applicable public transit district documentation evidencing that the municipality has satisfied the requirement of Subsection (2)(a)(i) for the station area, including: (i) a station area plan; or (ii) a resolution adopted under Subsection (2)(b)(i) or (ii). (b) The applicable metropolitan planning organization, in consultation with the applicable public transit district, shall: (i) review the documentation submitted under Subsection (10)(a) to determine the municipality's compliance with this section; and (ii) provide written certification to the municipality if the applicable metropolitan planning organization determines that the municipality has satisfied the requirement of Subsection (2)(a)(i) for the station area. (c) The municipality shall include the certification described in Subsection (10)(b)(ii) in the municipality's report to the Department of Workforce Services under Section 10-9a-408.*

### Actions by City:

- Adopt SAP, Land Use Regulations, and Resolution
- Seek MPO Certification for SAP
- Include the Certificate of Completion in the MIHP Report to DWS

### Actions by MPO:

- Provide Technical Assistance
- Review SAP materials to determine compliance
- Provide City with Certificate of Completion for that Station Area

# Station Area Plan Certification Submission Form



## SAP MPO Submission Form

This template, if fully completed, can function as the statement explaining how the station area plan promotes the objectives of HB462 (line 1022). It will trigger review for Certification.

HB462 asks cities to complete a station area plan in order to advance shared goals by maximizing development potential in appropriate areas through a collaborative city-led planning approach, allowing cities to determine how best to meet shared objectives without mandating a specific approach or zoning.

After they do so, HB462 requires cities to submit their Station Area Plan/resolution to the Metropolitan Planning Organization for certification. Please utilize this form to explain and attach the plans and resolutions that fulfill the requirements of this legislation. Your MPO -- either Mountainland Association of Governments (MAG) or Wasatch Front Regional Council (WFRC) -- will review and provide a letter of certification, OR a letter indicating which provisions of the legislation need to be fulfilled for that specific station(s) (1038-1043).

If fully completed, this form can function as the statement explaining how the station area plan promotes the objectives of HB462 (line 1022).

HB462: [https://docs.google.com/document/d/1GOVsDpJme-y8vjB7yqTWr22ASacw\\_XqlqIpVkk181Tg/edit](https://docs.google.com/document/d/1GOVsDpJme-y8vjB7yqTWr22ASacw_XqlqIpVkk181Tg/edit)

HB462 Bill Summary.

[https://docs.google.com/document/d/1GOVsDpJme-y8vjB7yqTWr22ASacw\\_XqlqIpVkk181Tg/edit](https://docs.google.com/document/d/1GOVsDpJme-y8vjB7yqTWr22ASacw_XqlqIpVkk181Tg/edit)

# MPO Checklist

CHECKLIST ITEMS	Station
includes a statement that explains how the station area plan promotes the objectives-- <i>see sheet #3. Checklist B to determine whether these objectives have been met</i>	<input type="checkbox"/>
increasing the availability and affordability of housing, including moderate income housing	<input type="checkbox"/>
promoting sustainable environmental conditions	<input type="checkbox"/>
enhancing access to opportunities	<input type="checkbox"/>
increasing transportation choices and connections	<input type="checkbox"/>
includes Station Area Vision	<input type="checkbox"/>
<b>Station Area Vision "shall include"</b>	
consistent with Objectives listed above	<input type="checkbox"/>
<b>Describes the following:</b>	
opportunities for the development of land within the station area under existing conditions	<input type="checkbox"/>
constraints on the development of land within the station area under existing conditions	<input type="checkbox"/>



January 4, 2023

To: (Name of City)

From: Mountainland Association of Governments

Re: (Name of Station) **Station Area Plan, Certificate of Compliance**

This **CERTIFICATE OF COMPLIANCE** is awarded to (Name of City) for (Name of Station) on this date. (Name of City) has demonstrated that they've developed and adopted a Station Area Plan for (Name of Station) that meets or exceeds the Station Area Planning requirements of Utah Code 10-9a-403.

As per Utah Code, (Name of City) submitted their adopted station area plan and resolution(s) for the above named station to the applicable metropolitan planning organization and the applicable public transit district evidencing that they've satisfied the planning requirement for the station area. We, the applicable metropolitan planning organization, in consultation with the applicable public transit district, attest that the municipality has satisfied the station area plan requirements and award this certificate of compliance.

\_\_\_\_\_  
Executive Director (OR Chair)

Mountainland Association of Governments

\_\_\_\_\_  
Date

# MPO Certificate of Compliance

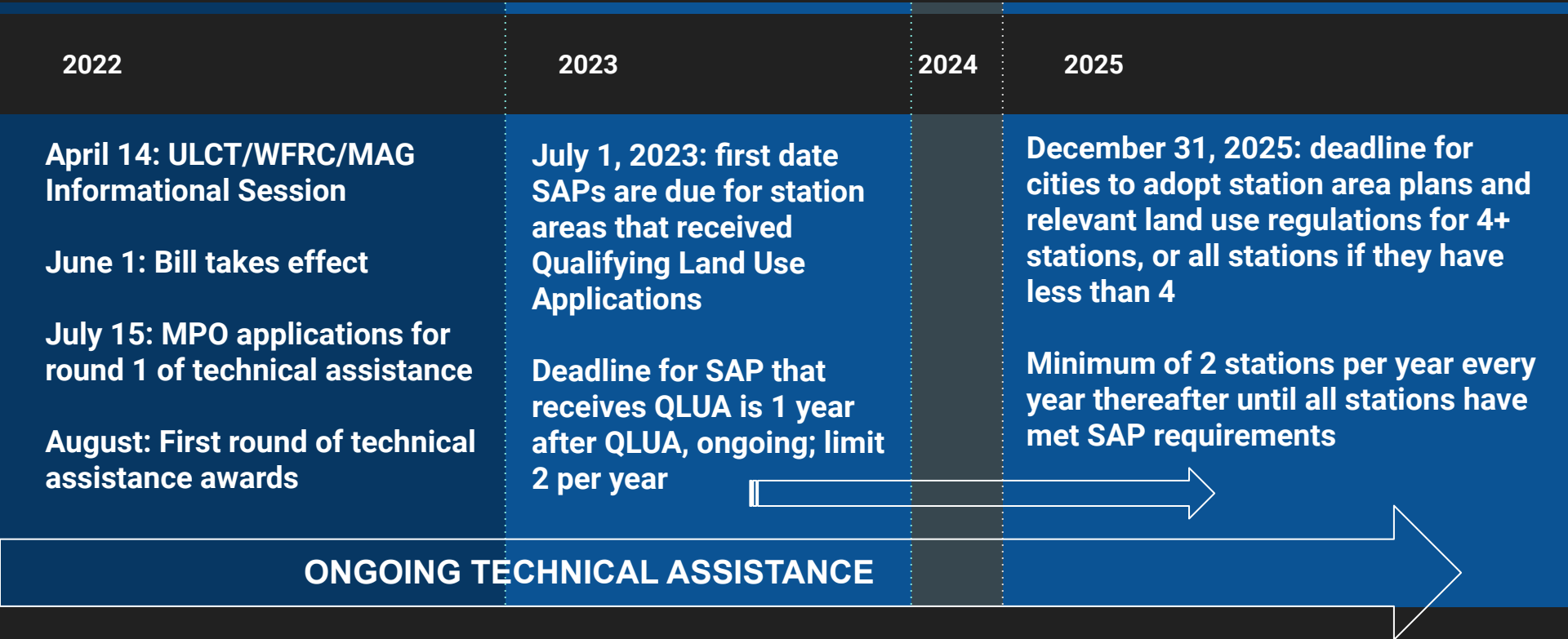


## Station Area Plan **Overall Impact and Other Provisions**

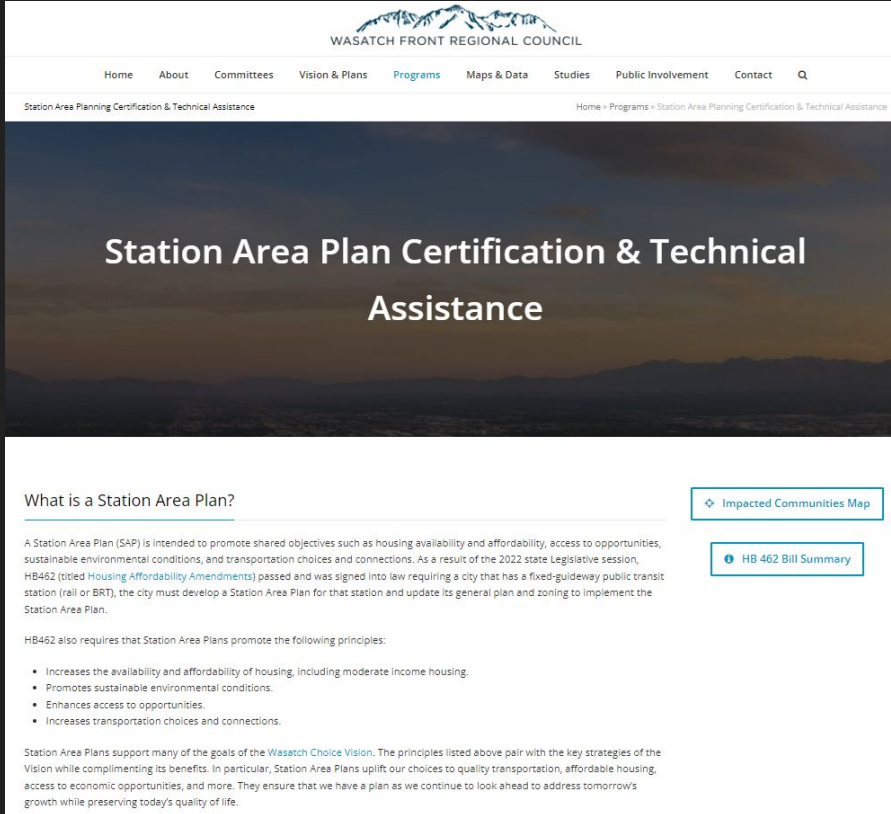


- SAP Compliance Ensures
  - TIF and TTIF eligibility
- Certified SAPs and Referenda
  - Within a station area where a City has complied with the SAP requirements...
    - A  $\frac{2}{3}$  approval by the legislative body of a land use law would make the legislative action non-referable
    - Signature thresholds are increased within a station area

# Timeline



# For this information and future updates....



WASATCH FRONT REGIONAL COUNCIL

Home About Committees Vision & Plans **Programs** Maps & Data Studies Public Involvement Contact Q

Station Area Planning Certification & Technical Assistance Home » Programs » Station Area Planning Certification & Technical Assistance

## Station Area Plan Certification & Technical Assistance

### What is a Station Area Plan?

A Station Area Plan (SAP) is intended to promote shared objectives such as housing availability and affordability, access to opportunities, sustainable environmental conditions, and transportation choices and connections. As a result of the 2022 state Legislative session, HB462 (titled **Housing Affordability Amendments**) passed and was signed into law requiring a city that has a fixed-guideway public transit station (rail or BRT), the city must develop a Station Area Plan for that station and update its general plan and zoning to implement the Station Area Plan.

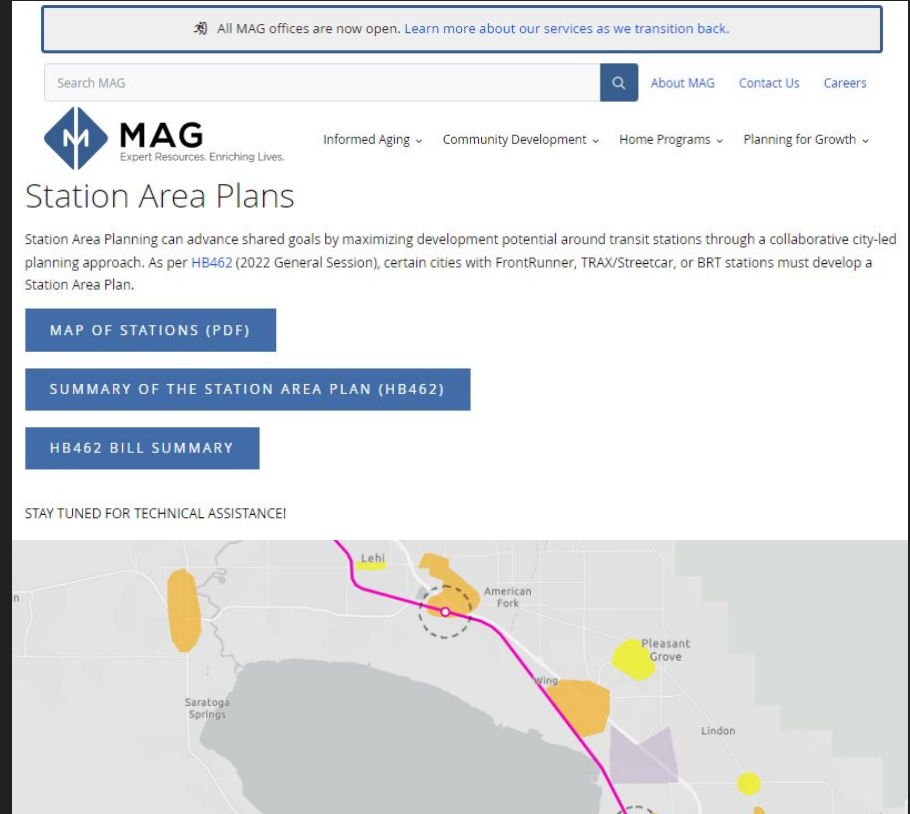
HB462 also requires that Station Area Plans promote the following principles:

- Increases the availability and affordability of housing, including moderate income housing.
- Promotes sustainable environmental conditions.
- Enhances access to opportunities.
- Increases transportation choices and connections.

Station Area Plans support many of the goals of the **Wasatch Choice Vision**. The principles listed above pair with the key strategies of the Vision while complementing its benefits. In particular, Station Area Plans uplift our choices to quality transportation, affordable housing, access to economic opportunities, and more. They ensure that we have a plan as we continue to look ahead to address tomorrow's growth while preserving today's quality of life.

[Impacted Communities Map](#)

[HB 462 Bill Summary](#)



All MAG offices are now open. [Learn more about our services as we transition back.](#)

Search MAG  About MAG Contact Us Careers

**MAG**  
Expert Resources. Enriching Lives.

Informed Aging Community Development Home Programs Planning for Growth

## Station Area Plans


Station Area Planning can advance shared goals by maximizing development potential around transit stations through a collaborative city-led planning approach. As per [HB462](#) (2022 General Session), certain cities with FrontRunner, TRAX/Streetcar, or BRT stations must develop a Station Area Plan.

[MAP OF STATIONS \(PDF\)](#)

[SUMMARY OF THE STATION AREA PLAN \(HB462\)](#)

[HB462 BILL SUMMARY](#)

### STAY TUNED FOR TECHNICAL ASSISTANCE!



The map displays a network of transit routes in the Wasatch Front region. Key stations are highlighted with colored circles: Lehi (yellow), American Fork (orange), Pleasant Grove (yellow), Saratoga Springs (orange), and Lindon (yellow). A pink line indicates a transit route connecting these areas.



Q & A