

ORDINANCE 23-03
(General Plan Amendment, Moderate-Income Housing Plan Element Addendum)

**AN ORDINANCE AMENDING THE MODERATE-INCOME HOUSING PLAN
ELEMENT OF THE LAYTON CITY GENERAL PLAN PROVIDING FOR
SEVERABILITY, REPEALER, AND AN EFFECTIVE DATE**

WHEREAS, the General Plan is to provide a vision of orderly growth to guide public and private investment for the positive development of our community; and

WHEREAS, during the 2022 legislative session, House Bill 462 was approved by the legislature which requires cities that are specified in the bill to amend their moderate-income housing plan element; and

WHEREAS, the addendum to Layton City’s Moderate-Income Housing Plan Element will amend this element and include a minimum number of specific strategies listed in House Bill 462; and

WHEREAS, these strategies are required to have an implementation plan associated with each specific strategy with actions and a timeline; and

WHEREAS, the implementation plan will provide the necessary steps to facilitate the construction of moderate-income housing within Layton City’s boundaries; and

WHEREAS, the Layton City Planning Commission has recommended that the Moderate-Income Housing Element Addendum, included as Exhibit A, be adopted; and

WHEREAS, the Council has reviewed the Planning Commission’s recommendation and has received pertinent information in the public hearing regarding the proposal; and

WHEREAS, at the conclusion of the public hearing and upon making the necessary reviews, the Council has determined that this amendment is rationally based, reasonable, and consistent with the intent of the City’s General Plan, which is in furtherance of the general health, safety, and welfare of the citizenry.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF LAYTON, UTAH:

SECTION 1. Amendment. “Layton City Moderate-Income Housing Plan, Addendum 2022-1” of the Layton City General Plan is hereby amended to include the changes attached as Exhibit A.

SECTION 2. Repealer. If any provision of Layton City’s ordinance that is deemed to be inconsistent with the amendment is hereby repealed.

SECTION 3. Severability. If any part of this ordinance is found to be invalid by a court of competent jurisdiction, the remaining language shall remain in full force and effect.

SECTION 4. Effective Date. This ordinance amendment shall become effective immediately upon posting.

Signatures on next page

**PASSED AND ADOPTED BY THE LAYTON CITY COUNCIL THIS 19th DAY OF
JANUARY, 2023.**

	AYE	NAY	ABSENT	ABSTAIN
Joy Petro	_____	_____	_____	_____
Zach Bloxham	✓ _____	_____	_____	_____
Clint Morris	✓ _____	_____	_____	_____
Tyson Roberts	✓ _____	_____	_____	_____
Bettina Smith Edmondson	✓ _____	_____	_____	_____
Dave Thomas	✓ _____	_____	_____	_____



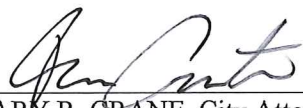


JOY PETRO, Mayor

ATTEST



KIMBERLY S READ, City Recorder



for GARY R. CRANE, City Attorney



CHAD WILKINSON, Community &
Economic Development Director

EXHIBIT A



Layton City Moderate-Income Housing Plan Addendum 2022-1

Adopted | January 19, 2023

Goals and Strategies to Meet the Affordable Housing Need

To fulfill the requirements of State Code 10-9a-403(2), Layton City will conduct a thorough annual review of the City's moderate-income housing element and its implementation plan. Beginning in 2023, an annual analysis will be conducted to review progress made each year towards accomplishing these goals. The review is to include a report to the Housing and Community Development Division (HCD) of the Utah Department of Workforce Services (DWS), prepared with the findings of the review, which will include the following:

- A revised estimate of the need for moderate-income housing in the next five years.
- Description of how the city is using the moderate-income housing set-aside from reinvestment, redevelopment and/or renewal initiatives.
- Report the findings of the annual review to HCD of the Utah Department of Workforce Services and the association of government in which the municipality is located.
- Post the findings report on Layton City's website.
- Provide attractive housing options that are affordable to families that earn 80% or less than the median family income.
- Any plan updates to integrate median income households into the fabric of the community by mixing into appropriately designated areas, including town centers and mixed-use areas/corridors.
- Description of how the city is implementing its strategies and the action being taken to meet the timeline set to achieve the requirements related to moderate-income housing as described in Utah State Code 10-9a-403(2)(b)(iii).

The following strategies in support of moderate and workforce housing in Layton fit under six goal categories: 1) ownership opportunities, 2) rental opportunities, 3) rehabilitation and reinvestment of existing housing, 4) collaborative regional transportation planning, 5) exploration of new strategies and 6) increase density near transit.

Layton City has selected 14 strategies that include the four required strategies for municipalities with a fixed guideway public transit station and two additional strategies to qualify for transportation project funding prioritization for Transportation Investment Fund (TIF) and Transit Transportation Investment Fund (TTIF). All of the strategies listed under Goals and Strategies are included in the implementation plan with an action and timeline to accomplish each strategy. The letter associated with the strategy listed below matches the specific strategy listed in Utah State Code 10-9a-403(2)(b)(iii).

Goals and Strategies

Goal 1: Increase Opportunities for Low and Moderate-Income Households to Purchase Affordable Housing.

Strategy 1.1 (A) – Rezone for densities necessary to facilitate the production of moderate-income housing.

Strategy 1.2 (C) – Demonstrate investment in the rehabilitation of existing uninhabitable housing stock into moderate-income housing.

Strategy 1.3 – Continue working with the Davis Community Housing Authority and support their affordable housing programs. Such programs may include the Family Self-Sufficiency Program and the Down Payment Assistance for First Time Home Buyers Program, which would assist low-income households to purchase homes.

Goal 2: Increase Affordable Rental Opportunities for Low and Moderate-Income Households.

Strategy 2.1 (E) – Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones.

Strategy 2.2 (H) – Amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle, such as residential development near major transit investment corridors or senior living facilities.

Goal 3: Rehabilitate Existing Housing to Increase Rental Opportunities, Homeownership, Retention, and Reinvestment in Layton City.

Strategy 3.1 – Promote the use of a Home Repair Program (supported by CDBG funds) to extremely low and moderate-income households. This program could offer grants for maintaining and rehabilitating housing.

Strategy 3.2 – Identify low to moderate-income families that need weatherization assistance. The Weatherization Program lowers monthly utility bills by making housing more energy efficient.

Goal 4: Continue planning collaboration and engagement with regional transportation partners, including the WFRC Regional Metropolitan Planning Organization, UDOT and UTA.

Strategy 4.1 – Coordinate with WFRC by providing any updates to the General Plan, Moderate-Income Housing Plan element, zoning map, Transportation and Parks and Trails Master Plans, while considering multi-jurisdictional land use and transportation strategies resulting from on-going regional collaboration and partnerships.

Strategy 4.2 – Explore opportunities to apply or partner with entities technical planning assistance for housing variety related to public transportation and alternative transportation strategies administered by WFRC.

Strategy 4.3 – Coordinate regularly with UDOT and UTA, by providing updates to land use and transportation plans and studies, while considering regional transportation facility planning and design associated with regional collaboration and partnerships.

Strategy 4.4 – Explore opportunities to engage in public/private partnerships between private development, Layton City and regional partners, particularly where planned infrastructure improvements will support compact housing within mixed-use and transit-oriented development areas.

Goal 5: Explore new strategies in support of low to moderate-income housing.

Strategy 5.1 – Explore feasibility, appropriate locations, and implementation of various low to moderate-income housing strategies; including those listed Under Utah Code 10-9a-403(2)(b)(iii) - (I) single room occupancy developments, zoning incentives for inclusion in new developments, funding strategies for long-term preservation, and community land trust program options.

Goal 6: Increase density near transit and encourage land use regulations that facilitate the construction of higher density housing in these areas.

Strategy 6.1 (G) – Amend land use regulations to allow for higher density or new moderate-income residential development in commercial or mixed-use zones near major transit investment corridors.

Strategy 6.2 (V) – Develop and adopt a station area plan in accordance with Section 10-9a-403.1.

Implementation Plan for Strategies

Strategy	Action	Timeline
<p>Strategy 1.1 (A) – Rezone for densities necessary to facilitate the production of moderate-income housing.</p>	<ul style="list-style-type: none"> • Encourage rezoning of properties within the General Plan’s Urban Districts, Town Centers and Mixed-Use Corridors to allow medium to high density residential housing. Layton adopted a General Plan in 2019 that provided for increased densities in Urban Districts and Town Centers to facilitate the production of moderate-income housing. Layton City recently amended its General Plan in October of 2021 to facilitate a 568 unit master-planned community with single-family homes, townhomes and multi-family unit on a 38-acre site that was previously planned for manufacturing. The property was also rezoned from M-2 (Heavy Manufacturing) to R-H (PRUD) high-density residential by the Land Use Authority in October of 2021. The preliminary plat was approved in April of 2022 and the developer is working toward final plat approval. • Identify any changes from the previous year to the current zoning designations and future land use categories that allow for higher density and/or moderate-income housing development, where these designations are used, and their proximity to the mixed-use downtown, transit station, and commercial and employment centers. 	<ul style="list-style-type: none"> • The City will support individual applications that comply with the higher densities allowed in the General Plan throughout 2023. • Incorporate zoning amendments identified, years 2-5.
<p>Strategy 1.2 (C) – Demonstrate investment in the rehabilitation of existing uninhabitable housing stock into moderate-income housing.</p>	<p>Ten to twelve CDBG grants are available for households that are considered low to moderate-income. These grants are available for homes that need reroofing,</p>	<p>The ten to twelve CDBG grants will be awarded by December 31, 2023.</p>

	HVAC, utility lines, etc., to make a home habitable.	
Strategy 1.3 – Continue working with the Davis Community Housing Authority and support their affordable housing programs. Such programs may include the Family Self-Sufficiency Program and the Down Payment Assistance for First Time Home Buyers Program, which would assist low-income households to purchase homes.	Adopt CDBG annual action plan budget that includes funding for down payment assistance to provide first-time homebuyers with additional funding to pay for housing.	The annual action plan budget approval will include funding for housing programs such as down payment assistance for first-time homebuyers.
Strategy 2.1 (E) – Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones.	<p>Layton City adopted an accessory dwelling unit (ADU) ordinance on October 1, 2021. The ADU Ordinance addresses internal, attached and detached ADU.</p> <ul style="list-style-type: none"> • Planning Staff will determine ways to promote and educate residents about the option to add an accessory dwelling unit to their property. • Annually track submitted ADU approvals. 	<ul style="list-style-type: none"> • Add an informational handout to the Layton City website to educate about and promote accessory dwelling units by second quarter 2023. • The City will include the total number of ADU approvals by June 30, 2023 in the annual Moderate-Income Housing Report.
Strategy 2.2 (H) – Amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle, such as residential development near major transit investment corridors or senior living facilities.	The off-street parking ordinance was adopted on Sept.17, 2020 that reduced the parking demand for multi-family residential development based on location and proximity to transit. The ordinance further allows decreased parking standards for properties within mixed-use zones. Several residential projects have been approved since the off-street parking ordinance was adopted.	Throughout 2023 Layton City staff will track the number of developments utilizing the reduced parking standard and report the number by June 30, 2023.
Strategy 3.1 – Promote the use of a Home Repair Grant Program (supported by CDBG funds) to extremely low and moderate-income households. This program could offer grants for maintaining and rehabilitating housing.	Layton City offers grants of \$3,000 (emergency repair) and \$5,000 (rehab) through the CDBG program and provides information regarding these grants on its website.	Grants will be awarded annually to qualified households.
Strategy 3.2 – Identify low to moderate income families that need weatherization assistance. The Weatherization Program	Assist low and moderate-income households with contacting the respective utility company to	Layton City staff will continue to identify and work with households qualifying for the Weatherization Program.

lowers monthly utility bills by making housing more energy efficient.	participate in their weatherization program.	
Strategy 4.1 – Coordinate with WFRC by providing any updates to the General Plan, Moderate Income Housing Plan element, zoning map, Transportation and Parks and Trails Master Plans, while considering multi-jurisdictional land use and transportation strategies resulting from on-going regional collaboration and partnerships.	Layton City works closely with WFRC by attending quarterly Regional Growth Committee (RGC) Technical Advisory Committee (TAC) meetings and participating in workshops. Layton City’s Planning and Engineering Staff review and update local and regional plans to accomplish similar goals. Layton City staff shared the results of Layton City’s Active Transportation Plan (ATP) with WFRC in the fall of 2022, so they can update their regional ATP to match Layton City’s ATP.	Layton City staff will continue to attend RGC TAC meetings throughout 2023, and coordinate efforts to implement regional plans on a local level.
Strategy 4.2 – Explore opportunities to apply or partner with entities technical planning assistance for housing variety related to public transportation and alternative transportation strategies administered by WFRC.	Apply for a Transportation and Land Use Connection (TLC) grant to hire a consultant to help develop a Station Area Plan (SAP).	By September of 2023, Layton City will provide a letter of intent and will apply for the TLC grant by December 2023.
Strategy 4.3 – Coordinate regularly with UDOT and UTA, by providing updates to land use and transportation plans and studies, while considering regional transportation facility planning and design associated with regional collaboration and partnerships.	Layton City is working with UDOT to approve an agreement for SR-126 (Main Street). UDOT and UTA have both been informed of the multiple projects that are being built or are planned in Layton’s TOD area.	Layton City staff will continue to meet regularly with UDOT and UTA throughout 2023 to discuss planning around transit and state roads.
Strategy 4.4 – Explore opportunities to engage in public/private partnerships between private development, Layton City and regional partners, particularly where planned infrastructure improvements will support compact housing within mixed-use and transit-oriented development areas.	Layton City and UTA have an agreement to construct a parking structure near the UTA Frontrunner Station. This will support more compact housing near the station.	The parking structure will be constructed within the next 5 years.
Strategy 5.1 – Explore feasibility, appropriate locations, and implementation of various low to moderate-income housing	Layton City will explore the feasibility of areas within a half-mile of the UTA Frontrunner Station that are appropriate for	The feasibility study will be adopted prior to 2025.

<p>strategies, including those listed Under Utah Code 10-9a-403(2)(b)(iii) - (l) single room occupancy developments, zoning incentives for inclusion in new developments, funding strategies for long-term preservation, and community land trust program options.</p>	<p>inclusionary housing. The feasibility study will be part of the adoption of Layton City's Station Area Plan (SAP).</p>	
<p>Strategy 6.1 (G) – Amend land use regulations to allow for higher density or new moderate-income residential development in commercial or mixed-use zones near major transit investment corridors.</p>	<p>Layton City is exploring a potential height increase to the MU-DO1 zoning district based on a site's location within the Midtown Urban District. The amendment would allow for higher density housing in the Midtown District between two freeway interchanges.</p>	<p>Layton City will initiate the amendment process in the first quarter of 2023 and forward to the Planning Commission for review by May 30, 2023; with anticipated review by the City Council by July 2023.</p>
<p>Strategy 6.2 (V) – Develop and adopt a station area plan in accordance with Section 10-9a-403.1.</p>	<ul style="list-style-type: none"> • Layton City Planning Staff has attended multiple station area plan meetings and is working with UTA to apply for a TLC grant through WRFC to develop a SAP. • The City is currently reviewing adopted codes and plans, such as Layton City's Downtown Plan and the Mixed Use Transit-Oriented Development Ordinance. 	<ul style="list-style-type: none"> • By May of 2023 Layton City will apply for the TLC grant. • The City anticipates completion of the SAP by 2025.