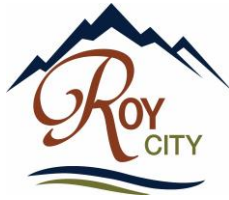


Mayor
• Robert Dandoy

City Manager
• Matt Andrews



Council Members
• Ann Jackson
• Diane Wilson
• Joe Paul
• Randy Scadden
• Sophie Paul

ROY CITY COUNCIL SPECIAL WORK SESSION

APRIL 5, 2022 – 4:00 P.M.

ROY CITY BASEMENT CONFERENCE ROOM – 5051 S 1900 W.

This meeting will be streamed live on the Roy City YouTube channel.

A. Welcome & Roll Call

B. Discussion Items

1. Proposed Roy City General Plan

C. Adjournment

In compliance with the Americans with Disabilities Act, persons needing auxiliary communicative aids and services for these meetings should contact the Administration Department at (801) 774-1020 or by email: admin@royutah.org at least 48 hours in advance of the meeting.

Pursuant to Section 52-4-7.8 (1)(e) and (3)(B)(ii) “Electronic Meetings” of the Open and Public Meetings Law, Any Councilmember may participate in the meeting via teleconference, and such electronic means will provide the public body the ability to communicate via the teleconference.

Certificate of Posting

The undersigned, duly appointed City Recorder, does hereby certify that the above notice and agenda was posted in a public place within the Roy City limits on this 1st day of April 2022. A copy was posted on the Roy City Website and Utah Public Notice Website on the 1st day of April 2022.


Brittany Fowers
City Recorder

Visit the Roy City Web Site @ www.royutah.org
Roy City Council Agenda Information – (801) 774-1020





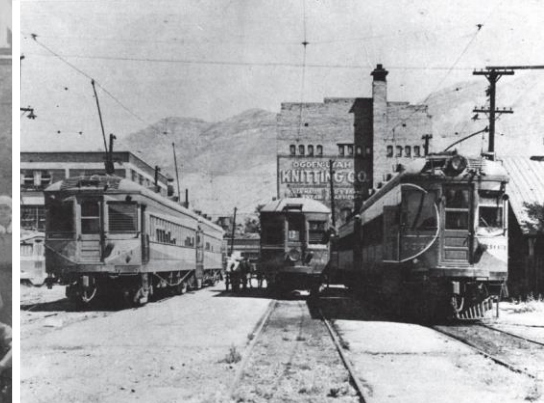
COMMUNITY DEVELOPMENT DEPARTMENT

Date: 1 April 2022
To: City Council Members
From: Steve Parkinson – Planning & Zoning Administrator 
Subject: Discussion on the 2022 General Plan Update

Within the following document I have put together all of the comments, concerns and questions that I got from each of you as you sat down with me and went over the proposed General Plan update.

As an FYI, I have already corrected all typos and had all of the maps adjusted.

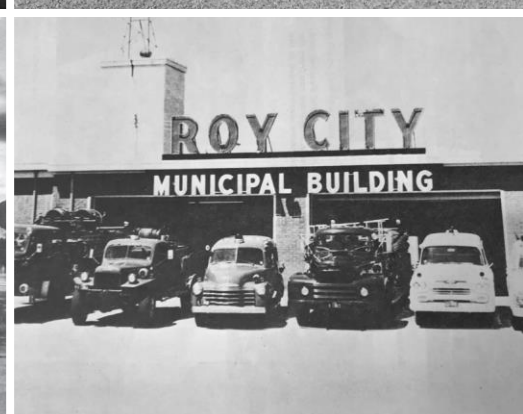




ROY CITY GENERAL PLAN

December 1, 2021

DRAFT



Legend

Mayor Dandoy's comments/concerns/questions

Councilmember Wilson's comments/concerns/questions

Councilmember Jackson's comments/concerns/questions

Councilmember J. Paul's comments/concerns/questions

Councilmember S. Paul's comments/concerns/questions

Councilmember Scadden's comments/concerns/questions

1 INTRODUCTION

PURPOSE OF THE PLAN

The *Roy City General Plan & Land Use Update (2020)* is an official document intended to help the public understand the broad planning goals for the City, and to assist City staff and decision makers as they evaluate future development and growth opportunities. The focus of this update is on land use and related topics.

Updating the General Plan provides an opportunity for the citizens of Roy to take a look at the community, to determine what works or requires improvement, and to peer into the future and plan for anticipated change. The General Plan typically has a life of five to ten years, although it establishes a future vision for twenty years or more.

Adoption of the General Plan will require associated zoning ordinances, development guidelines and other implementation tools to be revised and adjusted to be in alignment with the general plan. For example, the City Center and Station Area mixed-use codes were developed concurrently with this planning process, ensuring that the specific codes are fully aligned with the planning vision and policies.

APPROACH AND ORGANIZATION OF THE PLAN

The *Roy City General Plan & Land Use Update (2020)* documents existing conditions, identifies and analyzes key issues and presents a future vision and growth direction for the City. Since Roy has essentially reached build-out, this plan steps beyond a simplistic review of land use, providing recommendations for preserving and enhancing the built city and quality of life. The plan is divided into three chapters, as follow:

Chapter 1 –Introduction describes the purpose of the plan and provides a summary of the coordination with other plan documents.

Chapter 2 –A City of Great Neighborhood and Places presents a vision for Roy that builds upon the history of the city, its patterns and well-established community character. The result is a planning concept that creates a unified city of distinct neighborhoods, nodes, places and destinations that local residents are proud to call home, and where visitors want to visit and return often.

Chapter 3 –Implementing the Plan provides a framework of the process



and actions required to implement the planning concept. The framework is structured into an action plan addressing land use; transportation; economic development; housing; and parks, recreation and trails. It concludes with a Design and Planning Toolbox focused on neighborhood revitalization programs and physical enhancements.

Detailed Appendices supplement the plan with detailed background and analysis data compiled as part of the planning effort. Specific goals and implementation strategies to guide decision making are also included.

The updated plan builds upon three existing planning documents:

- *Focus Roy (2017)* –a small area master plan that establishes the structure and future vision for the Downtown and Station Area Activity Centers. This study provided the basis for how these areas are addressed in this planning effort, and helped establish the mixed-use codes that were prepared concurrently with the General Plan.
- *Roy General Plan (2002)* –a vision and policy document that was prepared over 17 years ago. While providing important background information and perspective, it no longer accurately reflects how the city is anticipated to grow and develop.
- *Roy City Transportation Master Plan (2018)* - a recently completed plan that establishes the transportation vision and standards for the city.

1 Add to this Section Transportation Master Plan, Economic Development Strategic Plan, and 5 Year Strategic Plan as supplemental documents to this General Plan.

1

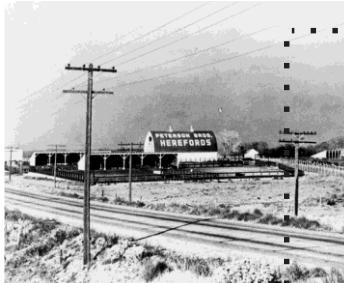
These eight (8) Principles are good guides to follow, but are they considered the focal point for all Action Plans to tie back to? It is unclear how they relate back to all of the information found in this Plan. There needs to be a connection! There are other strategies that are not found in the Plan that should be considered and may require other Principles to be added!

PRINCIPLES

A series of eight inter-related principles were established to help Roy become the envisioned city of the future. Each principle is accompanied by descriptions and images that illustrate how they can be realized as the city grows, develops and transforms.

PRINCIPLE #1:

BUILD UPON A WELL-ESTABLISHED COMMUNITY HISTORY, PATTERNS, AND CHARACTER



Recognize historic development patterns and their impact on the city form today

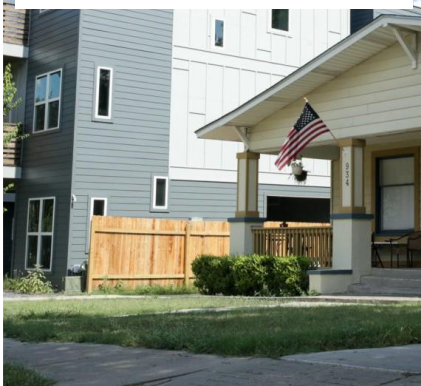


Landmarks and green structure define the city's character



PRINCIPLE #2:

LEVERAGE THE POSITIVE CHARACTERISTICS OF A BUILT-OUT CITY



Revitalize existing business districts

Maintain and restore existing structures

Well-planned multi-family residential
Infill housing



Improve the park system

Human scale commercial development

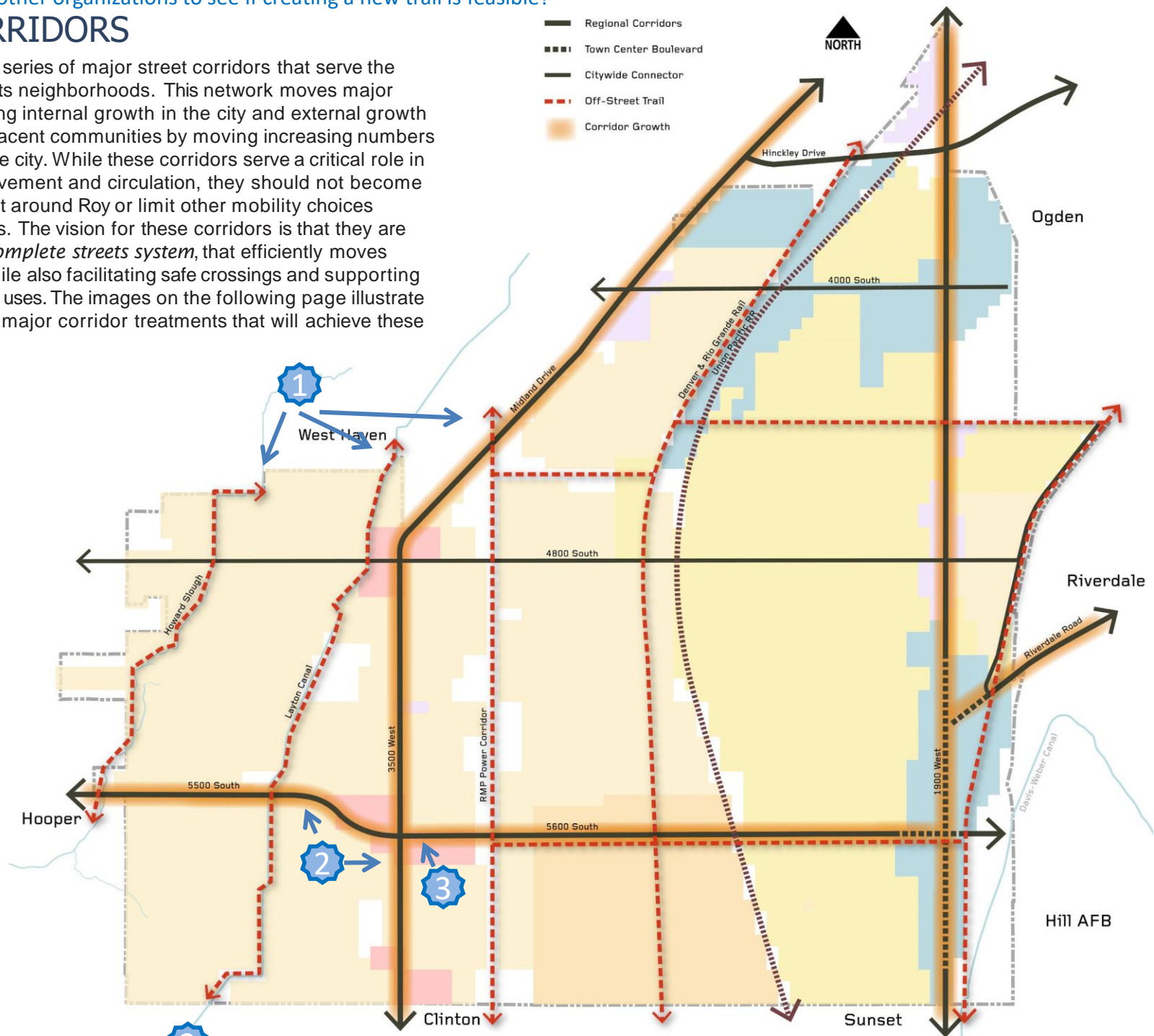


1

Three new trails with one under the main powerlines! Do we want to contact other organizations to see if creating a new trail is feasible?

MAJOR CORRIDORS

Roy is traversed by a series of major street corridors that serve the region, the city and its neighborhoods. This network moves major traffic flows, facilitating internal growth in the city and external growth and expansion in adjacent communities by moving increasing numbers of people through the city. While these corridors serve a critical role in the facilitation of movement and circulation, they should not become barriers to movement around Roy or limit other mobility choices for the city's residents. The vision for these corridors is that they are part of a balanced *complete streets system*, that efficiently moves people and traffic while also facilitating safe crossings and supporting complementary land uses. The images on the following page illustrate examples of desired major corridor treatments that will achieve these goals.

2
3

Is the Corridor Growth referenced simply a need to widen the street?

The active transportation trail on 5600 South is expected to go from the I-15 Interchange to 3500 West and not stop at the powerlines.

The images below and on the following pages illustrate ten node and gateway locations and descriptions of the enhancements that will improve wayfinding and help delineate the community and its neighborhoods.

Community Nodes/Gateways

1 - 1900 W and 5600 S



This intersection is arguably the most important node of the city and the first place people see coming off of I-15. Future redevelopment should spur opportunities for recharacterizing this area.

2 - 1900 W and Riverdale Road



As both a gateway for neighbors to the east and an important node, this intersection is most significantly marked by the famous Burger Bar. Otherwise, new developments will be required to give this node new character.

3 - 1900 W and 4000 S



Acting as the gateway to the north end of town, this intersection does little to hail the arrival to Roy. It will be an important node as redevelopment occurs ~~as part of the Station Area~~.

replace with "in this part of the City"

4 - 3500 W and 4800 S



This business center serves as a main hub for the northwest neighborhoods of Roy and as a gateway for people arriving via Midland Drive. Improvements will be necessary to communicate a sense of arrival to the community.

5 - 3500 W and 6000 S



This intersection serves as a southwest gateway to the city and is evolving as a new node for the neighborhoods here. Guided improvement will be important to the future establishment of this gateway/node.

Community Nodes

6 - 3500 W and 5600 S



This is the major node for the west part of Roy. A power substation dominates the scene here, but may be better screened with public art which enhances this space.

1

7 - Frontrunner Station



The Frontrunner Station will become a major community hub as this activity center establishes itself in the years to come.

1

The Plan refers to changing the screening around the power station and add public art. Having a masonry fence to replace the chain-link fence is a good idea. This would require the power company concurrence. Should the city reach out to the power company to see if they would consider this idea? It may cost the city? Does the City want to consider public art on the wall or fencing?

Community Gateways

A - 1900 W and 6100 S



The southeast gateway to Roy is landmarked by the familiar Sacco's fruit stand. Otherwise, there is little indication as to where Sunset ends and Roy begins.

B - 4400 S and Airport Road



This gateway at the northeast of Roy is likely the best developed in the city. The roundabout and signage improvements provide a clear sense of arrival coming from Riverdale.

C - 4300 W and 5500 S



Acting as the primary gateway to the west end of town, this intersection does little to hail the arrival to Roy. It will be an important gateway to develop as Hooper grows develops to the west.

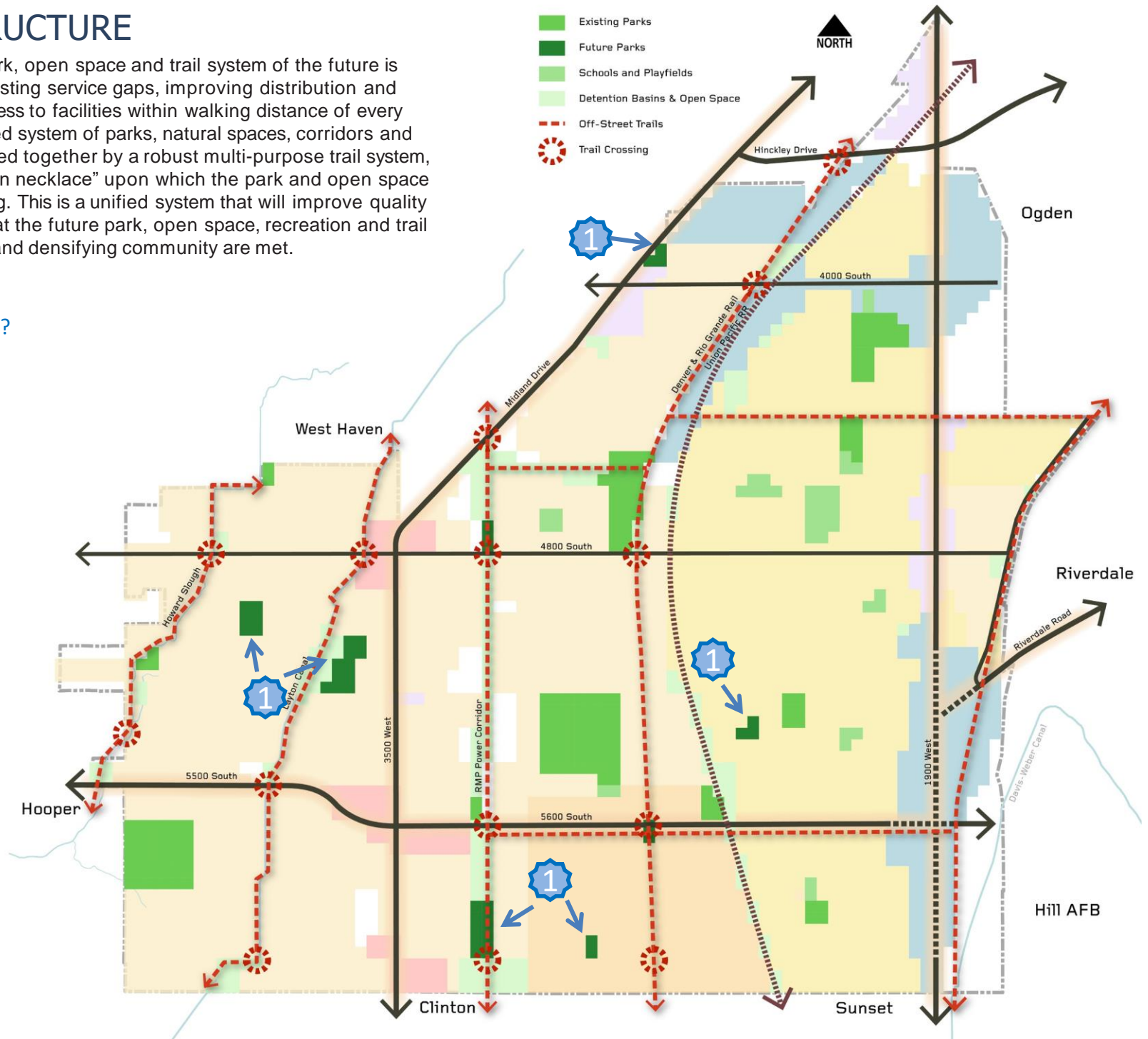
add "&" between grows develops

GREEN STRUCTURE

The vision for the park, open space and trail system of the future is focused on filling existing service gaps, improving distribution and providing better access to facilities within walking distance of every home. The envisioned system of parks, natural spaces, corridors and urban plazas are linked together by a robust multi-purpose trail system, which acts as a “green necklace” upon which the park and open space “emeralds” are strung. This is a unified system that will improve quality of life and ensure that the future park, open space, recreation and trail needs of a growing and densifying community are met.

1 Future parks?

1
2
3
4
5
6
7





Fishing at Meadow Creek Pond

PARKS

Roy currently has a strong set of parks and recreational programs that provide access to a diverse array of recreational opportunities. Unfortunately, park access is limited in certain neighborhoods and with continued densification, additional parks will be required to meet for the recreational needs of the community. Existing facilities will also require additions and updates to provide the most benefit to multiple user groups and changing demographic conditions.



Planting a community orchard

preservation of the city's farming heritage. Similarly, the utility corridors that traverse through the city provide great opportunity for meeting park, open space, and trail development needs.

OPEN SPACE

While most of Roy has been built out and developed, fragments of vacant land and open space are found within the city that are worthy of preservation for cultural and recreational purposes. The few remaining agricultural parcels, for example, might be considered for

TRAILS

Trails serve as both a vital part of the transportation network and as an essential component of Roy's active recreation system. The existing Denver and Rio Grande Western Trail, for example, provides a citywide connection for those on foot, bike and other active modes, and other corridors are proposed to enhance this. These and all other trails require safe crossings of major roadways.



Trail along a power corridor

Run-on sentence



Quality roadway crossings for trails



Play equipment for teenagers



Park exercise equipment



Park pavilion

PIONEER NEIGHBORHOOD

While not much of the Roy's historic town center remains, what does can be found in this neighborhood. Infill and redevelopment have swept away much of the historic character of this neighborhood, which combined with a lack of parks and other amenities has left this area underserved. Parks, connectivity, and historical interpretation are an emphasis for this neighborhood.



Historic buildings on old "Cousin Row"

ARSENAL VILLA, COZYDALE, AND SAND RIDGE NEIGHBORHOODS



Typical street in Cozydale

These neighborhoods form the heart and soul of Roy. They contain Downtown, several parks and community resource sties, and are well connected to the city. Most development in these neighborhoods is characterized by rambler and ranch style homes typical of the

development that took place in the years following WWII. Since these neighborhoods contain the activity centers anticipated to experience significant future redevelopment, the emphasis should be on preservation and enhancement of their mature and quality characteristics.

qualities?

?
center
or core

add an "s"

1 spelling

MIDLAND, EAGLE LAKE, MEADOW CREEK, AND KINGSVILLE NEIGHBORHOODS

As the newest additions to the city, these neighborhoods are characterized by residential development typical of the last 30 years. They are likely to see the most of their future growth as residential infill development, and contain most remaining developable land. As these neighborhoods continue to mature, they will require additional park land, greater connectivity both in and out of Roy, and policies or programs that help tie neighbors together beyond the subdivision level.

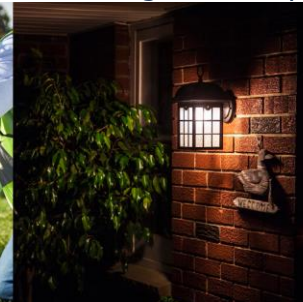


Typical street in Meadow Creek

Neighborhood Enhancement Program Examples



Urban Forestry Program



Porch Light Program



Block Parties



Neighborhood Branding



Neighborhood Cleanup Events



Neighborhood Greenways

FUTURE PLANNING CONCEPT

Future Roy is a nearly built-out city that is changing and growing to meet future needs.

It is a city that:

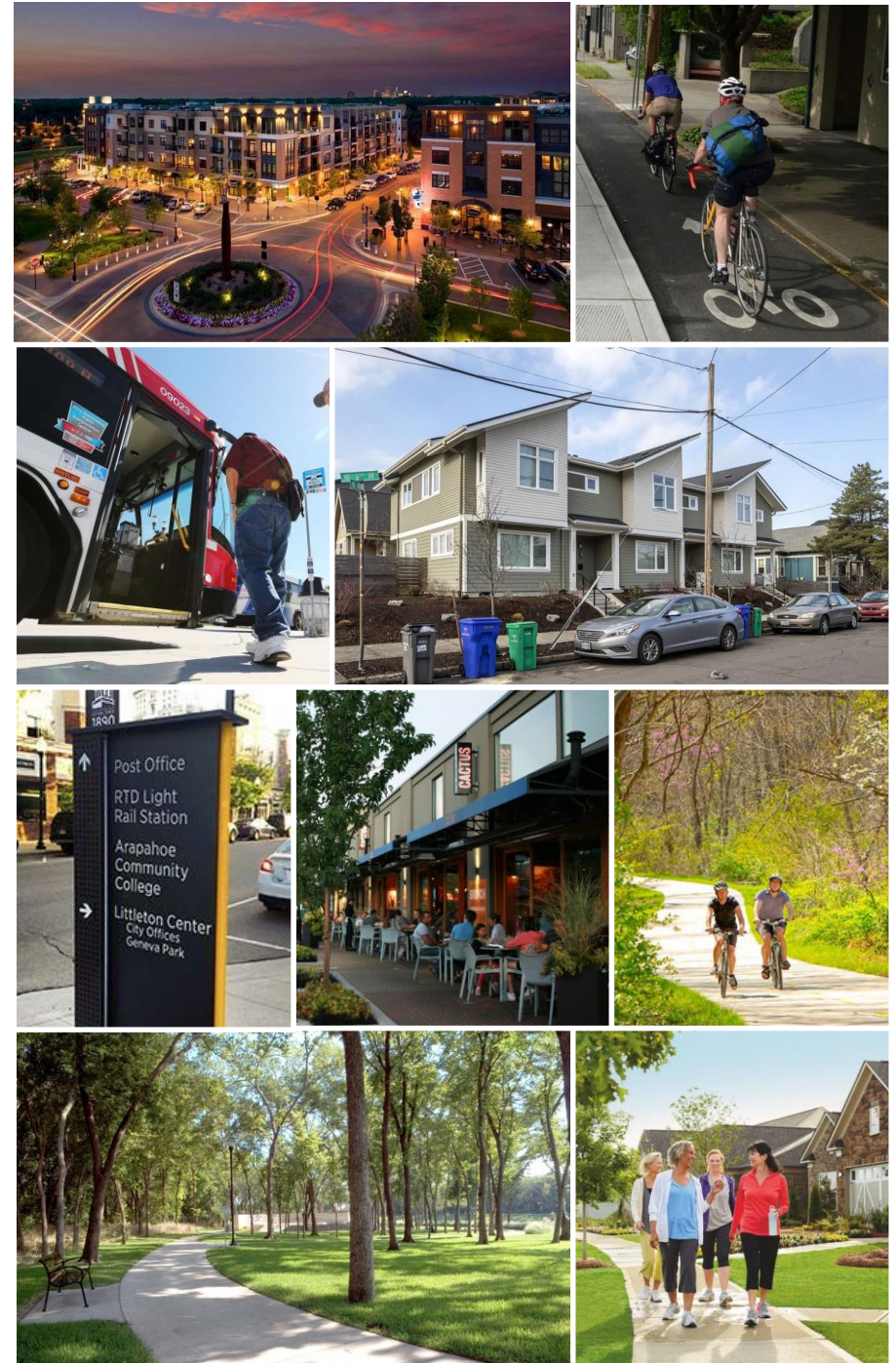
- Anticipates focused growth, development and transformation of its downtown and rail station into distinct and thriving activity centers;
- Encourages residential infill as part of completing its neighborhoods;
- Leverages its streets and transit corridors to move people to and through the community;
- 1. Provides clear and legible wayfinding to help people find the places, services and destinations they seek;
- Is green and **verdant** with multiple opportunities to play, recreate and enjoy the outdoors; ? – remove this word
- 2. Has a park or open space within a five-minute walk from home, each site linked to other great parks, places and destinations by a fully-connected trail system;
- Has great neighborhoods that people are proud to call home;

When fully realized, Roy will be a city with high-quality housing options for all stages of life. It will have a thriving economic base and will provide a range of services and goods to serve the community and region. It will have a range of great destinations, where people can meet, hang out and enjoy the charm of their city. It will exude a unique “sense of place” that is grounded its history, physical setting and form.

Future Roy will continue to be a great place to live, set roots and take part in the exciting transformation that lies ahead.

Add “in”

- 1. Are we good with providing wayfinding signs?
- 2. Each park / open space linked to by a fully connected trail system?
Might be doable if we use streets



3 IMPLEMENTING THE VISION

INTRODUCTION

Providing clear planning and growth direction is one of the most critical functions of the General Plan. Determining the correct types and locations of future uses, connections and programs is an essential function—but it is not all that is needed.

The public vision for the community is changing—there is support and anticipation for different types of development and services, **better** and more integrated neighborhoods, additional places to play and recreate, and a wider range of affordable housing. As Roy redevelops and continues to mature, it is envisioned to become a more integrated and complex community.

The public envisions a city with better relationships and improved transitions between existing and new uses, as well as **simple improvements** that make existing neighborhoods more desirable and places where people can set roots and stay for the long-haul.



Land Use and Urban Design

Transportation

Economic Development



Housing



Parks, Recreation and Trails

LAND USE ACTION PLAN

To adequately address increasingly complex needs and to ensure that future growth meets the needs and expectations of the community, the new land use concept will need to be implemented. This begins by building upon existing patterns, encouraging focused redevelopment and supporting a more diverse and **responsive** city.

As illustrated in the accompanying Future Land Use Map, land uses are envisioned to strike a balance between maintaining existing uses and encouraging new ones that create compatible relationships and provide logical transitions. With the exception of the envisioned Downtown and FrontRunner Station areas and the Commercial/Mixed Use nodes and districts, land use modifications should focus primarily on **stabilization and enhancement efforts**. These should maximize infrastructure and services; embrace local history and traditions; strengthen established patterns; enhance and complete the existing green system; provide a wider range of well-distributed parks and trails; and support a rational road system that meets the needs of all users—drivers, cyclists and pedestrians alike.

A new and thriving City Center is a central feature of the future city, as is the development of a thriving and fully-integrated regional rail station. Together, these changes will provide a wider range of services and opportunities, and when combined with both complex and simple “place-making” and neighborhood-enhancement efforts, a new “sense of place” is envisioned. The result will be a different type of city, which long-term residents can continue to enjoy and new generations can discover and embrace.

The vision encourages a natural transition between land uses, neighborhoods, places and destinations, a wider range of land use types, and more cohesive and unified community districts and neighborhoods.



General Question:

This chapter provides several strategies outlined in four (4) of the five (5) categories listed on this page.

Why is there not strategies provided for Parks, Recreation and Trails in this section?

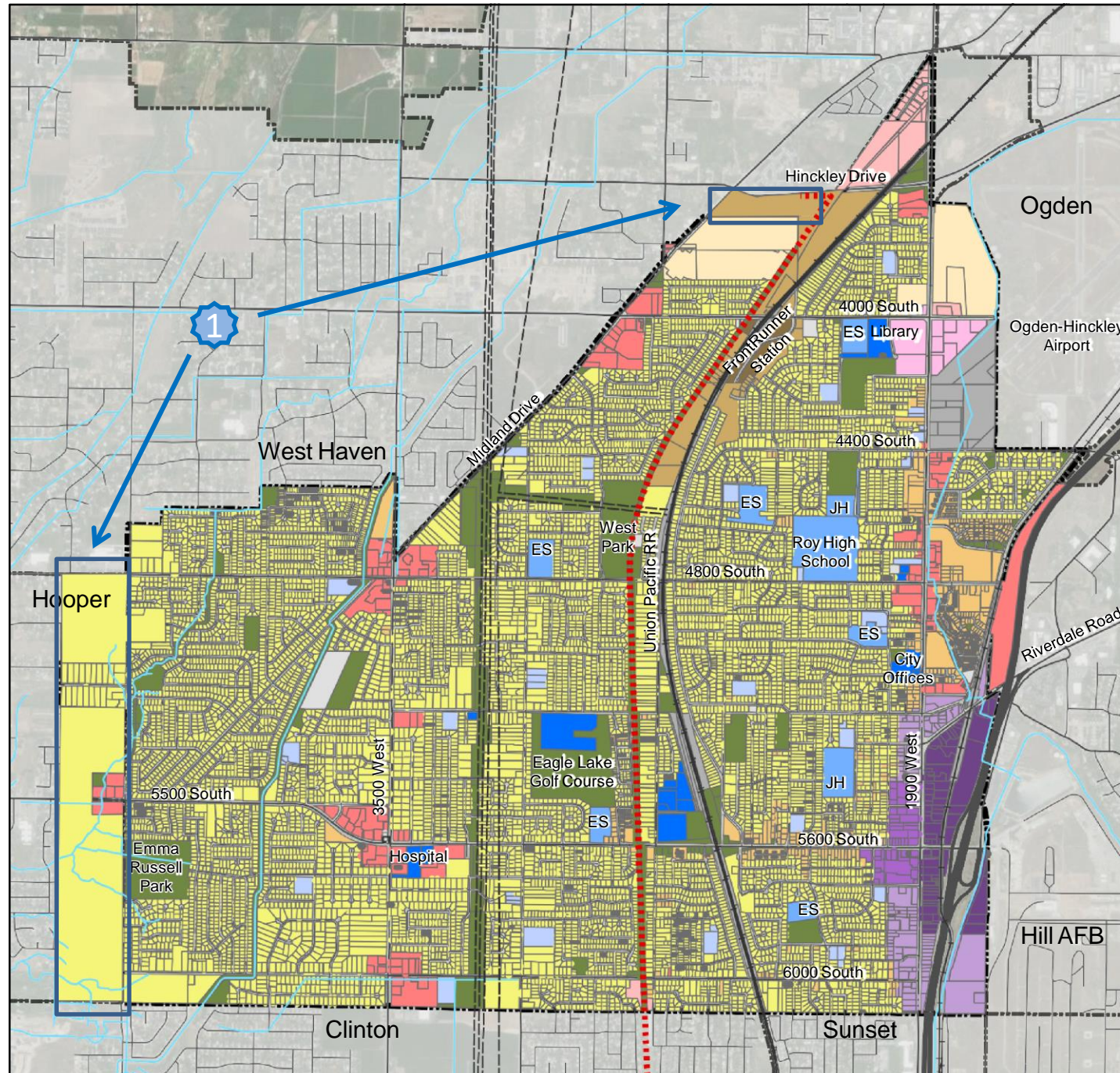
Is the Map 3C on page 34 the proposed strategies for Parks, Recreation and Trails?

Map 3A: Future Land Use Map



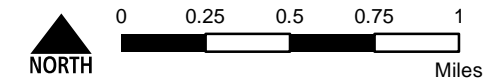
Future Land Use Map. These properties are not in Roy City!
Are we looking for a Boundary Adjustment with West Haven and Hooper here?

Note: Planning and design visions for the Downtown and Station Areas are detailed in their respective Mixed-use codes.



LEGEND

- Downtown - East
- Downtown - West
- Downtown - Gateway
- Station Central
- Station North/South
- Business Park
- Commercial/Mixed Use
- Light Industrial/Commercial Flex Space
- Manufactured Homes
- Single Family Residential
- Multi-Family Residential
- Civic and Institutional
- Public Schools
- Religious
- Military
- Parks and Open Space
- Transportation
- Utilities
- City Boundary
- D & RG Rail Trail
- Streams and Canals
- Electrical Lines
- Railroads



SUMMARY OF LAND USE DIRECTIONS

STRATEGY 1: BUILD UPON ESTABLISHED PATTERNS AND EMBRACE HISTORICAL PRECEDENTS

Roy has a unique history, although clear historical connections and expressions have been lost over time. Future growth, development and change should acknowledge the city's roots in creative ways, particularly in areas where it has slipped away.



STRATEGY 2: DEVELOP IDENTIFIED GROWTH AREAS, BUT DON'T FORGET THE NEEDS OF THE REST OF THE CITY

Downtown Roy and the Station Area are key activity areas earmarked for major change, redevelopment and densification. While the transformation of both is critical to the future of a reinvigorated city, focused improvement actions should take place in the surrounding districts and neighborhoods as well, ensuring the city is a complete place to live and work.



STRATEGY 3: LINK NEIGHBORHOODS, DISTRICTS AND DESTINATIONS WITH A FULLY-INTEGRATED SYSTEM OF ROADS AND TRAILS

Roads and trails should be improved as part of a fully-integrated transportation system, addressing the needs of drivers, pedestrians and cyclists alike.



STRATEGY 4: ENHANCE THE SENSE OF ENTRY AND EXIT WHILE DISTINGUISHING ARRIVAL EXPERIENCES AT KEY NODES AND GATEWAYS

Entrances into the city need to be clarified, so that both visitors and residents understand when they have entered the city. Special treatments should be developed at key internal nodes within the city to aid in placemaking and wayfinding.



Might be a good idea if for no other reason to improve public safety! (see next slide)

Very expensive. Maybe get RAMP Grant or other funding grant funds. Involves UTA properties.

The WFRC Active Transportation Project List shows FrontRunner overhead Crosswalks at @2675 West (2031-2040) and @5525 South (2041-2050)

1

STRATEGY 2: INCREASE STREET AND PATHWAY CONNECTIVITY

To strengthen Roy's neighborhoods and community mobility, make strategic street and pathway connections throughout the city, including in the **Focus Roy Station Area**, across the Union Pacific railroad; and among neighborhoods.

is this referencing the document?

Map 3B: Recommended Station Area Connections



STRATEGY 3: PROVIDE A WIDE RANGE OF QUALITY CHOICES FOR COMMUNITY MOBILITY AND ACCESS

Increase the options Roy residents, employees, and visitors have to travel around the community. These include better walking and bicycling facilities, improved major street crossings, Utah Transit Authority routes, shared mobility, mobility hubs, and transportation demand management programs.



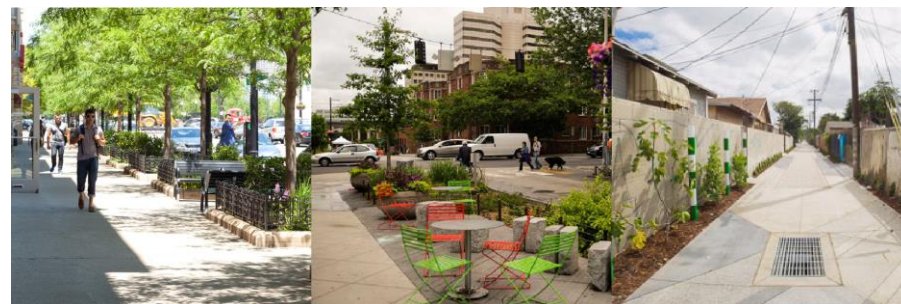
STRATEGY 4: INCREASE AND BROADEN SUSTAINABLE REGIONAL CONNECTIONS AND MOBILITY

Sustainably accommodate future regional growth: Establish and develop corridors for multi-modal regional transportation. Develop Downtown Roy and the **FrontRunner station area** as hubs for regional transit. Continue to improve regional gateways and freeway interchanges.



STRATEGY 5: SUPPORT CREATION OF GREAT PLACES, ACTIVITY CENTERS, AND NEIGHBORHOODS

Support the vision of Focus Roy with a network of great citywide and neighborhood connections and increase walkability in Downtown Roy and the FrontRunner station area.



STRATEGY 6: CONDUCT COLLABORATIVE PROCESSES TO ACHIEVE TRANSPORTATION GOALS

Encourage and develop procedures for collaboration among departments and agencies to achieve the Plan's transportation goals, centering on implementation of the Complete Streets Policy, Transportation Strategies, and Street Types.

ECONOMIC DEVELOPMENT ACTION PLAN

OVERVIEW

Economic development in Roy should concentrate on the city's strengths and opportunities, while avoiding weakness that will be difficult to overcome and threats to realizing a city with a robust economic future. For example, the unbridled zeal to redevelop Downtown Roy and Station Area should be careful in light of the high-level of retail competition, the lack of an established economic identity, and a dispersed pattern of developable land.

Strengths	Opportunities
<ul style="list-style-type: none"> Front Runner Station Growing employment Growing manufacturing and construction jobs Affordable housing Developable land 	<ul style="list-style-type: none"> Redevelopment of Station Area District and Downtown Place District Anchor development to encourage growth Community Reinvestment Area (CRA) Public Infrastructure District (PID) Developable land
<p>Weaknesses</p> <ul style="list-style-type: none"> Retail competition from surrounding cities Lack of identity, place Dispersed developable land Lack of Trail connectivity 	<p>Threats</p> <ul style="list-style-type: none"> Retail competition from surrounding cities Zoning limitations Cumbersome permitting Public opinion (Not-In-My-Backyard)

? inconsistent

Update the SWOT Analysis or at least reference the one in the Economic Development Strategic Plan.

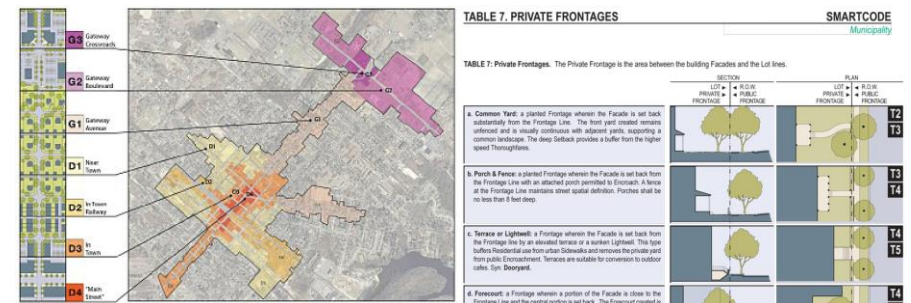
SUMMARY OF ECONOMIC DEVELOPMENT DIRECTIONS

MIXED USE

1 Change to READ Mixed-Use

STRATEGY 1: ADOPT A ~~FORM-BASED CODE~~ TO ENCOURAGE THE RIGHT KIND OF DEVELOPMENT IN THE RIGHT PLACE

The City's primary economic development focus should support development and redevelopment within the Downtown Place District and Station Area District. Mixed-use codes have been developed concurrent with the development of this General Plan for these districts, which will help fulfill the vision of building an attractive, active downtown with a Roy sense of place and a transit-oriented district that includes mixed use and multi-family housing.



STRATEGY 2: ENHANCE STREET AND TRAIL CONNECTIVITY

Roy has a real regional asset in the Denver and Rio Grande Western Rail Trail. Unfortunately, poor connectivity with surrounding neighborhoods and the FrontRunner Station has hindered full connection to the trail and development in the City. The City should continue to work with the Utah Transit Authority and developers to address access to developable land that lies between the trail and the rail lines and to promote east-west connectivity.



1 Another medical facility downtown? Why not a hotel, based on the hotel study that we paid for and

STRATEGY 3: ESTABLISH DOWNTOWN ROY AS A REGIONAL DESTINATION AND DRAW

A regional draw such as a movie theater or institutional/medical facility would transform the Downtown Area and encourage additional redevelopment. The City is studying the feasibility of attracting this type of anchor. The use of CRAs is also being explored for achieving this goal.

1



STRATEGY 4: PROVIDE DEVELOPMENT INCENTIVES AND STREAMLINE REGULATORY PROCESSES

Easy permitting is important for facilitating development. Clearly defined impact fees make the development process easier, which in turn encourages developers to locate to the city. Roy should continue to strive to provide timely and smooth services and should monitor its processes and identify and implement efficiencies.



- Discretionary Entitlement Processing
- Permit Plan Review
- Public Counter Support
- Zoning Code Amendments
- General Plan Amendments
- Specific Plan Amendments
- Environmental Documentation
- Mitigation Monitoring
- Annexations / Pre-Zoning

STRATEGY 5: EARMARK SPECIFIC COMMUNITY REINVESTMENT AREAS

The City currently has two RDA project areas: 1) RDA Project Area #2 and 2) City Center RDA #3. These project areas will both expire within the next decade. By creating additional project areas the Redevelopment Agency may negotiate with taxing entities to share a portion of the property tax that is generated by new development in a certain area for a specific length of time. Incremental tax revenues can then be used to incentivize economic growth through financing public infrastructure,

securing developable land, and overcoming barriers to growth. The City is currently exploring the creation of three new Community Reinvestment Areas ("CRAs"), two in the downtown area and one near the FrontRunner Station. These plans would include a tax increment set aside for affordable housing.

2

2 Update information

HOUSING ACTION PLAN

Roy City aims to facilitate a reasonable opportunity for a variety of housing, including moderate income. Currently, the median rent and median income ratio is below the 30 percent cost burden suggesting affordability in the near-term. Likewise, the median mortgage and household owner income ratio is below the 30 percent cost burden. However, rents are increasing at a higher rate than income. There is also cause for concern that ownership of single-family homes may become too expensive for moderate-income households in the coming years if housing price increases continue to outpace income increases.

SUMMARY OF HOUSING DIRECTIONS

Utah Code 10-9a-4 requires the City to implement strategies for ensuring moderate income housing options are available throughout the community. The following are recommended strategies for fulfilling this requirement, including indication of which Utah Code options they fulfill (A,B,C,D etc.). Each strategy should be applied during the next five year period, and undergo a thorough assessment on a bi-annual basis to determine relative success and adjustments and changes needed to address changing needs.

STRATEGY ONE: APPLY FOR OR PARTNER WITH AN ENTITY THAT APPLIES AFFORDABLE HOUSING PROGRAMS (M,R,S,T,U)

The City should seek to work with the numerous programs available to encourage the development and preservation of affordable housing at all income levels. Homeownership programs are well established, and support should continue and expand. The Home Program and HOME Investment Partnership Act are important resources for moderate and low-income homeowners, and CDBG funds can also be used to assist homeowners. CDBG funds may require some reallocation of funds from infrastructure needs to housing, although both are valid projects. In addition, the Utah Housing Corporation provides homeownership assistance through below market loans (FirstHome), down payment and closing cost assistance, and lease-to-own housing supported by Low Income Housing Tax Credits (CROWN). Further, HUD has special loans for the construction of rental and cooperative housing for the elderly



and handicapped. In addition, funds are available under the Olene Walker Loan Fund and the McKinney Fund (with emphasis on transitional housing).

STRATEGY TWO: UTILIZE A MODERATE INCOME HOUSING SET ASIDE FROM A COMMUNITY REINVESTMENT AREA (V)

The City's two existing RDA project areas were created prior to 1993 and thus, not required to maintain a separate affordable housing fund. Under the new requirements of Community Reinvestment Areas (CRAs), the Redevelopment Agency is required to allocate 10 to 20 percent of total tax increment revenues it receives from CRAs to affordable housing.

The City is currently exploring the creation of three new CRAs, two in the downtown area and one near the FrontRunner Station. These plans would include a tax increment set aside for affordable housing. This tool is particularly relevant to the City as it promotes both economic development and affordable housing.



STRATEGY THREE: ALLOW FOR HIGHER DENSITY AND MIXED USE (F,G,H,J) has adopted

Roy City is working to implement a mixed-use code which will allow for specific types of residential dwellings to be built in commercial zones, as well as increased densities. The mixed-use code will apply to the Downtown Place District and the Station Area District where a FrontRunner Station is located. Mixed-use codes focus on regulating the form and relationship of structures rather than permitted uses. This type of code can effectively preserve and reinforce the City's traditional appearance, and patterns of development, which can help diversify the housing types available within the market while creating additional possibilities for more affordable housing options. Dwelling types' specifications could avoid having a significant impact on the look and feel of the commercial zones while increasing housing options and affordability within the City. Residential zoning will be monitored to ensure that it does not devolve into a regulatory barrier to affordability. The zoning will provide flexibility to developers seeking to meet affordability targets. The mixed-use code also provides recommendations for parking requirements which may impact developments in the City's Station Area District.



1

1

Update information

2

Remove the "H" requirement which deals with parking restrictions in Utah Code 10-9a-403, 2b(H). Not required under Senate Bill 34 since Roy has "G".

PARKS, OPEN SPACE, RECREATION, AND TRAILS ACTION PLAN

SUMMARY OF PARKS, OPEN SPACE, RECREATION, AND TRAILS DIRECTIONS

A comprehensive and robust parks, open space, recreation and trail system is critical to ensure Future Roy develops and improves as envisioned. The following is a summary of key actions proposed for meeting that goal. Specific details and anticipated costs are provided in Appendix A.

Parks

1

It is projected that Roy needs to acquire and develop approximately 54.5-acres of park land by 2050 in order to maintain the level of service for future residents. It is essential that the required park sites be acquired as soon as possible in order to avoid high future acquisition costs and the loss of suitable sites as land development pressure increases.



remove

New parks should be located in ~~the right~~ locations to correct existing service area gaps and to ensure that all neighborhoods are served by a well-distributed network of parks. Concurrent with these long-term actions, existing parks should be enhanced to meet the minimum park standards, and new parks designed and constructed to meet those standards from the outset. Additional considerations to improve Roy's park system include the development of a Wayfinding and Signage Master Plan and an Open Space Facility Standards Manual.

2

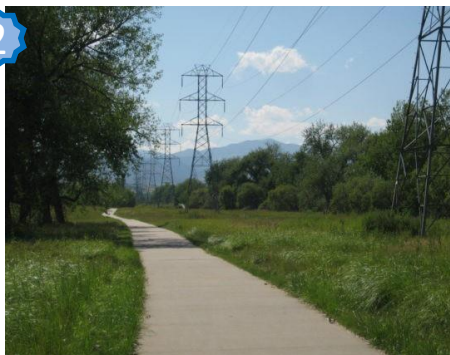
Open Space

Who is to develop this?

Open Space

There are few publicly-accessible open spaces in the City, which is in large part a function of the local geography. In order to facilitate acquisition and preservation of

Update information



What are they referencing

the remaining open space, the tools identified later in this chapter should be applied as opportunities arise. If opportunities to acquire private open space occur, the City should utilize appropriate methods and funding resources to secure ~~pubic~~ public open spaces, with a focus on providing corridors suitable for locating fully-separated recreational trails.

Recreation Facilities

While parks, open space and trails form the foundation of the recreation system, the provision of targeted recreational facilities and services provide a wider range of opportunities, enhancing quality of life.

Roy residents currently meet their recreation needs in a variety of ways, utilizing public parks and trails, and also taking advantage of recreation facilities and programs at the Hope Community Center, the Recreation Complex, the Aquatic Center, at other public locations and facilities, and through private clubs and fitness facilities.



3

The City should continue to build upon the recreational programs provided at the aforementioned recreation facilities. It should also investigate opportunities to further partner with other public entities, neighboring cities, private organizations and sports clubs to meet anticipated needs and demands, providing the widest possible range of cost-efficient recreation programs and activities.

As population grows and demand further increases, the City should conduct feasibility studies to determine the needs and costs of constructing/reconstructing and operating major recreational facilities such as swimming pools, additional recreation centers and other high-cost recreation facilities and amenities. It should also evaluate the demand and feasibility for providing additional indoor and outdoor facilities and venues to accommodate cultural events, performances, exhibits and classes.

1

Acquire 54.5 more acres! Do we want to do this?

2

What is an Open Space Facility Standards Manual?

3

Does the City want to consider partnerships with recreational industry? Construction / reconstruction of a new Aquatic Center and Complex?

Trails

Based on the results of public input received, trails are generally used, supported and desired. The existing trail system is small, consisting of only the Denver and Rio Grande Rail Trail. The *2002 General Plan* called for the creation of other trails along utility and railroad rights-of-way, yet none of those visions have come to fruition to date.



In order to function properly, a trail system must be multi-dimensional and fully coordinated to meet the needs of the wide variety of users. A fully connected and holistic trail system is proposed to meet community needs. It is composed of North-South off-street trails that follow the alignments of the Rocky Mountain Power corridor, the Layton Canal and the Howard Slough. Since East-West trail opportunities are severely challenged due to various barriers, only one linkage is proposed along a smaller power corridor between the larger power corridor trail and the Denver and Rio Grande Rail Trail. Most East-West linkages are anticipated to be facilitated by bike lanes and sidewalks along major streets, as addressed in the transportation element of this plan.

The trail concept is enhanced with a system of Trailheads and Trail Access Points, further encouraging public use and comfort. Trailheads typically provide parking and restroom facilities depending on specific needs, while trail access points are usually openings in trail fences and boundaries that facilitate joining a trail on foot or by bike. It is assumed that a fully-connected system of on-street bike lanes and bike routes located on the local road system completes the trail system, and that these facilities will be established as part of implementing and enhancing the Roy street system.



The City should update existing trail design standards to match the Trail System Concept contained in this plan. It is assumed that on-street bicycle facilities will be constructed in tandem with roadway improvements. The City should also explore the possibility of providing some trails that serve

different user groups, including accessible routes and use-specific routes.

Trail development should take into account privacy, noise and safety considerations for adjacent residential areas. The proposed trail network should also be implemented in cooperation with the public and private entities responsible for easement ownership. The City should develop a comprehensive trail wayfinding system and should create and distribute information about the trail system to the public concerning safety and intended use.



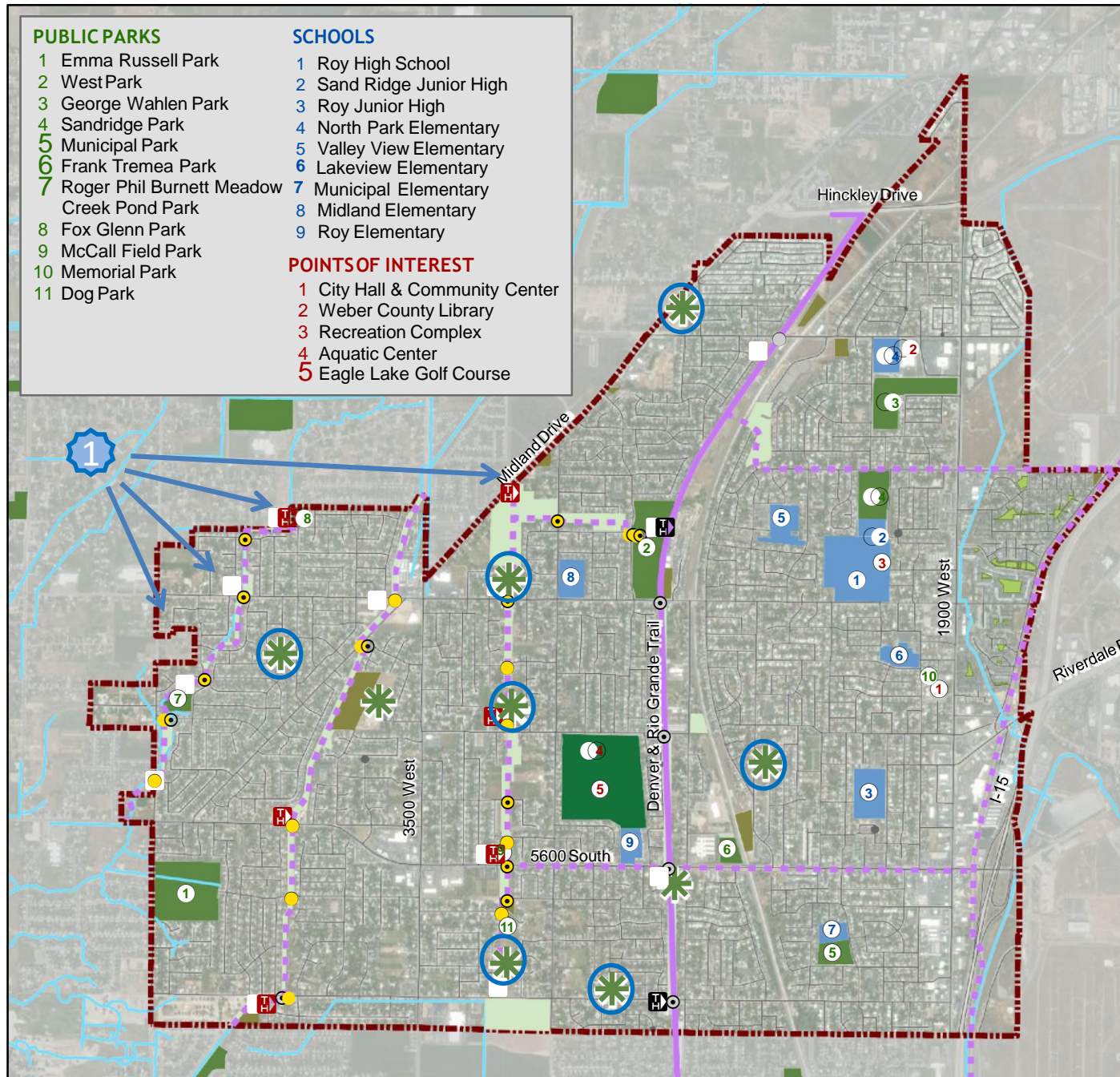
Special attention should be paid to bicycle and pedestrian safety at major street crossings, with specific guidance for trail and on-street bicycle facility crossings. This should include the development of a decision-making matrix for appropriate crossing types based on roadway classifications.

Generally speaking, local streets, which have much lower speeds and are typically only two lanes, use crosswalks and variations on visibility enhancements. Collector streets have more lanes, accommodate more car traffic and have slightly faster speeds, requiring additional crossing tools with warnings lights or crossing signals, for example. Due to their high traffic volumes and speeds. Primary and arterial streets require full traffic signals or grade-separated crossings to ensure pedestrian and cyclist safety.



What are they referencing? pg 123?

Map 3C: Proposed Park, Recreation and Trail System



1 Does the proposed trail head recommendations include establishing parking places?

2 New parks? ○

DESIGN AND PLANNING TOOLBOX 1

REVITALIZING NEIGHBORHOODS THROUGH PROGRAM ENHANCEMENTS

Some of the most effective ways to enhance neighborhood vigor are through program enhancements that help define neighborhood character and identity, and which also help foster neighborliness among residents. The following are recommended tools for achieving this goal.

NEIGHBORHOOD BRANDING

In order to establish neighborhood identity, it is important to make people aware of where they are and which neighborhood they reside in. This can be accomplished through a number of simple implementation measures aimed at creating distinct “brands” for each neighborhood and clues to those who visit that they have arrived. To get started:

- 1. Determine the neighborhood’s values and originalities

What makes the neighborhood unique?

What kind of people live here? Why?

Affordable Family friendly
Convenient Central Walkable
Parks Historic

- 2. Create a vision for what the neighborhood wants to become

As the city's oldest district, we take pride in our heritage and continue to pioneer into the future by remaining an affordable, family-friendly neighborhood central to it all

- 3. Develop colors and materials palettes for the neighborhood brand, including the development of a neighborhood logo

Traditional vs Modern
Bold vs Subtle
Steel vs Wood

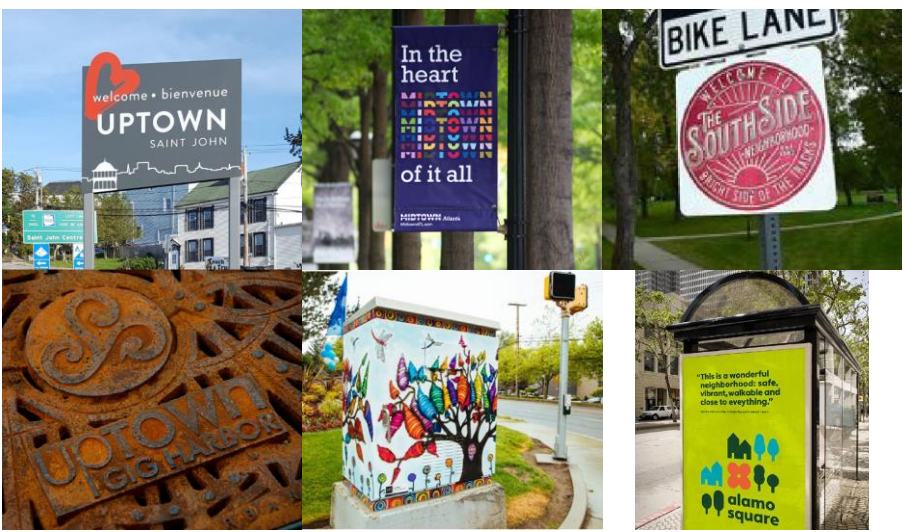


- 4. Implement the logo and palettes in small improvements throughout the neighborhood, including:

- Neighborhood gateway signs and street banners
- Retail storefronts and signs
- Street lighting, benches, and other furnishings
- Public art
- Bus stops, public restrooms, and other public facilities

2

Interesting idea but what is the impact to current sign ordinance and how does the city assess / determine appropriate “public” art? Should we ask the Arts Council to help determine this?





NEIGHBORHOOD CLEANUPS

Organizing a neighborhood cleanup is a great way to involve residents in improving their neighborhoods. In order to be successful, cleanup operations must be well-planned and carefully thought out events. From picking the right project to recruiting enough volunteers, putting together an effective event takes effort.

1. Pick the Right Project for Your Neighborhood

Choose the area of focus for a neighborhood cleanup carefully. The right project is one that fixes an existing problem and inspires others to get involved. Some typical cleanup projects ideas are:

- Trash and litter collection
- Beautification projects
- Community park cleanups
- River/canal and trail cleanups

2. Make a Detailed Event Plan

A specific plan for the cleanup event should include:

- Date and location
- Number of volunteers needed and how to recruit them
- Outline of all work to be completed before and during event
- List of supplies needed for the project
- List of required permits or licenses needed
- Post event steps

3. Find Enthusiastic Leaders

The neighborhood cleanup needs a project coordinator to be the go-to-person for all planning needs. They should have some event planning experience and be involved from the beginning, and potentially also have a team or committee of people to assist them with delegated tasks.

4. Recruit Volunteers Early

Begin recruiting efforts a month or more before the event to make sure you have enough support. Use different methods to reach a wide audience:

- Announce the event through neighbors, friends, community members, local businesses, churches and other organizations
- Create and post a flyer highlighting the details of the cleanup
- Use social media to promote the event
- Publish an announcement in the city newsletter
- Add the event to online community event calendars

When recruiting, ask volunteers to sign up to get a sense of how many will attend. Volunteers may sign up but not show up to the event, so recruit more volunteers than needed. Send a reminder to registered volunteers a few days before the event.

5. Get Supplies Donated

Unless a budget has been allocated for the event, plan to request supply donations. Inventory needed supplies and estimated costs. Ask local businesses or city government to donate the funds or the items themselves. Depending on the size and type of the cleanup, another option is to ask volunteers to bring the items from home.

6. Assign Specific Tasks During the Cleanup

During the cleanup, divide volunteers into groups. Assign each group a specific project and provide them with a written outline of their task, the required supplies and a map of the locations of work areas, bathrooms, refreshments and other necessities.

7. Make a Plan for Debris Removal

Plan a way to dispose of debris at your community cleanup. Whether volunteers are picking up trash or planting flowers, there will be garbage to get rid of. Coordinate with city government about options for scheduling a pickup for trash and recycling.

8. Reward Your Volunteers

After the cleanup event is finished, reward the volunteers. A post-cleanup party is ideal, but other ways to thank volunteers include providing snacks, a t-shirt or simply sending handwritten thank-you notes. Showing volunteers how important they are will encourage them to attend the next event.

1

1

This entire page reads like it belongs in a non-profit organization brochure not so much local government General Plan!

How far do we want to get into organized neighborhood clean-ups programs and establishing budgets to pay for them? Consider the My Hometown Initiative that Provo and West Valley Cities started

1

URBAN FORESTRY PROGRAM

From public feedback received, the most important change Roy residents would like to see happen in their community is the addition of more trees. This is not by coincidence, as Roy has very few if any street trees and has a generally thin urban forest canopy.

The addition of more trees to the community would provide a wide range of proven benefits, including:

- Removal of air pollution
- Control and cleansing of stormwater
- Reducing the urban heat island effect by providing shade
- Saving energy consumed in air conditioning costs
- Reducing crime
- Providing wildlife habitat
- Providing oxygen and good mental health
- Increased property values

To capture these many benefits for the city of Roy, an urban forestry program is recommended to help plant, maintain and remove trees where they are needed throughout the city.



Becoming a Tree City USA

The Arbor Day Foundation is one of the most respected organizations in urban forestry and has developed the Tree City USA program for helping cities establish a robust urban canopy. A municipality must meet four basic standards in order to obtain recognition as a Tree City:

1. Establish a tree board or department of professional and volunteer staff
2. Create a basic tree care ordinance
3. Fund the forestry program with an annual budget of at least \$2 per capita
4. Observe an Arbor Day planting event each year

1

With programs like “Flip your Strip”, water conservation programs seem not considered here. Having the City sponsor “plant-a-tree” promotion programs seem to put government in the private citizen role. Both the Neighborhood Connector and Greenway street plans call for City involvement helping place trees in resident’s front yards. Do we want to establish this type of program? Does establishing a city hazardous tree removal program increases city liability?

TreeUtah

TreeUtah is a local non-profit dedicated to tree planting, stewardship, and education. Their efforts have planted more than 370,000 trees throughout Utah. While most of TreeUtah’s grant funding goes to support rural communities, the organization remains a great resource for education through their community workshops and school outreach program. A school tree planting grant is also available.



Street Trees Program

Unlike other communities, Roy’s right-of-way infrastructure does not lend itself well to traditional street tree planting. Most park strips in Roy are only 3 feet wide and contain many utilities. With these constraints, the best location for street trees may not be in the park strip but rather behind the sidewalk on private property.



This solution will require cooperation between the City and property owners. As the City cannot forcibly plant trees on private property, trees will need to be planted on a voluntary basis. This type of agreement has proven effective in other communities. A property owner who desires a street tree can appeal to the tree board and select from a list of appropriate species determined by the board. When available, the City will plant the tree on the owner’s property with a legal agreement that the owner must maintain said tree and that the City is to provide appropriate planting, pruning, and replacement as necessary.

omit

1

Hazard Tree Removal

As several neighborhoods in Roy have matured, the need for removal of hazard trees may arise on residential properties that do not normally fall within the City’s maintenance scope. Such tree removals may be cost prohibitive to property owners, which over time increases the problem. The City should consider a pilot project to remove hazardous trees, and based on the results, develop a rotating fund for continued assistance in the future.



NEIGHBORHOOD WATCH

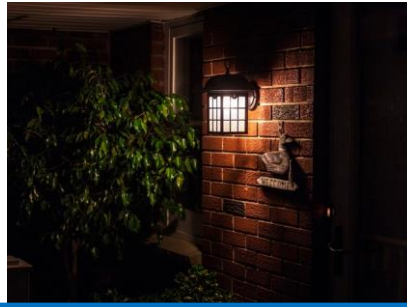
The Neighborhood Watch program is one of the most effective and least expensive ways to prevent crime and reduce fear. It fights the isolation that crime both creates and feeds upon, and forges bonds among area residents; helps reduce burglaries, robberies and car prowls; and improves relations between law enforcement and the community.

Any community resident can join and learn how to make their homes more secure, watch out for each other and the neighborhood, and report activities that raise their suspicions. A group may be formed around any geographical unit: a block, apartment complex or business area. Roy currently has four registered Neighborhood Watch groups. While the overall impact of these is unknown, this program serves as an invaluable to residents and may be utilized in more neighborhoods throughout the city.



PORCH LIGHT PROGRAM

Poorly lit neighborhoods can lead to residents feeling unsafe at night, particularly if real crime is a problem on dark streets. In recent years, the city of Ogden developed a successful pilot program to install automatic porch lights in dark neighborhoods and restore residents' sense of security.



The program relies on residents to install and maintain low-energy, high-output lights that come on automatically at dusk and go off at dawn. Residents pay for the electricity – less than a dollar per month – and are responsible for replacing the bulbs. Roy City might consider funding a similar program for neighborhoods which could use additional lighting at night for enhanced safety.



BLOCK PARTIES

Getting to know your neighbors is not always an easy or comfortable task, especially for those who are new to the community. A neighborhood block party provides an excellent opportunity for neighbors to get together, meet each other, and have fun. Some additional benefits that block parties provide include:

- Establishing friendships and providing a sense of belonging to the community encourages people to stay for a longer term
- Encourages neighbors to help each other and look after the neighborhood, including safety and crime watch
- Promote a sense of community pride and preservation of history

To promote the organization of block parties, the City may consider funding a block party grant program. Neighborhoods interested in hosting a block party may apply for an amount of money to reimburse eligible expenses, up to twice a year.

1

I'm not sure it is the role of local government to fund a porch light or block party programs. Certainly, placing streetlights on city streets is a function of government service. If the resident wants to have a porch light and turn it on at night, that must be an individual choice.

How do we want to proceed with these two programs?

As far as block parties, the city's policy is to charge residents if they want to block off the streets for a party. Should we reverse that policy if we want to promote block parties?

PHYSICAL ENHANCEMENTS (PUBLIC REALM)

Roy's development fabric is composed of two distinct yet inter-related components: the public realm and the private realm. The **public realm** consists primarily of the publicly-owned street rights-of-way and other publicly accessible open spaces such as parks, squares, plazas, courtyards, and alleys. The **private realm** consists of privately-owned areas in large part developed with buildings and associated improvements and is more limited in its accessibility to the public.

The public realm plays a critical role in the area's character and function, serving overlapping roles, including:

- **Circulation and Access:** The public street rights-of-way provide for circulation within and through the community—accommodating pedestrians, bicycles, and buses, in addition to cars and trucks.
- **Development Framework:** The public street rights-of-way provide the fundamental structure that contains and organizes individual developments into a cohesive whole.
- **Public Open Space:** In addition to parks and plazas, public street rights-of-way play an important role as public open space - allowing for light, air, landscaping, and serving as the “living room” for community life - places where people meet, interact, and linger.
- **Visual Character:** While buildings are important visual elements, the physical design of the public realm is critical in establishing the community's identity and overall character.

RIGHT-OF-WAY ENHANCEMENTS Why the periods?

The public right-of-way **(R.O.W.)** is the largest and farthest reaching public space in the city. Historically, this space has been primarily thought of as space to facilitate automobile transportation and public utilities. Today, a carefully designed right-of-way can provide much more, including support for alternative transportation modes, environmental benefits and help in defining neighborhood character. The following tools describe solutions to specific problems and/or opportunities to improve the quality the streetscape. Applications of these tools are also illustrated in the right-of-way cross sections on the following pages.

STREET TYPES SYSTEM

The goals and policies of the Roy Transportation Master Plan, Focus Roy, and this General Plan, as well the Complete Streets Policy, point to the need to balance the needs of the different uses of Roy's streets into a

Complete Streets network. As illustrated on the following pages, a series of Street Types have been developed as general planning and design templates for major streets. These Street Types address all transportation modes as well as the character of the surrounding community. This means that two streets that may serve the same transportation function may be designed differently if they have different land uses beside them.

The Street Types system is also a way to embody the directives of the Planning Concept described in Chapter 2. The Street Types are meant to reflect and balance the priorities of Future Growth Areas, Major Corridors, Nodes and Gateways, Neighborhoods and Districts, and Green Structure.

The Roy Street Types include:

- Regional Highway
- Regional Complete Corridor
- Town Center Boulevard
- Walkable Mixed Use
- Citywide Connector
- Neighborhood Connector
- Neighborhood Greenway
- Off-Street Trail

It is important to note that each type does not have a universal design. The following illustrations are meant to convey ideas on how to plan, design, and improve a street of this type. It should also be noted that illustrations for the Regional Highway and Walkable Mixed-Use types are not included. The Walkable Mixed-Use type is covered by the Downtown and Station Area Mixed Use Codes, and the Regional Highway type does not substantially differ from what is currently built.

Regional Highway

Regional Highways are traditional arterial roads that move high amounts of regional traffic into and through Roy. In general, the vision for Regional Highways reflects the current use of each of these streets and offer fewer options for transformation to a multi-modal corridor. The Regional Highway designation applies primarily to roads that enter Roy from adjoining jurisdictions or Interstate 15.

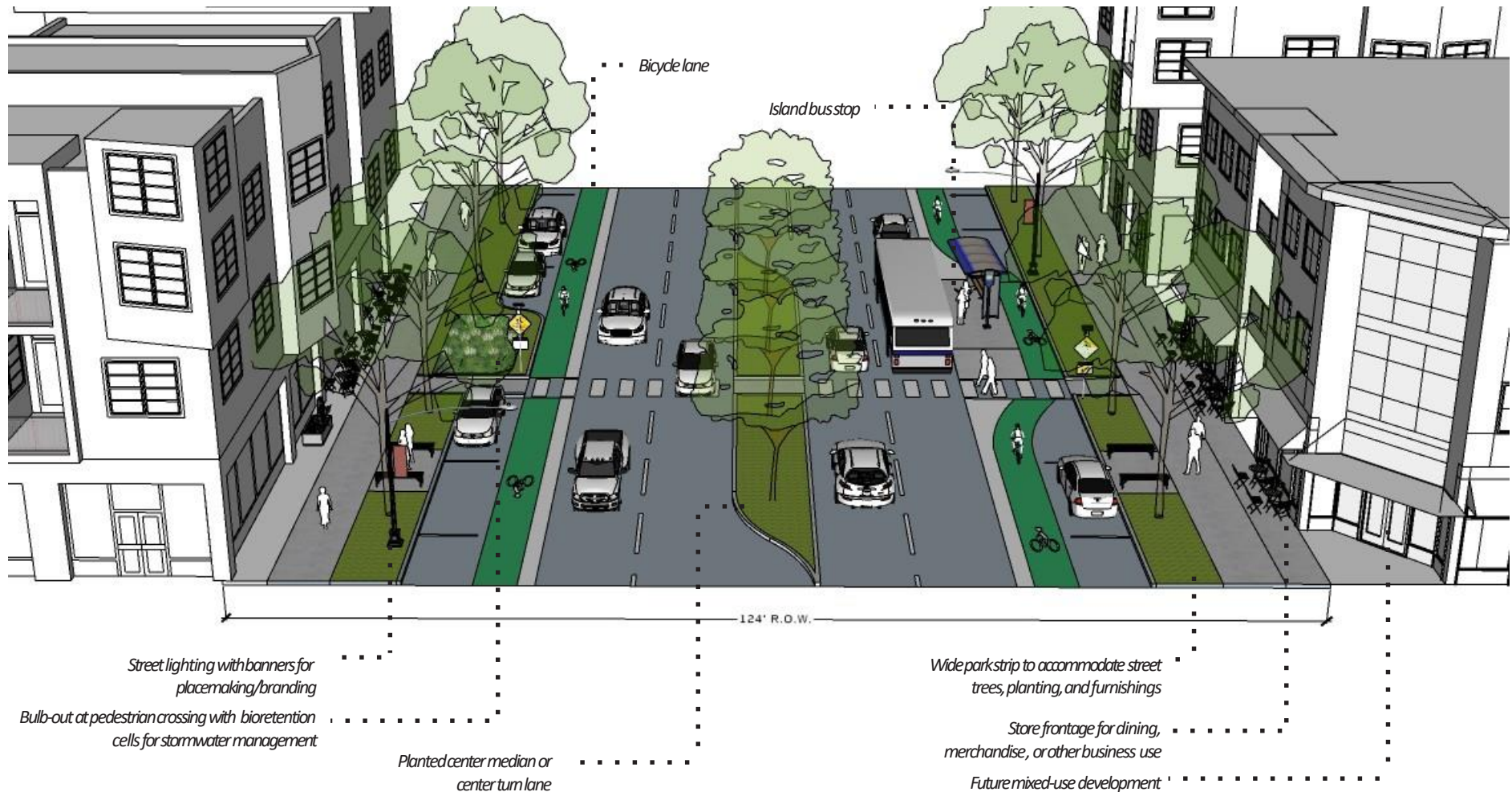
- Overall transportation level: Regional
- Context: Regional commercial/industrial
- Transportation Master Plan: Arterial
- Focus Roy: No designation
- Modal emphasis: Autos

Town Center Boulevard

Town Center Boulevards are the heart of Roy's transforming mixed-use districts in Downtown and surrounding its FrontRunner station. While they need to move regional and citywide traffic, they are also the core of the community, and human-scaled urban design should reflect that role. The Town Center Boulevard designation is intended to work with the Mixed-use Code to catalyze a major transformation of the 1900 West corridor, and in the future could potentially be applied to portions of the 4000 ~~North~~ South corridor in the FrontRunner station area. The Town Center Boulevard also emphasizes transit vehicle operations and transit access.

- Overall transportation level: Citywide and Regional
- Context: Walkable mixed use
- Transportation Master Plan: Arterial
- Focus Roy: Complete corridor
- Modal emphasis: Walking, transit, bicycling, public space

TOWN CENTER BOULEVARD



1

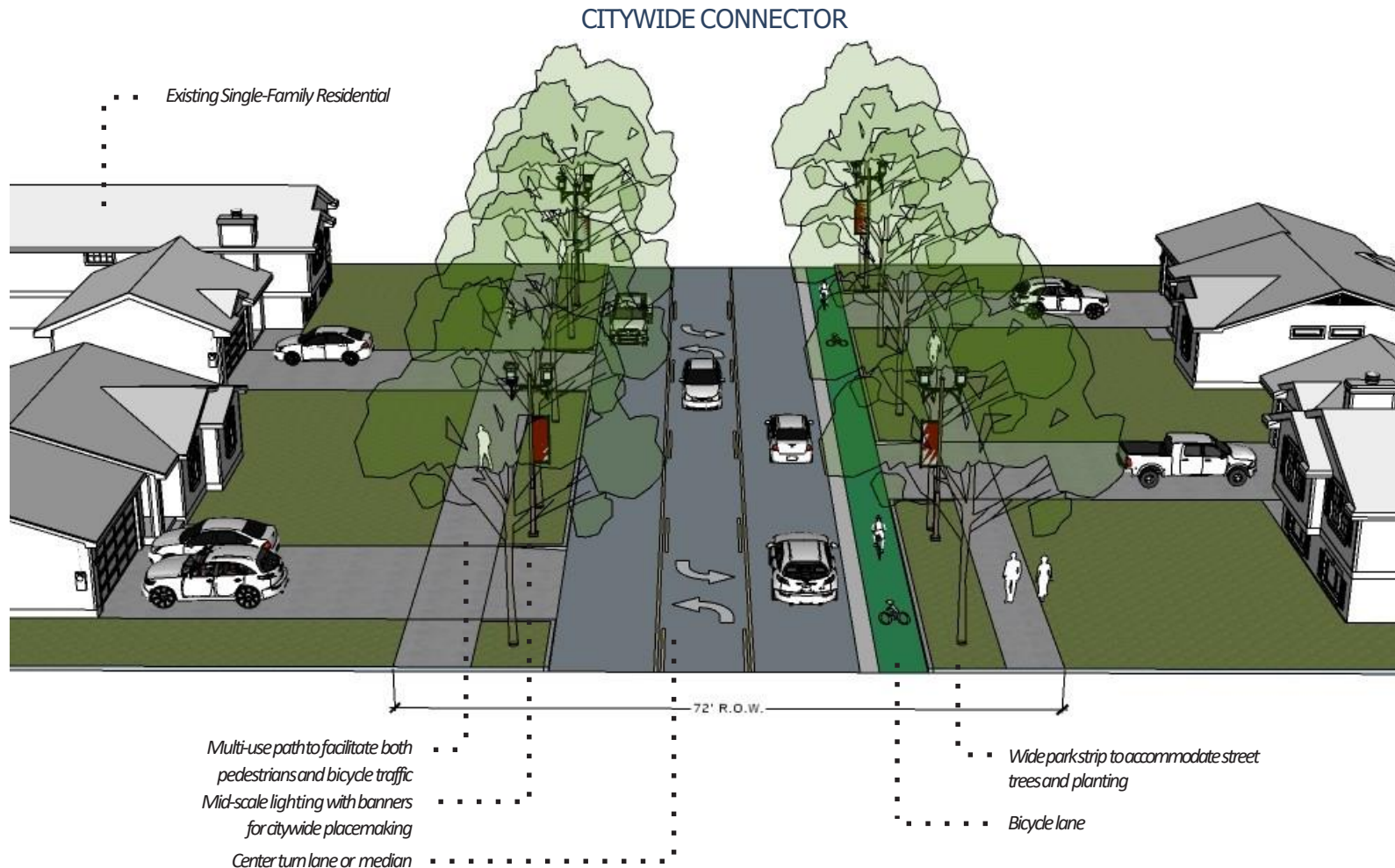
Interesting idea! Should this Plan be considering establishing a Town Center Boulevard, to include mixed-use developments, down 4000 South from 1900 West to the train tracks? If so, to achieve a 124 feet Right-of-Way on the street, would require the City taking the homes on the northside of 4000 South.

Citywide Connector

Citywide Connectors link local and citywide travelers of all modes to key destinations such as Downtown Roy and the Roy FrontRunner Station. Along with Neighborhood Connectors, they form a safe, comfortable, and convenient network for those traveling among residences, schools, parks, businesses, and other city destinations but also are planned to **buttress** the growing east-west regional transportation needs of western Weber County.

Why this word? Doesn't make sense to use it in this way

- Overall transportation level: Citywide
- Context: Residential neighborhood with civic and small commercial
- Transportation Master Plan: Major/Minor Collector
- Focus Roy: Complete corridor
- Modal emphasis: Active transportation, auto



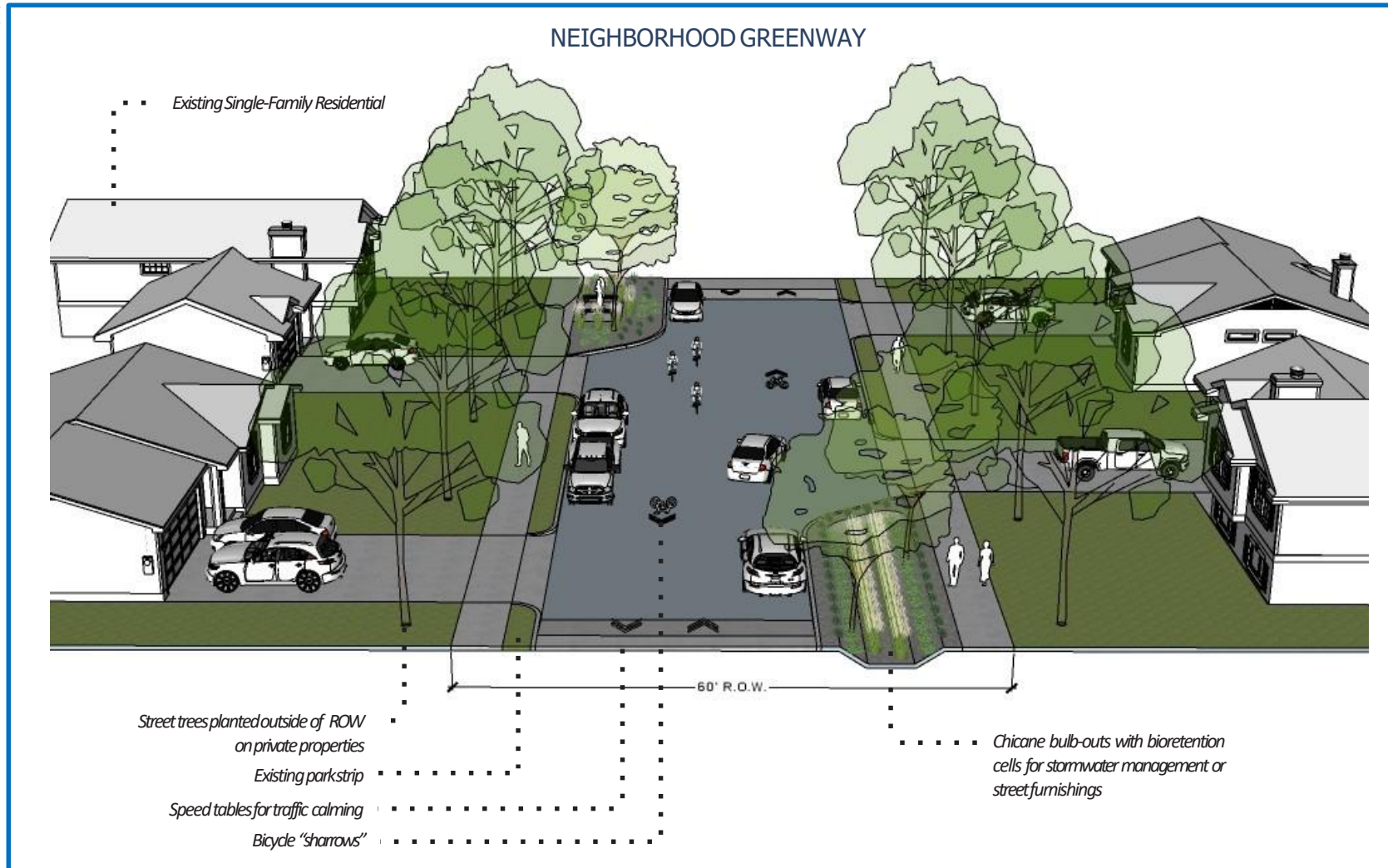
1 Interesting idea! Will adding a bio-retention cell be needed given all of the storm-water basins in the City?

Neighborhood Greenway

Neighborhood Greenways are “low-stress” routes for people on foot and on bicycles, as well as places for neighborhood play and activity. These streets link residents to destinations such as schools, parks, and activity centers. Greenway improvements will be implemented in partnership with neighborhoods, residents, and property owners, with a set of traffic calming, greening, public space, and wayfinding tools to be deployed in mutually agreed upon locations.

- Overall transportation level: Neighborhood
- Context: Residential neighborhood
- Transportation Master Plan: No designation
- Focus Roy: Neighborhood Greenway
- Modal emphasis: Active transportation

1



These include basics such as information, seating, shelter, access for people with disabilities, and security. But bus stops can also include elements that evoke community identity and “green” the stop area with trees and landscaping. Roy bus stops largely do not have most of these elements. Especially in the districts and along the corridors with the most transit service, adding bus stop passenger amenities can improve transit ridership while also improving the streetscape.

Community mobilityhub

A community mobility hub is a central location in a city where people can get a range of transportation services –transit, shuttles, car share, bike and scooter share, bike storage, community information, park--and-ride and kiss-and-ride. A community mobility hub is recommended for Downtown Roy to create smooth and convenient transfers among UTA bus lines and provide first-last mile solutions for transit riders. The hub should integrate on-street bus stops as well as off-street layover spaces for route terminations. Placemaking considerations should also be taken into account when planning and designing the mobilityhub.



BICYCLE AND MICRO-MOBILITY IMPROVEMENTS

Bikeways

Bikeways are routes designed to support cyclists of all abilities. There are a range of types of bikeways that can be applied to Roy's streets depending how much separation and protection is needed from moving traffic. For design guidance for bikeways see the NACTO Urban Bikeway Design Guide.



<https://nacto.org/publication/urban-bikeway-design-guide>

Marked and signed bikeroutes

In a bike route with pavement markings and signs, cyclists and motorists coexist on a street designed for low speeds (25 miles per hour or below).

A series of signs and pavement markings reinforce the awareness of motorists of cyclists on the road.

Most appropriate Street Types for marked and signed bike routes: Neighborhood Greenway, Neighborhood Connector

Standard and buffered bike lanes

A standard bike lane is a dedicated lane for people riding bikes or similar mid-speed vehicles such as e-scooters. A buffered bike lane is a standard bike lane with an extra striped buffer alongside it on the roadway side of the lane. It should be used in situations where the levels of traffic are higher than comfortable for a standard bike lane.

Most appropriate Street Types for standard and buffered bike lanes: Neighborhood Connector, Citywide Connector, Town Center Boulevard

Protected bike lanes

A protected bike lane is a standard bike lane with an extra physical buffer alongside it on the roadway side of the lane. It should be used in situations where the levels of traffic are higher than comfortable for a standard bike lane. This physical buffer could be a curb, a planted or concrete island, concrete barriers, parked cars, or other barriers.

Most appropriate Street Types for protected bicycle facilities: Regional Complete Corridor, Town Center Boulevard

1

Bike parking

Bike parking is a necessary part of the bicycle network. Popular destinations accessible by bike should have plentiful, visible, convenient bike parking. Bike parking comes in many forms: standard bike racks, bike lockers, bike corrals, as well as bike rack public art. Other end-of trip facilities like ~~showers~~ also help support bicycling as a transportation choice.



Omit, not a good idea for the city to provide

Shared e-bikes and e-scooters

Companies renting out electric bikes and scooters have grown rapidly in the United States. In Utah, they started in Salt Lake City but are beginning to expand to other cities. They can be a valuable tool to connect residents of Roy neighborhoods to community destinations and activity centers,

1

Need to identify destinations i.e., Aquatic Center, Complex, Front Runner Station within the city for effective use of Bike Parking. Should we consider this?

2

Interesting idea of shared e-bikes if established between mixed use developments downtown and train station, Roy Innovation Center, and Hill AFB's Three Gate Trail system. Should we consider it by reaching out to companies?

and from transit stops to homes and job locations. A proactive strategy is to designate deployment locations, especially in Downtown Roy and the FrontRunner station area. Deployment locations should be closely coordinated with the bikeways network.



PEDESTRIAN AND PUBLIC SPACE IMPROVEMENTS

Pedestrian realm

The pedestrian realm is the area of the street dedicated for the use of people on foot. The pedestrian realm is more comprehensive than just sidewalks –It includes the areas buffering people from moving traffic, adjacent streetscape features, trees and landscape, public and semi-public spaces along buildings and yards, and the character of building frontage. This plan sets out three types of pedestrian realms to guide design of streets in Roy; which one is selected depends on the context and Street Type.

Urban pedestrian realm

The urban pedestrian realm is the largest type of pedestrian realm, with the most streetscape amenities. It is designed to serve larger volumes of pedestrians and uses of the pedestrian realm such as sidewalk dining and display. In some of the areas to which an urban pedestrian realm is recommended to be applied, it is difficult to find the needed space. One technique to create more space is to dedicate a pedestrian easement on private property in new development to increase the overall size of the pedestrian realm.



Most appropriate Street Types for urban pedestrian realm: Town Center Boulevard, Walkable Mixed-Use

Corridor pedestrian realm

The corridor pedestrian realm is for street corridors with fast-moving vehicle traffic. The key element of this type is a wide buffer separating people on foot from moving traffic. This corridor pedestrian realm can

also be combined with a bicycle facility in a shared use path.

Most appropriate Street Types for corridor pedestrian realm: Regional Complete Corridor, Citywide Connector

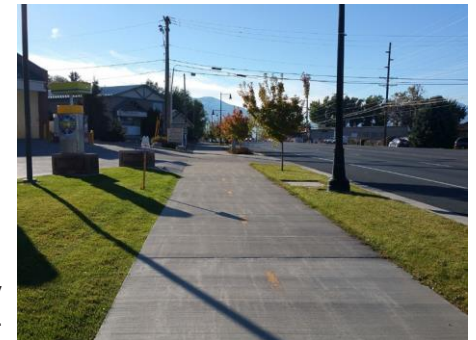
Neighborhood pedestrian realm

The neighborhood pedestrian realm is the most standard type of pedestrian realm throughout Roy. It is designed for residential and other neighborhoods, where the sidewalk and buffer do not need a large width. The neighborhood pedestrian realm reflects many of Roy's existing streets.

Most appropriate Street Types for neighborhood pedestrian realm: Neighborhood Greenway, Neighborhood Connector, Citywide Connector

Shared use pathway

Shared use paths are paved pathways separated from motorized traffic. They are shared by a variety of users, including bicyclists, pedestrians, skaters, wheelchair users, joggers, and others, who are usually moving in both directions. Shared use paths are a good facility for Roy because they provide a low-stress experience for a variety of users using the network for transportation or recreation.



1

Street Lighting and Furnishings

Street lighting is critical to safety for all transportation types, as well as being useful in establishing neighborhood character. Street lamps should be unified in style and appropriately scaled for the corresponding street type. Street lamps along main routes may incorporate banners to establish the city or neighborhood brand.

Street lamp style may differ from neighborhood to neighborhood in order to help further distinguish neighborhood identity.



Street furniture provides essential functions to the streetscape, including places of respite, litter collection, and bicycle parking. Most street

1

For the city to widen parking strips seem to be counter intuitive when it comes to increase costs and to promoting “Flip your Strip” water conservation programs. Should we do this?

furnishings will be located within the Downtown and Station Areas, and should adhere to details described in the Mixed Use Code for those areas. Other locations throughout the City may have opportunities for street furnishings as well. Furniture selections in any location should be consistent in style and unified with the neighborhood character.

Park Strips

Where they exist, existing park strips in Roy are generally very narrow strips of lawn which receive little care and are too narrow to



1

accommodate street trees. Along busier corridors, it is recommended that the park strips be widened to reasonably allow for street trees and furnishings. In residential areas, the City should promote “Flip the Strip” landscape ideas (pictured at right) to convert the existing park strips from lawn to waterwise landscaping.

Stormwater Management

Stormwater management in Roy has to date relied on traditional methods of collection and detention basins for storage. While effective at removing runoff, these methods create a burden on natural watershed systems by increasing erosion and failing to mitigate pollutants.

In recent years, low impact development (LID) methods for managing stormwater have surfaced which collect, treat, and slowly release stormwater runoff in a more sustainable way. A wide range of LID solutions are available and should be evaluated for their effective use on a project to project basis. Many can be affordably applied to retrofitting existing systems. Among the list of LID facilities are:

2

• Vegetated green roofs

• Vegetated filter strips

• Bioretention cells

• Bioswales

3

• Pervious paving

• Infiltration basins

• Sand filters

• Constructed wetlands

While not all LID facilities are discussed at length in this toolbox, one of particular mention for use in the public right-of-way are bioretention cells. Bioretention cells are vegetated areas that retain and treat stormwater runoff from impervious areas such as rooftops, sidewalks, and streets. A

2

It seems the idea of “vegetated green roofs” is incompatible with today’s building codes. Do we really want this?

3

Is pervious paving compatible with our climate,

healthy bioretention cell receives runoff from an upstream area, retains it, and infiltrates it before excess water runs off. Bioretention may have engineered subsurface layers to maximize runoff storage capacity and infiltrate or detain stormwater. In arid climates, bioretention design must be conscious of limited water supply.



There is ample opportunity to implement bioretention cells in Roy as a tool to manage stormwater, especially on the eastern side of the city where soils are particularly well draining. Bioretention is an effective, budget friendly option that may be implemented in park strips, traffic calming bulb-outs, medians, and other locations.

INTERSECTION IMPROVEMENTS

Traffic control

The Roy Transportation Master Plan (TMP) establishes an approach and priorities for traffic control on Roy streets. While the TMP recommends some new traffic signals, the approach emphasizes the use of roundabouts for additional traffic control. The Transportation Master Plan identifies locations for future roundabouts. A new traffic control signal should only be installed if and when the criteria outlined in the Transportation Master Plan are met.



Pedestrian crossings

Good street crossings are critical in enabling a positive pedestrian experience. While most crossings will be designed as part of intersections, specific opportunities may arise in which a mid-block crossing is desirable. Such crossings should be clearly marked and emphasized to encourage



HYBRID CODES

Hybrid codes combine zoning controls from the various approaches described above in addition to including performance zoning elements to address more intensely developed areas, and incentive zoning to address reduced parking requirements and to create more affordable housing. By integrating form-based elements into a conventional zoning code, a community can target specific design elements desired for new development and can refine and focus standard bulk requirements while still regulating allowable uses. This approach identifies the best elements of each practice and integrates them into a whole new code.

Form-based mixed-use codes have been developed concurrently with this General Plan to facilitate private and public realm development and redevelopment efforts in the City Center and FrontRunner Station areas. The rest of the city is currently controlled by the existing Roy City Zoning Ordinance, which is a Euclidean model.

The decision to expand use of form-based codes, create targeted hybrid codes or simply let the existing Euclidian codes remain are all options to be considered as Roy continues mature and transform.

Pros

- The placement and form of buildings establish the character of the built environment.
- Integrates into the existing zoning ordinance.
- Preserves basic standards that are aligned with specific needs and routines of each community.
- Allows continued control over land uses.
- Offers greater potential to mix land uses by integrating compatible land uses into development patterns.
- Places higher priority on site and building standards.
- Creates zoning districts with multiple components making it easier to zone property for compatibility with adjacent properties.

Cons

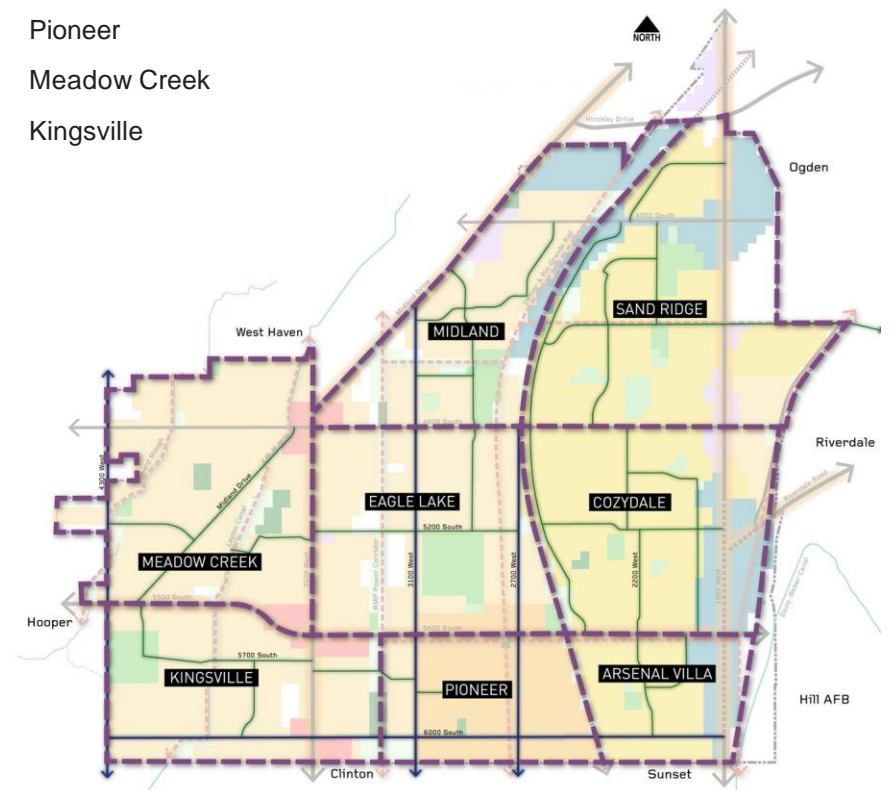
- Multiple regulations on form and use may be too complex or challenging to implement.
- May require inordinate amount of staff and review committee input.
- Has the effect of a series of overlays which can add complexity and impacts that discourage development.

NEIGHBORHOOD APPLICATIONS

1

In an effort to implement the aforementioned tools of this chapter, an application to each neighborhood has been made on the following pages. These neighborhood applications discuss each neighborhood's strengths and challenges, identifying specific opportunities for intervention and direct application of the tools discussed. As illustrated in the following map, the neighborhoods identified for Roy are:

- Sand Ridge
- Cozydale
- Arsenal Villa
- Midland
- Eagle Lake
- Pioneer
- Meadow Creek
- Kingsville



1

Starting on this page 53 thru page 69, the Plan describes the application of many suggested improvements outline in the Plan and direct them to each of the proposed neighborhoods. Good approach if we can consolidate the implementation strategies, recommendations, action plans, schedule timelines, and responsible party assignments with each of the neighborhoods.

SAND RIDGE NEIGHBORHOOD

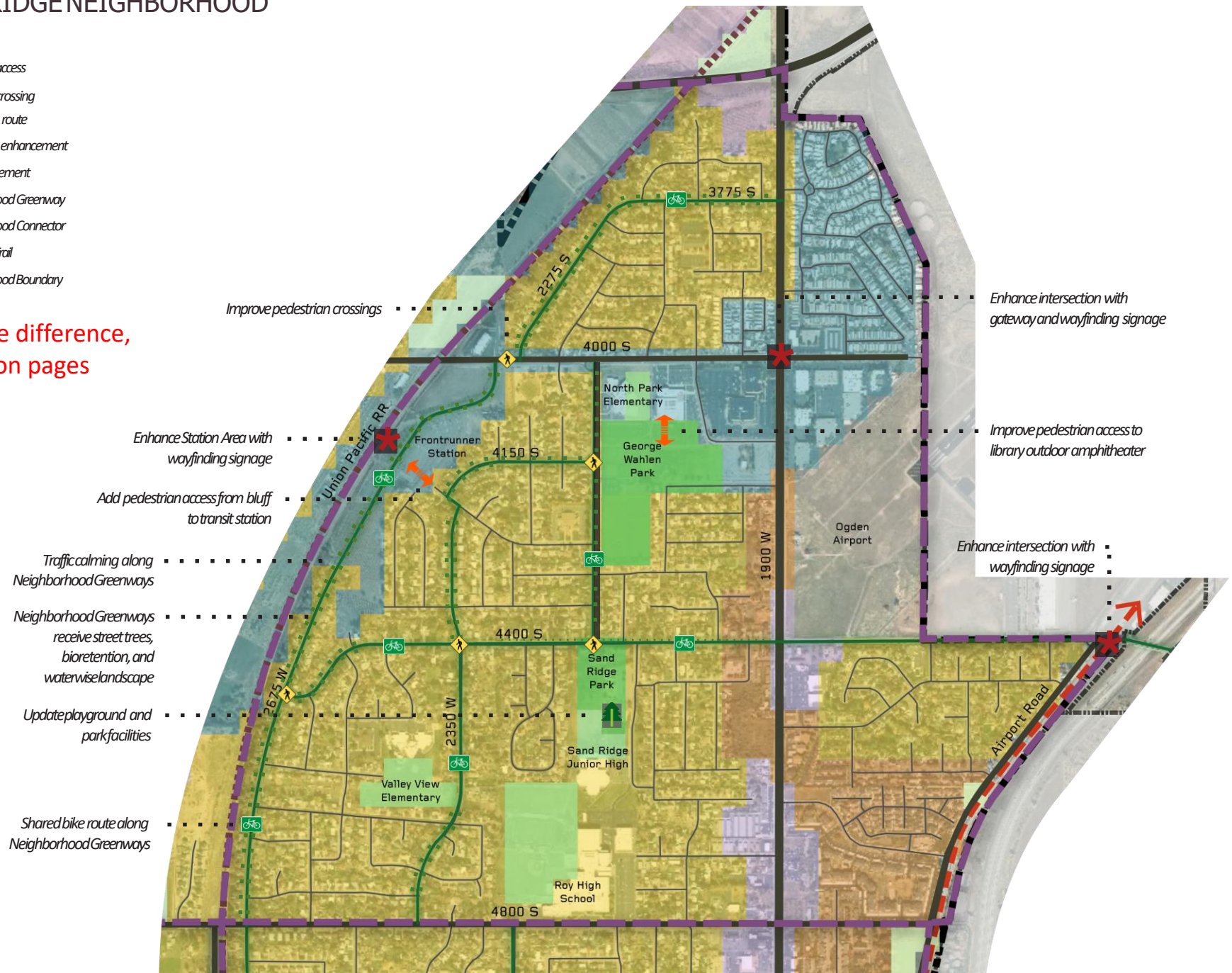
Legend

-  Pedestrian access
-  Pedestrian crossing
-  Shared bike route
-  Wayfinding enhancement
-  Park improvement
-  Neighborhood Greenway
-  Neighborhood Connector
-  Multi-Use Trail
-  Neighborhood Boundary



Hard to tell the difference,
also on maps on pages

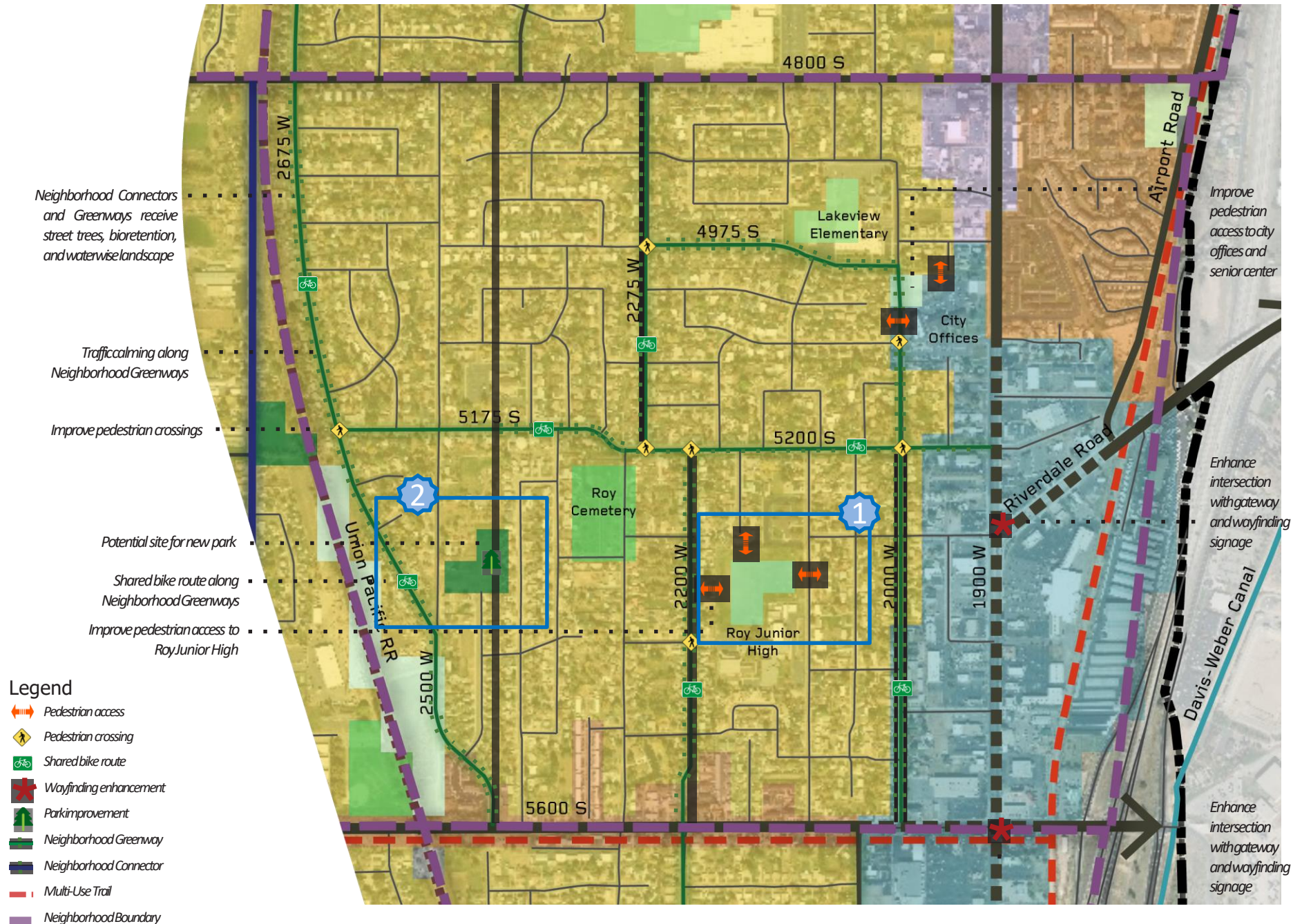
- 57
- 59
- 61
- 63
- 65
- 67
- 69



COZYDALE NEIGHBORHOOD

1

These pedestrian access points or catwalks were recently addressed by the City Council. I'm not sure we want to propose new ones given we just removed one from this Jr High School at about the same location it was decided to remove it. Should we do this?



2

Does the city want to purchase this property to establish a new park?
Best to do it now than later. Wait too long, this property could be filled with housing units. .

Legend

- ### Legend



Roy City owns this stormwater retention basin. Making it a park might have some challenges with access off Midland Drive, access through private property to the east and south, and establishing parking places. Should this Plan consider establishing a Pocket Park at this location?

EAGLE LAKE NEIGHBORHOOD



1 I thought Roy City approved a rezoning of this area for townhouses / patio homes.
If available, does Roy City want to purchase this property for a new park?

PIONEER NEIGHBORHOOD



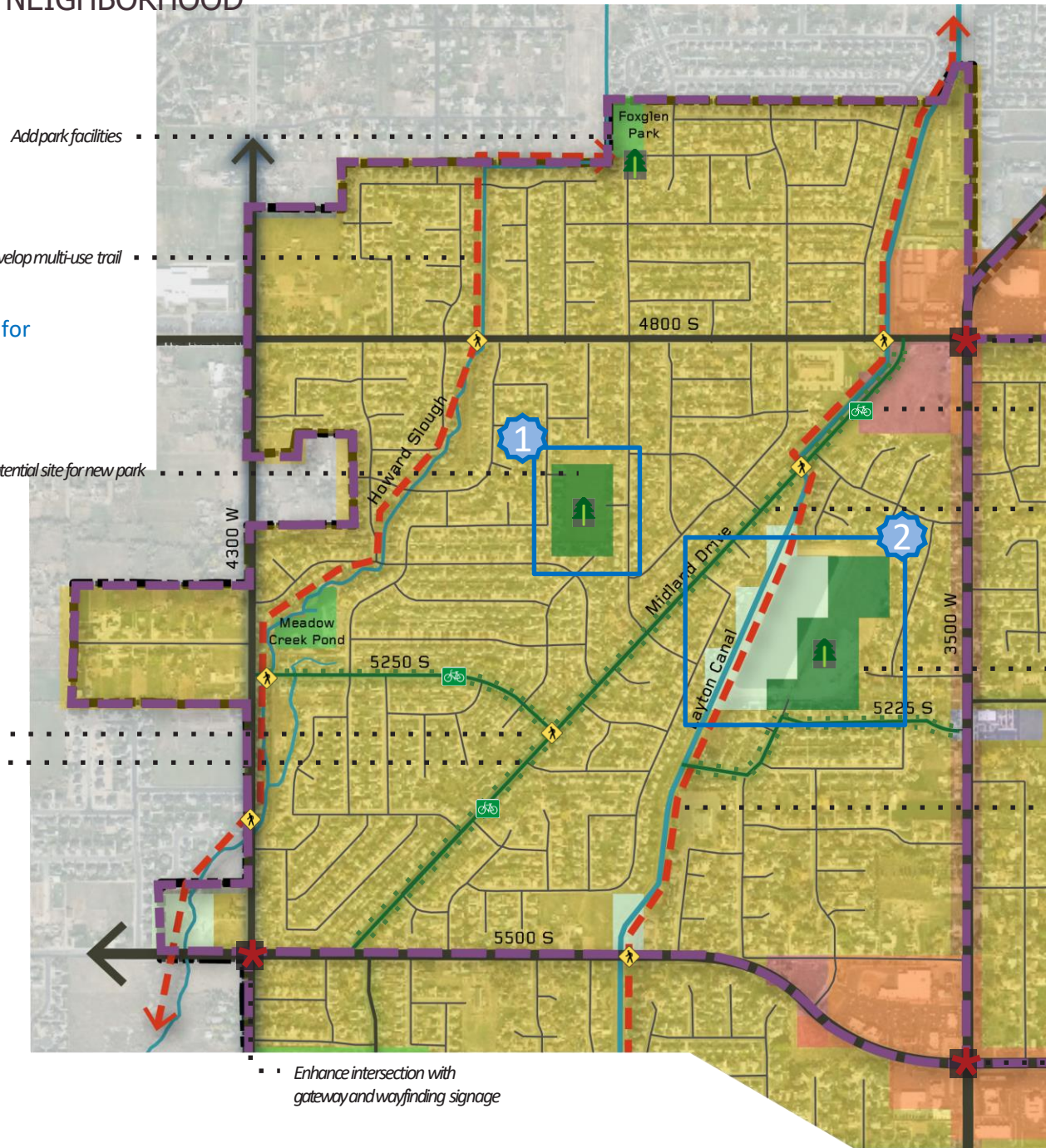
MEADOW CREEK NEIGHBORHOOD

1

Does Roy City want to purchase the property for future park?

Legend

-  Pedestrian access
-  Pedestrian crossing
-  Shared bike route
-  Wayfinding enhancement
-  Park improvement
-  Neighborhood Greenway
-  Neighborhood Connector
-  Multi-Use Trail
-  Neighborhood Boundary



- Enhance intersection with gateway and wayfinding signage
- Shared bike route along Neighborhood Greenways
- Traffic calming along Neighborhood Greenways
- Potential site for new park
- Develop multi-use trail
- Enhance intersection with gateway and wayfinding signage
- Enhance intersection with wayfinding signage

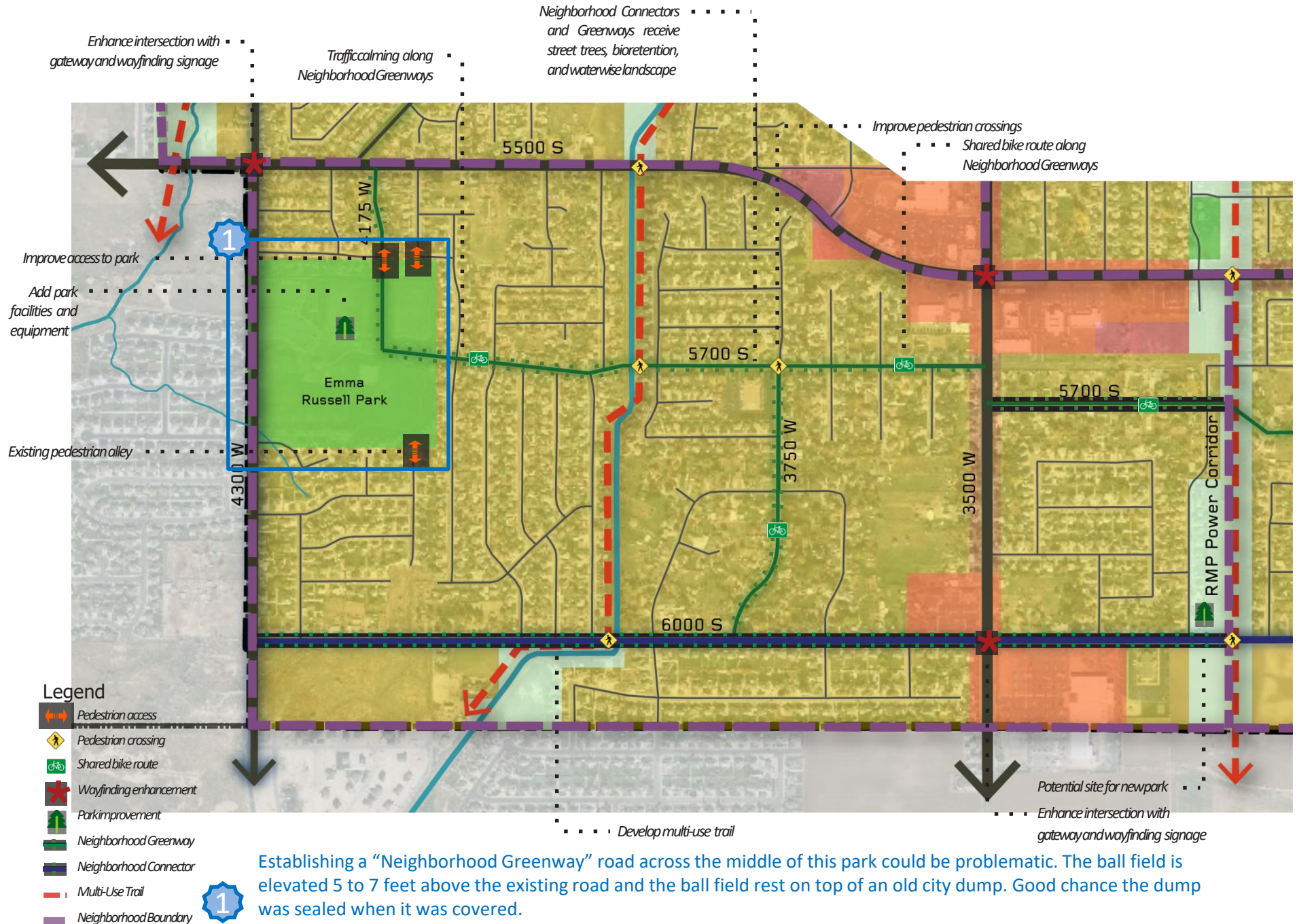
2

The canal pond property is owned by Weber Basin Water Conservancy District, and they may consider allowing the City to use it or lease it as a park but unlikely to sell it. Do you want staff to check into this idea?

1

It is unclear why this “neighborhood gateway” street is going across the ball field! Establishing catwalks is also problematic.

KINGSVILLE NEIGHBORHOOD



Establishing a “Neighborhood Greenway” road across the middle of this park could be problematic. The ball field is elevated 5 to 7 feet above the existing road and the ball field rest on top of an old city dump. Good chance the dump was sealed when it was covered.

This proposal as written would require purchasing a house / property and cut a usable ball field in half. Purchasing property may also be needed to establish catwalks into these neighborhoods.

Should this Plan identify creating a road and / or catwalks into this park on the northside?

DEMOGRAPHICS AND POPULATION PROJECTIONS



Can the data on pages 72 – 77 be updated to 2020 info?

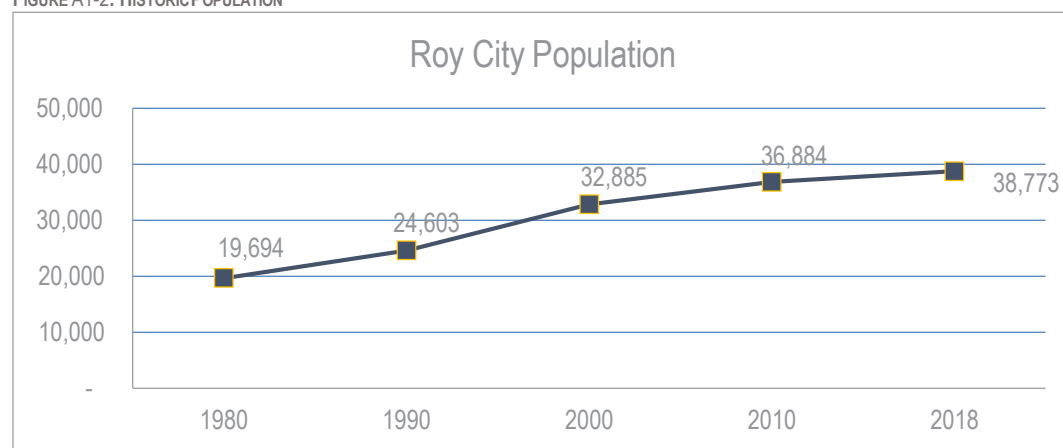
HISTORIC POPULATION

The US Census Bureau Annual Population Estimates report indicates that Roy City (“City”) has experienced an average annual growth rate (“AAGR”) in population of 0.63 percent from 2010 through 2018. This represents a growth rate lower than Weber County at 1.30 percent and the State of Utah at 1.69 percent. During this same period, the City has grown by approximately 1,889 persons which represents 7.5 percent of the total growth within Weber County. The table below shows a comparison of similarly sized and neighboring communities.

TABLE A1-1: POPULATION GROWTH IN SIMILAR SIZED COMMUNITIES

	2010	2011	2012	2013	2014	2015	2016	2017	2018	AAGR
Sunset	5,159	5,171	5,165	5,154	5,167	5,182	5,218	5,273	5,341	0.43%
Riverdale	8,503	8,535	8,599	8,630	8,656	8,681	8,742	8,761	8,785	0.41%
Hooper	7,274	7,482	7,655	7,884	8,039	8,173	8,435	8,673	8,938	2.61%
Washington Terrace	9,041	9,048	9,082	9,087	9,100	9,108	9,157	9,157	9,187	0.20%
West Haven	10,425	10,718	11,059	11,246	11,580	11,890	12,311	13,533	15,239	4.86%
South Ogden	16,601	16,633	16,716	16,743	16,817	16,866	17,018	17,108	17,146	0.40%
North Ogden	17,474	17,590	17,772	17,988	18,166	18,356	18,680	19,483	20,009	1.71%
Clinton	20,569	20,724	20,827	20,893	21,072	21,265	21,534	21,925	22,315	1.02%
Cottonwood Heights	33,596	33,867	34,146	34,341	34,227	34,180	34,204	34,052	34,117	0.19%
Pleasant Grove	33,729	34,127	34,484	34,869	36,881	37,753	38,485	38,758	38,428	1.64%
Roy	36,884	37,215	37,506	37,648	37,792	37,861	38,142	38,645	38,773	0.63%
Spanish Fork	35,170	35,882	36,331	36,927	37,463	37,871	38,683	39,356	39,961	1.61%
Riverton	38,966	39,558	40,421	40,885	41,332	41,630	42,639	43,404	44,419	1.65%
Ogden	83,051	83,251	83,820	84,130	84,360	85,253	86,704	87,072	87,325	0.63%

FIGURE A1-2: HISTORIC POPULATION



POPULATION STATISTICS 2010-2018

ROY

AVERAGE ANNUAL GROWTH = 0.63%
 TOTAL INCREASE = 1,889
 % OF COUNTY INCREASE = 7.5%

WEBER COUNTY

AVERAGE ANNUAL GROWTH = 1.30%
 TOTAL INCREASE = 25,123
 % OF STATE INCREASE = 6.3%

STATE OF UTAH

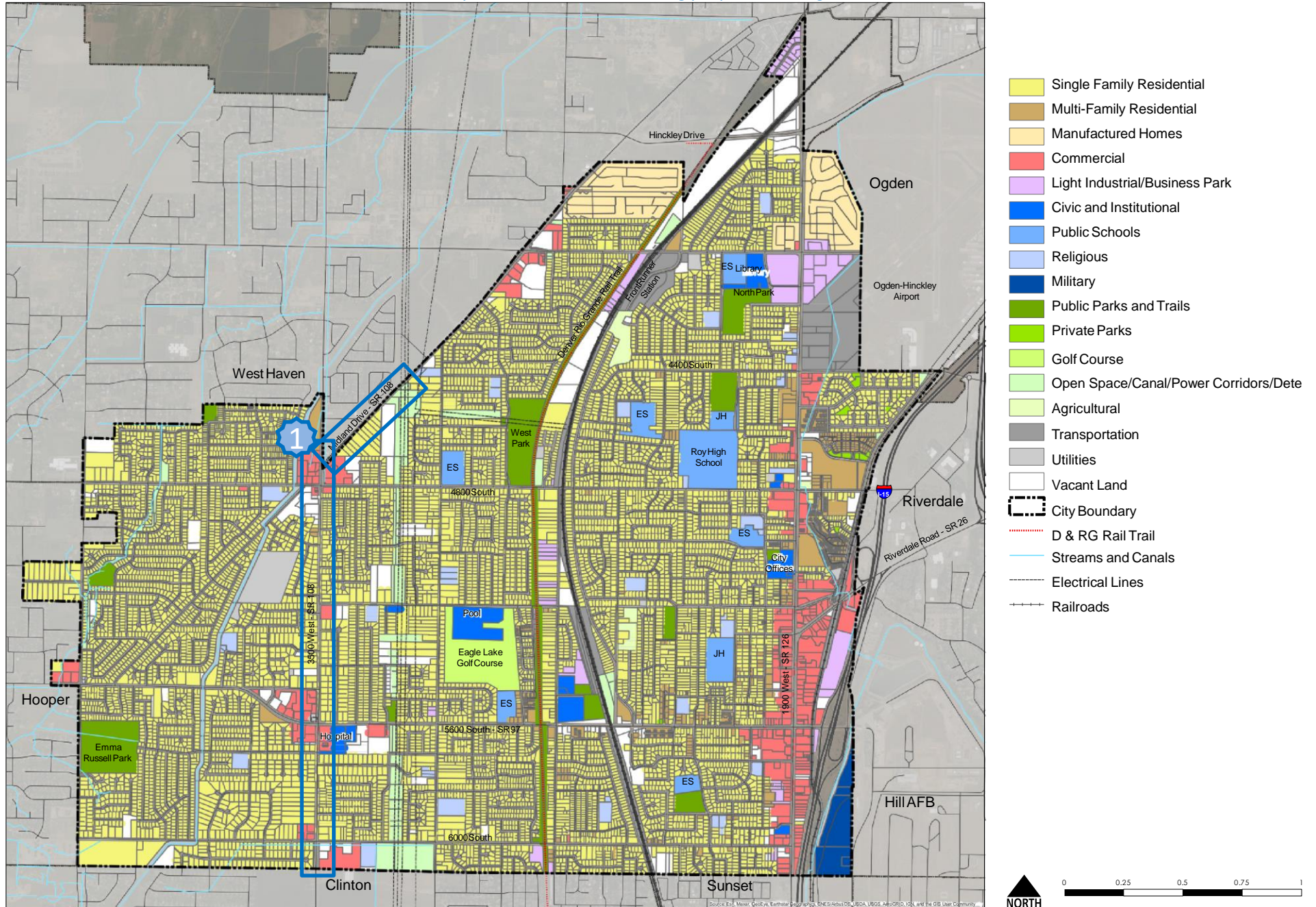
AVERAGE ANNUAL GROWTH = 1.69%
 TOTAL INCREASE = 397,220

1

UDOT has plans to widen 3500 West from 2 lanes to 5 lanes. The schedule shows this to happen in 2028. State leaders are considering using the federal infrastructure funds to accelerate construction on already planned projects. Good chance this widening could happen sooner.

Does the City want to consider rezoning properties along this corridor from residential to commercial?

Map A1-3: Existing Land Use



1 increasing discomfort on cold days. Applying knowledge of local wind patterns and characteristics can be a valuable tool when designing neighborhoods, allowing the re-direction of prevailing winds to cool warmer spaces and providing shelter from the wind in areas where winds are likely to create discomfort. For example, the careful design and layout of buildings and streets in commercial and mixed use centers can be paired with well-placed tree groupings, walls and other features to help manage wind patterns and maximizing comfortable and functional outdoor gathering spaces. warmer spaces and providing shelter from the wind in areas where winds are likely to create discomfort. ~~For example, the careful design and layout of buildings and streets in commercial and mixed use centers can be paired with well-placed tree groupings, walls and other features to help manage wind patterns and maximizing comfortable and functional outdoor gathering spaces.~~

Efficient Storm Water Infrastructure

The control and management of storm water in developed areas is typically taken care of by collecting and piping runoff to detention/retention basins, storm water collection systems or directly into natural waterways. As detailed in the Roy Storm Water Master plan, the rising costs of infrastructure, increasing severity of storm events and concerns about pollution of limited water supplies have led to new ideas and approaches for handling storm water. A more holistic storm water methodology is emerging, not only for managing flow and collection, but for increasing the direct recharge of groundwater supplies and preventing flooding. This is being achieved through alternative approaches, known as Low Impact Development (LID). LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat storm water as a resource rather than a waste product. There are many practices that can be used to support the principles, including the use of bio-retention facilities, rain gardens, vegetated rooftops and permeable pavements. By implementing LID principles and practices, water can be managed in a way that reduces the impact to built areas and promotes the natural movement of water through the city.

Increased use of vegetation on the ground plane and the use of porous pavement can slow the runoff of storm water, allowing more water to infiltrate into the soil, reducing the velocity of water across the ground plane, and decreasing the volume of water entering detention/retention basins, water treatment systems, and natural waterways. In addition, the vegetation can reduce the transfer of pollutants from roadways and parking lots to ground and surface water supplies. Not only do these 'green infrastructure' systems provide significant ecosystem benefits, they

are visually attractive as well.

Focusing on Unique Features

The creation of landmarks, gateways and entrances can be enhanced through the incorporation of public art in particular is a cost-effective method for enhancing neighborhoods and destinations, bringing imagination and whimsy and potentially encouraging curiosity and interaction. In more active areas, pairing public art with food and seating can be particularly effective, especially in locations that attract large gatherings. Other places where the impact of public art can be effective include city buildings, schools, parks, and similar destinations where people come together and gather. Fortunately, there is no shortage of potential locations in Roy. The future vision for Roy Pond is to extend it to the west and link it with an extensive wetland trail system, which will extend the positive impact of the pond through the city. Preserving and enhancing natural features is only one way of creating more active and lively neighborhoods.

Repeats itself

STRATEGIES, POLICIES, AND RECOMMENDATIONS

STRATEGY 1: Build upon established patterns and embrace historical precedents

POLICIES & RECOMMENDATIONS

Future growth, development and change should acknowledge local history, particularly in areas where it has been lost or has slipped away.

STRATEGY 2: Develop identified growth areas, but don't forget the needs of the rest of the city

POLICIES & RECOMMENDATIONS

While the transformation of both areas is critical to the future of a reinvigorated city, focused improvement actions should take place in the surrounding districts and neighborhoods to ensure the city is a complete place to live and work.

STRATEGY 3: Link neighborhoods, districts, and destinations with a fully-integrated system of roads and trails

POLICIES & RECOMMENDATIONS

Roads and trails should be improved as part of a fully-integrated system, addressing the needs of drivers, pedestrians and cyclists alike.

STRATEGY 4: Enhance the sense of entry and exit while distinguishing arrival experiences at key nodes and gateways

POLICIES & RECOMMENDATIONS

- Provide gateways markers to announce entry into distinct neighborhoods.
- Design node and gateway elements in a manner that reinforces neighborhood identity through the use of similar materials, historic features and scale.
- Appoint gateways with street furnishings that may encourage their development as a public gathering space.
- Design gateways so that they may be experienced and viewed from multiple modes of transportation (pedestrian, bicyclists, vehicles).
- New development in the vicinity of gateways should incorporate neighborhood identification, distinctive architecture, public art, right-of-way improvements that signify entry into the neighborhood.

STRATEGY 5: Link neighborhoods, districts, and destinations with a fully-integrated system of parks and green infrastructure

POLICIES & RECOMMENDATIONS

- Parks and green space should be located close to home, preferably within walking distance (1/4 to 1/2 mile). New parks, trails and open spaces should be provided with this in mind, filling system gaps while ensuring that green systems are provided on par with other critical infrastructure.
- In order to support a comfortable pedestrian environment, street trees should have sufficient canopy to provide shading to the pedestrian zone. Spacing of trees will be dependent on species selected but should be based on the ability to reasonably achieve shading of at least 50% of the public right-of-way within ten (10) years of planting and provide a nearly continuous canopy at maturity.
- Where park strips are not available or too small for planting trees, consider implementing a front yard public street tree planting program.
- Street trees should have a high enough branching pattern and canopy—generally **thirteen (13) feet or higher**—so that trees do not obscure commercial signage and storefront windows or conflict with truck access. Species should also be chosen to avoid potential conflicts with overhead or underground utilities, or with adjacent structures.
- Tree species should be hardy, tolerant of urban conditions, be suited to the local climate and not require significant water, pesticides, or fertilizer to maintain health.

What trees naturally have this?

- Tree species should be structurally sound, and not have weak branching habits that result in broken and falling branches.
- Native or naturalized tree species provide more suitable habitat and nesting for local birds and wildlife.
- Trees that are overly messy (e.g., heavy crop of fruit or seed pods) or have root systems that can heave sidewalks or break pipes should be avoided.
- Broad canopy type trees should be selected for streets that are particularly wide and/or where shade is desirable.

STRATEGY 6: Celebrate and distinguish the city's neighborhoods as part of a unified and connected city

POLICIES & RECOMMENDATIONS

As part of a unified neighborhood improvement and enhancement approach, implement specific projects to help distinguish one neighborhood from the next while linking them together through a system of road, trail, corridor and streetscape enhancements.

STRATEGY 7: Promote sustainable design and management practices to maintain and support the built and natural environments

POLICIES & RECOMMENDATIONS

- Drought-tolerant planting should be used in public realm landscaping to ensure consistency with sustainable development goals.
- Permeable paving treatments are encouraged in areas of the public realm in both new construction and existing development.
- Reuse and recycle construction and demolition materials for all new public realm construction, when feasible. Use materials made from renewable sources when feasible.
- Incorporate features such as solar panels and LED lights in transit shelters.
- Encourage street tree planting and other public realm landscaping as a strategy for reducing the build-up of surface temperatures in paving and buildings (i.e., the “urban heat island effect”) and resulting need for air conditioning by shading heat absorptive surfaces.
- Reduce stormwater runoff and improve water quality through the combination of canopy cover, bioretention, and pervious surfaces.
- Improve air quality by removing carbon dioxide (CO₂), other gaseous pollutants, and particulate matter from the atmosphere.

2 - TRANSPORTATION AND STREETS

The Transportation and Streets Element of the General Plan seeks to provide the vision and tools for Roy City to create a multi-modal transportation system and street network that help to achieve the overall vision for the city and complement the other General Plan elements. This effort builds on recent plans and policies. The key objectives of this element are:

1

- Reconciling the 2017 Focus Roy/Complete Streets Policy efforts with the 2018 Transportation Master Plan effort and integrating both with the overall General Plan effort.
- Creating a goals-based framework that incorporates/reconciles previous policy as well as the General Plan direction.
- Creating guidance for each transportation network in Roy, such as for pedestrians, bicyclists, motorists, and transit riders.
- Creating an integrated, multi-modal system of guidance for Roy streets that incorporates previous policies, the General Plan vision, and the mixed-use code for Downtown Roy and the FrontRunner station area that is being prepared as part of this effort.
- Reconciling and balancing the need to move regional traffic and the realities of Roy residents' transportation options with the desire and need to create a sustainable community.

EXISTING POLICY ANALYSIS

Township + Range analyzed existing plans and policies relevant to the General Plan Transportation and Streets element. These included:

- 2002 General Plan Transportation chapter
- Focus Roy City (2017)
- Complete Streets Policy (2017)
- Transportation Master Plan (2018)
- Wasatch Choice 2050

2

2002 General Plan Transportation chapter

The 2002 Roy General Plan includes a transportation element. The element's overall theme is growth and addressing the increasing traffic volumes. Problems and needs identified include:

- School children safety at locations such as 2200 West/2800 South, 2700 West/4800 South, 4800 South between 4000 and 4300 West, and 5600 South between 2400/2700 West.
- Traffic issues at stop-controlled intersections
- Railroad crossing issues with traffic
- The I-15/5600 South interchange
- The question as to whether to add another interchange at 4800 or 4400
- Accident locations, most of which were identified as along 1900 West.

Goals, objectives, and policies include:

- Interfacing local transportation with regional to create improved connectivity, streetscape, traffic calming, improved city entryways, and upgraded substandard local streets and private accesses.
- Anticipated travel demand, and preserved right-of-way.
- Alternative transportation modes, including carpool/vanpool.
- Access management standards - work with regional agencies and preserve corridors.

Key areas to update include the rail trail and the FrontRunner, both which have been constructed since the 2002 plan.

Focus Roy City(2017)

Focus Roy is a vision and action plan to enhance Roy, support prolonged economic prosperity in the city and build a more attractive place for the Roy community to live, work, and play. Although it assesses and makes recommendations for the entire city, it identifies two areas in which to focus growth –downtown Roy and the FrontRunner station area.

Focus Roy presents a vision and set of community values.

The vision:

- Economic development
- Safety and walkability
- Housing and development
- Identity

- Transportation –create more efficient and accessible connections between destinations and transit stops/stations

Community values:

- Vibrant downtown
- Safety and comfort
- Regional destination
- Affordable housing
- Healthy businesses
- Connected and efficient

The plan identifies key assets, including local and regional transit connections, the Denver and Rio Grande Western Rail Trail, Ogden Hinckley Airport, Hill Air Force Base, and vacant and underutilized land.

Challenges include: The existing zoning in Roy is Euclidean, which precludes TOD; there are shortages of housing for lower income and higher income; poor street connectivity; the downtown grid has been modified to accommodate I-15; transit is mostly regional, with fewer community mobility options; poor safety ratings; retail is declining, though residents want more retail.

Opportunities include: Street connectivity to the regional trail can promote new development; a regional anchor is desired in the station area; the public wants more intensive growth around the station, a Downtown less intensive than the station area; and the public wants entertainment district.

Results of the three scenarios analyzed include:

- Balanced growth
- Regional destination
- Vibrant downtown
- Active streetfronts

Perhaps most importantly for this plan, Focus Roy developed a network of planned corridor types for Complete Streets, including Complete corridors along major streets, neighborhood greenways, and regional bike corridors (see Map A2-4)

Pages 83 thru 96, for the most part references information found in the current

Transportation Master Plan (TMP).

Would it be better to consolidate all this information into the Transportation Master Plan rather having it managed in the both documents and simply reference the TMP in this General Plan? To make changes to the General Plan requires the Planning Commission involvement. The Transportation Master Plan only requires the City Council's approval. There is NO commission involvement.

Complete Streets Policy (2017)

As part of the Focus Roy effort, Roy City developed a Complete Streets Policy. The policy is relatively comprehensive and includes the following elements and aspects:

- A comprehensive definition of complete streets –includes all modes, as well as public space and context.
- A vision: safer, connected, access to destinations, preserved rights-of-way, aesthetics, economic development, consistency in process. A flexible, network, range of facilities, and range of users/uses.
- A goal to foster partnerships.
- Exceptions are specific, except “cost disproportionate to need.”
- Call for a “flexible innovative, and balanced approach that follows other appropriate design standards.”
- Performance measures, including short term and long term.
- Call for a joint annual report. Who should do this?
- Implementation measures, including a Development Review Committee to oversee implementation of the policy, training and outreach, identification of funding, and interdepartmental project coordination.

1

Transportation Master Plan (2018)

Roy City developed a Transportation Master Plan (TMP) in late 2018. The goal of the TMP is to provide a transportation network which will accommodate traffic at an acceptable levels of service (LOS) through the year 2040. The plan involved some data collection, including new traffic counts on many city roads.

The main areas the plan addresses are roadway capacity for vehicular traffic; transit, and active transportation.

Roadway capacity

The plan recommends that, in order to accomplish the goal of the TMP, the capacity of several roadways in the city will need to be increased through the addition of lanes. In addition, several roundabouts recommended as mitigations at poor LOS intersections of two-lane streets.

The plan analyzes current traffic as well as projected 2040 traffic.

1

MODE NETWORKS

Creating an integrated, multi-modal transportation network requires understanding the needs, current performance, and opportunities of each transportation mode. This mode network analysis considers:

- Motorized trafficnetwork
- Bicycle network
- Transit and shared mobility network
- Pedestrian network

The analysis relies on observed existing conditions, the plans identified above, and data from those plans, as well as additional data obtained in this planning process.

Motorized Traffic Network

Data and policy analyzed:

- Transportation Master Plan traffic analysis and project recommendations
- WFRC planned projects
- Conversations with Roy City, WFRC, and UDOT Region 1

Maps A2-3, A2-4, and A2-2 show key parameters of the existing, projected and planned trafficnetwork.

Opportunities

- Focus regional traffic on 5600 South and 3500 West/Midland Drive, as well as Hinckley Drive and add additional general purpose lanes per Transportation Master Plan.
- Develop community mobility choices that will create some TDM for local trips.
- Work with UDOT on improving 5600 South I-15 interchange.
- Add center turn lanes on some streets designated as collectors in Transportation Master Plan.
- Add new signals per Transportation Master Plan.
- Add roundabouts per Transportation Master Plan.

 TDM stands for?

Bicycle Network

Data and policy analyzed:

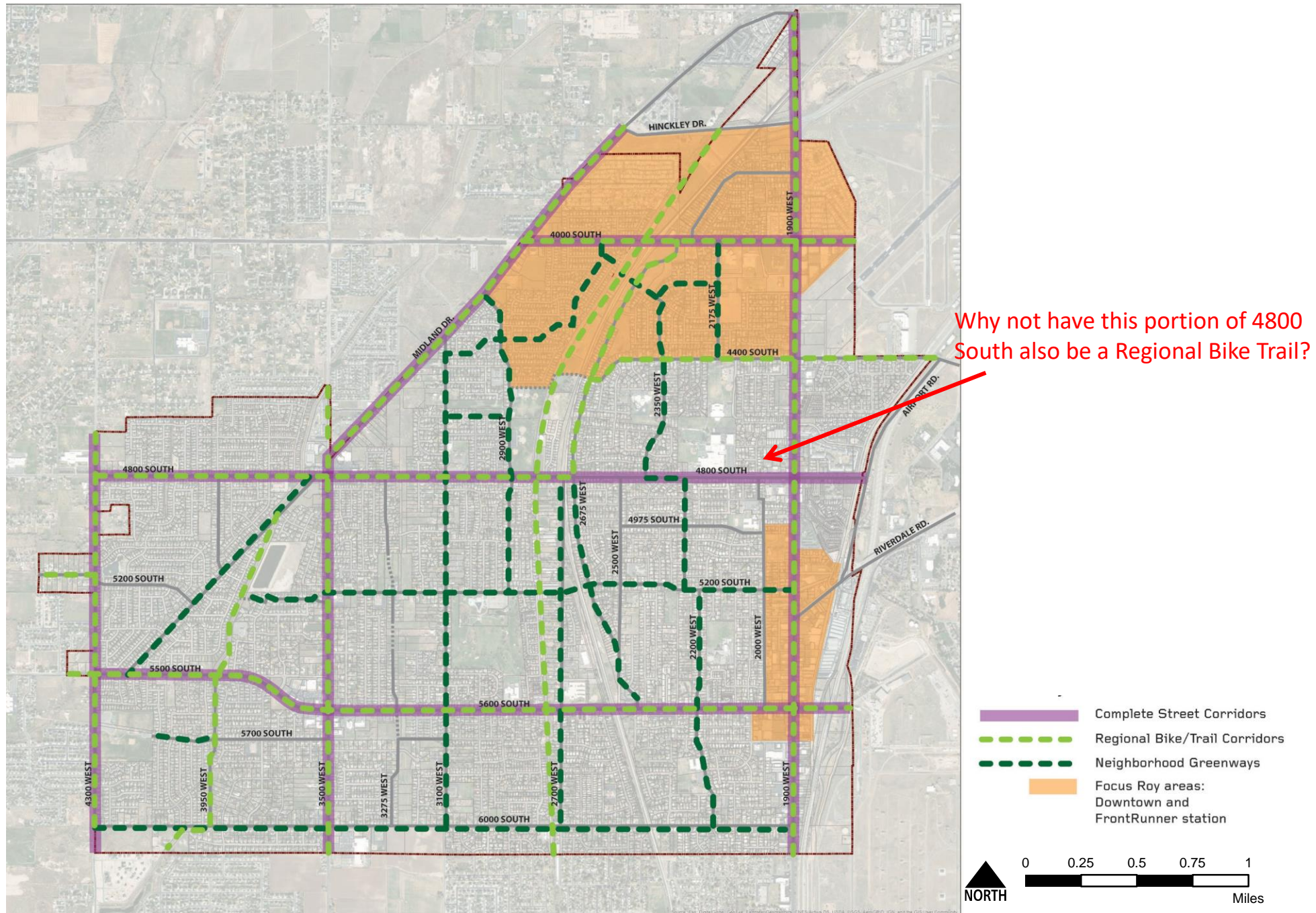
- Focus Roy - Regional Bicycle and Trail Network, Complete Streets corridors, and Neighborhood Greenways
- WFRC planned projects
- Transportation Master Plan - bike lanes

Maps A2-5 and A2-6 show key parameters of the existing and planned bicycle network.

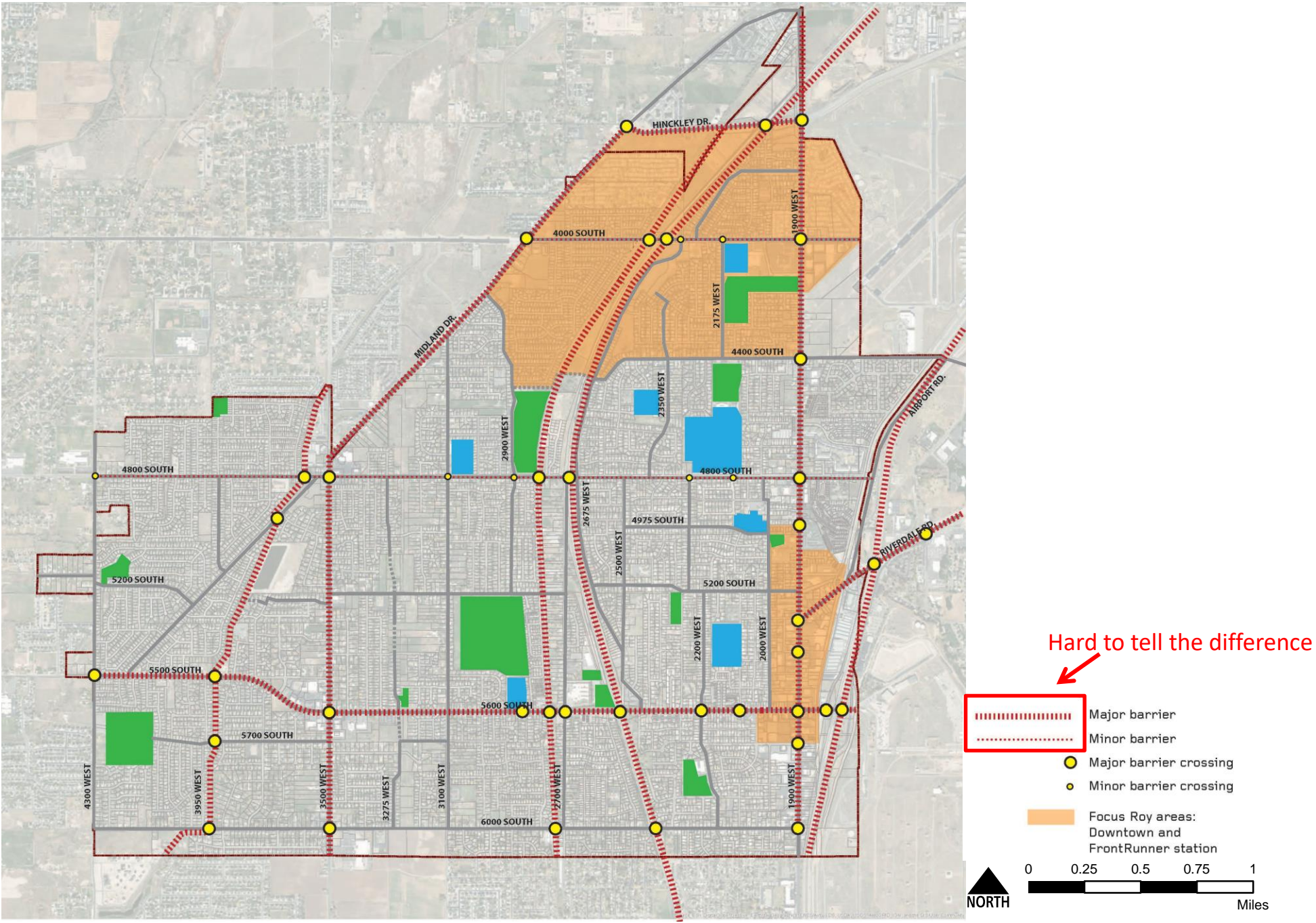
Opportunities

- 4800 South and 4000 South emerge as big opportunities for bicycling –4800 South because of the room available and 4000 South because of connection to FrontRunner station. Neither have major trafficissues.
- Adopt the Greenway and Regional Bike Corridor designations and define what they look like.
- Create stub street/dead end street and pathway connections in the Focus Roy Station Area, to/from station, up/down hill, in/out of neighborhoods.
- Explore additional pedestrian connection at or south of station across the Union Pacifictracks.
- Explore opportunities for more roundabouts at intersections of Greenways and Regional Bike corridors to slow traffic.
- Additional corridors for trails, such as power easement and canals.
- There are places where connections may be duplicated to some degree, so these may be prioritized.
- Ensure continued bicycle crossing of streets to be widened –5600 South and 3500 West/Midland Drive.
- Explore street or pathway connection across U.P.R.R. at 4400 South.
- Increase number of neighborhood connections to the D&RG trail.
- Increase number of bicycle crossings of 3500 West and Midland Drive corridor.
- Safely integrate bicycling into Complete Street corridors, such as

Map A2-5: Focus Roy Planned Network



Map A2-6: Active Transportation Barriers and Crossings



South because of connection to FrontRunner station. Neither have major traffic issues.

What is this?

- Adopt the Greenway and Regional Bike Corridor designations and define what they look like.
- Create stub street/dead end street and pathway connections in the Focus Roy Station Area, to/from station, up/down hill, in/out of neighborhoods.
- Explore additional pedestrian connection at or south of station across the Union Pacific tracks.
- Explore opportunities for more roundabouts at intersections of Greenways and Regional Bike corridors to slow traffic.
- Additional corridors for trails, such as power easement and canals.
- Opportunity to connect cul-de-sac ends to DRGW trail –and to east as well, to create thru connections.
- More marked crossings could reinforce the crossings of the minor barriers.

STREET NETWORK AND CORRIDORS ANALYSIS

With the needs of the mode networks in mind, as well as the existing infrastructure, we identified assets, challenges, and opportunities for key street corridors in Roy.

1900 West

Opportunities

- Mixed-use code can establish walkable frontage along 1900 West for new development.
- Mixed-use code can potentially add width to the constrained pedestrian environment on private property, creating the opportunity for streetscape.
- Community mobility hub (see transit network section).
- Reduce number of curb cuts, whether through capital improvements or new development.
- More visible and more frequent pedestrian crossings of 1900 West.

3500 West/Midland Drive

Opportunities

- Ensure good east-west neighborhood connections across the corridor
- Along with 5600 South, develop a street type for five-lane arterial as Complete Street.
- Look for opportunities for additional crossings, especially along Midland, and at 5200 South. Eventually, shoot for crossings (including pedestrian-activated) every .25 mile.
- Implement signal at 3100 West and implement high-quality pedestrian crossings.
- Integrate evolving 604 route into this corridor.
- Facilitate more walkable development as the Midland corridor develops, ensuring walkable connections to Midland and to the Roy FrontRunner station.

5600 South

Opportunities

- Ensure good north-south neighborhood connections across the corridor
- Along with 3500 ~~South~~ ^{West}, develop a street type for five-lane arterial as Complete Street.
- Look for opportunities for additional crossings, especially between 2900 West and 3500 West. Eventually, shoot for crossings (including pedestrian-activated) every .25 mile.
- Integrate evolving 604 route into this corridor.
- Leverage widening to re-envision land uses and urban design along the corridor to be more walkable and transit oriented.
- Leverage the widening to create more ^{Omit - no one what's to be "Urban"} ~~iconic urban~~ design representing community character.
- Shape the downtown part of this to be more walkable through the mixed-use code.

What is "Iconic"?
Who defines what Iconic is?

4000 South

Opportunities

- Prioritize this corridor as an active transportation and transit-oriented corridor.
- Implement the Focus vision for Complete Street corridor and bike corridor.
- Create short, high-visibility pedestrian crossings that add urban design value to the community and corridor.
- Consider multi-use path on at least one side.

4800 South

Opportunities

- Prioritize this corridor as an active transportation corridor.
- Implement the Focus vision for Complete Street corridor and bike corridor.
- Create short, high-visibility pedestrian crossings that add urban design value to the community and corridor.
- Consider multi-use path on at least one side.
- If 604 route does become more of an uber-like service, how can this corridor adapt to that change?
- Potential for community mobility stations along this corridor.
- Infill the pedestrian crossings, such as at 2500 West and 2975 West.
- Keep an eye on the intersection LOS at the rail crossing on this corridor.

6000 South

Opportunities

- Prioritize this corridor as an active transportation corridor.
- Implement the Focus vision for Complete Street corridor and bike corridor.
- Create short, high-visibility pedestrian crossings that add urban design value to the community and corridor.
- Consider multi-use path on at least one side.

- Opportunity to preserve/enhance rural character.
- Consider connections south to Clinton.

E-W Residential Connector Streets (4400 South, 5200 South)

Opportunities

- Connect these two streets from end to end, with biggest challenge as the connection across the U.P.R.R.
- Wayfinding for these routes across the city.
- Add high-quality active transportation connections across the major streets along these corridors.
- The intersections of these streets (with north-south ones) can have special urban design treatment to position them as community nodes. **Omit - no one what's to be "Urban"**

N-S Minor Connector Streets (3275 West, 3100 West, 2700 West, 2675 West, 2200 West)

Opportunities

- Connect these streets from end to end.
- Wayfinding for these routes across the city.
- Add high-quality active transportation connections across the major streets along these corridors.
- The intersections of these streets (with east-west ones) can have special urban design treatment to position them as community nodes.
- Adding streetscape elements such as street trees and neighborhood identity elements and wayfinding in creative ways – such as bulb-outs that keep drainage and curbs as-is.

SUMMARY OF OPPORTUNITIES TO ACHIEVE GOALS

The following are opportunities to achieve the transportation goals identified earlier in this document. These opportunities are guided by the objectives to balance the goals, which are: Balance regional traffic movement with quality of life, safety, and sustainable community transportation; Balance regional access with walkable centers; and Reconcile regional growth, traffic, and density.

1) Increase safety for all street and intersection users.

1. Increase safety for all corridor users by balancing speed, visibility, access, and community.
2. Improve pedestrian crossings of major corridors. Create short, high-visibility pedestrian crossings that add urban design value to the community and corridors.
3. Ensure that the Neighborhood Greenway corridors have high-visibility crossings of major streets.
4. Maintain low vehicle speeds on the networks of Neighborhood Connector and Citywide Connector streets.
5. Implement traffic control recommended by the Transportation Master Plan at stop-controlled intersections –including 5600 South/3100 West, 6000 South/3100 West.

2) Increase street and pathway connectivity.

- 2.1 Complete connection of network of Neighborhood Connector and Neighborhood Greenway streets –whether as full streets or multi-use paths. See Map A2-9.
- 2.2 Identify the most strategic and feasible locations to make additional street or pathway crossings over the Union Pacific rail and canals.
- 2.3 Make a series of new street and pathway connections in the FrontRunner Station Area. Create connections across the Union Pacific rail tracks; to and from the station; up and down the hill to the east of the station; and in and out of neighborhoods. See Map A2-8.
- 2.4 Create small blocks and a connected street network in the Downtown area. Work with developers and property owners to extend 1950 West to the extent possible and to create a local street corridor to the east of 1900 West, as well as to create and extend more frequent east-west streets.
- 2.5 Strategically connect cul-de-sac ends to Denver and Rio Grande Western trail and continue these connections on the other side of the trail, to create through-connections.

3) Provide a wide range of quality choices for community mobility and access.

- 3.1 Create more community mobility options. Explore the provision of options for short trips throughout the Roy community, including shared e-scooters and e-bikes and micro-transit.
- 3.2 Prioritize 4800 South and 4000 South for active transportation

and local vehicle travel. There is less traffic pressure on these streets, and they provide quality connections to citywide destinations. See Citywide Connector street type.

5 Create a community mobility hub in Downtown Roy. Identify a central location for a community mobility hub with UTA transit, bicycle amenities, shared bicycles and scooters, transportation network companies and other micro-transit, and work with UTA and other partners to implement the hub.

3.4 Implement on-street multi-use paths where there are opportunities. See Regional Complete Corridor and Citywide Connector street types.

6 3.5 Pursue transportation demand management programs to reduce single occupant vehicle dependence, in partnership with community partners.

3.6 Collaborate with UTA to adapt the 604 Route to better serve local community mobility.

4) Increase and broaden sustainable regional connections and mobility.

4.1 Establish 5600 South as Roy's major east-west corridor for regional transportation. 5600 South is the priority corridor to move east-west regional travelers through Roy; the Transportation Master Plan directs the widening of the roadway to two lanes in each direction. While in the near term these will be primarily autos, Roy will work with regional partners to move more trips to transit.

2 4.2 Rebuild 5600 South as a multi-modal corridor as directed by Focus Roy. Focus Roy prioritizes 5600 South as a Complete Street corridor. Work with UDOT and other stakeholders to balance the movement of autos and freight with the movement of transit, bicycling, and walking, as well as for safe crossings for all modes. See the Regional Complete Corridor Street Type.

7 4.3 Establish 3500 West and Midland Drive as Roy's primary north-south regional transportation corridor. Midland Drive-3500 West is the priority corridor to complement I-15 to bring north-south regional travelers through Roy; the Transportation Master Plan directs the widening of the roadway to two lanes in each direction. While in the near term these will be primarily autos, Roy will work with regional partners to move more trips to transit. Who?, What? How?

2 4.4 Shape 3500 West-Midland Drive as a multi-modal corridor as directed by Focus Roy. Shape walkable development as the Midland Drive corridor develops, ensuring multi-modal connections to Midland Drive and to the Roy FrontRunner station. See the Regional

4 Cutting up the downtown with new streets will reduce commercial / mixed use space! (see #2 on next slide)

7 Establish 3500 West / Midland Drive as primary north / south traffic, what about 1900 West.

Complete Corridor Street Type.

5. Improve transit corridors. Work to increase transit service, improve the speed and reliability of transit operations, and increase transit access, especially along Regional Complete Corridors and Town Center Boulevards.

6. Continue to collaborate with UDOT on improving the 5600 South/I-15 interchange for all modes.

7. Monitor the need for further improvements to move regional travelers through Roy.

5) Support creation of great places, activity centers, and neighborhoods.

1. Improve crossings of major streets in Downtown and the FrontRunner station area. Create shorter, more frequent high-visibility pedestrian crossings that add urban design value to the community and corridors.

2. Emphasize human-scale street environments and public spaces in Downtown and the FrontRunner station area. Use development standards as well as public and community investments to create a robust, connected, and human-scale pedestrian environment with street furniture, shade, wayfinding, greening, and complementary development frontage with transparency and frequent entries. The focal point for this is the overhauling of the character of 1900 West to a human-scale boulevard –see Town Center Boulevard Street Type.

3. Streamline and slow automobility on the 1900 West corridor. Re-configure 1900 West to slow traffic and reduce access points through strategies such as medians and consolidated curb cuts.

4. Create a district-wide parking strategy in the Downtown area. Seek to develop one or more shared parking areas in Downtown in surface lots or structures depending on the opportunity.

5. Shape the intersections of the residential connector network with special urban design treatments to position them as community nodes.

6. Leverage widening of 5600 South to re-envision land uses and urban design along the corridor to be more walkable, transit oriented, and representative of community character.

6) Conduct collaborative processes to achieve transportation goals.

1. Comprehensively and collaboratively implement the Complete Streets Policy using the tools in the General Plan, aiming for an ongoing Complete Streets Program.

2. Encourage and develop procedures for collaboration among

departments to implement the Transportation Action Plan and policies.

RECOMMENDATIONS

GROWTH AREAS/ACTIVITY CENTERS

1

How do these recommendations fit with the Goals / Strategies on the previous page 97?

1. Improve crossings of major streets in Downtown and the FrontRunner station area. Create shorter, more frequent high-visibility pedestrian crossings that add urban design value to the community and corridors.
2. Emphasize human-scale street environments and public spaces in Downtown and the FrontRunner station area. Use development standards as well as public and community investments to create a robust, connected, and human-scale pedestrian environment with street furniture, shade, wayfinding, greening, and complementary development frontage with transparency and frequent entries. The focal point for this is the overhauling of the character of 1900 West to a human-scale boulevard –see Town Center Boulevard Street Type.
3. Make a series of new street and pathway connections in the FrontRunner Station Area. Create connections across the Union Pacific rail tracks; to and from the station; up and down the hill to the east of the station; and in and out of neighborhoods. See Map A2-8.
4. Create one or more street and/or active transportation crossings of the Union Pacific rail. Identify the most strategic location to cross the rail line to increase access between the FrontRunner station and the surrounding community; and work with all stakeholders to implement the crossing.

2

5. Create small blocks and a connected street network in the redeveloped Downtown area. Work with developers to extend 1950 West to the extent possible and a street corridor to the east of 1900 West, as well as more frequent east-west streets.

3

6. Streamline and slow automobility on the 1900 West corridor. Re-configure 1900 West to slow traffic and reduce access points through strategies such as medians and consolidated curb cuts.
7. Create a district-wide parking strategy in the Downtown area. Seek to develop one or more shared parking areas in Downtown in a surface lot, or a structure depending on the opportunity.
8. Create a community mobility hub in Downtown Roy. Identify a central

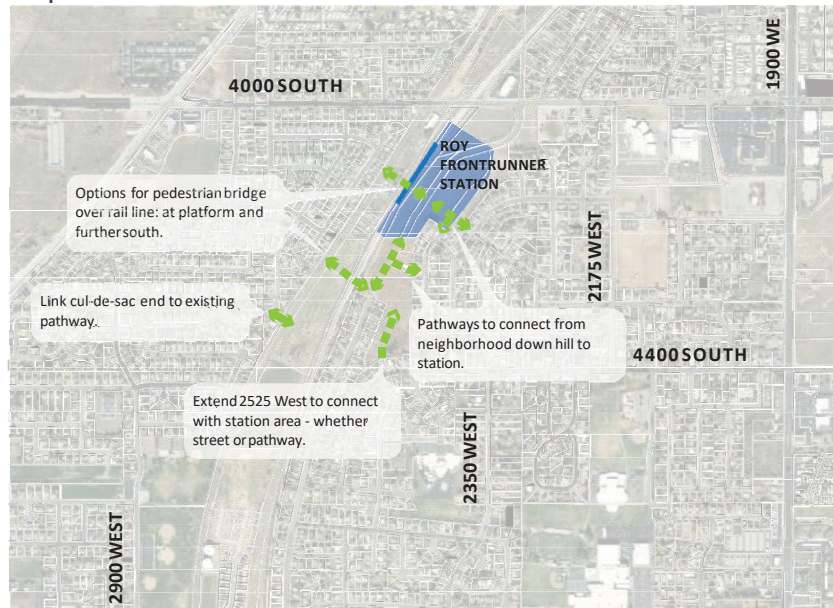
3

Slow traffic on 1900 West a UDOT main street? Reduce access points using medians and consolidated curb cuts? Do we want to contact UDOT and suggest this

Create small blocks in the downtown area? Extend 1950 West? Establish a street corridor east of 1900 West?

2

Map A2-8: Recommended Station Area Connections



location for a community mobility hub with UTA transit, bicycle amenities, shared bicycles and scooters, transportation network companies and other micro-transit, and work with UTA and other partners to implement the hub. Improve transit vehicle operations in downtown Roy, especially along 1900 West.

Street types:

- *Town Center Boulevard*
- *Walkable Mixed Use*

MAJOR CORRIDORS

9. Establish 5600 South as Roy's major east-west corridor for regional transportation. 5600 South is projected to double in traffic volume over the next several decades. This corridor is the most logical to bring east-west regional travelers through Roy; the Transportation Master Plan directs the widening of the roadway to two lanes in each direction. While in the near term these will be primarily autos, Roy will work with regional partners to move more trips to transit. See pg 97
10. Rebuild 5600 South as a multi-modal corridor as directed by Focus Roy. Focus Roy prioritizes 5600 South as a Complete Street corridor. Work with UDOT and other stakeholders to balance the movement of

autos and freight with the movement of transit, bicycling, and walking. See the Regional Complete Corridor Street Type.

11. Leverage widening of 5600 South to re-envision land uses and urban design along the corridor to be more walkable, transit oriented, and representative of community character.
12. Establish 3500 West and Midland Drive as Roy's primary north-south regional transportation corridor. Midland Drive and 3500 West comprise a corridor that runs through Roy and connects to adjacent communities. Traffic volume on the corridor is projected to grow by up to 200 percent over the next several decades. This corridor is the most logical to complement I-15 to bring north-south regional travelers through Roy; the Transportation Master Plan directs the widening of the roadway to two lanes in each direction. While in the near term these will be primarily autos, Roy will work with regional partners to move more trips to transit. See pg 97
13. Shape 3500 West-Midland Drive as a multi-modal corridor as directed by Focus Roy. Shape walkable development as the Midland Drive corridor develops, ensuring multi-modal connections to Midland and to the Roy FrontRunner station. See the Regional Complete Corridor Street Type.
14. Improve transit corridors. Work to increase transit service, improve the speed and reliability of transit operations, and increase transit access, especially along Regional Complete Corridors and Town Center Boulevards.
15. Collaborate with UDOT on improving the 5600 South/I-15 interchange for all modes.
16. Improve pedestrian crossings of major corridors. Create short, high-visibility pedestrian crossings that add urban design value to the community and corridors.
17. Increase safety for all corridor users by balancing speed, visibility, access, and community.
18. Monitor the need for further improvements to move regional travelers through Roy.

Street types:

- *Regional Highway*
- *Regional Complete Corridor*

- *Town Center Boulevard*
- *Citywide Connector*

RESIDENTIAL NEIGHBORHOODS

- Prioritize 4800 South and 4000 South for active transportation and local vehicle travel. ~~There is less traffic pressure on these streets~~ ~~omit~~ ~~and~~ they provide quality connections to citywide destinations. See Citywide Connector Street Type.
- Implement the Focus Roy network. Improve and reconfigure streets to achieve the Regional Bicycle and Trail Network, Complete Streets corridors, and Neighborhood Greenways, balanced with the Transportation Master Plan. See Street Types.
- Implement on-street multi-use paths where there are opportunities.
- Ensure that the Neighborhood Greenway Street Type corridors have high-visibility crossings of major streets.
- Create more community mobility options. Explore the provision of options for short trips throughout the Roy community, including shared e-scooters and e-bikes and micro-transit.
- Pursue transportation demand management programs to reduce single occupant vehicle dependence.
- Collaborate with UTA to adapt the 604 Route to better serving local community mobility.
- Strategically connect cul-de-sac ends to Denver and Rio Grande Western trail –and to east as well, to create through connections.
- Implement traffic control recommended by the Transportation Master Plan at stop-controlled intersections –including 5600 South/3100 West, 6000 South/3100 West.
- Maintain low vehicle speeds on **residential connector** network.
- Shape the intersections of the **residential connector** network with special ~~urban~~ design treatments to position them as community nodes. ~~omit~~
- Complete connection of network of Neighborhood Connector and Neighborhood Greenway streets –whether as full streets or multi-use paths. Proposed locations shown on Map A2-9.

Should these be Neighborhood?

- Identify the most strategic and feasible streets and/or active transportation crossings over Union Pacific rail and canals.

Street Types:

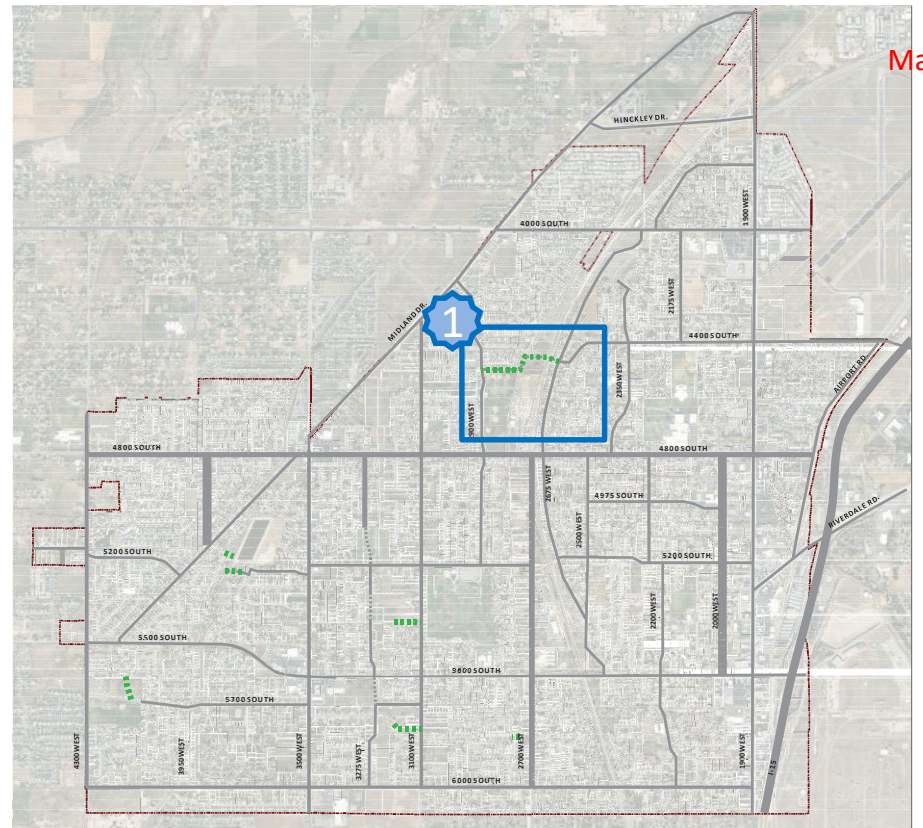
- *Citywide Connector*
- *Neighborhood Connector*
- *Neighborhood Greenway*

OPEN SPACE AND NATURAL SYSTEMS

- Integrate pathway network and park spaces into downtown Roy and station area.

- Expand DRGW trail into a connected network utilizing streets and

Map A2-9: Recommended connections to make along Neighborhood Greenway network

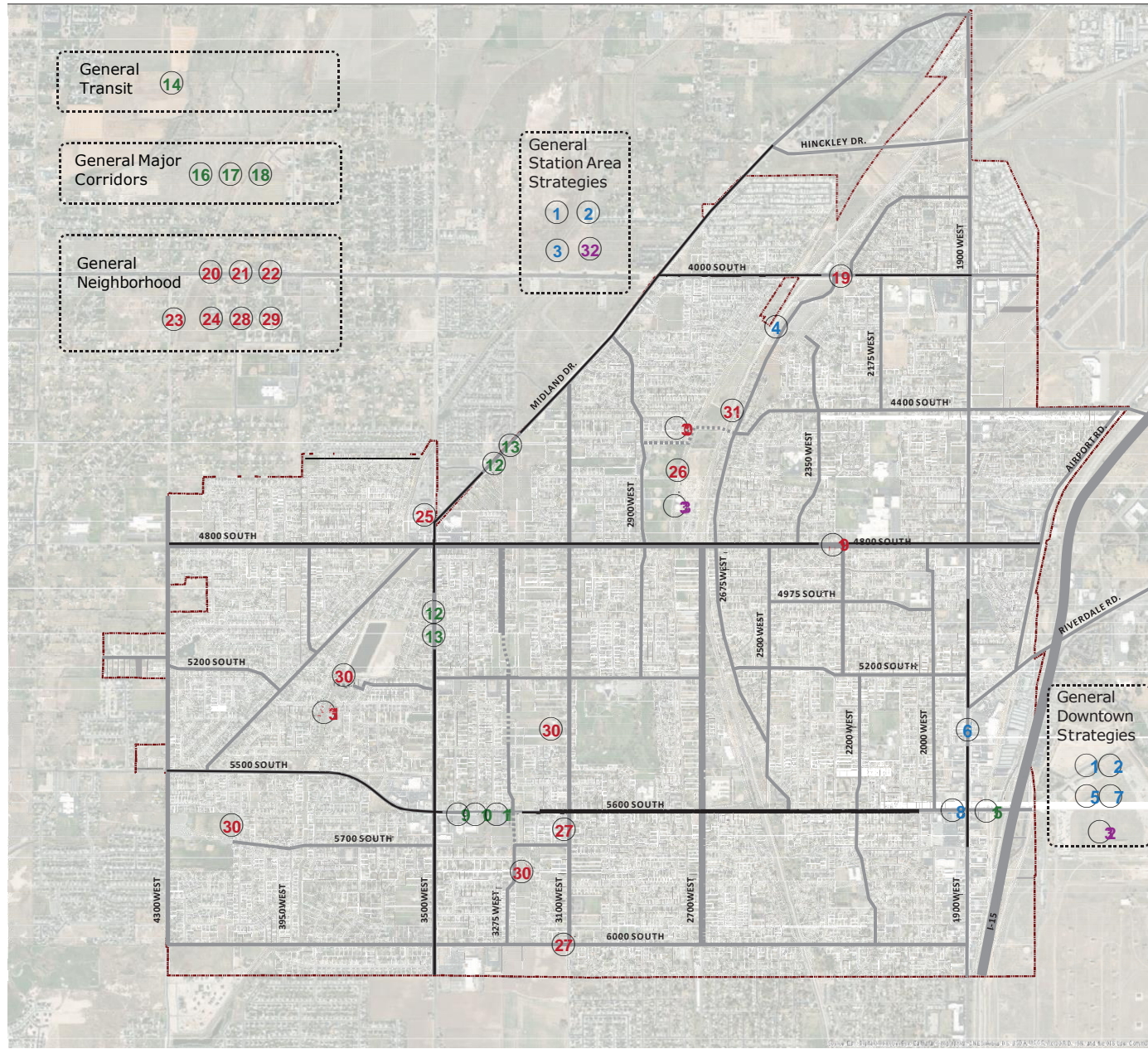


Map Key?

1

Based on the illustration, placing a street over this area might be problematic considering there is water tank and housing development proposed for this area. Does Roy City want to build a street bridge over the RxRtracks and D&RG Trail from 4400 South?

Map A2-10: Summary of Transportation Policies



3 - ECONOMIC DEVELOPMENT

RECOMMENDATIONS

Adopt mixed-use code to encourage development

The City's primary focus for economic development includes development and redevelopment within the Downtown Place District and Station Area District. The City is in the process of adopting a mixed-use code for these districts, in order to fulfill a vision of building an attractive, active downtown with a sense of place and a transit-oriented development including mixed use and multi-family housing.

1 Street and trail connectivity

Roy has a regional asset in the Denver and Rio Grande Western Rail Trail ("Trail"). However, poor connectivity from surrounding neighborhoods, and the FrontRunner Station, to the Trail has hindered development in the City. The City is working with the Utah Transit Authority and developers to address access to developable land that lies between the trail and the rail lines and to promote east-west connectivity.

Regional anchor in the Downtown Place District

A regional draw such as a movie theater or institutional/medical facility would transform the Downtown Place District and encourage additional redevelopment. The City is studying the feasibility of this type of anchor. The use of CRAs is further being explored for this area.

Development incentives and regulatory process

Permitting and timeliness of the permit process is considered important for facilitating development. Clearly defined impact fees make the development process easier, which in turn encourages developers to come to a city. The City strives to provide timely and smooth services and will continue to monitor its processes and identify efficiencies.

Community Reinvestment Areas

The City currently has two RDA project areas: 1) RDA Project Area #2 and 2) City Center RDA #3. These project areas will both expire within the next decade. By creating additional project areas the Redevelopment Agency may negotiate with taxing entities to share a portion of the property tax that is generated by new development in a certain area for a specific length of time. Incremental tax revenues can then be used to incentivize economic growth through financing public infrastructure.

securing developable land, and overcoming barriers to growth. The City is currently exploring the creation of three new Community Reinvestment

Areas ("CRAs"), two in the downtown area and one near the FrontRunner Station. These plans would include a tax increment set aside for affordable housing.

RETAIL SALES LEAKAGE ANALYSIS

The consumption of gross taxable sales by residents and visitors to Roy is an important metric to assess the general economic health of the City. A sales gap (or "leakage") analysis is used to measure the economic health of a region and to identify economic development opportunities for a community by evaluating the total purchases made by residents inside and outside the community (hence, the term "leakage" for sales lost outside the community). This type of analysis first identifies sales within the State of Utah for each major North American Industry Classification System ("NAICS") code category and then calculates the average sales per capita in each NAICS category. Per capita sales in Roy are compared to average per capita sales statewide in order to estimate what portion of resident purchases are being made within the City boundary, and what amount is leaving the City. The resident purchases being made outside of the City may represent an opportunity for the City to recapture some of these lost sales by planning for commercial development.

This analysis utilizes the 2018 NAICS Codes as collected by the Utah State Tax Commission. In order to retain confidentiality, as required by statute, major categories with fewer than 10 sales outlets are rounded. Table 2.1 provides a general overview of leakage and retention by major category. Negative numbers estimate the approximate income leakage outside the Roy boundary. Positive numbers indicate that Roy is attracting more than its fair share of purchases, suggesting shoppers from outside the City are attracted to the area for certain types of purchases. Likewise, capture rates below 100 percent indicate the City is not collecting the average sales expected based on a per capita average for the State. Capture rates over 100 percent indicate the City is capturing more than the State average.

Overall, Roy is capturing 45 percent of all taxable retail sales as compared to average taxable sales for the State of Utah. This suggests Roy residents are traveling outside the City to shop. Many of these residents go east to Riverdale, where there are a number of large-format retailers. Much of the retail along 1900 West in Roy is auto-oriented, with drive thru restaurants, gas stations, mechanics, and auto parts stores. Correspondingly, Roy is capturing significant sales in the food and beverage and gas station sectors. While leaking, the non-store retail and motor vehicle sectors are the next highest capture rates. Despite strong competition in the surrounding retail market, Roy may capitalize on neighborhood scale retail development.

Unsure if we still offer this?

District. Further, the Roy Redevelopment Agency engages with local businesses to address business expansion and retention. A \$300,000 revolving loan fund is available to new and existing businesses, providing low interest loans up to \$30,000. The City is also exploring the creation of three new CRAs, two in the downtown area and one near the FrontRunner Station. These plans would include a tax increment set aside for affordable housing.

The City has several strengths including a FrontRunner Station and the potential for transit-oriented development, developable land and affordable housing. The development of neighborhood scale retail may increase the capture of sales leakage. Neighborhood development may also support the creation of neighborhood identities and create a more vibrant active community. Opportunities include securing an anchor development such as a movie theater to create a regional draw. Such development may be supported through the use of CRAs and Public Infrastructure Districts to incentivize and finance development.

Competition in retail development is a weakness along with dispersed tracks of developable land which shifts the City's focus to redevelopment. Threats to the City's economic development efforts include public opinion and a "not in my backyard" ("NIMBY") mentality. The City will continue to work with developers, residents and elected officials to carefully weigh the costs and benefits of development and ensure economic development goals align with the City's overall vision.

omit

Table A3-3: Roy City SWOT

Strengths	Opportunities
<ul style="list-style-type: none">• Front Runner Station• Growing employment• Growing manufacturing and construction jobs• Affordable housing• Developable land	<ul style="list-style-type: none">• Redevelopment of Station Area District and Downtown Place District• Anchor development to encourage growth• Community Reinvestment Area (CRA)• Public Infrastructure District (PID) Unsure what this is?• Developable land
Weaknesses	Threats
<ul style="list-style-type: none">• Retail competition from surrounding cities• Lack of identity, place• Dispersed developable land• Lack of Trail connectivity	<ul style="list-style-type: none">• Retail competition from surrounding cities• Zoning limitations• Cumbersome permitting• Public opinion (NIMBY) omit

1

The "H" requirements in SB-34 is not necessary as long as we have mixed-use developments in this Plan and our ordinance. Should be deleted from the General Plan and Train Station Ordinance.

4 - MODERATE INCOME HOUSING

RECOMMENDATIONS

Roy City aims to facilitate a reasonable opportunity for a variety of housing, including moderate income. Currently, the median rent and median income ratio is below the 30 percent cost burden suggesting affordability in the near-term. Likewise, the median mortgage and household owner income ratio is below the 30 percent cost burden. However, rents are increasing at a higher rate than income. There is also cause for concern that ownership of single-family homes may become too expensive for moderate-income households in the coming years if housing price increases continue to outpace income increases.

Utah Code 10-9a-4 requires the City to implement strategies for ensuring moderate income housing options are available throughout the community. The following recommendations fulfill this requirement and address strategies to provide development of moderate income housing over the next five years and beyond.

Apply for or partner with an entity that applies affordable housing programs (M,R,S,T,U)

The City will seek to work with the numerous programs available to encourage the development and preservation of affordable housing at all income levels. Homeownership programs are well established, and support should continue and expand. The Home Program and HOME Investment Partnership Act are important resources for moderate and low-income homeowners, and CDBG funds can also be used to assist homeowners. CDBG funds may require some reallocation of funds from infrastructure needs to housing, although both are valid projects. In addition, the Utah Housing Corporation provides homeownership assistance through below market loans (FirstHome), down payment and closing cost assistance, and lease-to-own housing supported by Low Income Housing Tax Credits (CROWN). Further, HUD has special loans for the construction of rental and cooperative housing for the elderly and handicapped. In addition, funds are available under the Olene Walker Loan Fund and the McKinney Fund (with emphasis on transitional housing).

Utilize a moderate income housing set aside from a Community Reinvestment Area (V)

The City's two existing RDA project areas were created prior to 1993 and thus, not required to maintain a separate affordable housing fund. Under the new requirements of Community Reinvestment Areas (CRAs),

the Redevelopment Agency is required to allocate 10 to 20 percent of total tax increment revenues it receives from CRAs to affordable housing. The City is currently exploring the creation of three new CRAs, two in the downtown area and one near the FrontRunner Station. These plans would include a tax increment set aside for affordable housing. This tool is particularly relevant to the City as it promotes both economic development and affordable housing.

1

Allow for higher density and mixed use (F,G,H,J)

Roy City is working to implement a mixed-use code which will allow for specific types of residential dwellings to be built in commercial zones, as well as increased densities. The mixed-use code will apply to the Downtown Place District and the Station Area District where a FrontRunner Station is located. These codes will focus on regulating the form and relationship of structures rather than permitted uses. This type of code can effectively preserve and reinforce the City's traditional appearance, and patterns of development, which can help diversify the housing types available within the market while creating additional possibilities for more affordable housing options. Dwelling types' specifications could avoid having a significant impact on the look and feel of the commercial zones while increasing housing options and affordability within the City. Residential zoning will be monitored to ensure that it does not devolve into a regulatory barrier to affordability. The zoning will provide flexibility to developers seeking to meet affordability targets. The code also provides recommendations for parking requirements which may impact developments in the City's Station Area District.

1

EXISTING HOUSING

As of the 2018 U.S. Census Bureau Population Estimates, Roy ("City") is home to 38,773 residents. The 2017 U.S Census Bureau American Community Survey reports that Roy has 12,543 housing units in total, of which 12,217 are occupied units.¹ There are many more homeowners than renters in Roy, with 82.2 percent of homes owner occupied. This is due to the large amount of single family homes in the City, and very few multi-family housing units. The City has 10,038 owner occupied units and 2,179 renter occupied units. Occupied housing has grown at an annual average growth rate ("AAGR") of 0.83 percent from 2009 through 2017, with occupied housing units growing at 0.56 percent and renter occupied units growing at 2.16 percent.

As shown in Table A4-2, 84 percent of Roy's housing stock is single family with 16 percent multi-family, mobile home and other housing types. By comparison, Weber County's housing stock is comprised of 76 percent

1 Most current ACS data available.

Are these defined earlier? If not need to define them

Remove prentices to be consistent

single family and 24 percent multi-family, mobile home and other housing types.

Table A4-1: Roy Housing Units

	2009	2017	AAGR
Total Housing Units	12,027	12,543	0.53%
Occupied Housing Units	11,436	12,217	0.83%
Owner-occupied Units	9,600	10,038	0.56%
Renter-occupied Units	1,836	2,179	2.16%

Source: US Census Bureau American Community Survey 2013-2017

Table A4-2: Roy Housing Cost Burden Ratio

Type	Owner Occupied		Renter Occupied		Total	% of Total
Single Family	9,175	91.4%	1,085	49.8%	10,262	84%
2 to 4 Units	201	2.0%	662	30.4%	864	7%
5 to 9 Units	70	0.7%	39	1.8%	107	1%
10 or more Units	20	0.2%	340	15.6%	364	3%
Mobile Home & Other	572	5.7%	52	2.4%	620	5%
Total Units	10,038	82.2%	2,179	17.8%	12,217	100%

HOUSING COST BURDEN

As indicated in Table A4-3, the median household income in Roy is \$66,333. The median household income has grown at an AAGR of 1.95 percent from 2009 through 2017. The Roy owner-occupied income in 2017 was \$69,307 while renter-owned income was \$47,212. The renter-owned median income grew at an AAGR of 1.92 percent compared to a 2.19 percent growth rate in median gross rent.

The monthly housing costs for all owner-occupied housing in Roy is \$1,083. Monthly costs for owner-occupied housing units with a mortgage is \$1,234 while those without a mortgage is \$374. The median gross rent in the City is \$974. The ratio of the City's median rent to renter income is 24.8 percent. The ratio of the City's median income to median household owner income is 21.4 percent. Ratios greater than 30 percent indicate the average renter or household owner is burdened by housing costs. Ratios greater than 50 percent suggest a severe burden. Currently, the overall renter income to rent ratio is not considered a burden. However, the ratio is nearing the burden threshold.

Table A4-3: Roy Housing Cost Burden Ratio

	2009	2017	AAGR
Roy Median Income	\$56,859	\$66,333	1.95%
Roy Owner-occupied Median Income	\$60,389	\$69,307	1.74%
Roy Renter-occupied Median Income	\$40,559	\$47,212	1.92%
Roy Median Gross Rent	\$819	\$974	2.19%
Roy Owner-occupied w/ Mortgage Cost	\$1,228	\$1,234	0.06%
Roy Median Rent to Renter Income	24.2%	24.8%	
Roy Median Mortgage to Owner Income	24.4%	21.4%	

Source: US Census Bureau American Community Survey 2013-2017, Utah Department of Workforce Services: Housing and Urban Development

The area median income ("AMI") for Weber County for 2017 was \$62,036. The median family income for a family of four in Weber County ("County") is \$78,984. Table A4-4 represents the ratio of median rent in Roy at 100 percent of the AMI income for a family of four in Weber County. Ratios greater than 30 percent indicate a burden based on typical housing costs within the County. Ratios greater than 50 percent suggest a severe burden. At 30 percent of AMI, a family of four is burdened and nearing the severe burden threshold.

Table A4-4: Weber County Area Cost Burden Ratio

	2009	2017	AAGR
Weber County AMI Family of Four	\$62,119	\$78,984	3.05%
Roy Median Rent	\$819	\$974	2.19%
100% of AMI Family of Four	15.8%	14.8%	
80% of AMI Family of Four	19.8%	18.5%	
50% of AMI Family of Four	31.6%	29.6%	
30% of AMI Family of Four	52.7%	49.3%	

Source: US Census Bureau American Community Survey 2013-2017, Utah Department of Workforce Services: Housing and Urban Development

The U.S. Department of Housing and Urban Development annually reviews fair market rents to determine a standard for various housing programs in order to publish HOME Investment Partnership Program ("HOME") rent limits. The rent limits for the Ogden-Clearfield HUD Metro FMR Area for 2019 is found in Table A4-5.

Remove prentices to be consistent

Table A4-5: Ogden-Clearfield Rent Limits

Program	Efficiency	1 Bed	2 Bed	3 Bed	4 Bed
Low HOME RentLimit	\$594	\$713	\$910	\$1,105	\$1,232
High HOME RentLimit	\$594	\$713	\$910	\$1,290	\$1,514
Fair Market Rent	\$594	\$713	\$910	\$1,290	\$1,514
50% RentLimit	\$743	\$796	\$956	\$1,105	\$1,232
65% RentLimit	\$948	\$1,016	\$1,222	\$1,403	\$1,545

HISTORIC BUILDING PERMITS

As shown in Table A4-6, the City has issued building permits for 493 units over the last 10 years. These include 191 multi-family units and 302 single family units. Multi-family units have been more prevalent in the last five years and will continue to be an important tool to address moderate income housing needs within the City.

Table A4-6: Roy City Building Permits

Year	Single Family Units	Duplex Dwellings	Multi-Family Units	Mobile/ Manufactured	Total Constructed Units
2009	37	-	-	-	37
2010	38	-	27	-	65
2011	45	-	-	-	45
2012	40	-	-	-	40
2013	24	-	9	-	33
2014	11	-	-	-	11
2015	22	-	-	-	22
2016	29	-	123	-	152
2017	21	-	11	-	32
2018	35	-	21	-	56
Total	302	-	191	-	493

HOUSING GAP ANALYSIS

The Utah Housing and Community Development Division within the Utah Department of Workforce Services ("DWS") utilizes American Community Survey² data and the U.S. Housing and Urban Development Comprehensive Housing Affordability Strategy³ ("CHAS") to identify the current number of rental households, as well as project the number of

units needed over the next five years, by percentage of household area median family income ("HAMFI"). The total number of renter households according to CHAS is 1,925, with 42.9 percent or 825 units considered non-low income.⁴

As shown in Table A4-7, at ≤80 percent HAMFI, there are 1,100 renter households with 1,060 units currently available. This suggests a shortage of 40 rental units at the ≤80 percent of HAMFI income level. However, the City has a total of 1,855 affordable units suggesting a surplus of affordable units for this income bracket. This mismatch in available and affordable housing suggest 795 households are living in affordable housing despite their median income being above the ≤80 percent HAMFI threshold. The mismatch is more severe in the ≤30 percent HAMFI category as a 135 affordable unit deficit exists, as well as a mismatch in renters with incomes higher than the ≤30 percent threshold occupying 125 units. At ≤30 percent HAMFI, there is a deficit of 260 rental units.

Table A4-7: Roy Housing Gap

2018 Shortage	Renter Households	Affordable Rental Units	Available Rental Units	Affordable Units - Renter Households	Available Units - Renter Households	Housing Mismatch
≤ 80% HAMFI	1,100	1,855	1,060	755	(40)	795
≤ 50% HAMFI	665	950	435	285	(230)	515
≤ 30% HAMFI	365	230	105	(135)	(260)	125

The current ACS and CHAS data indicate the number of rental units lags behind the number of rental households. The Kem C. Gardner Institute identified this lag citing the period from 2010-2015 where the number of households were increasing at a faster pace than housing units.⁵ Historically, the housing units outpaced households. The current inverse relationship is evidence of the housing shortage in the State of Utah. The Roy gap analysis further identifies a need to provide affordable housing with an emphasis on households at 50 percent and 80 percent of HAMFI.

HOUSING STOCK

Map A4-1 depicts the age of the housing stock within the City. The eastern portion of the city contains development from primarily the 1940's, 1950's and 1960's. The majority of residential construction during the 1970's

was scattered throughout the City, while a heavy concentration of home building occurred on the westside during the 1990's and into 2010's. By age, the eastside housing stock will be more vulnerable and may be prime areas to focus rehabilitation efforts.

AVAILABLE HOUSING PROGRAMS

There are a variety of housing programs available to help maintain and support affordability, which will be increasingly critical as increasing housing costs erode the City's affordability. Municipalities are encouraged to utilize the programs offered by the Utah Housing Corporation and the Department of Community and Economic Development to assist in establishing and maintaining the requirements set forth for affordable housing by Section 10-9a-4.

Community Development Block Grant (CDBG) Program –This is a well-established federal entitlement grant program for urban communities seeking to revitalize neighborhoods, improve community facilities, prevent and eliminate slums, aid low to moderate-income families, and promote economic development. Between 2015 and 2019, \$4.9M was spent on CDBG projects within the Wasatch Front Regional Council region. Roy was awarded funding in 2016 for infrastructure improvements associated with the Halvern Subdivision.

HOME Investment Partnership Acts –The HOME act was established to develop and support affordable rental housing and home ownership mainly through the rehabilitation of existing units rather than new construction. The program targets low and very low-income households. The grant program is flexible in allowing participating jurisdictions to decide the most appropriate use of money in their communities. The program requires that at least 90 percent of the rental assistance be targeted toward households with incomes no higher than 60 percent of the area median. Participating jurisdictions are required to match 25 percent the federal funds used.

Section 8 Housing Choice Voucher Program - The Section 8 program provides rental payments and assistance to very low income and elderly persons. Rental assistance payments are made directly to private owners who lease their units to assisted families. The tenant is only required to pay 30 percent of his or her monthly-adjusted gross income for rent and the federal government pays the balance of the contract rent to the owner of the rental unit. The contract rent is based on Fair Market Rent established by HUD for the area. The certificates and vouchers are issued by local housing authorities and have a five-year term, which is renewable. Program participants may rent units whose rents exceed the FMR, but the recipient must pay the balance. Applications for this program can be

completed through both the Weber Housing Authority ("WHA") and the Ogden Housing Authority.

The following Table A4-8 lists the Fair Market Rents applicable in Roy for the Ogden-Clearfield metropolitan statistical area. These represent the maximum rents for apartments rented under the Section 8 Voucher program; HUD will reimburse the landlord for up to 70 percent of these amounts.

Table 6-8: HUD Fair Market Rents for Ogden-Clearfield Utah

	Efficiency	1 Bed	2 Bed	3 Bed	4 Bed
2019	\$594	\$713	\$910	\$1,290	\$1,514
2018	\$571	\$690	\$882	\$1,258	\$1,471

Homeownership Assistance Program - The Homeownership Assistance Program is designed to increase home ownership throughout Weber County. The program is offered to qualified moderate income households on a first come, first served basis and as funding is available. First time homebuyers purchasing their primary residence in Weber County can receive a \$5,000 zero interest, deferred payment loan. These loans can only be used at the time of closing for down payment, closing costs, or principal reduction toward the first mortgage loan balance. The WHA has not received funding for this program in recent years, however, there are carry over funds available for limited grants.

Supportive Housing Program - The Supportive Housing Program provides voucher-based rental assistance linked with case management services. This program is offered to high barrier, homeless, disabled, unaccompanied households who do not hold the lease in their own name. WHA holds the master lease on the unit. The program pulls households from a community homeless waiting list that prioritizes individuals based on vulnerability. The goal of the program is to assist homeless individuals strive for self-sufficiency.

Shelter Plus Care - The Shelter Plus Care Program provides voucher based rental assistance linked with case management services. This program is offered to homeless, disabled, unaccompanied individuals who hold the lease in their own name. The program, administered by WHA, pulls individuals from a community homeless waiting list that prioritizes individuals based on vulnerability. The goal of the program is to assist homeless individuals that strive for self-sufficiency.

Low Income Housing Tax Credits ("LIHTC") - The federal government has developed a program to encourage the construction, rehabilitation and preservation of rental housing for very low, low and moderate-

Remove prentices to be consistent

income households. The LIHTC program is administered by the Utah Housing Corporation ("UHC"), which determines the amount of tax credit available to applicant projects and operations and on the percentage of the project, which will be restricted to low income tenants. The UHC establishes maximum rents in accordance with HUD standards and future rental increases will be based on increases in the cost of living as reflected in HUD income guidelines. A minimum of 20 percent of the project's units must be set aside for tenants with income less than 50 percent of the median income for the area or a minimum of 40 percent of the units must be reserved for tenants with incomes less than 60 percent of the area median income. Projects receiving LIHTC must maintain the status as a low-income project for a minimum of 15 years.

The LIHTC program provides a credit equal to nine percent of the construction cost for new construction or substantial rehabilitation for projects which do not use other federal assistance and a four percent credit for acquisition of existing projects and for those projects which use other federal subsidies (CDBG excluded). Credits are claimed annually for ten years. The credits may be used by the owner of the property or sold through syndication.

Section 202 Loans for Housing the Elderly - The HUD Section 202 program offers capital advances to finance the construction and the rehabilitation of structures to serve as supportive housing for very low-income elderly persons. It also provides rent subsidies to help make the projects affordable. If the project serves very low-income elderly persons for 40 or more years, the capital advance does not need to be repaid.

Olene Walker Trust Fund - The fund is comprised of State appropriations and federal funds to provide loans at below-market interest rates for the construction of affordable housing. The majority of projects built using this fund are multi-family. While the majority of the fund is used for loans, a small amount (five percent) of the fund is available for grants.

McKinney-Vento Fund - This fund is administered by HUD and provides assistance for transitional housing. This includes advances or grants for acquisition, rehabilitation of existing structures, annual payments to help cover operating expenses, and technical assistance in establishing and operating transitional housing. Rental assistance for homeless people with disabilities is also offered.

FirstHome - FIRSTHOME is a mortgage program offered by the Utah Housing Corporation. It is geared towards families of modest income with a credit score of 660 or higher who are first time homebuyers. This program offers competitive interest rates that keep the monthly house payments affordable, allowing families with smaller incomes to purchase a home.

UHC's Subordinate Loan - is an offer from the Utah Housing Corporation that can be combined with any of their loan programs to help families with funds needed to purchase a home. This program is for borrowers who have not been able to save enough money for their down payment and closing costs. This loan provides an additional option to limited income working families who have insufficient funds to purchase a home.

HomeAgain - is a Utah Housing Corporation mortgage program which targets families of modest income with a credit score of 660 or higher who have previously owned a home. This program, when combined with their Subordinate Loan, gives a family the opportunity to purchase another home with little or no cash investment.

Score - is a Utah Housing Corporation mortgage program designed to assist families of modest income with a credit score of 620 or higher. This program offers families who have recovered from previous credit challenges, a loan that can assist them with the purchase of their home. This program, when combined with their Subordinate Loan, gives a family the opportunity to purchase another home with little or no cash investment.

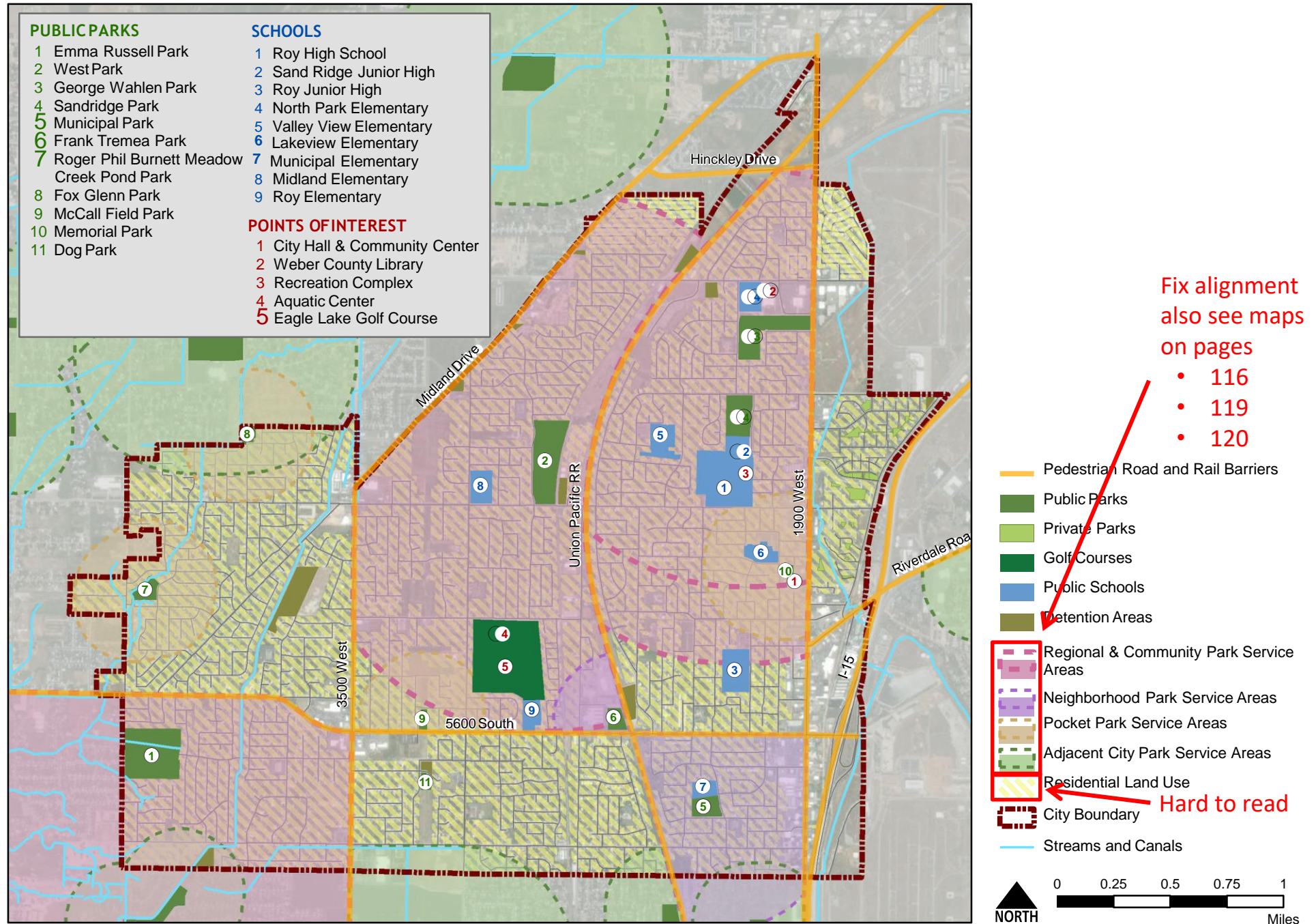
What does this stand for?

NoMI - is a Utah Housing Corporation mortgage program for families of modest income with a credit score of 700 or higher. Of all their homeownership programs, this mortgage typically has the lowest mortgage payment because it offers a loan without mortgage insurance. This program, when combined with a Subordinate Loan, gives a family the opportunity to purchase another home with little or no cash investment.

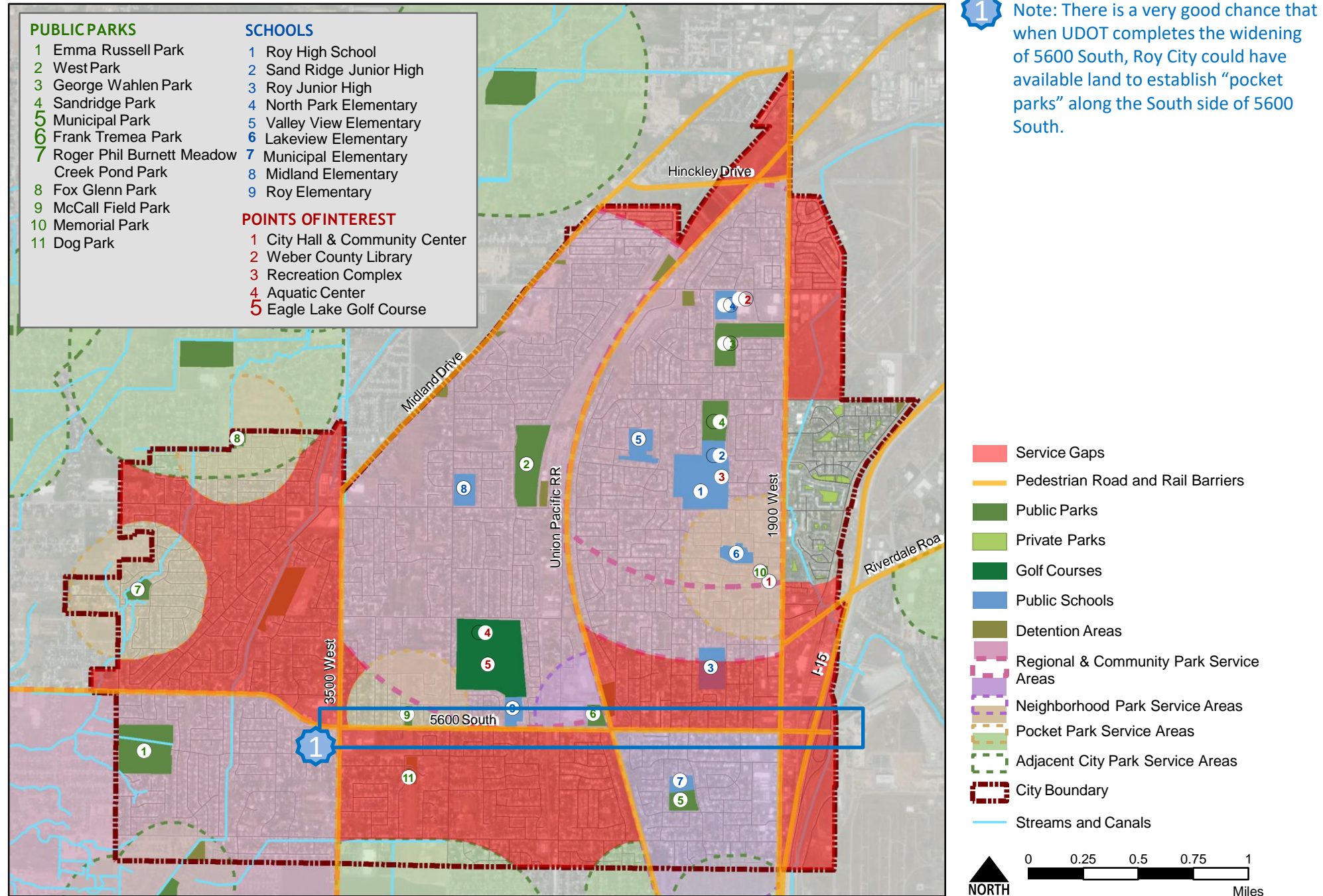
Streamline Refinance Loan Program - is a Utah Housing Corporation program geared toward families wanting to reduce their current mortgage payment with a refinance but do not have the funds to pay off their current UHC Subordinate Loan. For qualified borrowers, UHC will subordinate their existing Subordinate Loan to a new UHC Streamline Refinance.

CROWN - is a lease-to-own program developed by the Utah Housing Corporation (UHC) to bring home ownership within reach of very low-income households that are willing to make a long-term commitment to the community. CROWN creates permanent home ownership opportunities by utilizing Low Income Housing Tax Credits to construct new, single-family detached homes that are both durable and affordable. Lease payments last until the fifteen-year tax credit period expires. At this point, residents have the option of purchasing the home at a very attractive price through a low-interest UHC mortgage loan. The qualified low-income residents who become homeowners through the CROWN program are also eligible to receive training in the areas of housekeeping, home maintenance, and basic budgeting.

Map A5-1: Existing Park Distribution and Service Areas



Map A5-2: Existing Park Service Area Gaps



residential areas of the city experience a significant gap in park service. These gaps are not expected to grow as the city is largely built out, but they also will not shrink unless additional parks are created in these neighborhoods.

MEETING EXISTING & FUTURE PARK NEEDS

Since the existing general plan does not provide a preferred LOS benchmark and the public indicated some dissatisfaction with the current quality and distribution of parks, it is assumed that the current LOS (2.9) does not meet current needs. This plan therefore recommends a future park **LOS of 3.5**. **How/where did this number come from?**

Meeting LOS Needs During the Ten-Year Planning Horizon

As Roy City approaches build-out and population growth begins to stabilize, it is essential that the City acquire land for future parks in the very near term. Roy will likely have to acquire park land by direct purchase and acquisition or as land trades as part of negotiated development agreements. The City needs to ensure that the park land and open spaces proposed in this plan are secured, located and implemented as indicated, otherwise the City is certain to face distribution gaps and shortcomings



which will be difficult to correct.

Applying the future LOS of 3.5 forward to meet park need through the ten-year planning period (2020 -2030) results in a total of 148.7 acres of public park land required by 2030 ($42,499/1,000 \times 3.5 = 148.7$). Subtracting 113.3 acres of existing park land from this figure, 35.4 acres of additional park land is needed to meet needs in the next ten years.

Meeting LOS Needs Through Build-Out

The projected population at Year 2050 requires a total of 157.2 acres of public park land by to meet park acquisition needs through 2050 ($44,911 / 1,000 \times 3.5 = 157.2$). Subtracting 148.7 acres of public park land required to meet existing and future needs through 2030, an additional 8.5 acres of parkland is required to meet park needs in 2050.

PROPOSED PARKS

Maps A5-3 and A5-4 illustrate the location and distribution of the future Roy Park System at build-out. The proposed system is composed of existing and proposed new parks. As illustrated through the distribution radii, several new Neighborhood and Pocket Parks have been strategically-located in service gap areas to provide equitable access and promote easy walking from home to the closest park.

It is recommended that the future park system limit the use of Pocket Parks, and that the bulk of new parks are Neighborhood Parks or larger, as small pocket parks are difficult to maintain and operate. It is also recommended that **storm water detention and retention facilities** are not counted as meeting park needs unless they are documented as being suitable sites for sport and other play activities.

were they already calculated in and shouldn't of

Do we have Park Standards?

PARK STANDARDS are these minimum standards?

Public input indicates that residents are somewhat dissatisfied with the City's provision of parks. In order to ensure that all parks meet minimum design standards, existing parks should be upgraded where required and new parks designed and implemented from to meet the minimum requirements for each park type.

The following are minimum standards that are proposed to help ensure existing and future parks meet basic needs according to park type. It should be stressed that these are basic standards, and that each park should be carefully designed to ensure that each individual park is unique, matching the park setting and intended purpose. In order to achieve this, it is recommended that input from the surrounding neighborhood and community is solicited during the design process.

Regional Parks are greater than 30 acres in size and should include the following:

- All the amenities and features in Neighborhood Parks (see below)
- Two or more specialty regional recreation features, such as a sports complex, an aquatics facility, splash pad or arboretum.

Community Parks are between ten and 30 acres in size and should include the following:

- All the amenities and features in Neighborhood Parks (see below). Each Community Park should have one large pavilion.
- At least one specialty regional recreation feature, such as a sports complex, an aquatics facility, splash pad or arboretum.

Neighborhood Parks are three to ten acres in size, and should include the following amenities:

- Trees
- Picnic tables and benches
- A drinking fountain
- Grassy play area(s)
- Playground(s)
- Small/Medium Pavilion(s)
- Restroom(s)



- Sport court(s) (basketball, volleyball, pickleball and tennis)
- Sports field(s) (baseball, soccer, football and similar sports)
- Connections to other parks, open spaces, recreation amenities and community destinations by multipurpose trails, bike lanes or routes
- Perimeter walking trail(s) where appropriate

Pocket Parks are less than three acres in size, and should include the following amenities:

- Trees
- Picnic table(s), bench(es) and site furnishings
- Grassy play area(s)
- Either a covered shelter, pavilion or shade structure OR a small playground, sport court or activity area

PARK AMENITIES

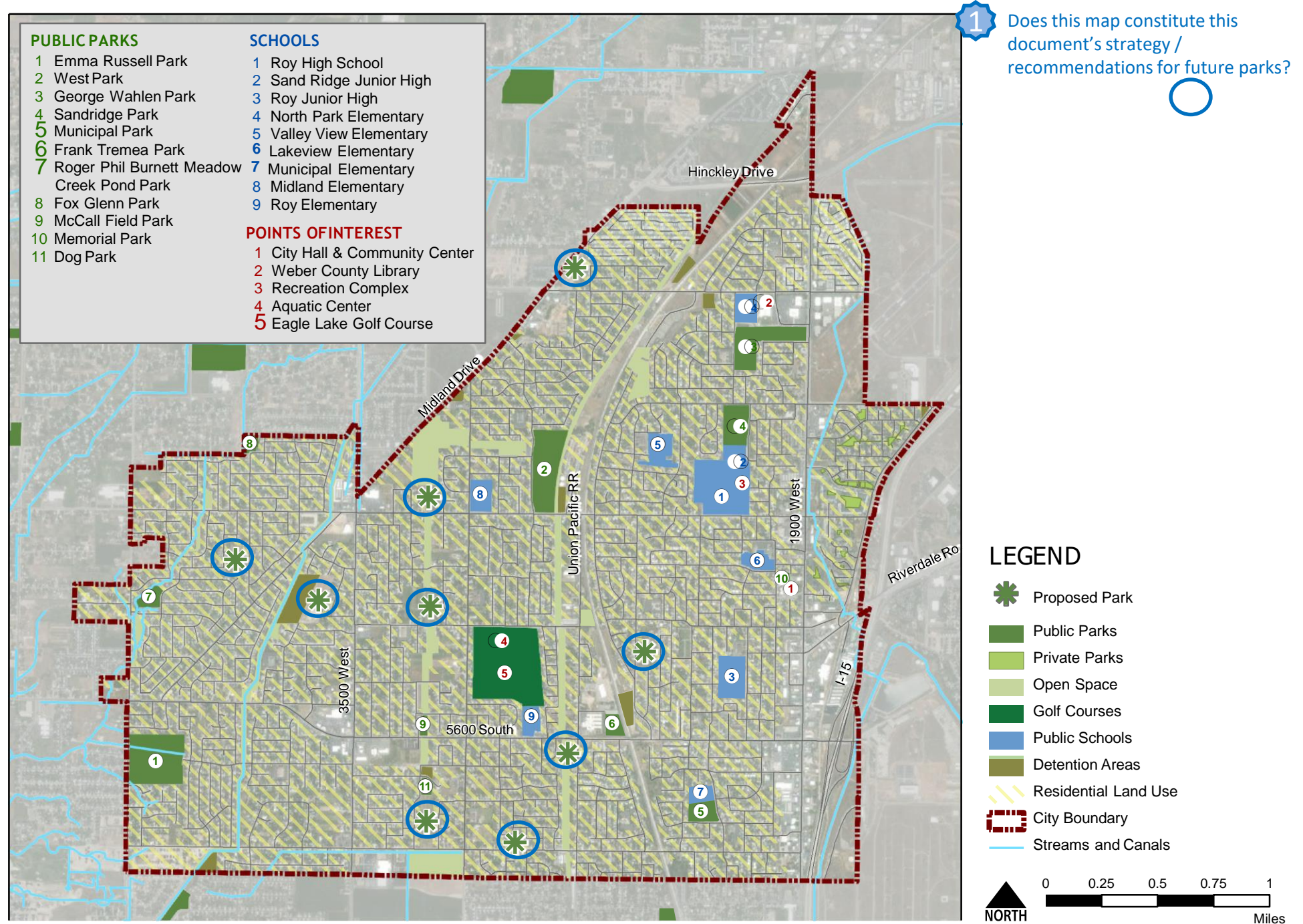
Amenities, paired with overall design and setting, contribute to each park's character and function. The provision of existing park amenities has been analyzed using a Level of Service (LOS) analysis approach as described below.

Amenity Level of Service

The NRPA provides suggested LOS standards for individual park amenities. These recommendations were used as a starting point and eventually adjusted to reflect the unique needs and expectations in Roy. Table A5-2 identifies the total quantity of existing amenities in the City, compares the population per amenity to the suggested LOS, and summarizes the total surplus or deficit (shown in red).

This analysis indicates that Roy lacks 17 key amenities, including high-cost facilities such as pavilions, playgrounds, and athletic courts.

Map A5-3: Existing and Proposed Parks



OPEN SPACE

Open space is a critical component of a comprehensive, well-balanced parks and recreation system. Unfortunately, Roy has very little open space remaining, as agricultural uses have nearly disappeared altogether, and public lands associated with natural watersheds, canyons, and foothills or mountains are located outside of city boundaries. The bulk of what little open space remains is privately owned land located along utility and rail corridors.

Map A5-3 designates 270 acres of open space proposed for the City, which includes natural drainages, utility corridors and other uses. The preservation of natural drainages is particularly critical, as they often serve as key trail corridor connections.

Both private and public open space provide a host of ecological and ecosystem benefits, such as sites for purification of the soil, water and air; places where the impacts of noise, wind and visual disturbances can be buffered and absorbed; as sites for water and carbon storage; and as places where the impacts of the Urban Heat Island Effect can be mitigated. In other words, a robust open space system helps create a healthier community.



Need to verify that the numbers marked in “RED” indicate the deficit quantity and the city needs to provide those additional units?

1

8 too many baseball / softball fields?

Council are you okay with the city addressing these recommendations?

Table A5-2 - Amenity Levels of Service and Deficiencies

Amenity	Quantity of Existing Amenities	2019 Roy Amenity Planning Level of Service (pop. per amenity)	Suggested Planning Level of Service (based on NRPA Standards)	Quantity to meet PLOS with 2019 Population	2019 Surplus or Deficit of Amenity
Pavilions	11	3,547	2,500	16	-5
Restrooms	9	4,335	5,000	8	1
Playgrounds	7	5,574	2,500	16	-9
Basketball Courts	5	7,803	7,500	5	0
Tennis Courts	6	6,503	5,000	8	-2
Pickleball Courts	4	9,754	10,000	4	0
Multipurpose Fields	16	2,439	2,500	16	0
Baseball/Softball Fields	12	3,251	10,000	4	8
Sand Volleyball Courts	1	39,016	16,000	2	-1
Skate/Bike Parks	1	39,016	50,000	1	0
Splash Pads/Water Features	1	39,016	50,000	1	0



RECOMMENDATIONS FOR PARKS & OPEN SPACE

Parks

It is projected that Roy needs to acquire and develop approximately 43.9-acres of park land by 2050. It is essential that the required park sites be acquired as soon as possible in order to avoid high future acquisition costs and the loss of suitable sites as land is developed.

The planned parks shown on Map A5-3 should be developed to correct service area gaps and to ensure neighborhoods are served by a well-distributed network of parks. Existing parks should be enhanced to meet the minimum park standards, and new parks designed and constructed to meet those standards from the outset.

1

Additional considerations to improve Roy's park system include the development of a Wayfinding and Signage Master Plan and an Open Space Facility Standards Manual.

Open Space

There are few **publicly-accessible open spaces** in the City. In order to facilitate acquisition and preservation of remaining open space, the tools identified later in this chapter should be considered as opportunities arise.

What is meant by this?

If opportunities to acquire private open space occur, the City should make use of the documented tools and funding resources to secure public open spaces, with a focus on corridors suitable for locating fully-separated recreational trails.



RECREATION

While parks, open space and trails form the foundation of a recreation system, the provision of specific recreational facilities and services provide a wider range of opportunities, enhancing quality of life. Roy residents currently meet their recreation needs in a variety of ways, utilizing public parks and trails, and also taking advantage of recreation facilities and programs at the Hope Community Center, the Recreation Complex, the Aquatic Center, at other public locations and facilities, and through private clubs and fitness facilities.

The Hope Community Center is owned and operated by the City. It houses the Roy Hillside Senior Center and the Boys and Girls Clubs of Weber County. The center also has public use space available for rent for additional programs and community events.

The Recreation Complex provides a range of recreational facilities, including a swimming pool, saunas, aerobics room, weight room, basketball court, racquetball courts, pickleball, and an indoor track. A variety of programs are offered by the complex, including swim lessons, water aerobics, senior exercise, yoga, and Zumba.

The Aquatic Center is a seasonal pool facility operated by the City. The center also has a large pavilion available for public rental.

Roy City also provides additional recreational programs that primarily use public parks, school fields and gyms, and other facilities for carrying out their programs. These include youth basketball, youth baseball, softball and t-ball, youth football, adult softball, a youth fishing club, and hunter

safety. The City also holds several large community events during the year, serving both specific user groups and the community at-large, including the annual Roy Days celebration.

Recommendations for Recreation

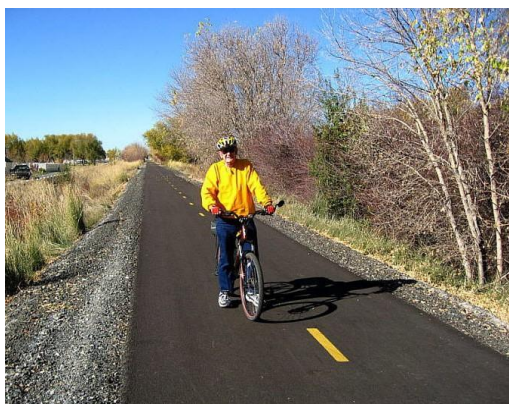
The City should continue to provide and build upon its recreational programs provided at the aforementioned recreation facilities. It should also investigate opportunities to further partner with other public entities, neighboring cities and private organizations and sports clubs to meet anticipated needs and demands, providing the widest possible range of cost-efficient recreation programs and activities.

1

As population grows and demand further increases, the City should conduct feasibility studies to determine the needs and costs of constructing/reconstructing and operating major recreational facilities such as swimming pools, additional recreation centers and other high-cost recreation facilities and amenities. It should also evaluate the demand and feasibility for providing additional indoor and outdoor facilities and venues to accommodate cultural events, performances, exhibits and classes.

TRAILS

Based on the results of public input received, trails are generally supported, used and desired in Roy. The existing trail system is small, consisting of only the Denver and Rio Grande Rail Trail. The existing general plan calls for the creation of other trails along utility and railroad rights-of-way, but none of these have come to fruition to date.



In order to function properly, a trail system must be multi-dimensional, holistic and fully-coordinated to meet the needs of the wide variety of users. The needs of recreational walkers and runners, for example, are different than those of recreational bike riders, whose needs are significantly different than those of cycling commuters and competitive cyclists. Furthermore, a complete trail system should be laid out to facilitate movements from home to home, home to work and home to

other key destinations in the City and the surrounding region.

Trail System Concept

As illustrated in Map A5-5, the existing and proposed trail system has been modified to meet the trail needs for the community. A set of N/S off-street trails is proposed to follow the alignments of the Rocky Mountain Power corridor, the Layton Canal, the Howard Slough, and the rail corridor just west of I-15. As E/W trail opportunities are severely challenged due to various barriers, only three E/W linkages are proposed - one along a smaller power corridor between the large power corridor trail and the Denver and Rio Grande Rail Trail, one along 4400 St to connect Riverdale to the Denver and Rio Grande Rail Trail, and another along 5600 South between I-15 and the Rocky Mountain Power Corridor. Most E/W linkages are anticipated to be facilitated by bike lanes and sidewalks along major streets, as addressed in the transportation element of this plan.

The trail concept is enhanced with a system of Trailheads and Trail Access Points, further encouraging public use and comfort. Trailheads typically provide parking and restroom facilities depending on specific needs, while trail access points are usually openings in trail fences and boundaries that facilitate joining a trail on foot or by bike.

As addressed in the transportation section of this plan, it is assumed that a fully-connected system of on-street bike lanes and bike routes located on the local road system completes the trail system, and that these facilities will be established as part of implementing and enhancing the Roy street system.

Recommendations for Trails

The City should update existing trail design standards to match the Trail System Concept contained in this plan. It is assumed that the on-street bicycle facilities will be constructed in tandem with roadway improvements. The City should explore the possibility of providing some trails that serve different user groups, including accessible routes and use-specific routes. Trail development should take into account privacy, noise and safety considerations for adjacent residential areas. The proposed trail network should be implemented in cooperation with the public and private entities responsible for easement ownership.



1

This makes sense but should we consider in the future purchasing the golf course and create a centralize recreational and cultural event facilities?

1 No mention of “Pickle Ball Courts”, only Tennis Courts, why?

The City should develop a comprehensive trail wayfinding system and should create and distribute information about the trail system to the public concerning safety and intended use.

Special attention should be paid to bicycle and pedestrian safety at major street crossings. Specific guidance should be developed for trail and on-street bicycle facility crossings, including the development of a decision-making matrix for appropriate crossing types based on roadway classifications. Generally speaking, local streets, which have much lower speeds and are typically only two lanes, use crosswalks and variations on visibility enhancements. Collector streets have more lanes, accommodate more car traffic and have slightly faster speeds, requiring additional crossing tools with warnings lights or crossing signals, for example. Due to their high traffic volumes and speeds. Primary and arterial streets require full traffic signals or grade-separated crossings to ensure pedestrian and cyclist safety.

PRIORITIES AND CONSTRUCTION COSTS

A range of changes and improvements are required to ensure the parks, open space, recreation and trail vision outlined in this chapter is met. Resources for maintaining and operating parks are often limited, which can affect the ability to provide quality service and meet the expectations of the public. Improvements to existing parks, completion of the City’s trail system, the addition of high-cost facilities, and the increase in total park acreage by build-out, all have significant impact on operations and maintenance requirements. This will require greater budgetary resources and an increase in manpower over time.

To maintain pace with anticipated development and growth, a detailed operations and management budget should be developed to help

2 Adding 250 more trees in all the Roy City park system may not contribute to an effective water conservation program.

Would adding this many more tree impact ball field spaces?

Should the City do this?

(Note: 10 gallons of water per 1 inch of tree trunk diameter per week). (Oak trees consume 50 gallons of water per day).

3 Is the Council okay with adding 28 more acres for park space?

manage parks and recreation needs. There are several different types of budget formats that can be used, although the most common and effective is the Line Item Budget.

Park and Open Space Priorities

Upgrading Existing Parks

The amenities listed in Table A5-3 are required to meet Level of Service needs based on population and to bring existing parks up to standard. As indicated in the table, the total probable cost for these amenities is \$950,000.

Planting Trees

The public expressed a strong desire for additional shade trees in the existing park system. The tree needs of each existing park is difficult to quantify, and some parks will need more trees than others, but it is estimated that adding 250 new trees to the existing 113-acre park system would sufficiently meet the public desire. The estimated cost for this improvement would be approximately \$75,000. Are these today’s costs?

Filling Park Gaps

There are three gaps in the park service and distribution areas of existing parks in Roy. Of the proposed parks discussed earlier, 28 acres of additional parks located in the gap areas will help the park system remove the gaps and meet the recommended LOS of 3.5.

Meeting Park Needs by 2030

Carrying the recommended future LOS of 3.5 forward to meet park needs through the 10-year planning period, an additional 7.4 acres of park land will require acquisition and development to meet the total 148.7 acres recommended for the city in 2030.

Table A5-3 - Probable Costs for Amenities in Existing Parks

Amenity	Total Amenities Needed to Meet LOS	Probable Costs	Unit	Total
Pavilions	5	\$25,000	Each	\$125,000
Playgrounds	9	\$75,000	Each	\$675,000
Tennis Courts	2	\$40,000	Each	\$80,000
Sand Volleyball Courts	1	\$10,000	Each	\$10,000
Benches/Picnic Tables	30	\$2,000	Each	\$60,000
Total				\$950,000

Trails Priorities

Priorities for trails in Roy include the development of approximately 10.6 miles of multi-use trails. The development of the 19 proposed enhanced crossings and 14 proposed trailheads with their amenities will be important to provide access and safe use for the envisioned trail network. Additional on-street trails are addressed in the transportation section of the general plan.

Development Costs

Park and Open Space Costs

Table A5-4 summarizes the costs to upgrade existing parks and meet amenity levels of service, and the costs to acquire and develop parks through 2030 as described above. Estimated acquisition costs are \$250,000 per acre based on information research by a local realtor. Per acre development costs are estimated at \$250,000 per acre for parks. A total of \$16,875,000 will be required to meet park standards, fill existing gaps, and meet needs by 2030.

Trail Costs

Table A4-5 summarizes the costs required to develop the trail network and associated improvements as shown on Map A5-5. It is assumed that on-street bicycle facilities will be constructed with roadway development projects, therefore costs for those are not included here. The total cost for trail system improvements is \$6,735,000.

Are these today's costs?

Table A5-4 - Probable Costs for Parks

ITEM	PROBABLE COST
MEETING STANDARDS	
Cost to Upgrade Existing Parks to Meet Amenity LOS	\$950,000
<i>Subtotal Amenities</i>	<i>\$950,000</i>
PLANTING TREES	
Cost to Plant an Additional 250 Trees within the Existing Park System	\$75,000
<i>Subtotal Trees</i>	<i>\$75,000</i>
FILLING EXISTING GAPS	
Cost to Acquire and Develop Land for 1 Community Park, 3 Neighborhood Parks, and 1 Pocket Park (28 acres x \$500,000)	\$14,000,000
<i>Subtotal Current Need</i>	<i>\$14,000,000</i>
MEETING NEEDS BY 2030	
Cost to Acquire and Develop Parks for Remaining 7.4 Acres for LOS (7.4 acres x \$500,000)	\$1,850,000
<i>Subtotal 2030 Need</i>	<i>\$1,850,000</i>
GRAND TOTAL	\$16,875,000

Table A5-5 - Probable Costs for Trails

ITEM	MILES/ QUANTITY	UNIT COST	PROBABLE COST
Proposed Multi-use Trails (cost per mile)	10.6	\$250,000	\$2,650,000
Proposed Enhanced Crossings	19	\$15,000	\$285,000
Lighting and Safety Improvements (cost per mile)	10.6	\$200,000	\$2,120,000
New Trailheads	14	\$120,000	\$1,680,000
GRAND TOTAL			\$6,735,000

In-Kind and Donated Services or Funds

Several options for local initiatives are possible to further the implementation of the master plan. These kinds of programs would require the City to implement a proactive recruiting initiative to generate interest and sponsorship, and may include:

- “Friends of Roy Parks and Recreation” for fund-raising and volunteer support of Roy’s parks, open spaces, recreation facilities and programs, community arts and trails;
- Adopt-a-park or adopt-a-trail, whereby a service organization or group either raises funds or constructs a given facility with in-kind services;
- Corporate sponsorships, whereby businesses or large corporations provide funding for a facility, as per an adopt-a-trail and adopt-a-park program; or
- Public trail and park facility construction programs, in which local citizens donate their time and effort to planning and implementing trail projects and park improvements.

1

GOALS, POLICIES & IMPLEMENTATION

Goal 1.0: To assure that residents of Roy have access to adequate parks and open space

Policy 1.1: When new parks are developed, they should be focused on the provision of Neighborhood and Community/Regional Parks and contain the minimum established standards of each.

Policy 1.2: Balance expenditures on parks and other amenities to ensure existing, short-term and long-term needs are met.

- **Implementation Measure:** Upgrade existing parks to meet the minimum requirements for amenities and features, as possible.
- **Implementation Measure:** Adopt minimum development standards for parks as detailed in the Master Plan.
- **Implementation Measure:** Increase the existing Level of Service for parks to 3.5 acres per 1,000 residents through build-out (2050)
- **Implementation Measure:** Acquire 43.9 acres of additional park land to meet the need for future parks through build-out.

Is this Parks Master Plan?
Do we have one?

- **Implementation Measure:** Focus the acquisition and development of future parks on Neighborhood and Community facilities.
- **Implementation Measure:** Site future parks as indicated in Map A5-4 to ensure distribution is balanced and equitable.
- **Implementation Measure:** Design and develop all new parks with amenities and features that meet the established standards and allow public input on the design.
- **Implementation Measure:** Develop concept designs for specific parks as a point of departure for future design efforts.
- **Implementation Measure:** Assure that residents have access to information regarding parks, recreation programs and facilities, trails and art facilities/activities by providing maps and social media tools.

Policy 1.3: Promote the preservation of utility corridors and remaining farmland to ensure the open space profile of the City is maintained in the future.

didn't we rezone the AG land?

- **Implementation Measure:** Document corridors and agricultural land to be preserved.
- **Implementation Measure:** Work closely with the public utilities and other responsible agencies to ensure that corridors in the City are set aside as protected open space.
- **Implementation Measure:** Ensure that zoning ordinance is modified to encourage the preservation of utility corridors and agricultural land.
- **Implementation Measure:** Create new policy eliminating the acreage of utilitarian-detention and retention basins from meeting minimum park LOS requirements.

Goal 2.0: To improve the maintenance and operations of City parks

Policy 2.1: Continue best management and maintenance procedures to protect the City's park and recreation investments.

- **Implementation Measure:** Adopt the recommended park standards to ensure all existing and future parks meet a minimum standard of performance.
- **Implementation Measure:** Modify existing parks and design new parks from the beginning to meet the proposed minimum park

standards.

- **Implementation Measure:** Create a Park, Open Space, Recreation and Trail Wayfinding and Signage Master Plan
- **Implementation Measure:** Create an Open Space Facility Standards Manual.

Policy 2.2: Update annual budgets to ensure park improvements and upgrades meet needs.

- **Implementation Measure:** Maintain an up-to-date inventory of all parks and park facilities, documenting and implementing improvements per a feasible schedule.
- **Implementation Measure:** Apply design standards for all parks, recreation facilities, open spaces and trails to help reduce maintenance requirements while promoting better long-term use of public parks and recreation amenities.
- **Implementation Measure:** Provide amenities and facilities to help Roy residents “self-maintain” their parks and park facilities.

Goal 3.0: To assure that Roy residents have access to high quality recreational programs and facilities

Policy 3.1: Maintain long-term relationships with Weber School District, neighboring communities and other public partners to ensure high-quality access to recreation facilities and programs

- **Implementation Measure:** Maintain and enhance the programs and facilities at the Roy Recreation Complex and Hope Community Center to meet increasing recreational demands.
- **Implementation Measure:** Partner with Weber School District, nearby communities and other public and private partners to provide the widest possible range of cost-efficient recreation programs and activities.
- **Implementation Measure:** Cooperate with club teams to ensure the use of fields and recreation facilities is balanced with community needs and the protection of City-owned investments.
- **Implementation Measure:** Conduct feasibility studies to determine the needs and costs of constructing/reconstructing and operating major recreational facilities such as swimming pools, additional recreation centers and other high-cost recreation facilities and amenities

- **Implementation Measure:** Conduct feasibility studies to determine the needs and costs of constructing and operating indoor and outdoor facilities and venues to accommodate cultural events, performances, exhibits and classes.

Goal 4.0: To guarantee that the Roy trail system meets public needs and expectations

Policy 4.1: Work with Roy transportation and engineering departments to ensure all trails, bike/pedestrian routes and bike lanes/routes are implemented as envisioned.

- **Implementation Measure:** Assure the trail improvements contained in this master plan are supported by Roy transportation plans and policies
- **Implementation Measure:** Adopt the Trail System Concept as described.
- **Implementation Measure:** Implement the complete trail system by build-out (2050), including both off-street separated trails and bike lanes as outlined in the transportation plan.
- **Implementation Measure:** Acquire and implement trails with a level of flexibility to accommodate unanticipated opportunities as they arise.
- **Implementation Measure:** Implement a comprehensive system of trailheads and access points.
- **Implementation Measure:** Ensure that new parks are located along trail corridors where possible and that parking, restrooms and other facilities are sized and designed to meet trailhead needs and functions.
- **Implementation Measure:** Implement a fully-connected system of on-street bike lanes and bike routes to match the fully-separated trail system contained in this plan.
- **Implementation Measure:** Locate on-street bike lanes and routes within road right-of-ways to complete the trail system. These facilities should be established during construction and enhancement of the Roy street system.

Policy 4.2: Require trail master planning to be incorporated into the development review process of Roy.

- **Implementation Measure:** Evaluate system-wide trail needs

Consideration should be given to add the following topics to the General Plan.

If so, strategies, goals, action plans, and responsibilities can be developed if the Council supports these additions.

- Environmental Issues
 - Capital Facility Improvements
 - Water Conservation
 - Infrastructure Improvement
 - Hill AFB – Compatible Use Plan
 - Ogden Airport Impacts
 - Fiber Optic
 - Carbon Neutral Vehicles
 - Solar Panel Projects
 - New Cemetery
 - Police/Fire/Military Commemorative Park
-

APPENDIX B - PUBLIC INVOLVEMENT

INTRODUCTION

A ~~robust~~ ^{omit} public engagement process was utilized to get a sense of the key issues facing the city. The engagement process incorporated (1) input from an **Advisory Committee** composed primarily of city leaders, (2) through **five Focus Groups**, (3) from direct public outreach during the city's annual **Roy Days Fair**, and (4) as part of a **Visual Preference Survey** conducted as part of each of these events. Opportunities to comment were also provided through a **project web page** (<https://ldi-ut.com/roy-general-plan>), although few pertinent comments were received.

The input was eventually compiled and analyzed and compared to recent input received as part of the Focus Roy City Plan. The results were ~~ten~~ ^{typo} used to establish a community vision, which was eventually expressed as nine specific guiding principles to help keep the city on track as it continues to grow and develop.

The following is a summary of the key steps in the public involvement process.

1 - ADVISORY COMMITTEE

SUMMARY

A Scoping Meeting was held with the Advisory Committee, a group comprised primarily of members of the Planning Commission and City Council. The meeting was held in conjunction with discussions regarding the establishment of a Mixed-use Code for the City Center and FrontRunner Station Area, which resulted in discussions gravitating toward economic development and business topics. It was generally felt that the future of the community hinges on improving the business climate of the city, and that re-branding the city center through new development and enhancement will make the city a better and more thriving community. It was noted that traffic is a major concern of residents and must be improved if the city is to become a more attractive place. Improving and providing more housing options was also indicted as primary need to help a nearly-built-out city transform into a better place.

DIRECT COMMENTS/NOTES

- Improve 1900 W business district
 - Finding developers/incentives for capital improvements
 - Meet with Business Advisory Committee
 - Surviving to Thriving
- Resident concerns over traffic caused by development
- Generational shift –frustrating for new generation
- Missing connections to Hill AFB traffic
- Woodbury sitting on land –zoning may jump start
- Plan to serve as marketing tool
- Use housing to keep people locally –reduce traffic
- Falcon Hill –connection opportunities
- Airport –future development hub
- East side is transitional –seek bigger homes elsewhere
- How do road projects impact neighborhood edges?
- Traffic is #1 push back from community

2 - FOCUS GROUPS

Approximately 60 people attended one of five focus group meetings held in March 2019. The following is a summary of the input provided, which is followed by actual comments and notes taken during the meetings. The input is categorized into six primary topics as follow:

NEIGHBORHOOD CHARACTER

HOUSING

TRANSPORTATION & TRAFFIC

HOUSING