

Mayor
• Robert Dandoy

City Manager
• Matt Andrews



Council Members
• Jan Burrell
• Joe Paul
• Bryon Saxton
• Diane Wilson
• Ann Jackson

ROY CITY COUNCIL WORK SESSION (ELECTRONIC)

JULY 6, 2021 – 4:30 P.M.

ROY CITY COUNCIL CHAMBERS 505 I S I 900 W ROY, UTAH 84067

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

A. Welcome & Roll Call

B. Discussion Items

1. Proposed Mixed Use for Frontrunner Station and Innovation Center Areas

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.

Public meetings will be held electronically in accordance with Utah Code Section 52-4-210 et seq., Open and Public Meetings Act. Pursuant to a written determination by the Mayor finding that conducting the meeting with an anchor location presents a substantial risk to the health and safety of those who may be present due to the infectious and potentially dangerous nature of COVID -19 virus appropriate physical distancing in City Council Chambers is not achievable at this time accordingly, the meeting will be held electronically with no anchor location.

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 2nd of July, 2021. A copy was also provided to the Standard Examiner and posted on the Roy City Website and Utah Public Notice Website on the 2nd of July, 2021.

Morgan Langholf
City Recorder

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





Date: 2 July 2021
To: City Council members
From: Steve Parkinson – Planning & Zoning Administrator 
Subject: Discussion on Mixed Use Ordinance for FrontRunner Station & Business Park areas

During tonight's work session you need to determine if the proposed ordinance regarding height of buildings and the zoning of parcels should be amended because of the comments that were received during the May 18th Town Hall meeting.

I have attached the proposed ordinance and Zoning Map as discussed during the May 4th work-session, as well as the Town Hall meeting minutes.



Uses	Districts						
	DT-E	DT-W	DT-G	Station Central	Station South	Station North	Business Park
Residential & Lodging							
Residential	P	P	P	P	P	P	U
Hotel & Inn	P	P	P	P	D	D	P
Residential Care	P	P	P	P	D	D	U
Civic							
Assembly	P	P	P	P	D	D	P
Transit station	P	P	P	P	P	P	P
Hospital & Clinic	P	P	P	P			P
Library/Museum/Post Office (no distribution)	P	P	P	P			P
Police & Fire	C	C	C	C	C	C	C
School	P	P	P	P	P	P	P
Retail							
Neighborhood Retail	P	P	P	P	P	P	P
General Retail	P	P	P				
Outdoor Sales Lot			C				
Service							
Neighborhood Service	P	P	P	P	P	P	P
General Service	P	P	P				P
Vehicle Service			C	C			
Office & Industrial							
Office	P	P	P	P			P
Craftsman Industrial			P	D			
Infrastructure							
Parking Lot	D	D	D	D	D	D	D
Parking Structure	D	D	D	D	D	D	D
Utility & Infrastructure	C	C	C	C	C	C	C
Open Space	D	D	D	D	D	D	D
Accessory Uses							
Home Occupation	P	P	P	P	P	P	P
Outdoor storage of Goods			D				
Parking Lot	P	P	P	P	P	P	P
Parking Structure	D	D	D	D	D	D	D

Key

P = Permitted

D = Permitted with Development Standards

U = Permitted in Upper Stories Only

C = Requires Conditional Use Approval

Table 2.1 (1). Uses by District.

Building Types by District								
		Districts						
		DT-E	DT-W	DT-G	Station Central	Station South	Station North	Business Park
Building Types	Storefront	P	P	P	P			P
	General Stoop	P	P	P	P	P	P	P
	Limited Bay			P				
	Large Format	P	P	P				
	Civic Building	P	P	P	P	P	P	P
	Row Building				P	P	P	

P = Permitted

Table 3.1 (1). Permitted Building Types by District.

STORE FRONT	Permitted Districts				
	DT-E	DT-W	DT-G	Station Central	Business Park
(1) Building Siting Refer to Figure 3.3 (1)					
Multiple Principal Buildings	permitted	permitted	permitted	permitted	permitted
Front Property Line Coverage	80% ¹	80% ¹	80% ¹	80% ¹	80% ¹
Occupation of Corner	required	required	required	required	required
Front Build-to Zone	0' to 15' ²	0' to 15' ²	0' to 15' ²	0' to 10'	0' to 10'
Corner Build-to Zone	0' to 15' ²	0' to 15' ²	0' to 15' ²	0' to 10'	0' to 10'
Minimum Side Yard Setback	0' ³	0' ³	0' ³	5'	5' ³
Minimum Rear Yard Setback	0' ³	0' ³	0' ³	5'	5' ³
Minimum Lot Width	none	none	none	none	none
Maximum Lot Width	none	none	none	none	none
Parking & Loading Location	rear & side yard ¹			rear & side yard ¹	
(2) Height Refer to Figure 3.3 (2)					
Minimum Overall Height	1 story	1 story	1 story	1 Story	1 Story
Maximum Overall Height	60' ⁴	60'	40'	60' ⁵	80' ⁵
(3) Uses Refer to Figure 3.3 (2). Refer to 10-13-1 Uses for permitted uses.					
Ground Story	retail, service, office			retail, service, office	
Upper Story	any permitted use			any permitted use	
Parking within Building	permitted fully in any basement and in rear of upper floors			permitted fully in any basement and in rear of upper floors	
Required Occupied Space	30' deep on all full floors from the front facade			30' deep on all full floors from the front facade	
(4) Street Façade Requirements Refer to Figure 3.3 (3)					
Minimum Ground Story Transparency <small>Measured between 2' & 8' above grade</small>	60% front only	60% front only	60% front only	60% front only	
Minimum Transparency per each Story	15%	15%	15%	15%	15%
Blank Wall Limitations	required per floor (refer to 10-13-3 2 d ii)				
Front Façade Entrance Type	storefront, arcade			storefront, arcade	
Principal Entrance Location	front or corner facade			front or corner facade	
Required Number of Street Entrances	1 per each 100' of front facade			1 per each 100' of front facade	
Vertical Façade Divisions	every 40' of façade width			every 40' of façade width	
Horizontal Façade Divisions	required within 3' of the top of the ground story, and every third story above the ground floor			required within 3' of the top of the ground story, and every third story above the ground floor	
(5) Roof Type Requirements Refer to Figure 3.3 (3)					
Permitted Roof Types	parapet, pitched, flat			parapet, pitched, flat	
Tower	permitted			permitted	

Notes

1 – Lots wider than 140' are permitted one double-loaded aisle of parking (maximum width of 72'), located perpendicular to the front property line, which is exempt from front property line coverage.

2 – Building along Riverdale Road, 1900 West and 5600 South are exempt from Front Build-to Zone requirements, and shall follow setback requirements:

- A 15 foot setback is required on all new development along these streets
- All setbacks areas must contain either landscape, trees, patio space, or sidewalk space
- Trees, landscaping and other improvements should be used to mitigate the negative impacts from the heavy fast moving traffic

3 – As required for Site Plan approval, also reference 10-13-3 2 b iv

4 – Building heights on Riverdale Road, 1900 West and 5600 South shall not exceed 60 feet high in the area beginning at the back of the curb and extending 100 feet therefrom. In areas beyond 100 feet building height may be increased up to 80 feet.

5 – Above the third story, the upper stories of any building façade with street frontage shall have a step back from the lower stories that is a minimum of six feet

GENERAL STOOP	Permitted Districts						
	DT-E	DT-W	DT-G	Station Central	Station South	Station North	Business Park
(1) Building Siting Refer to Figure 3.4 (1)							
Multiple Principal Buildings	permitted	permitted	permitted	permitted	permitted	permitted	permitted
Front Property Line Coverage	80% ^{1 & 2}	80% ^{1 & 2}	70% ^{1 & 2}	80% ^{1 & 2}	70% ^{1 & 2}	70% ^{1 & 2}	80% ^{1 & 2}
Occupation of Corner	required	required	required	required	required	required	required
Front Build-to Zone	0' to 15' ³	0' to 15' ³	0' to 15' ³	0' to 15'	0' to 15'	0' to 15'	0' to 10'
Corner Build-to Zone	0' to 15' ³	0' to 15' ³	0' to 15' ³	0' to 10'	0' to 10'	0' to 10'	0' to 5'
Minimum Side Yard Setback	0' ⁴	0' ⁴	0' ⁴	5'	5' ⁴	5' ⁴	5'
Minimum Rear Yard Setback	0' ⁴	0' ⁴	0' ⁴	5'	5' ⁴	5' ⁴	5'
Minimum Lot Width	none	none	none	none	none	none	none
Maximum Lot Width	none	none	none	none	none	none	none
Parking & Loading Location	rear & side yard ²			rear & side yard ²			
(2) Height Refer to Figure 3.4 (2)							
Minimum Overall Height	1 story	1 story	1 story	1 story	1 story	1 story	1 story
Maximum Overall Height	60' ⁵	60'	40'	60' ⁶	40' ⁶	60' ⁶	80' ⁶
(3) Uses Refer to Figure 3.4 (2). Refer to 10-13-1 Uses for permitted uses.							
Ground Story	Retail, service, office				any permitted use		
All Upper Stories	any permitted use				any permitted use		
Parking within Building	permitted fully in any basement and in rear of upper floors				permitted fully in any basement and in rear of upper floors		
Required Occupied Space	30' deep on all full floors from the front facade				30' deep on all full floors from the front facade		
(4) Street Façade Requirements Refer to Figure 9.4 (3)							
Minimum Transparency per each Story	15%	15%	15%	15%	15%	15%	15%
Blank Wall Limitations	required per floor (refer to 10-13-3 2 d ii)				required per floor (refer to 10-13-3 2 d ii)		
Front Façade Entrance Type	stoop, porch, storefront				stoop, porch, storefront		
Principal Entrance Location	front or corner facade				front or corner facade		
Required Number of Street Entrances	1 per each 100' of front facade				1 per each 100' of front facade		
Vertical Façade Divisions	every 40' of façade width		every 50' of façade width	every 40' of façade width			
Horizontal Façade Divisions	required within 3' of the top of the visible basement and of the ground story, and every third story above the ground floor				required within 3' of the top of the visible basement and of the ground story, and every third story above the ground floor		
(5) Roof Type Requirements Refer to Figure 2.4 (3)							
Permitted Roof Types	parapet, pitched, flat				parapet, pitched, flat		
Tower	permitted				permitted		

Notes

1 – A courtyard covering up to 35% of the front façade is permitted and may contribute to the Front Lot Line Coverage requirements.

2 – Lots wider than 140' are permitted one double-loaded aisle of parking (maximum width of 72'), located perpendicular to the front property line, which is exempt from front property line coverage.

3 – Building along Riverdale Road, 1900 West and 5600 South are exempt from Front Build-to Zone requirements, and shall follow setback requirements:

- A 15 foot setback is required on all new development along these streets
- All setbacks areas must contain either landscape, trees, patio space, or sidewalk space
- Trees, landscaping and other improvements should be used to mitigate the negative impacts from the heavy fast moving traffic

4 – As required for Site Plan approval, also reference 10-13-3 2 b iv

5 – Building heights on Riverdale Road, 1900 West and 5600 South shall not exceed 60 feet high in the area beginning at the back of the curb and extending 100 feet therefrom. In areas beyond 100 feet building height may be increased up to 80 feet.

6 – Above the third story, the upper stories of any building façade with street frontage shall have a step back from the lower stories that is a minimum of six feet

CIVIC	Permitted Districts						
	DT-E	DT-W	DT-G	Station Central	Station South	Station North	Business Park
(1) Building Siting Refer to Figure 3.7 (1)							
Multiple Principal Buildings	permitted	permitted	permitted	permitted	permitted	permitted	permitted
Front Property Line Coverage	not required	not required	not required	not required	not required	not required	not required
Occupation of Corner	not required	not required	not required	not required	not required	not required	not required
Front Setback	15' ¹	15' ¹	15' ¹	10'	10'	10'	10'
Corner Setback	15' ¹	15' ¹	15' ¹	5'	5'	5'	5'
Minimum Side Yard Setback	5' ²	5' ²	5' ²	5'	5'	5'	5' ²
Minimum Rear Yard Setback	5' ²	5' ²	5' ²	5'	5'	5'	5' ²
Minimum Lot Width	50'	50'	50'	50'	50'	50'	50'
Maximum Lot Width	none	none	none	none	none	none	none
Parking & Loading Location	rear	rear	rear & interior side yard ³	rear & interior side yard ³			
(2) Height Refer to Figure 3.4 (2)							
Minimum Overall Height	1 story	1 story	1 story	1 story	1 story	1 story	1 story
Maximum Overall Height	60' ⁴	60'	40'	60'	40'	60'	60'
(3) Uses Refer to Figure 3.7 (2). Refer to 10-13-1 Uses for permitted uses.							
All Stories	limited to civic & institutional uses only			limited to civic & institutional uses only			
Parking within Building	permitted fully in basement and in rear of upper floors.			permitted fully in basement and in rear of upper floors.			
Required Occupied Space	30' deep on all full floors from the front facade			30' deep on all full floors from the front facade			
(4) Street Façade Requirements Refer to Figure 3.7 (3)							
Minimum Transparency per each Story	10%	10%	10%	10%	10%	10%	10%
Blank Wall Limitations	not required			not required			
Front Façade Permitted Entrance Type	arcade, porch, stoop			arcade, porch, stoop			
Principal Entrance Location per Unit	front or corner facade			front or corner façade			
Required Number of Primary Street Entrances	1 per 100' of facade		1 per 150' of facade	1 per 150' of façade			
Vertical Façade Divisions	not required			not required			
Horizontal Façade Divisions	not required			not required			
(5) Roof Type Requirements Refer to Figure 3.7 (3)							
Permitted Roof Types	parapet, pitched, flat; other roof types are permitted by Conditional Use			parapet, pitched, flat; other roof types are permitted by Conditional Use			
Tower	permitted			permitted			

Notes

1 – Building along Riverdale Road, 1900 West and 5600 South are exempt from Front Build-to Zone requirements, and shall follow setback requirements:

- A 15 foot setback is required on all new development along these streets
- All setbacks areas must contain either landscape, trees, patio space, or sidewalk space
- Trees, landscaping and other improvements should be used to mitigate the negative impacts from the heavy fast moving traffic

2 – As required for Site Plan approval, also reference 10-13-3 2 b iv

3 – Lots wider than 140' are permitted one double-loaded aisle of parking (maximum width of 72'), located perpendicular to the property line, which is exempt from front property line coverage.

4 – Building heights on Riverdale Road, 1900 West and 5600 South shall not exceed 60 feet high in the area beginning at the back of the curb and extending 100 feet therefrom. In areas beyond 100 feet building height may be increased up to 80 feet.

8) Row Building.

- a) **Description & Intent.** The Row Building is a building typically comprised of multiple vertical units, each with its own entrance to the street. This Building Type may be organized as townhouses or rowhouses, or it could also incorporate live/work units where uses are permitted.

Parking is required to be located in the rear yard and may be incorporated either into a detached garage or in an attached garaged accessed from the rear of the building. However, when the garage is located within the building, a minimum level of occupied space is required on the front facade to ensure that the street facade is active.

- b) **Regulations.** Regulations for the Row Building type are defined in the adjacent table.

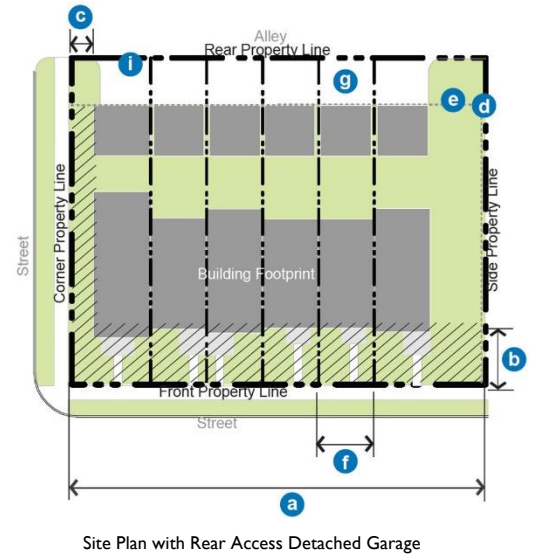
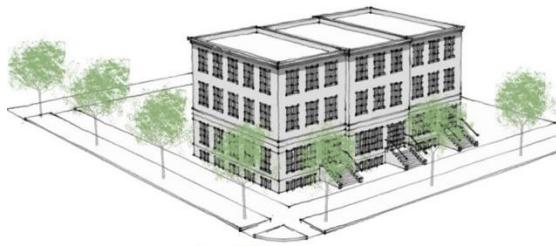


Figure 3.8 (1) Building Siting

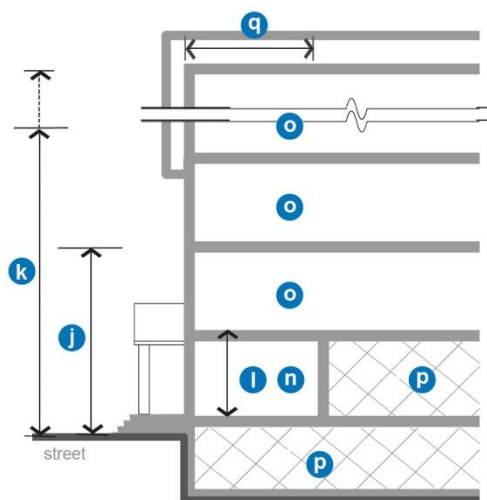


Figure 3.8 (2) Building Height & Use Requirement

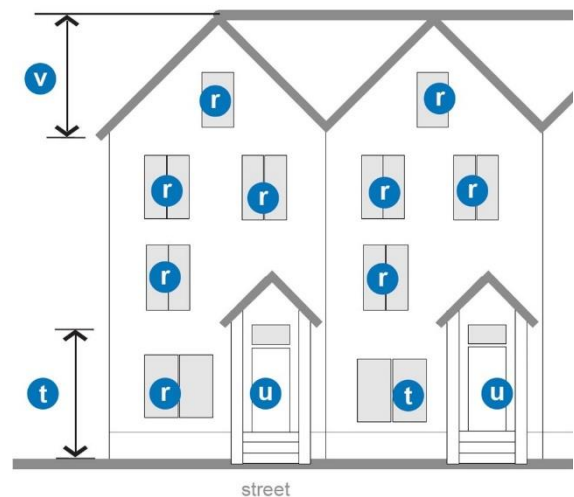


Figure 3.8 (3) Street Façade Requirements

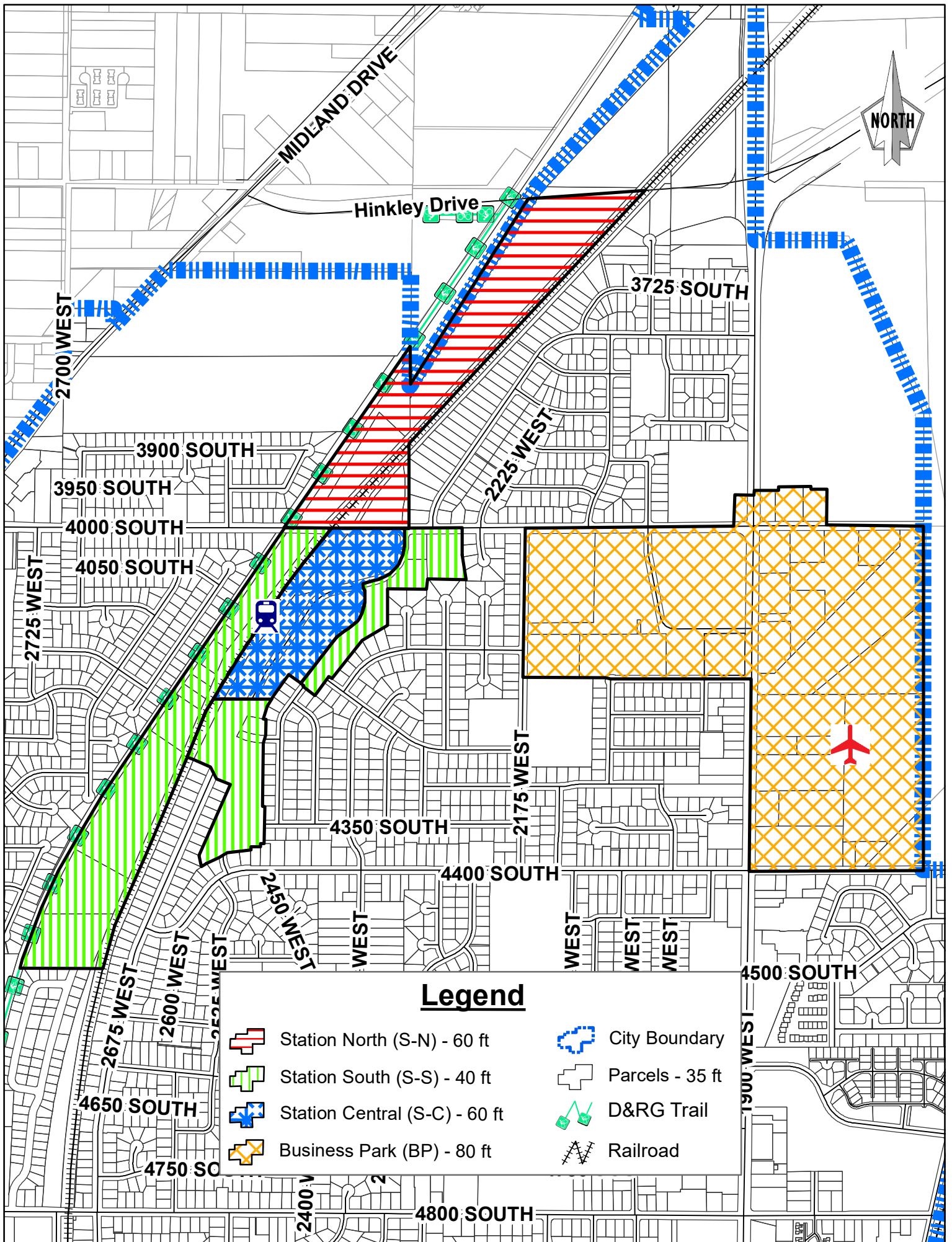
ROW BUILDING	Permitted Districts		
	Station Central	Station South	Station North
(1) Building Siting Refer to Figure 3.8 (1)			
Multiple Principal Buildings	Permitted ¹	Permitted ¹	Permitted ¹
Front Property Line Coverage	65% ²	65% ²	65% ²
Occupation of Corner	Required	Required	Required
Front Build-to Zone	0' to 15'	0' to 15'	0' to 15'
Corner Build-to Zone	0' to 15'	0' to 15'	0' to 15'
Minimum Side Yard Setback	0' per unit; 15' between buildings		
Minimum Rear Yard Setback	10' ³	10' ³	10' ³
Minimum Unit Width	22' per unit	22' per unit	22' per unit
Maximum Building Width	Maximum of 8 units per building		
Parking & Loading Location	Rear yard/facade		
(2) Height Refer to Figure 3.8 (2)			
Minimum Overall Height	1 story	1 story	1 story
Maximum Overall Height	60'	40'	60'
(3) Uses Refer to Figure 5.4 (2). Refer to 10-13-4 Uses for permitted uses.			
Ground Stories	residential, service, office, limited craftsman industrial	residential	
Upper Story	residential only		
Parking within Building	Permitted fully in basement and in rear of all floors		
Required Occupied Space	30' deep on all floors from the front facade		
(4) Street Façade Requirements Refer to Figure 3.8 (3)			
Minimum Transparency per each Story	15%	15%	15%
Blank Wall Limitations	required per floor (refer to 10-13-3 2 d ii)		
Front Façade Permitted Entrance Type	stoop, porch, limited storefront ⁵	stoop, porch	
Principal Entrance Location per Unit	front or corner side façade		
Vertical Façade Divisions	not required	not required	not required
Horizontal Façade Divisions	For buildings over 3 stories, required within 3' of the top of any visible basement or ground story		
(5) Roof Type Requirements Refer to Figure 3.8 (3)			
Permitted Roof Types	parapet, pitched, flat		
Tower	not permitted		

Notes _____.

1 – For the purpose of the Row Building, a building consists of a series of units. When permitted, multiple buildings may be located on a lot with the minimum required space between them. However, each building shall meet all requirements of the Building Type unless otherwise noted.

2 – Each building shall meet the front property line coverage requirement, except one of every five units may front a courtyard with a minimum width of 30'. The courtyard shall be defined on three sides by units.

3 – As required for Site Plan approval



Minutes of the Roy City Council Town Hall Meeting on May 18, 2021 at 7:00 p.m.

Notice of the meeting was provided to the Utah Public Notice Website at least 24 hours in advance. A copy of the agenda was posted.

The following members were in attendance:

Mayor Robert Dandoy

Councilmember Jan Burrell

Councilmember Joe Paul

Councilmember Bryon Saxton

Councilmember Diane Wilson

Councilmember Ann Jackson

City Attorney, Brody Flint

City Planner, Steve Parkinson

Also present were: City Recorder, Morgan Langholf;

A. Welcome & Roll Call

Mayor Dandoy welcomed those in attendance and noted Councilmembers Burrell, Paul, Saxton, Jackson, and Wilson were present.

B. Discussion

1. Proposed Mixed Use for Frontrunner Station and Innovation Center Areas

City Planner Steve Parkinson discussed this ordinance. He explained that in 2016, the City had received a grant from Wasatch Front Council, Weber County, and UTA totaling \$82,000. The grant was used for the completion of an area study of downtown and the Front Runner station. Having gone through the process, Mr. Parkinson noted that a couple of townhall meetings had taken place where the Council and Planning Commission reviewed the document which was then passed in 2017. The document, he continued, had been titled Focus Roy. He went on to say that the document specified goals and recommendations, which, he added, had been addressed over a period of time. Mr. Parkinson continued with a mention of the general plan. He pointed that the general plan had last been updated in 2002 as a 20-year document. This meant that said document was almost at that point. The next purpose was to create mixed-use zones downtown and at the Front Runner station. He pointed that the general plan was currently being reviewed and that other townhalls such as this one would be held. This document had been on the docket for the past nine months, he reminded the audience, but a public meeting had been necessary though unfeasible because of the pandemic. The Council had, therefore, waited.

The second aspect of the townhome, Mr. Parkinson continued, was to look at the Front Runner station itself. Recommendation one, he went on, was to look at vertical mixed-use rather than merely horizontal. He described vertical mixed-use. The second item, he went on, was to work with UTA to find better ways to have them do their planning with Roy property. Mr. Parkinson mentioned that the grant had been received in 2018 and added that the Form Based Code would now be referred to as mixed-use.

Mr. Parkinson explained that the Planning Commission started looking at the plan in February of 2018 and passed the information to the Council in 2020. There had been a total of twelve meetings, he pointed, with workshops and work sessions discussing architecture, setbacks, types, etc. Once the City Council obtained the document, he continued, councilmembers asked the Steering Committee to go through all the

comments obtained. The Steering Committee, which had had nine meetings between May and September, had reviewed all the comments and modified the document accordingly. He continued by mentioning that the City Council had had twelve meetings. Originally, he continued, Front Runner and the business park were one document. The Council had chosen to do downtown first and come back to the Front Runner station later. The Council had approved the downtown mixed-use ordinance in March 2021. Mr. Parkinson turned the time over to the Mayor.

Mayor Dandoy mentioned he was going to discuss the legislative piece of this. He began by saying it was important to understand this part of the issue. He explained that the Council had not suddenly decided to change zoning. Rather, this had been a long-standing need and the Council did not know what would happen as UTA owned twenty acres in the area. As a result, UTA had a large say. Mayor Dandoy continued by saying that legislators had become nervous about housing. He reminded those in attendance that statistics showed that the majority of people increasing the cost of housing were young people from Utah, not individuals from California and pointed that any company coming to Utah offering high-paying jobs would feed into this issue. Mayor Dandoy stated that the State had passed Senate Bill 34 in 2019. The law, he continued, stated that "The Municipality shall annually review the modern income housing plan and implementation of that plan, prepare and post a report of the findings. Essentially, Mayor Dandoy added, the City had to answer to the State every year about addressing modern income housing. He explained that the City had to focus on planned residential and commercial development around major transit and investment corridors. He pointed that there had to be improved connections between housing, employment, education, recreation, and commerce and that the City had to do something with the growth taking place in Utah and how it would get people moving around. The legislation also stated that "Municipalities that have a fixed guideway public transit station shall include a recommendation to either G or H." The choice, Mayor Dandoy explained, was the following: the City could either encourage higher density or moderate-income housing development near a station or the City could eliminate or reduce parking requirements for residential development where the residents were less likely to use their own vehicle. Mayor Dandoy pointed that both propositions presented challenges as they required change. While listing the different projects in which Roy that used State Transportation Investment Funds, Mayor Dandoy explained that the law stated that said funds may not be used in a municipality or an unincorporated county that had failed to adopt a moderate-income housing plan or had failed to report the implementation of said plan. He explained that the legislators were tired of trying to get cities to cooperate in addressing the current housing challenges.

Mayor Dandoy explained that Roy needed funds to work on the 5600/I-15 interchange and the widening of 5600. He added that the City could no longer deal with the traffic issue in Roy. Senate Bill 34, because of its language, could cause Roy to lose this most needed transportation funding. He explained that on May 21, 2021, at 8:30 a.m., the Utah Transportation Commission would meet and decide the funding. For Roy, the required funding amounted to 238 million. He continued that the decision could, for the first time in a long time, set in motion a solution to the transportation issues in Roy City. This issue of traffic also was created by nearby cities getting built, which was outside of Roy's ability to influence. He explained there were certain hour during the day when some of Roy streets were the site for stalled traffic. With that, the Council had met on Nov 19, 2019, in a public meeting and had approved ordinance 19-16 which approved compliance with Senate Bill 34: this was now part of the general plan. The City Council, he continued, was the legislative body of the City and passed municipal laws. Mayor Dandoy continued that Senate Bill 150, which had been passed in 2020, stipulated that the municipality where the transit and transportation development was located must have developed and adopted a station area plan within a half of mile around the train station. He added that residents were part of the conversation during the townhall.

Mayor Dandoy mentioned Senate Bill 217 which had been approved in 2021 and added that the bill stated that if a municipality had a Housing and Transit Reinvestment Zone Act in the train station area (HTRZ),

any development proposal must include mixed-use, an average of 50 housing units per acre, and at least 10% of these units offered as affordable housing. He continued that the only saving grace was that under the bill, the City could propose development and zoning around that station. Mayor Dandoy pointed that UTA was one of the largest property owners of all of the cities that have a TOD, with Roy having the second most acreage owned by UTA. He continued with the 2014 UTA decision which stipulated that for density purposes, Roy City had been designated as a station community. This meant that while Roy City did not have the maximum 50 people per acre (five to six story buildings), it had to abide by a minimum of 25 residential of units per acre. He pointed that the Council would decide what density between 25 and 50 would be selected and explained that this was not an emotional decision but rather one driven by the new laws. Mayor Dandoy continued that every year, the legislation were pulling a little more from the cities and towards UTA and that he did not think Roy City had much influence. Roy could create ordinances for parking spaces and setbacks, but that was the extent of its influence.

Mayor Dandoy mentioned that every year, the legislation was pushing harder against municipalities for changes addressing affordable housing and that the legislation could, by law, strip the municipality of controlling the UTA transit stations and let UTA make all decisions. He explained that unless Roy came up with a solution, any control would be taken away. He added that by 2050 the population of Utah would have doubled to 6 million. 80% of that increase, he continued, would reside in five counties. Mayor Dandoy explained that these figures scared him as there would be one million more people in Utah County, and he insisted that now was the time to address these issues. He continued that the Council needed residents' comments and ideas.

Steve Parkinson explained that in Feb of 2020, downtown had been split from the Front Runner station. In March, he continued, there had been two work sessions. Mr. Parkinson pointed exact locations on the map to show where UTA could come in and choose to control the changes. He explained that if the city could raise the density to what UTA was asking for in the area, there might not be a need for tall buildings as the density could be more spread out. He described the different height for each location and each zone. He further described why each zone had been granted a specific height. He reminded the audience that the library, school, and America First Credit Union would not be moved and that a lot of the area was part of Focus Roy. Mr. Parkinson added that the water tank and retention pond would not be moved. He continued that the objective was to reach the goal set for density without bringing 10-stories tall buildings.

Mr. Parkinson described the topography on his slides. He continued that the time was now to learn from residents and hear what their concerns were.

Mayor Dandoy reminded those in attendance of the vaccination drive-in event and asked for everyone in attendance to share their email address to be kept informed. He opened the meeting up to Public Comments.

1. Byron Burnett - 4375 South 2675 West

Mr. Burnett pointed that his backyard was against the tracks. He thanked the Council for the opportunity to speak. He explained that he had written the Mayor a letter in August 2019. He suggested that the North and South station district would not have neighborhood and business retail and that it would not make sense to do a mixed zone in these areas. He added that he disagreed with Mr. Parkinson who had allowed 35-feet in the South station area. He did not want to have three stories in his backyard or a big square, flat top apartment building on the hill which would end up being 45 to 50 feet above his house. He added that if the Council approved, their power to defend and protect their constituents would be lost. Once the ordinance was established, developers would not need to come before the Council. He pointed that the only things that managed density was the height of a building and that these types of

developments might be better in the station areas. He continued that the increase in property taxes would not suffice for the improvement required on 4000 to handle the increased traffic and that these buildings would cause parking issues. He continued that the Wilson property should not have been included in the area. He pointed that there had been a proposal to approve high-density with the West side having single family homes and that putting townhomes or high-density residences next to single family homes would block their views and would change the character of the neighborhood. Mr. Burnett added that the only area that should be approved for mixed-use should be the UTA property and that if the access could be resolved, townhomes could be added which would amount to 18 units per acre. He pointed that such dwellings would fit the requirement of the bill and could offer small lots. He argued that something had to be done to keep views and privacy. He reminded those in attendance that he had moved to Roy 48 years ago and wished to have his home taken into consideration. He mentioned that he did not understand why the City wanted to go to mixed-use and lose control over the density of the area. Mr. Burnett discussed access issue. He concluded that the job of the Council was to protect residents and asked that the Council not choose mixed-use and keep control of the area.

2. Larry Taylor - 4272 South 2450 West

Mr. Taylor stated that he had lived in Roy for a long time. He continued by stating that he had seen other attempts at these kinds of changes and explained his concerns were about the area where TRAX would be. He asked whether there would be parking there. Mayor Dandoy explained that UTA would require that developers provide parking though he did not know how this would be done. Mr. Taylor added that in the past, he had parked in the area and used the TRAX, as it was convenient. He added that, as an elderly person, he could not walk far from a different parking lot. He continued that the roads were not built for that amount of traffic and that there were issues with people speeding. Mr. Taylor asked about 5600 as this was an area where high rises could be built. He pointed that he did not wish to see the deterioration of the neighborhood and continued that many people with families were moving in such residents wanted a backyard for their kids to play in.

3. Steve Alder - 3901 South 2275 West

Mr. Alder stated that the north station area was in his backyard. His biggest concern, he continued, was the limit of 50 units per acre. Mayor Dandoy explained that this density has been proposed for UTA property and pointed to the area on the map. Mr. Alder explained that the density of units could potentially add 1000 residents. Pointing to the map, Mayor Dandoy clarified which areas would be high-density and the height requirements. He continued that the last meeting with UTA had concerned their interest and what they would do with their property. Mr. Alder asked whether safety concerns had been addressed, as adding this downhill from tracks would cause issues in case of derailment. Mayor Dandoy explained that safety staff was not in attendance but added that any type of derailment anywhere in the corridor would be problematic. Mr. Alder continued that he was concerned with the traffic due to access and the width of the roads. He described some of the traffic issues he was faced with on a regular basis and reminded the Council about the freight trains which backed up traffic. He asked how much worse this would get considering that an additional 100-200 units would make the issue so much worse and create massive back-ups. Mayor Dandoy stated that traffic was a problem that needed to be addressed. Mr. Alder asked whether the potholes could be fixed which caused some laughter amongst those in attendance.

4. Pat Hansen - 3973 South 2275 West

Mr. Hansen explained that with the increase in population density along the corridor, he was concerned about enforcement and control along the back roads. He pointed that there was one way in and one way out for law enforcement and pointed that there already were issues with stolen property. He explained

that there had been a couple of stolen motorcycle during the week prior week as well as a couple of dogs that had been let out and subsequently killed. He asked whether the enforcement aspect had been considered when it came to getting in and out of these areas. He added that with moderate to low-income housing, there would be issues in the long run with a need for more law enforcement involvement. He mentioned that there already were issues with drugs on the overpass and added that during the rain storm, things had sounded like some people had been off road racing. He concluded saying that if more low-income elements were brought in, enforcement would be necessary.

5. Chris Rawley - 4023 South 2225 West

Mr. Rawley asked what constituted affordable housing. Mayor Dandoy stated that it was 80% of the average median income. He added that this was therefore location dependent. Mr. Rawley asked whether this was tied to section 8 or subsidized housing. Mayor Dandoy explained that it could be, as some property owners might wish to use this: there were local or State grants to help a renter or property owner. Mayor Dandoy added that the current strategy was to have 10% of new development be affordable housing. He continued that this was a great solution to only have portions of the property available for special funding or grants: this helped lift people with low income. He pointed that concentrating low-income housing, as it had been done back East, caused many challenges.

Mr. Rawley explained that the current parking lots for UTA and the Front Runner station would not be affected by any of the current proposals. Mayor Dandoy explained that UTA would bring in a developer who would have to use the current or established ordinance decided by the Council. The developer would present a proposal and might be able to take up existing parking spaces to put their development together. Mr. Rawley asked if it would be possible for the access road going into the parking lot for UTA to be used by residents. Mayor Dandoy stated that it would depend on what the development would propose: the road might become a public road.

Mayor Dandoy pointed to the map and showed an area that would not be suited for development because of safety issues, as had been previously mentioned. He continued explaining that firetrucks and ambulances would require more access space. The problem was that these two properties had no secondary access. Unless UTA allowed the City to go across the trail, the properties would continue to be farmland. Mr. Rawley thanked the Mayor for his explanations. He pointed that in the blue area on the map (from the access road to the tracks), buildings could be up to 60 feet high. Mayor Dandoy added that there was a piece of property with a road that was also part of the blue area.

Mr. Rawley asked how high the cell phone tower was in relation to the area. He was told the antenna was 105 feet high. He pointed that as far as height was concerned, this would only go up two thirds of the way on the cell phone tower. Mr. Parkinson explained that UTA property was higher. He added that the units would be built on the ground that was available. Mayor Dandoy agreed and asked what an appropriate number would be if 60 feet did not seem right. He continued explaining that 60 feet would be about three and half levels, but argued that the residents needed to voice how many stories they would feel comfortable with. Mr. Parkinson explained that there was no industry standard for story height, and that unlike the assumption that one story was 10 feet, this was not the case. He added this was why the conversation had been about height, not stories. He echoed the Mayor's question.

Mayor Dandoy explained that the residents needed to think about what the best options would be. Mr. Rawley stated that unless the developments were allowed to spread across larger spaces, the issue would become that of building height.

6. Leon Wilson - 4302 South 2675 West

Mr. Wilson thanked the Mayor and Council for their time and work. He mentioned that he had seen firsthand the impact of their work and knew the commitment required. He continued that he had studied the process by which the ordinance had advanced to its current state and pointed that his comments would not be directed at anyone personally as he respected each Council member.

Mr. Wilson asked to have his property pointed on the map. He stated that he would be addressing his property. His property, he went on, covered ten acres south of the Front Runner Station. He stated his position about the inclusion of his property in the rezoning ordinance. Mr. Wilson stated he was adamantly against this decision though he understood the State Law about the station area plan being developed. He read part of the law and pointed that State Law encouraged higher density or moderate-income residential development near a major transit station. He explained that this law was merely an encouragement, not a demand and that moderate-income residential also met these criteria. The proposed ordinance mandated high-density, he went on, thus mandating that his property be turned into high-density housing. He continued that this trampled the rights of private ownership which made him gravely concerned for how the Council got to this point. He added that the few had the power and authority to dictate what was being proposed, requiring his property to be included and rezoned. This, he pointed, was a form of eminent domain and was a form of governmental overreach. He went on to say that while the Council might have the power to do so, they did not have the right. He stated that there should be shame on how this came about and stated that his property should be rezoned, or he should be provided with the option to decide whether high density housing was right for his property. He continued that it was not the Council's right to discard 100 years of historical precedents and change this property from single family to high-density. He asked that the Council kept their sticky fingers off of the use of his property and that if this was what the City wanted, they would have to buy his property which was not for sale. He continued that there was no reason that his property should be included in the rezone and pointed that there were no laws requiring his property to become high density: the County did not require it. Mr. Wilson stated that he hoped his statement clarified his position regarding his property.

7. Melissa C - 2122 West 2725 South

Ms. C stated that she had moved to Roy 20 years ago and considered herself a transplant. She pointed that the City had grown exponentially ever since. She pointed that the Council was in a sticky spot as there were too many people moving in the area. She pointed that her children were grown and married and were not able afford a house in the area. She added that rentals or apartment purchases were also out of reach. She mentioned that she understood that there needed to be some kind of housing built, stating that while many might not like the suggestion, she recommended townhomes. Townhomes would only be two levels, would not be over 30 feet, and many dwellings could be placed in a small space and be affordable for young families, she explained. Ms. C pointed that there were nice parks which would allow children to have a place to play despite not having access to their own backyard. She also stated there were issues with Wi-Fi and water and that other cities had optic fiber: Roy needed better infrastructure and better businesses. She continued that she worked with disabled individuals who would love to find employment. She further mentioned a small restaurant which was not able to pay its employees \$12 or \$13 an hour and was struggling to hire enough people to function properly. Ms. C concluded that the Council should not approve high-density, as high-density would make her nice neighborhood look like a slum. Those in attendance clapped in approval.

8. Colby Hymas- 2578 West 4850 South

Mr. Hymas mentioned that he had moved to Utah from Idaho where he lived in a rural area. He continued that when he had moved, he had looked for a small town. He shared that he had worked as a fire fighter in SL County and had seen a lot of the high-density housing down there. He mentioned this is not what he wanted to for Roy, as high-density housing brought drugs, alcohol, transients, and

homelessness: all these issues, he continued, came with high-density housing, and he did not want to raise his children around high density and its issues. He mentioned that he lived below the area in question and mentioned that schools would become overcrowded. Mayor Dandoy stated that since there had been no proposal, this was not something that could be known. He continued that the Weber County School District was planning on three new schools in West Haven and a bond would be pushed through: a high school, junior high, and elementary would be built. Mr. Hymas explained that his children lived in Roy, and new schools in West Haven would not help his children. He continued that private property owners should not be forced to be included in the zone.

9. Inger Booth - 4191 South Lilly drive

Ms. Booth stated she had been a resident for a long time and that during the expansion she had worked for Roy as a part time and then full-time receptionist. She mentioned that she had attended several Council meetings and had seen the work done. She pointed that she had also lived in Syracuse for six years where she had seen the expansion and growth that had happened without planning. Now, Syracuse had developed several plans. She continued that she worked as a loan officer and knew the cost of the average loan was \$35,000/year. The average home in the State of Utah was \$400,000. A typical income for a house of that price would need to be \$77,000/year.

In Davis County, she continued, bridges and overpasses had been built, which had not been the case here. She continued that Utah was one of the fastest growing State in the Nation with low unemployment. As a result, the State would be growing West, which meant that there would be an increase of traffic on 4000. She thanked the Council for the roundabouts. She added that the City owned 5600 but pointed that the Council should take out Mr. Wilson's property. As a State and County delegate, Ms. Booth continued, she knew the legislation could be passed about whether the City wanted high density. She explained that high-density would not work in the area and pointed that it would be challenging to build affordable housing as the cost of building was increasing. Many different kinds of occupations would not be able to afford a home, she added, but high-density would set a precedent that developers could come in and have their way. She concluded that townhomes might be an option and that the City needed to keep its say.

10. Angela Polly - 4050 South

Ms. Polly stated that the first Council meeting she had attended had been one where she requested assistance to cross a path. She added that this issue had been addressed and thanked the Council. Ms. Polly explained that when she moved to her house, she initially did not have good cell coverage. She continued that the city could not know what the next 20 years would bring technology-wise. With wider roads, there would be more space to add fiber. She continued that a firetruck would need to be able to turn around. She mentioned that before coming to Roy, she had looked at other subdivisions in Clinton but had chosen not to purchase there because of this very issue. Finally, she pointed that 4000 could not handle the current traffic.

11. Janel Hulbert - West Lake Drive

Ms. Hulbert explained that she had lived in Roy for over 10 years after growing up in a small town in Idaho. She pointed that Roy had a small-town feel. Ms. Hulbert explained that she lived below the tracks and that she had chosen to live there because of the TRAX. She stated that she believed that Roy was a hidden gem in Utah and that she wished for it to stay that way as she did not plan on moving. She added that her oldest child was 13 years old with her youngest being 5. She explained that she had met all the Council members: she knew that they loved the City and had been trying to come up with good solutions. Ms. Hulbert explained that she was concerned about 4000 South. She pointed that the biggest issue was that when a train went through, traffic was backed up for a long time: she had had to wait up to 10

minutes. Ms. Hulbert pointed that she hoped the City could negotiate with UTA to have them take care of the road. She explained that it would be beneficial for UTA to work with the City on a bridge or some way to not have the whole traffic stop every time a train came through, as this issue was not limited to the Front Runner only. She concluded that she was excited about the area and pointed that there had been many great suggestions that would help make the area successful.

12. Michelle Johnson - 4163 South 2175 West

Ms. Johnson stated she lived across the street from the George Wahlen park, where she had lived for 32 years. She stated that she had seen a lot of changes over time. She continued she was confused as to why the business park was included in the proposal as there would be no townhomes built there or any other kind of development. She pointed that money had been spent developing the park, the school, and library and explained that townhomes should not be an option. Ms. Johnson asked if there had been any thought given to providing police protection for the area. She argued that with adding such a large quantity of people, some considerations should be given to providing dedicated police support to the area. She explained that with that type of housing, someone would be checking any car not stored in a garage every night trying to steal. She mentioned that her surveillance camera could prove this as she had seen thieves. Ms. Johnson stated that she had heard that the end of 4150 South would have a road down into the Front Runner. Mayor Dandoy stated that he had not seen any proposal. He pointed that there was a dirt road in the area and reiterated that developers would have to make sure to have two access points. Ms. Johnson stated that the road would happen as there was no other space for an entrance point. Mayor Dandoy stated that there might be another area for a road. Ms. Johnson commented that 2125 West was a main route to the K-12 schools. She continued that it was a fast road, though a three-way stop had been added. She explained that her driveway was directly across from the entrance to North park and continued that it was difficult to back out of the driveway. She explained that if that much more traffic was to be created, she wished to request that the road did not up 4150 South. She added that a roundabout would not be helpful. Ms. Johnson stated that she was concerned about the parking issue: one parking spot per townhome did not seem sufficient which would cause new residents to park on the street. She asked all in attendance to look at the new luxurious condos and pointed that the condos were very close to each other. She concluded that the Council needed to ask questions of developers.

13. Mike Buckley - 4297 South 2675 West

Mr. Buckley explained that he did not envy the Council and that he had attended some meetings and was concerned. He pointed that some of his ideas had shifted as he had attended, but continued that he had some questions. He mentioned 2675 West and asked whether that road would go straight into the tracks and whether this would depend on the station or development. Mayor Dandoy let M. Buckley know that this was a good question. He continued that nothing in the proposal stated that private property owners would lose their property. He continued that Roy City had done everything it could to avoid eminent domain. He mentioned that if a property owner chose to buy out, a development might choose to extend the road. M. Buckley explained that UTA had surveyed for that road to go through. He asked for some clarifications about who owned specific areas. Mayor Dandoy described the map and who owned which portion. When asked about UTA density, Mayor Dandoy specified that UTA had stated they would have 25-50 units per acre. He added that the 2014 TOD study had, however, specifically stated that for the community station would ask for 25 units per acre. Mr. Buckley stated that UTA seemed to have a lot of say and represented the State. He asked whether the City could go against that and whether anyone had asked Mr. Wilson what he wanted to do with his property. Mayor Dandoy added that there were more private property owners than public property owners in the area. He added that the City was not entertaining the idea to force anybody to sell but continued that the Council was responsible for implementing the law and show changes had been implemented in the zoning. He continued that the Council wished to convince UTA that because this was a community station and there were numerous

homes within walking distance, UTA could get the required ridership in order to not go to 50 units per acre. He continued that the UTA did not have control over the zoning decided by the Council but that it had control over their own property.

Mr. Buckley stated he wished to discuss 5600. He explained that Roy was a city passed through by residents of other cities. He proposed that some of the roads be made into toll roads. He explained that toll roads were commons on the East side of the US. Mayor Dandoy pointed that the City owned 4000, 4800, and 6000. Mr. Buckley joked that much money could be made with a toll.

14. Wendy Able - 2873 West 5975 South

Ms. Able explained that she had seen issues with parking during the snow removal season and asked where all the extra cars would go. She added that her husband worked for the railroad and pointed that there were issues with trains. Trains were getting longer, she commented, and it took time for trains to go through. She explained that an overpass would be necessary and added that streets would need to be widened. She mentioned understanding the need for affordable housing. She also continued that the limited parking could be a chance to address the overflow in the UTA area to potentially create an area for seniors who had limited mobility.

Ms. Able explained that the train traffic was about to increase as a yard in Salt Lake City had been closed. Consequently, more trains were stacked up in the Ogden yard. Mayor Dandoy stated that on HB 433, legislators had approved UTA to double track the Front Runner to run a speed train between Ogden and SLC.

15. Emily Atkinson - 2544 West 4400 South

Ms. Atkinson stated that townhomes were a great compromise. She added that she had a direct view of five of her neighbors as she lived on a hill and argued she was concerned about the lack of privacy and increased sound from adding so many dwellings. She also mentioned that traffic had been addressed many times but wished to add that where she lived, her mailbox got hit frequently because of the hill and the road. She wondered what the increased traffic would cause.

16. Roger Morgan - 2035 West 425 South

Mr. Morgan indicated he lived across the park. He asked for some clarifications about the map. Mayor Dandoy explained the map and clarified what was public and what was private. Mr. Morgan asked whether UTA had total control, which Mayor Dandoy answered: UTA did not have total control as the law allowed the Council to decide what would be developed and how. He continued that if the City was moving in the right direction, it should be able to push off those who had a different opinion. If nothing were to be done however, someone would come in and do something. Mr. Morgan asked whether UTA could come in and make decisions. Mayor Dandoy explained that it could not as of yet, but legislators could change the law and open this possibility. He pointed that some land was owned by the State through UTA, and Mr. Morgan asked whether the City could buy this land. He added that the price might allow it. Mayor Dandoy pointed that the City would need to come up with \$2 millions. The budget for the whole City, he pointed, was \$20 millions, this was therefore a large expenditure and assumed that UTA was interested in selling. Mr. Morgan pointed that, considering averages, such a purchase would cost \$150/household.

17. Lacy Sockwell - 4298 South 2675 West

Ms. Sockwell stated she lived next to the Wilson's property. She stated that she agreed with Mr. Wilson.

She pointed that there would be walls on the downtown properties to protect existing residents. Mayor Dandoy stated that this would depend on the development. He described the zoning ordinance to clarify when a wall would be needed. Ms. Sockwell stated she was concerned with vandalism, trespassing, and theft. She pointed that her property was hidden which emboldened theft. Adding all these properties, she concluded that a wall would be needed for safety and privacy.

18. Breanne Hymus - 2578 West 4850 South

Ms. Hymus stated that private properties should not be part of the area. She added that said properties were mostly farming ones. She asked what would be done once all the farming properties had been sold and there was no local produce. If the areas were to be rezoned, would the areas be developed, Ms. Hymus inquired? Mayor Dandoy stated that Roy City was not forcing any private property owner. He mentioned that one of the challenges was that property values would continue to rise and children would inherit property and sell it right away after having it rezoned. Mayor Dandoy added that this was up to the families. Ms. Hymus stated that private property should not be discussed at this point in time.

19. Charles Ivester - 4299 South 2675 West

Mr. Ivester stated he agreed with everything Mr. Wilson and Mr. Burnett had said. He explained that the Council needed to get the private properties off of the proposal. He continued that he did not recall anything on the ballot from UTA mentioning the Front Runner having such a large reach. He stated that he felt like he was in the Star Wars movie The Empire Strikes Back. He added that somebody had to reign in the State and that if he had wanted to live in Salt Lake, he would live in Salt Lake. The audience clapped and shouted in agreement.

20. Bill Marks - 5705 South 2325 West

Mr. Marks stated that he owned a townhome in North Salt Lake where all residents had two parking spots. He pointed that this was not enough as people in townhomes had families with more than 2 cars. He argued that the Council should think about townhomes but should require 4 parking spaces per unit. He continued that much of the conversation was prefaced by new jobs coming to the Air Force Base. He added that people in the soon-to-be-developed area would only be able to get to Hill Air Force by taking a bus. He continued that the Front Runner would not help these workers as the TRAX had been designed to take commuters to Salt Lake. Adding more residents in Roy would not help, he added. He continued that high-paid executives would not come to Roy but rather would go to Syracuse, where they would have a backyard. He mentioned that his daughter worked for a construction company in Lehi and added that nothing there sold for less than \$600,000.

Mr. Marks added that not all concerned parties had attended the meeting and checked with the Mayor that all had indeed been invited. Mayor Dandoy stated that it was the case. Mr. Marks further asked the Council to think about who had voted for this change that was now forcing residents into this situation.

Mayor Dandoy thanked all the attendees.

C. Adjournment

Councilmember Paul Motioned to Adjourn the City Council Work Session meeting at 8:55 p.m. Councilmember Burrell seconded the motion. All Councilmembers voted "Aye." The motion carried.