

ROY CITY COUNCIL MEETING AGENDA

SEPTEMBER 20, 2022 – 5:30 P.M.

ROY CITY COUNCIL CHAMBERS 5051 S 1900 W ROY, UTAH 84067

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

A. Welcome & Roll Call

B. Moment of Silence

C. Pledge of Allegiance

D. Consent Items

These items are considered by the City Council to be routine and will be enacted by a single motion. If discussion is desired on any consent item, that item may be removed from the consent agenda and considered separately.

1. Sale of 11 Surplus Vehicles – see attached details for year, make, and model

E. Public Comments

If you are unable to attend in person and would like to make a comment during this portion of our meeting on ANY topic you will need to email admin@royutah.org ahead of time for your comments to be shared.

This is an opportunity to address the Council regarding concerns or ideas on any topic. To help allow everyone attending this meeting to voice their concerns or ideas, please consider limiting the time you take. We welcome all input and recognize some topics make take a little more time than others. If you feel your message is complicated and requires more time to explain, then please email admin@royutah.org. Your information will be forwarded to all council members and a response will be provided.

F. Action Items

1. Ordinance No. 22-11; to amend Title 10 Zoning Regulations, CH 13 – Mixed Use - 10-13-3 - Building Types - Table 3.1 (1); § 3) Store Fronts, § 4) General Stoop Buildings and § 8) Row Buildings – to allow Residential on the main level of buildings and Row Buildings, within the Downtown Gateway zone along secondary streets.
2. Ordinance No. 22-12; to adopt the amended 1900 Southeast CRA

G. Discussion Items

1. Winterization at the Complex
2. Pickleball Court Bids
3. Roy Days Follow-up
4. Community Development Block Grant (CDBG) candidate projects
5. Letter of Intent to apply for Congestion Mitigation Air Quality (CMAQ) grant funding for roundabout at 6000 S / 4300 West or 4800 S / 4300 W
6. Letter of Intent to apply for Carbon Reduction Program (CRP) grant funding for electrical vehicle charging stations on the north side of the Municipal Building

H. City Manager & Council Report

I. 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 15th day of September 2022. A copy was also posted on the Roy City Website and Utah Public Notice Website on the 15th day of September 2022.

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

Brittany Fowers
City Recorder

	Car Number	Make	Model	Year	Plate Number	Vin
Spare	3	Dodge	Charger	2012	510872EX	2C3CDXAG3CH126511
Vacant	6	Dodge	Charger	2012	512264EX	2C3CDXAG1CH226462
Spare	10	Dodge	Charger	2014	210594EX	2C3CDXKT3EH322558
Pool - Charger - Mixed	16	Dodge	Charger	2012	512265EX	2C3CDXAG3CH226463
Vacant	27	Dodge	Charger	2014	515574EX	2C3CDXAG4EH137763
Vacant	39	Dodge	Charger	2014	210545EX	2C3DXKT5EH322559
Pool Car - Durango	47	Dodge	Durango	2012	C108KT	1C4SDJCTXCC211542
	S-4	Dodge	RPC350	1999	68551EX	3B6MF3666XM515299
	W-1	Ford	F350 Super Duty	2006	98514EX	1FDWW37YX6ED10489
	W-13	Dodge	RPC250	2000	68514EX	3B6KC2669YM210522
	S-6	International	2000 Series 2674	2002	83837EX	1HTGLAET32H522627



SYNOPSIS

Application Information

Applicant: Conner Atkin; Tagg-N-Go

Request: Ord. No. 22-11; to amend Title 10 Zoning Regulations, CH 13 – Mixed Use - 10-13-3 - Building Types - Table 3.1 (1); § 3) Store Fronts, § 4) General Stoop Buildings and § 8) Row Buildings – to allow Residential on the main level of buildings and Row Buildings, within the Downtown Gateway zone along secondary streets.

Staff

Report By: Steve Parkinson

Staff Recommendation: Approval

APPLICABLE ORDINANCES

- Roy City Zoning Ordinance Title 10 - Zoning Regulations
 - Chapter 13 – Mixed Use
 - 10-13-3 – Building Types – Table 3.1 (1),
 - § 3) Store Fronts,
 - § 4) General Stoop Buildings,
 - § 8) Row Buildings.

PLANNING COMMISSION ACTION

The Planning Commission held a Public Hearing on July 12, 2022.

Vice Chair Payne opened the floor for public comments.

No comments were made

After some discussion on the proposed changes and how it will affect the City as a whole, the Commission voted 7-0; to table the item in order to discuss the language further and get it right.

During the July 26, 2022 Planning Commission Work-Session the Commission **discussed the issue in depth** and after reviewing a couple of options of how to ensure that the properties that have frontage to both 1900 West and a secondary type street (i.e. 2000 West, 5200 South & 5300 South) would still be required to have commercial along 1900 West and still have the ability to have residential along the secondary streets which is more compatible with surrounding developments.

On August 9, 2022, the Planning Commission voted 7-0; to forward to the City Council a recommendation to approve of Ord. No 22-11 to amend Title 10 Zoning Regulations, CH 13 – Mixed Use - 10-13-3 - Building Types - Table 3.1 (1); § 3) Store Fronts, § 4) General Stoop Buildings and § 8) Row Buildings – to allow Residential on the main level of buildings and Row Buildings, within the Downtown Gateway zone along secondary streets as written.

ANALYSIS

Background:

The applicant would like to amend Title 10, CH 13 – Mixed Use - 10 -13-3 - Building Types - Table 3.1 (1); § 3) Store Fronts, § 4) General Stoop Buildings and § 8) Row Buildings – to allow Residential on the main level of buildings and Row Buildings, within the Downtown Gateway zone along secondary streets.

Consideration as outlined in section 10-5-9 “Criteria for Approval of a Zoning Ordinance ... Amendment”



When considering a Zoning Ordinance Amendment, the Commission and the Council shall consider the following factors,

- 1) The effect of the proposed amendment to advance the goals and policies of the Roy City General Plan.
- 2) The effect of the proposed amendment on the character of the surrounding area.
- 3) The compatibility of the proposed uses with nearby and adjoining properties.
- 4) The suitability of the properties for the uses requested.
- 5) The overall community benefits.

The goals and policies of the current and proposed General Plans is to promote and provide a variety of housing types within the City.

The character of the surrounding area, by allowing Row Building along secondary streets like 5300 South and 2000 West where Single-Family dwellings are across the street provides more similar character than requiring commercial businesses would.

Compatibility & Suitability, within the Northern portion of the DT-G zone, 5300 South has a R-2 zone along it as well as 2000 West, So allowing Row Buildings would be more compatible and suitable than Commercial. Within the Southern portion of the DT-G zone, 2000 West, between 5700 South and 5950 South have R-1-8 zoning across the street and having residential along here is more compatible and suitable than any Commercial.

This change to the Code would only affect areas around the Downtown area of the City.

An additional question that the Commission and Council needs to reflect upon is:

- Does changing are not changing the Zoning Ordinance provide the best options for development within this area of the City?

FINDINGS

1. The proposed amendments are consistent with the General Plan.
2. Is consistent with previous discussions with the Planning Commission.

ALTERNATIVE ACTIONS

The Planning Commission can recommend Approval, Approval with conditions, Deny or Table.

RECOMMENDATION

Staff recommends forwarding a recommendation of approval to the City Council regarding the proposed amendments to Title 10 Zoning Regulations, CH 13 – Mixed Use - 10-13-3 - Building Types - Table 3.1 (1); § 3) Store Fronts, § 4) General Stoop Buildings and § 8) Row Buildings – to allow Residential on the main level of buildings and Row Buildings, within the Downtown Gateway zone along secondary streets.

EXHIBITS

- A. Applicant's Narrative
- B. July 12, 2022 Planning Commission meeting minutes
- C. Street Views of 2000 West & 5300 South
- D. July 26, 2022 Planning Commission work-session minutes
- E. Distance Options as discussed during July 26, 2022 PC Work-Session
- F. August 9, 2022 Planning Commission meeting minutes
- G. Maps showing which parcels within the Downtown Gateway would be affected
- H. Ord. No. 22-11

EXHIBIT “A” – APPLICANT’S NARRATIVE

We would like to amend I0-13-3, more specifically table 3.1 (1) to allow Row Buildings in the DT-G zone.

We feel the intent of the Gateway Commercial zoning was for the Downtown feel. 5300 South and 2000 West fall into this zone, but he feels that these “Side Streets” should have an exemption since they are off of the main road and should be considered for different uses.

EXHIBIT “B” – JULY 12, 2022 – PLANNING COMMISSION MEETING MINUTES

3. PUBLIC HEARING – TO CONSIDER AMENDMENTS TO TITLE 10 ZONING REGULATIONS, AMENDING CH 13 – MIXED USE - 10-13-3 - BUILDING TYPES - TABLE 3.1 (1); § 3) STORE FRONTS, § 4) GENERAL STOOP BUILDINGS AND § 8) ROW BUILDINGS – TO ALLOW RESIDENTIAL ON THE MAIN LEVEL OF BUILDINGS AND ROW BUILDINGS, WITHIN THE DOWNTOWN GATEWAY ZONE ALONG SECONDARY STREETS.

Applicant Jaden Rasmussen came forward and presented his address as 15464 Midnight View, Bluffdale. He said his company came from Georgia, and they wanted to hire more young people in the area and invest in other long term careers for Roy City residents. Applicant Jason Rasmussen said they hoped to amend the ordinance to allow more buildings downtown. He explained they planned to build on a side street adjacent to residential areas. He then offered some physical copies of site plans to the Commission, and noted part of their plan included outdoor covers and local expansion. He opened the floor for questions from the Commissioners.

Commissioner Brand asked if the development would later be a private business room and Applicant Jaden Rasmussen said it would be.

Steve Parkinson, City Planner, said the first part of the ordinance did allow these businesses near residential areas, although only through gateway zones. He recalled the Council had previously banned certain businesses from being in the downtown zone, though this would not affect this business.

Mr. Parkinson addressed the dimensions and exterior plans of the business, and said the applicant's business met all the requirements, with one caveat related to access from certain streets. He said the Commission's biggest decision would be whether to allow the business on certain streets over others. He commented streets with hedges lining the front of homes and businesses alongside 2000 West as a potential issue. He cited 5200 South, 6000 South, and 1900 West as other potential streets that the Commission would need to make a decision on.

Mr. Parkinson walked the Commission through photos of these streets to provide greater context, and noted the proximity between several homes and businesses in the downtown area. He felt a greater issue could be allowing commercial businesses on the bottom floor of multi-level buildings and permitting residential homes on the top floors. He noted many of these streets had a single family unit nature, so he explained City Staff recommended they change the zone to specify which streets were allowed to have mixed zone usages.

Commissioner Brand suggested they make limitations in cases where changing the entire zone would significantly alter the overall appearance of the street.

Vice-Chairman Payne agreed with this, and added the addition of townhomes could benefit the downtown area.

Commissioner Tanner moved to open the public hearing. Commissioner Collins seconded the motion. Commissioners Bills, Brand, Collins, Felt, Payne, Sphar and Tanner voted “aye.” The motion carried

Vice-Chairman Payne opened the floor for public comments.

No comments were made.

Commissioner Collins moved to close the public hearing. Commissioner Bills seconded the motion. Commissioners Bills, Brand, Collins, Felt, Payne, Sphar and Tanner voted “aye.” The motion carried.

Commissioner Brand asked if they should restrict the changes or allow them. Commissioner Tanner thought they needed to first specify where they were making restrictions. He suggested they limit the language in reference to access points on homes.

Commissioner Bills asked if they only want these regulations to apply in those very specific areas. She said they would need to write a definition of what these regulations would look like.

Commissioner Tanner thought they would need to differentiate between entrance points and access points.

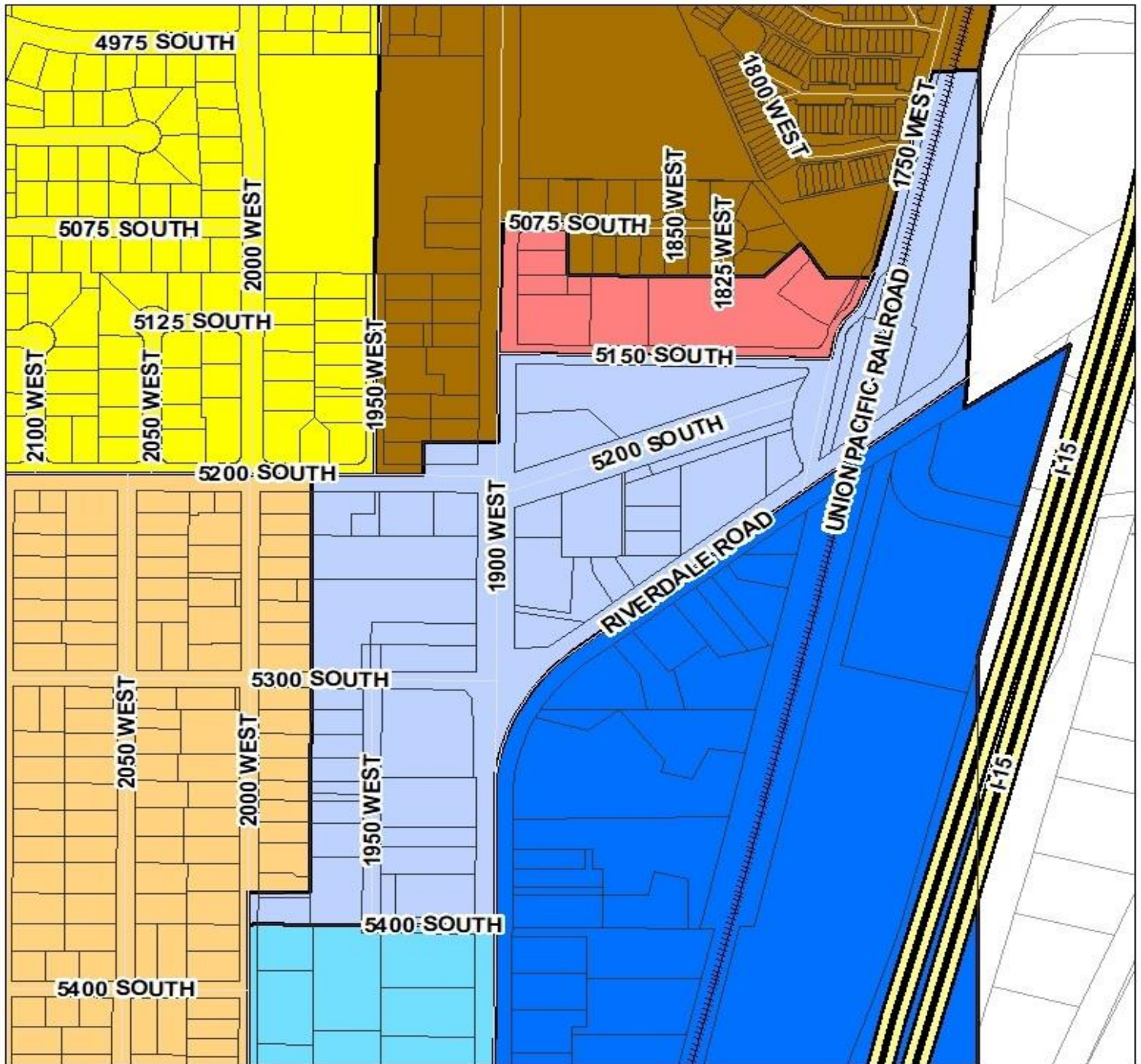
Commissioner Felt pointed out in that case, they would need to define access.

Commissioner Bills cautioned if they did not define their terms correctly that could possibly lead to certain businesses being torn down to build townhouses at a later date.

Commissioner Sphar suggested they table this discussion for later.

Commissioner Sphar moved to table the proposed amendments to Title 10 Zoning Regulations, amending CH 13 – Mixed Use - 10-13-3 - Building Types - Table 3.1 (1); § 3) Store Fronts, § 4) General Stoop Buildings and § 8) Row Buildings – to allow Residential on the main level of buildings and Row Buildings, within the Downtown Gateway zone along secondary streets, in order to discuss the language and get it right. Commissioner Bills seconded the motion. Commissioners Bills, Brand, Collins, Felt, Payne, Sphar and Tanner voted “aye,” The motion carried.

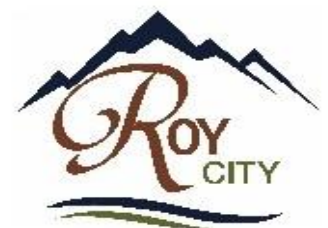
Northern portion of the DT-G zone

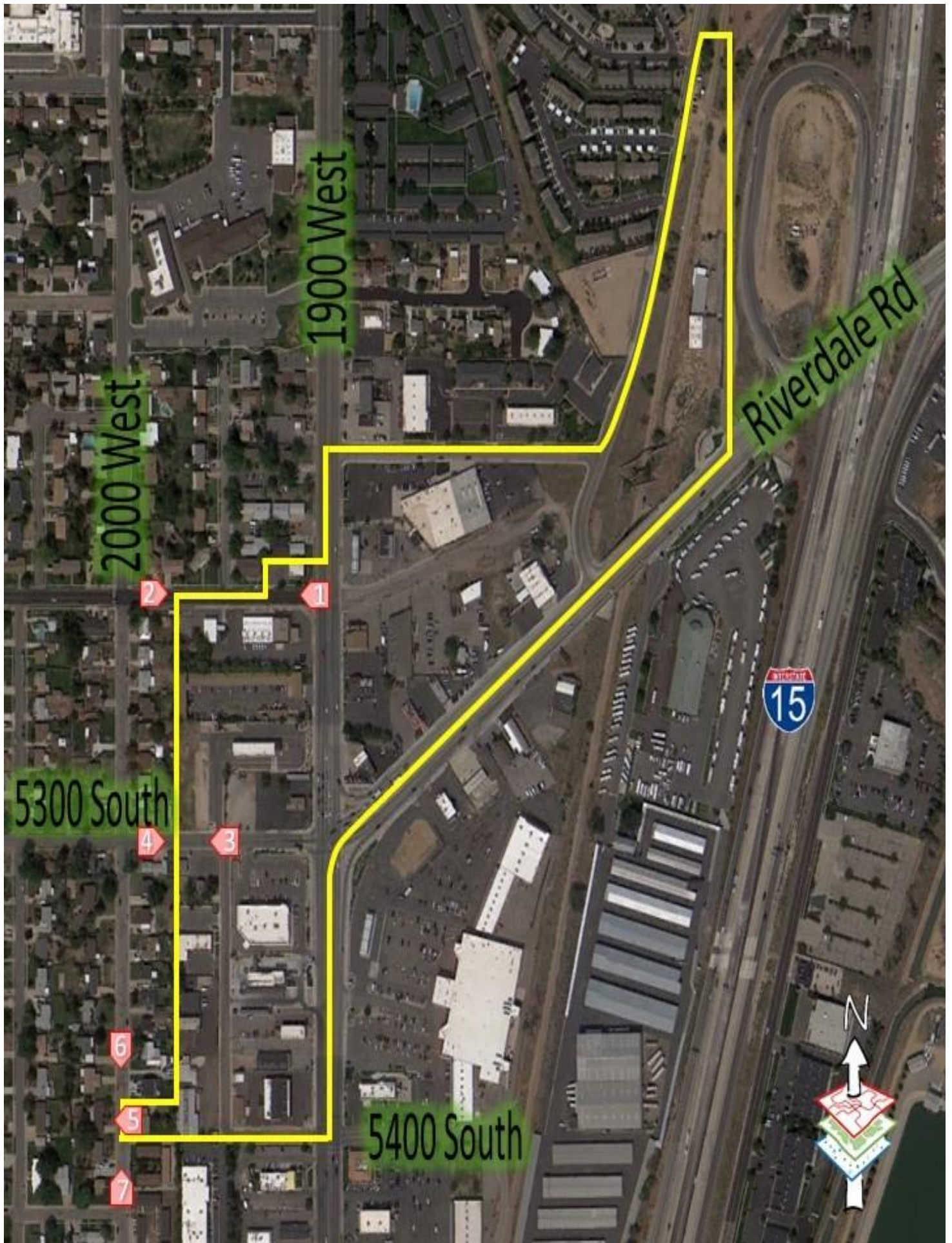


Legend

	City Boundary		DT-E		CC		R-1-6		Parcels
	DT-W		M		R-1-7		R-1-7		R/O
	DT-G		LM		R-1-8		R-1-8		RMH-1
	S-C		R		R-1-10		R-1-10		D&RG Trail
	S-N		R-2		R-1-15		R-1-15		I-15
	S-S		R-3		RE-15		RE-15		Railroad
	BP		R-4		RE-20		RE-20		

Zoning
Map





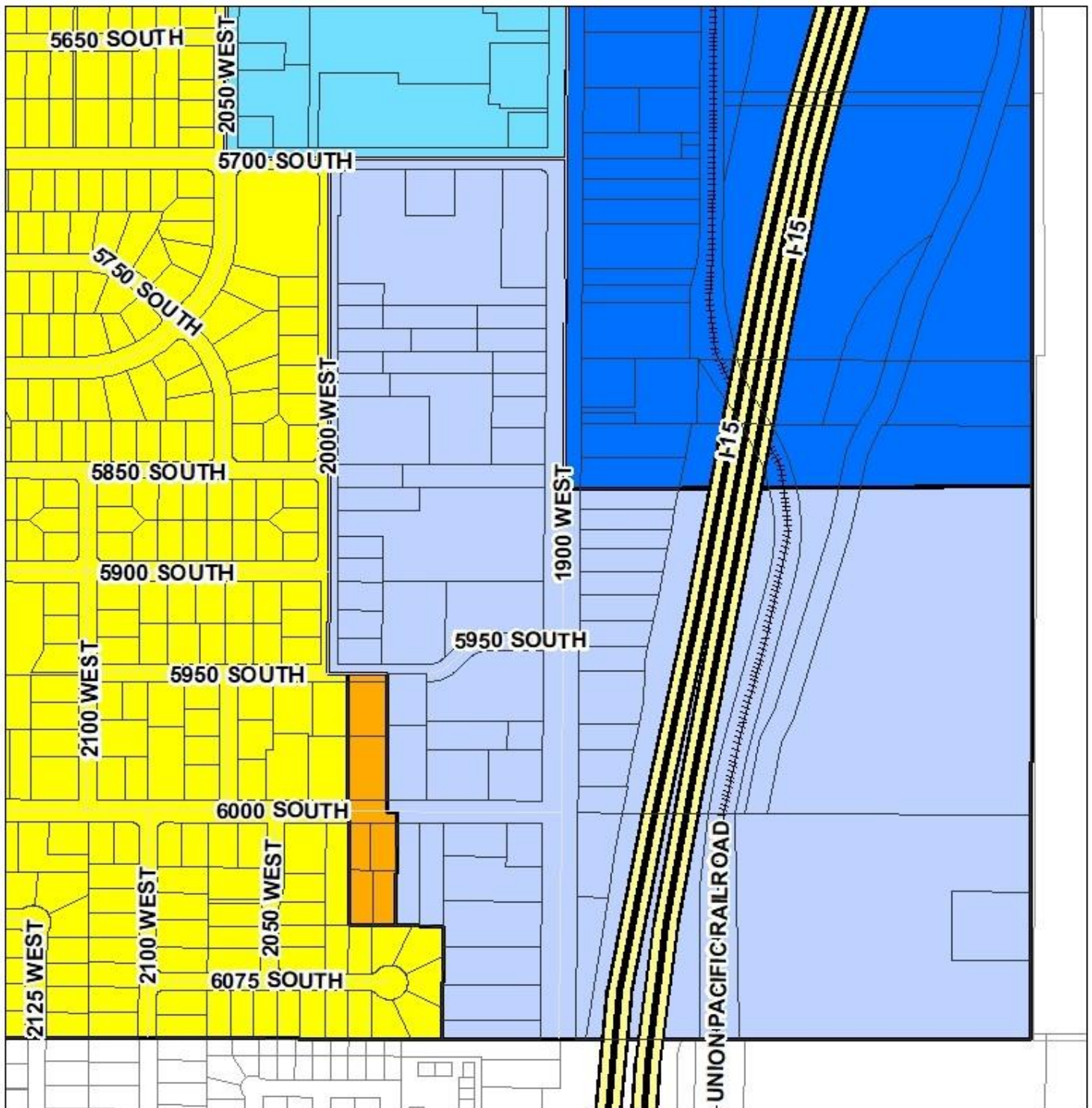








Southern portion of the DT-G zone



Legend

	City Boundary		CC		R-1-6		Parcels
	DT-E		M		R-1-7		RI-O
	DT-W		LM		R-1-8		RMH-1
	DT-G		R		R-1-10		D&RG Trail
	S-C		R-2		R-1-15		I-15
	S-N		R-3		RE-15		Railroad
	S-S		R-4		RE-20		
	BP						

Zoning
Map















EXHIBIT “D” – JULY 26, 2022 – PLANNING COMMISSION WORK-SESSION MINUTES (SUMMARIZED)

NOT OFFICIAL

2. CONTINUED DISCUSSION ON AMENDMENTS TO TITLE 10 ZONING REGULATIONS, AMENDING CH 13 – MIXED USE - 10-13-3 - BUILDING TYPES - TABLE 3.1 (1); § 3) STORE FRONTS, § 4) GENERAL STOOP BUILDINGS AND § 8) ROW BUILDINGS – TO ALLOW RESIDENTIAL ON THE MAIN LEVEL OF BUILDINGS AND ROW BUILDINGS, WITHIN THE DOWNTOWN GATEWAY ZONE ALONG SECONDARY STREETS.

Steve Parkinson, City Planner, went over what was discussed during the July 12th PC meeting. He also brought up an email that was within the packet that was received after the Public Hearing requesting the maximum height of buildings be 35 feet.

The main discussion for tonight is the language of note #10, do we allow things on certain streets or be restrictive and say you can't do things are these streets? The problem we discovered were those parcels that have frontages on a secondary street and a main road. So how do we work that issue out? Staff wants to get the Commissioners thoughts before staff presents their thoughts.

Commissioner Collins I think what we discussed last time, we were all on the same page where we wanted the 1900 West Corridor to be clean and have commercial along it and not have just residential along it. We were hung up on do we allow it on properties with frontage & access to 1900 West and secondary streets but the overall consensus was in keeping 1900 West a commercial district.

Mr. Parkinson the concern came with the parcel in question of the applicant, where it has frontage along 1900 West but only access on 5300 South. If we use language that is allows such only with access on secondary streets what is stopping someone from demolishing anything next to 1900 West and building residential only type buildings? Or do you use restrictive language where you can't do it on main roads like 1900 West but what about those properties that have access on a secondary street. So how do we "Word" it?

Commissioner Tanner, do we do some sort of setback or a certain distance off of 1900 West, in order to qualify for that. So whatever that distance is from 1900 West to the back property line of Burger Bar, 300 feet? There's no access from 1900 West but if they are able to get side access from a secondary road, as long as it is setback that far off of 1900 West then it can be permitted. Making it an allowances & restrictions type.

Mr. Parkinson, you can combine the two together, having allowances on secondary roads and restrictions on main roads with a certain distance from. In Chapter 13, that concept is not unusual concept, within the Downtown East zone it has a height restriction of 60 feet from the first 100 feet from 1900 West then after that the height can go to 80 feet.

Commissioner Hulbert, it seems like ideally we want mixed use, so why couldn't it work on this parcel?

Mr. Parkinson, stated that the current code requires commercial only on the main level with residential above. The applicant is thinking that the western area of their parcel is more residential in nature and not commercial. Then looking at 2000 West both the Northern & Southern portions of the zone is Residential in nature. So does it make since on a 50 foot R.O.W. to require commercial on the main floor of a building? Hence the request to change the code to allow residential on the main floor.

To give you my thoughts, they were along the same as Commissioner Tanners, to allow it on properties with frontages on secondary streets (i.e. 2000 West, 5200 South [west of 1900 West], 5300 South [west of 1900 West]), then put a restriction in it with properties with frontage on 1900 West, residential on the main floor is not allowed within ?? feet back of curb from 1900 West. Showed images of both the Northern & Southern portions of the DT-G zone with different distances from back of curb 1900 West, 100

feet is shown by the blue line, 200 feet is shown by the green line and 300 feet is shown by the red line. He went through properties that have access to 1900 West and secondary roads.

Commissioner Payne, stated that he liked the 300 foot setback distance, it seems to fit really well with what is already there.

Commissioner Tanner, do we define the development with building location and not street, so the building has to be behind the 300 foot setback distance.

Commissioner Cowley, we don't want to restrict commercial along 1900 West and we don't want to encourage residential only where commercial could be developed, because we don't have that much commercial space today

Mr. Parkinson, posed a question on which secondary streets could be included, (i.e. 5200 South [west of 1900 West], 5300 South [west of 1900 West], 6000 South, 1950 West, & 2000 West), or do you exclude some of them like, 1950 West & 6000 South.

Commissioner Cowley, asked is 300 feet in general leave enough space for commercial. Just trying to think if Residential only buildings are built we'd lose the potential commercial space.

Commissioner Felt, I think with what you've got drawn there seems to keep the spirit of what we've been looking for.

Commissioner Hulbert, what are the existing uses on the west side of 1950 West.

Commissioner Felt, even if things changed to go back to single-family things wouldn't change along 1900 West. Not saying that would ever happen.

Commissioner Cowley, I don't want to incentivize single-family in one of the few areas we have commercial.

Mr. Parkinson, if you exclude 1950 West then the option for these parcel to develop as residential only would not be an option.

Commissioner Tanner, asked if we made the distance 400 or 450 feet how would that affect those parcels.

Commissioner Felt, this is basically what we were looking for, to visually see it, I think that works.

Mr. Parkinson reminded the Commission that the applicant was on the zoom meeting if they had any questions for him.

Commissioner Cowley, asked if the applicant isn't able to develop that area commercially. Mr. Parkinson responded that's what they want, but informed them that they weren't able to do that without amending the code.

Commissioner Hulbert, I guess that is what I was asking in the beginning of why can't they beside the fact they don't want to.

Jaden Rasmussen, applicant, we've tried to use that space for a multitude of different options we couldn't get anything to fit and pencil with the cost of developing such a tiny little portion. The only way we could find that actually makes sense. We'd still lose money developing it residential only but not as much as other developments we could do. Our incentive is to house some of our employees. To develop that

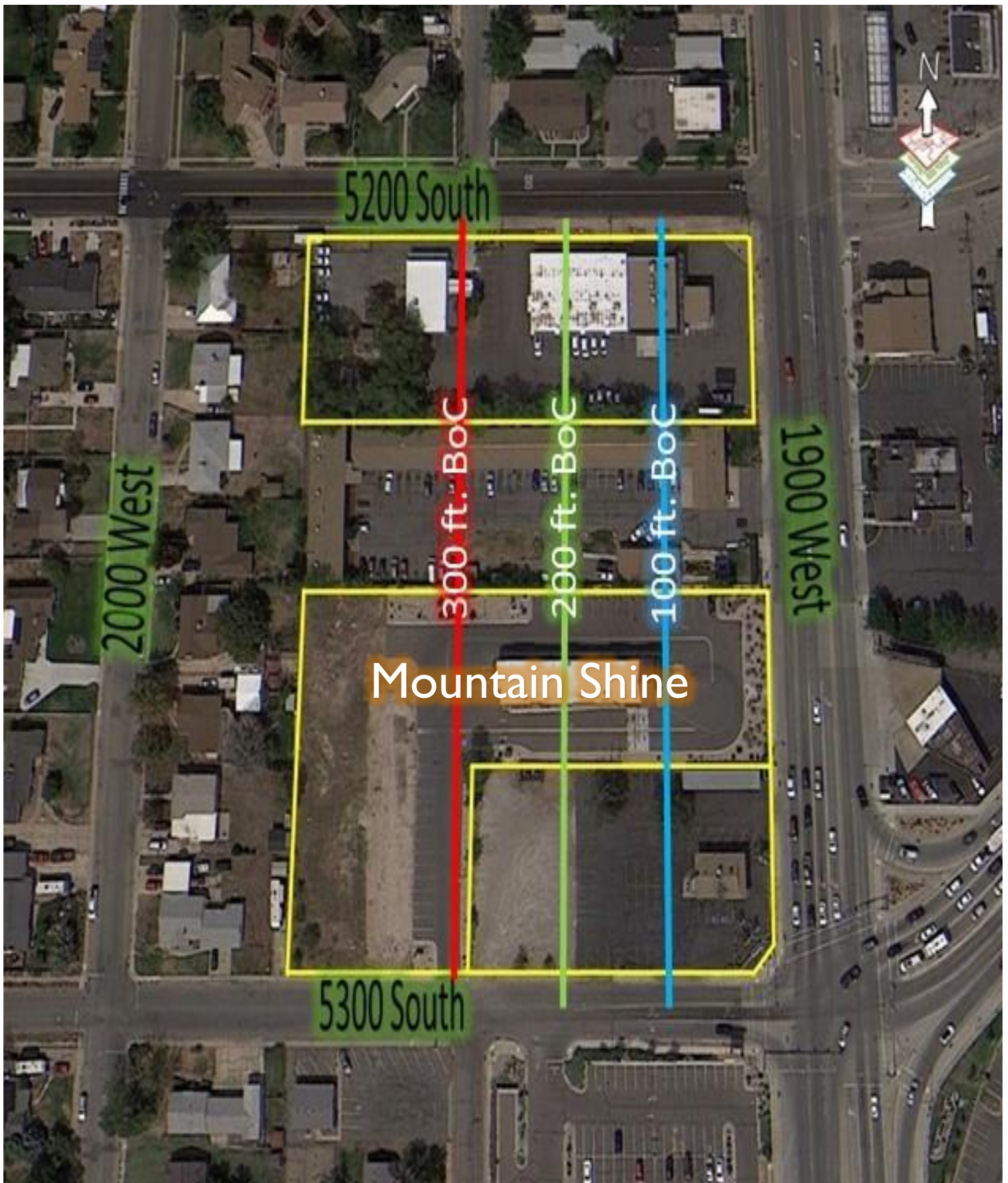
area we'd have to move the detention pond to an underground system and that would eat up some of the space needed for development.

Mr. Parkinson asked do we exclude 1950 West, and/or 6000 South. As for which streets, the Commission wanted to exclude 1950 West and 6000 South

As for language the Commission stated they like the 300 feet.

Commissioner Cowley, that keeps the residential only type developments back and preserves as much viable commercial space.

EXHIBIT “E” – DISTANCE OPTIONS AS DISCUSSED DURING THE JULY 26TH PC WORK-SESSION





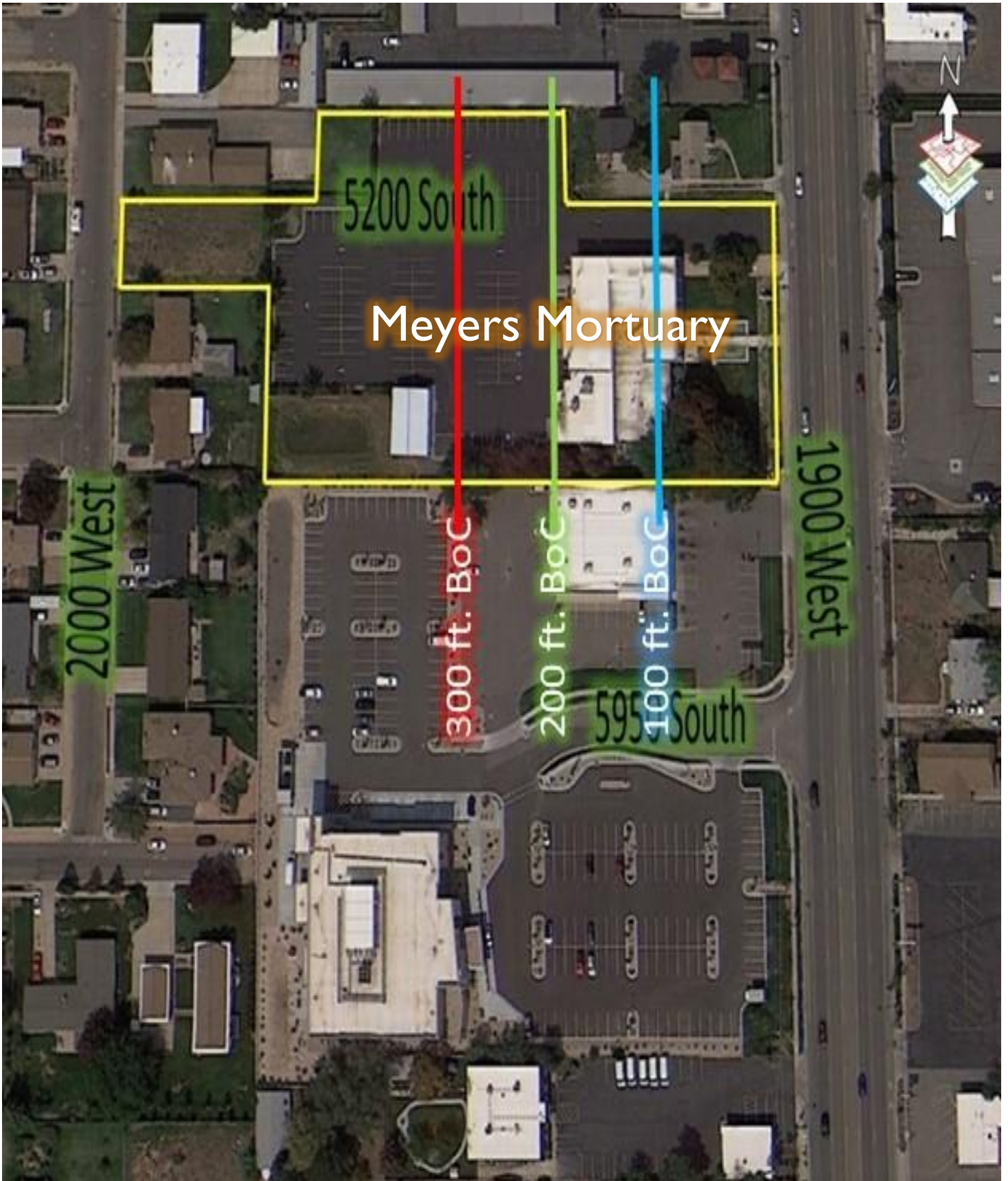


EXHIBIT “F” – AUGUST 9, 2022 PLANNING COMMISSION MEETING MINUTES

3. CONTINUATION – TO CONSIDER AMENDMENTS TO TITLE 10 ZONING REGULATIONS, AMENDING CH 13 - MIXED USES - 10-13-2 - USES - TABLE 2.1 (1); 10-13-3 - BUILDING TYPES - TABLE 3.1 (1) AND § 8) ROW BUILDINGS – TO ALLOW RESIDENTIAL ON THE MAIN LEVEL OF BUILDINGS AND ROW BUILDING WITHIN THE DOWNTOWN GATEWAY ZONE ALONG SECONDARY STREETS.

City Planner Steve Parkinson presented this item, and explained that this was a continuation of Chapter 13, title 10. He noted they had added some changes since their previous discussion, but the language was the same from what they had determined in a previous work session. He said the main road was commercial, and the side roads would be residential.

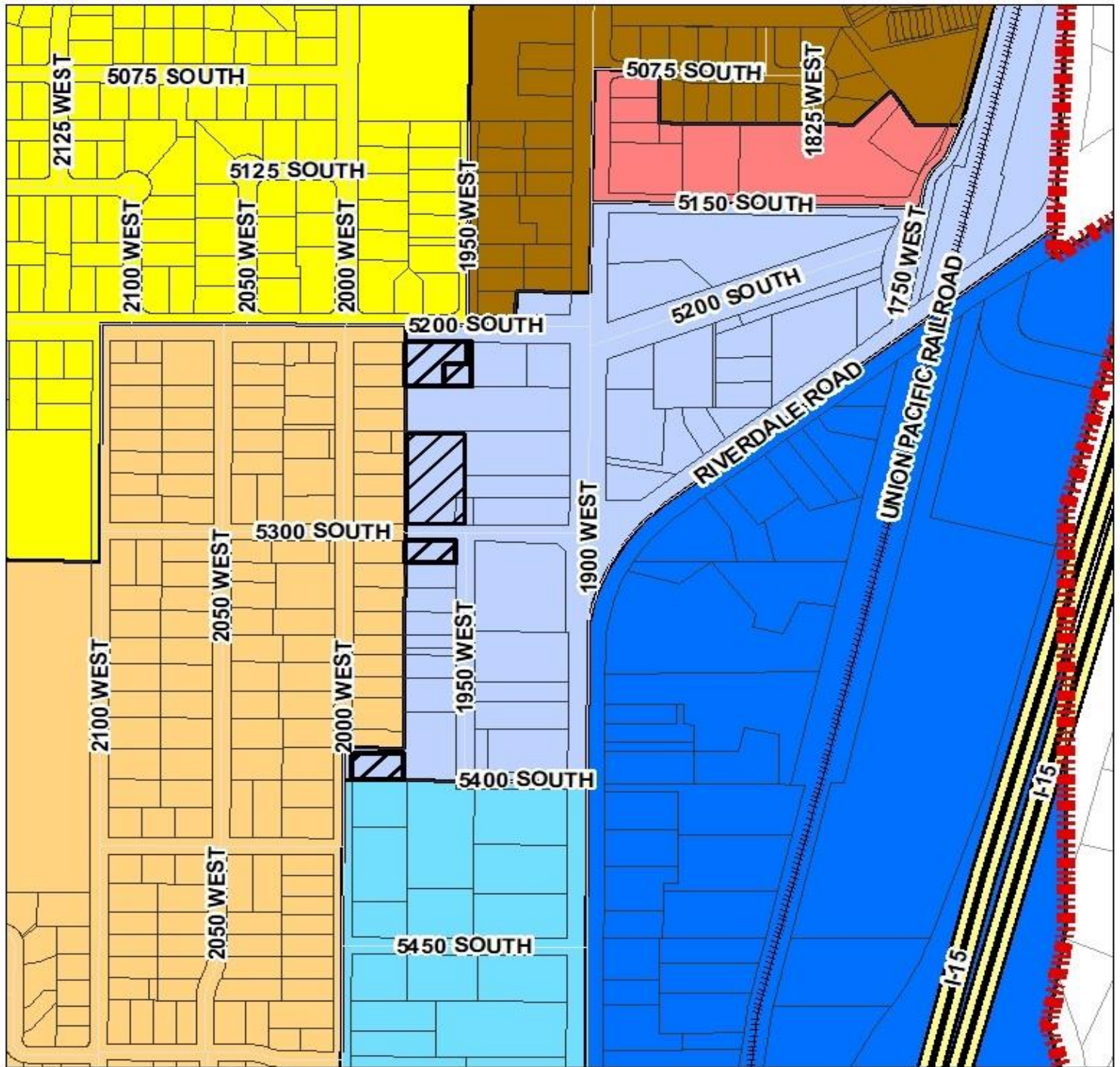
Chair Ryan Cowley commented he wanted to encourage the growth of commercial space, but he acknowledged this was not always possible, which was why they had mandated a 300 foot setback from the road for all businesses.

Mr. Parkinson stated the Staff recommended approval.




























Commissioner Brand moved to forward a recommendation to the City Council that they approve the proposed amendments to Title 10 Zoning Regulations, amending CH 13 - Mixed Uses - 10-13-3 - Building Types - Table 3.1 (1) and § 3) Store Fronts, § 4) General Stoop Buildings and § 8) Row Buildings – to allow Residential on the main level of buildings and Row Building within the Downtown Gateway zone along secondary streets, as written. Commissioner Collins seconded the motion. Commissioners Bills, Brand, Collins, Cowley, Felt, Payne and Tanner voted “aye,” The motion carried.

EXHIBIT "G" – MAPS OF DOWNTOWN GATEWAY AFFECTED PARCELS

Parcels affected within the Northern portion of the DT-G zone



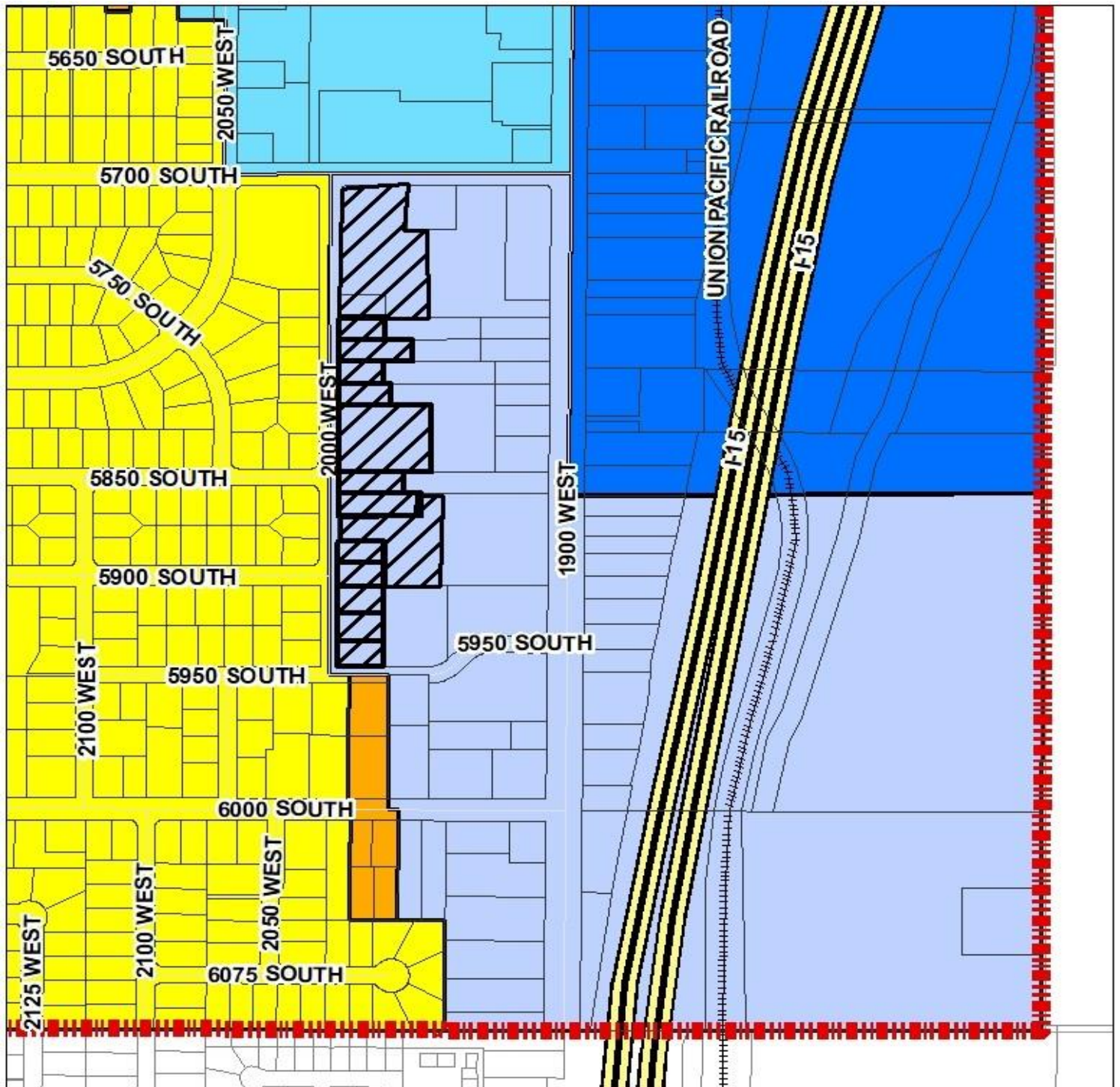
Legend

	City Boundary						
	DT-E		CC		R-1-6		Parcels
	DT-W		M		R-1-7		RIQ
	DT-G		LM		R-1-8		RMH-1
	S-C		R		R-1-10		D&RG Trail
	S-N		R-2		R-1-15		I-15
	S-S		R-3		RE-15		Railroad
	BP		R-4		RE-20		

Zoning
Map



Parcels affected within the Southern portion of the DT-G zone



Legend

	City Boundary		DT-E		CC		R-1-6		Parcels
	DT-W		M		R-1-7		RIO		RMH-1
	DT-G		LM		R-1-8		D&RG Trail		I-15
	S-C		R		R-1-10		Railroad		
	S-N		R-2		R-1-15				
	S-S		R-3		RE-15				
	BP		R-4		RE-20				

Zoning
Map



ORDINANCE NO. 22-11

AN ORDINANCE AMENDING THE ROY CITY MUNICIPAL CODE TITLE 10 – ZONING REGULATIONS, CH 13 – MIXED USE - 10-13-3 - BUILDING TYPES - TABLE 3.1 (1); § 3) STORE FRONTS, § 4) GENERAL STOOP BUILDINGS AND § 8) ROW BUILDINGS – TO ALLOW RESIDENTIAL ON THE MAIN LEVEL OF BUILDINGS AND ROW BUILDINGS, WITHIN THE DOWNTOWN GATEWAY ZONE ALONG SECONDARY STREETS.

WHEREAS, the Roy City Council finds that it is advisable and beneficial to make an update to Title 10 Zoning Regulations, CH 13 – Mixed Use - 10-13-3 - Building Types - Table 3.1 (1); § 3) Store Fronts, § 4) General Stoop Buildings and § 8) Row Buildings – to allow Residential on the main level of buildings and Row Buildings, within the Downtown Gateway zone along secondary streets.

WHEREAS, the Roy City Council finds that the modifications regulating the proposed changes will be of benefit and use in enhancing and increasing long-term viability of development within residential, commercial and manufacturing areas which is important to the City; and

WHEREAS, the Roy City Planning Commission held a public hearing as required by law and has favorably recommended amendments to the City Council; and

WHEREAS, the Roy City Council has received and reviewed the recommendation of the Planning Commission and City Staff, finding it to be consistent with the goals and policies of the Roy City Zoning Ordinance and General Plan, and has reviewed and considered the same in a public meeting.

NOW, THEREFORE, Be it hereby ordained by the City Council of Roy City, Utah, that Title 10 Zoning Regulations, CH 13 – Mixed Use - 10-13-3 - Building Types - Table 3.1 (1); § 3) Store Fronts, § 4) General Stoop Buildings and § 8) Row Buildings – to allow Residential on the main level of buildings and Row Buildings, within the Downtown Gateway zone along secondary streets., as attached:

Note - Language to be added has been **bolded** and language to be removed has been ~~struck~~ through.

10-13-3 Building Types:

1) Introduction to Building Type Standards.

Building Types by District								
		Districts						
		DT-E	DT-W	DT-G	S-C	S-N	S-S	BP
Building Types	Storefront	P	P	P	P			P
	General Stoop	P	P	P	P	P		P
	Limited Bay			P				P
	Large Format	P	P	P				P
	Civic Building	P	P	P	P			P
	Row Building			P	P	P	P	P
	P Permitted							

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

3) Storefront Building

STORE FRONT		Permitted Districts				
		DT-E	DT-W	DT-G	S-C	BP
(1) Building Siting Refer to Figure 3.3 (1)						
	Multiple Principal Buildings	permitted	permitted	permitted	permitted	permitted
a	Front Property Line Coverage	80% ¹	80% ¹	80% ¹	80% ¹	80% ¹
	Occupation of Corner	required	required	required	required	required
b	Front Build-to Zone	0' to 15' ²	0' to 15' ²	0' to 15' ²	10' min	0' to 15' ^{2,9}
c	Corner Build-to Zone	0' to 15' ²	0' to 15' ²	0' to 15' ²	10' min	0' to 15' ^{2,9}
d	Minimum Side Yard Setback	0' ³	0' ³	0' ³	5' ³	5' ³
e	Minimum Rear Yard Setback	0' ³	0' ³	0' ³	5' ³	5' ³
f	Minimum Lot Width	none	none	none	none	none
	Maximum Lot Width	none	none	none	none	none
g	Parking & Loading Location	rear & side yard ¹	rear & side yard ¹	rear & side yard ¹	rear & side yard ¹	rear & side yard ¹
(2) Height Refer to Figure 3.3 (2)						
i	Minimum Overall Height	1 story	1 story	1 story	1 Story	1 Story
k	Maximum Overall Height	60' ⁴	60'	40'	60' ^{5, 6}	80' ^{5, 7, 8}
(3) Uses Refer to Figure 3.3 (2). Refer to 10-13-1 Uses for permitted uses.						
n	Ground Story	retail, service, office	retail, service, office,	retail, service, office residential ¹⁰	retail, service, office, residential	retail, service, office, residential
o	Upper Story	any permitted use				
p	Parking within Building	permitted fully in any basement and in rear of upper floors				
q	Required Occupied Space	30' deep on all full floors from the front facade				
(4) Street Façade Requirements Refer to Figure 3.3 (3)						
r	Minimum Ground Story Transparency Measured between 2' & 8' above grade	60% front only				
s	Minimum Transparency per each Story	15%				
	Blank Wall Limitations	required per floor (refer to 10-13-3 2 d ii)				
t	Front Façade Entrance Type	storefront, arcade				
u	Principal Entrance Location	front or corner facade				
	Required Number of Street Entrances	1 per each 100' of front facade				
	Vertical Façade Divisions	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				
(5) Roof Type Requirements Refer to Figure 3.3 (3)						
v	Permitted Roof Types	parapet, pitched, flat				
	Tower	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. A 15 foot setback is required on all new development along these streets
 - b. All setbacks areas must contain either landscape, trees, patio space, or sidewalk space
 - c. 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 6'
- 6 – Maximum density is 25 units per acre
- 7 – Building Type not allowed along 4200 South
- 8 – West of 1900 West Building Height is 60' maximum
- 9 – 20' setback off of 4000 South
- 10- Allowed only on properties that have frontage along 2000 West, 5200 South (west of 1900 West), and 5300 South (west of 1900 West), for properties also with frontage along 1900 West, use of the ground floor as residential only is not allowed within 300 feet from back of curb of 1900 West.

4) General Stoop Building

GENERAL STOOP		Permitted Districts					
		DT-E	DT-W	DT-G	S-C	S-N	BP
(1) Building Siting Refer to Figure 3.4 (1)							
	Multiple Principal Buildings	permitted	permitted	permitted	permitted	permitted	permitted
a	Front Property Line Coverage	80% ^{1 & 2}	80% ^{1 & 2}	70% ^{1 & 2}	80% ^{1 & 2}	70% ^{1 & 2}	80% ^{1 & 2}
	Occupation of Corner	required	required	required	required	required	required
b	Front Build-to Zone	0' to 15' ³	0' to 15' ³	0' to 15' ³	10' min	10' min	0' to 15' ^{3,11}
c	Corner Build-to Zone	0' to 15' ³	0' to 15' ³	0' to 15' ³	10' min	10' min	0' to 15' ^{3,11}
d	Minimum Side Yard Setback	0' ⁴	0' ⁴	0' ⁴	5' ⁴	5' ⁴	5' ⁴
e	Minimum Rear Yard Setback	0' ⁴	0' ⁴	0' ⁴	5' ⁴	5' ⁴	5' ⁴
f	Minimum Lot Width	none	none	none	none	none	none
	Maximum Lot Width	none	none	none	none	none	none
g	Parking & Loading Location	rear & side yard ²	rear & side yard ²	rear & side yard ²	rear & side yard ²	rear & side yard ²	rear & side yard ²
(2) Height Refer to Figure 3.4 (2)							
i	Minimum Overall Height	1 story	1 story	1 story	1 story	1 story	1 story
k	Maximum Overall Height	60' ⁵	60'	40'	60' ^{6,7}	60' ^{6,8}	80' ^{6,9,10}
(3) Uses Refer to Figure 3.4 (2). Refer to 10-13-1 Uses for permitted uses.							
	Ground Story	Retail, service, office		Retail, service, office, residential ¹²	any permitted use		
n	All Upper Stories	any permitted use					
p	Parking within Building	permitted fully in any basement and in rear of upper floors					
q	Required Occupied Space	30' deep on all full floors from the front facade					
(4) Street Façade Requirements Refer to Figure 9.4 (3)							
r	Minimum Transparency per each Story	15%					
	Blank Wall Limitations	required per floor (refer to 10-13-3 2 d ii)					
t	Front Façade Entrance Type	stoop, porch, storefront					
u	Principal Entrance Location	front or corner facade					
	Required Number of Street Entrances	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					
(5) Roof Type Requirements Refer to Figure 2.4 (3)							
v	Permitted Roof Types	parapet, pitched, flat					
w	Tower	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. A 15 foot setback is required on all new development along these streets
 - b. All setbacks areas must contain either landscape, trees, patio space, or sidewalk space
 - c. 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 6'
- 7 – Maximum density is 25 units per acre
- 8 – 1100 feet south of Hinckley Drive the Maximum height is 50'
- 9 – Building Type not allowed along 4200 South
- 10 – West of 1900 West Building Height is 60' maximum
- 11 – 20' setback off of 4000 South
- 12 – **Allowed only on properties that have frontage along 2000 West, 5200 South (west of 1900 West), and 5300 South (west of 1900 West), for properties also with frontage along 1900 West, use of the ground floor as residential only is not allowed within 300 feet from back of curb of 1900 West.**

8) Row Building

ROW BUILDING		Permitted Districts				
		DT-G	S-C	S-S	S-N	BP
(1) Building Siting Refer to Figure 3.8 (1)						
	Multiple Principal Buildings	permitted ¹	permitted ¹	permitted ¹	permitted ¹	permitted ¹
a	Front Property Line Coverage	65% ²	65% ²	65% ²	65% ²	65% ²
	Occupation of Corner	required	required	required	required	required
b	Front Build-to Zone	10' min	10' min	10' min	10' min	0' to 15' ⁹
c	Corner Build-to Zone	10' min	10' min	10' min	10' min	0' to 15' ⁹
d	Minimum Side Yard Setback	0' per unit; 15' between buildings	0' per unit; 15' between buildings			
e	Minimum Rear Yard Setback	10' ³	10' ³	10' ³	10' ³	10' ³
	Minimum Unit Width	22' per unit	22' per unit	22' per unit	22' per unit	22' per unit
f	Maximum Building Width	maximum of 8 units per building	maximum of 8 units per building			
g	Parking & Loading Location	front, rear and side yard	front, rear and side yard			
(2) Height Refer to Figure 3.8 (2)						
i	Minimum Overall Height	1 story	1 story	1 story	1 story	1 story
k	Maximum Overall Height	40'	60' ⁴	35' ⁵	60' ⁶	80' ^{7,8}
(3) Uses Refer to Figure 3.8 (2). Refer to 10-13-4 Uses for permitted uses.						
n	Ground Stories	residential only ¹⁰	residential only			
o	Upper Story	residential only	residential only			
p	Parking within Building	permitted fully in basement	permitted fully in basement			
(4) Street Façade Requirements Refer to Figure 3.8 (3)						
r	Minimum Transparency per each Story	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)			
t	Front Façade Permitted Entrance Type	stoop, porch	stoop, porch, limited storefront	stoop, porch		
u	Principal Entrance Location per Unit	front or corner side façade	front or corner side façade			
	Vertical Façade Divisions	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	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)						
v	Permitted Roof Types	parapet, pitched, flat	parapet, pitched, flat			
	Tower	permitted	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, also reference 10-13-3 2 b iv
- 4 – Maximum density is 25 units per acre
- 5 – Maximum density is 18 units per acre
- 6 – 1100 feet south of Hinckley Drive the Maximum height is 50'
- 7 – Maximum Building height along 4200 South is 35'
- 8 – West of 1900 West Building Height is 60' maximum
- 9 – 20' setback off of 4000 South
- 10- Allowed only on properties that have frontage along 2000 West, 5200 South (west of 1900 West), and 5300 South (west of 1900 West), for properties also with frontage along 1900 West, the use of this building type is not allowed within 300 feet from back of curb of 1900 West.

This Ordinance has been approved by the following vote of the Roy City Council:

Councilmember Jackson	_____
Councilmember J. Paul	_____
Councilmember S. Paul	_____
Councilmember Scadden	_____
Councilmember Wilson	_____

This Ordinance shall become effective immediately upon passage, lawful posting, and recording. This Ordinance has been passed by the Roy City Council this _____ day of _____, 2022.

Robert Dandoy;
Mayor

Attested and Recorded:

Brittany Fowers;
City Recorder

ORDINANCE NO. 22-12

AN ORDINANCE OF THE ROY CITY COUNCIL ADOPTING AN OFFICIAL PLAN FOR THE 1900 SOUTHEAST AMENDED COMMUNITY REINVESTMENT PROJECT AREA, AS APPROVED BY THE REDEVELOPMENT AGENCY OF ROY AND DIRECTING THAT NOTICE OF THE ADOPTION BE GIVEN AS REQUIRED BY STATUTE.

WHEREAS the Board of the Redevelopment Agency of Roy (the “Agency”), having prepared an amended Project Area Plan (the “Plan”) for the 1900 Southeast Community Reinvestment Project Area (the “Project Area”), the legal description of which is attached hereto as **EXHIBIT A**, pursuant to Utah Code Annotated (“UCA”) § 17C-5-105, and having held the required public hearing on the Plan, pursuant to UCA § 17C-5-104, adopted the Plan as the Official Community Reinvestment Plan for the Project Area; and

WHEREAS the Utah Limited Purpose Local Government Entities - Community Reinvestment Agency Act, Title 17C of the UCA (the “Act”) mandates that, before the community reinvestment project area plan approved by an agency under UCA § 17C-5-104 may take effect, it must be adopted by ordinance of the legislative body of the community that created the agency in accordance with UCA § 17C-5-109; and

WHEREAS the Act also requires that notice is to be given by the community legislative body upon its adoption of a community reinvestment project area plan under UCA § 17C-5-110.

NOW, THEREFORE, BE IT ORDAINED BY THE ROY CITY COUNCIL AS FOLLOWS:

- 1.** Roy City adopts and designates the amended Project Area Plan, as approved by the Agency Board, as the official community reinvestment plan for the Project Area (the “Official Plan”).
- 2.** City staff and consultants are authorized and directed to publish or cause to be published the notice required by the Act, at which time the Official Plan will become effective.
- 3.** The Agency may proceed to carry out the Official Plan upon its adoption.
- 4.** This ordinance takes effect immediately.

APPROVED AND ADOPTED this September 20, 2022.

Attest:

Robert Dandoy
Mayor

Brittany Fowers
City Recorder

PROJECT AREA LEGAL DESCRIPTION



WFRC Funding Programs

The Wasatch Front Regional Council is responsible for administering and assisting with nine programs that provide funding and resources for local governments. These are briefly described below, with additional detail on timelines, eligibility, etc. shown on the following pages.

The [Surface Transportation Program \(STP\)](#) provides funding that may be used for projects on Federal-aid eligible highways, transit capital improvements, and active transportation projects.

The [Congestion Mitigation Air Quality \(CMAQ\)](#) provides funding for transportation projects that improve air quality.

The [Transportation Alternatives Program \(TAP\)](#) funds construction and planning of bicycle and pedestrian facilities.

The [Carbon Reduction Program \(CRP\)](#) provides funding for transportation projects that reduce on-road carbon dioxide emissions.

The [Transportation and Land Use Connection \(TLC\)](#) supports local governments with technical assistance to integrate land use planning and regional transportation, implementing the Wasatch Choice Vision. The TLC program is made available through a partnership with Salt Lake County, the Utah Transit Authority, and the Utah Department of Transportation.

[Station Area Plan Technical Assistance \(SAP\)](#) is available through WFRC on a rolling basis from July 2022 to July 2024, in partnership with the Governor's Office of Economic Opportunity, the Utah Transit Authority, and the Mountainland Association of Governments. As of 2022 cities with a fixed-guideway public transit station (rail or BRT) must develop a Station Area Plan for that station and update their general plan and zoning to implement the Station Area Plan.

The [Community Development Block Grant \(CDBG\)](#) Small Cities Program provides funding to local governments and public service providers for a variety of housing, infrastructure, public service, and community development projects that principally benefit low to moderate-income persons in Morgan, Tooele, and Weber Counties, excluding the entitlement city of Ogden.

The [Community Impact Board](#) Program provides grants and low interest loans to communities that have federally leased land used for mineral extraction to help make up for a loss of tax revenue that cannot be collected on that leased land.

The [Wasatch Front Economic Development District \(WFEDD\)](#) is a federally recognized Economic Development District created to foster regional economic developments and assist eligible entities in developing competitive grant applications from the U.S. Department of Commerce Economic Development Administration.

General application milestones for the first five programs are:

Letter of Intent due September 29, 2022

Application due December 8, 2022

Application Information

Funding Program	Purpose	Letter of Intent Due Date	Application Due Date	Year Funds Available	Approximate Funds Available to the Region Annually	Selection Process	Contact
Surface Transportation Program (STP)	Surface Transportation Improvements	September 29, 2022	December 8, 2022	2029	\$29,000,000 - \$33,000,000	Competitive	Ben Wuthrich bwuthrich@wfrc.org
Congestion Mitigation Air Quality (CMAQ)	Projects that reduce mobile source emissions	September 29, 2022	December 8, 2022	2029	\$7,000,000 - \$8,000,000	Competitive	Ben Wuthrich bwuthrich@wfrc.org
Transportation Alternatives Program (TAP)	Bicycle and Pedestrian Facilities	September 29, 2022	December 8, 2022	2025	\$3,000,000	Competitive	Ben Wuthrich bwuthrich@wfrc.org
Carbon Reduction Program (CRP)	Projects that reduce on-road CO2 emissions	September 29, 2022	December 8, 2022	2025	\$3,000,000 - \$4,000,000	Competitive	Ben Wuthrich bwuthrich@wfrc.org
Transportation and Land Use Connection (TLC)	Planning Assistance	September 29, 2022	December 8, 2022	2023	\$1,900,000	Competitive	Megan Townsend mtownsend@wfrc.org
Station Area Planning (SAP)	Planning Assistance for SAPs	N/A	Deadlines every 2 months	2022	Up to \$5million over 2 years	Non-Competitive	Megan Townsend mtownsend@wfrc.org
Community Development Block Grant Program (CDBG)	Housing and Community Development Activities	Mandatory How to Apply Workshop: 10/20/22, 3pm	January 31, 2023	2023	\$1,000,000	Competitive	Christy Dahlberg christy@wfrc.org
Community Impact Board (CIB)	Planning and Infrastructure Loans/Grants	Updated Capital Improvement Plan Each March	February, June, October	Ongoing	N/A	Competitive	Christy Dahlberg christy@wfrc.org
Economic Development and Administration	Economic Development and Marketing Strategies	N/A	Ongoing	Ongoing	\$100,000+	Competitive	Marcia White mwhite@wfrc.org



C D B G

BUILDING A BETTER QUALITY OF LIFE

HOW TO APPLY WORKSHOP

ATTENDANCE IS MANDATORY FOR ALL COMMUNITY DEVELOPMENT BLOCK GRANT APPLICANTS

This meeting will be held at the WFRC office at 41 N. Rio Grande Street, Suite 103, Salt Lake City, Utah 84101.

Please **RSVP no later than October 10.**

Special service districts, housing authorities and non-profits are eligible to apply for funding, but must be sponsored by a city or county. A representative of the city or county must attend the workshop. Please contact Christy Dahlberg regarding this requirement. This program serves communities in Morgan, Tooele, and Weber Counties (excluding Ogden City).

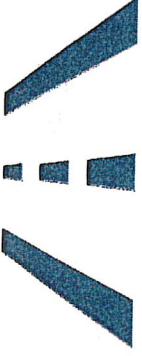
October 20, 2022
3:00 - 4:30

During this workshop, we will review the Community Development Block Grant (CDBG) program including project eligibility and application policies and requirements.

For questions please contact Christy Dahlberg at christy@wfrc.org, 801-363-4250 x 5005

To learn more about CDBG, visit wfrc.org/cdbg

Surface Transportation Program (STP)



Program Description

Provides funding that may be used for projects on Federal-aid eligible highways, transit capital improvements, and active transportation projects.

Program Eligibility

An eligible project sponsor must be a local government in the Ogden/ Layton Urbanized or Salt Lake/ West Valley Urbanized Area, the department of transportation, or the transit authority, or submit a letter in cooperation with one of these entities.

Eligible Activities

STP funds may be used for constructing new streets or widening, improving, or reconstructing existing streets classified as Federal Aid Eligible (FAE) freeways, highways, arterials or collectors (click [here](#) for the latest version of the FAE facilities map in your Urban Area). In addition, STP funds can be used for bridge replacement, intersection improvements, projects which reduce traffic demand, such as transit capital improvements and active transportation, and other projects as provided for in federal legislation. Major highway and transit capacity improvements must be identified in the first phase of the 2019-2050 RTP.

Funding

By population formula, the federal government currently apportions approximately \$10,000,000 - \$12,000,000 in Urban STP funds each year to the Ogden/ Layton Urbanized Area, and approximately \$20,000,000 - \$22,000,000 in the Salt Lake/ West Valley Urbanized Area. Funds are programmed over a six-year period and applicants currently will be competing for funds available in the federal fiscal year 2029.

Letters of Intent

In order for the WFRM staff to recommend whether a sponsor should submit an application, the "Letter of Intent" must include the project name, project limits, a brief project description, and an estimated cost. A list of all the projects appropriately submitted will be distributed to members of the Councils of Governments (COGs) and then reviewed by WFRM to determine program eligibility. **Letters of Intent are due September 29, 2022 electronically.** [Form available here.](#) This letter should be signed by the Mayor, Commissioner, or executive director of the sponsoring agency.

Applications

Sponsors of eligible projects will be notified and required to submit a new and/or updated "Project Evaluation Concept Report" and "Cost Estimation Form" for each project by **December 8, 2022**. These reports will be reviewed for completeness. The projects will be evaluated and scored by the WFRM staff according to the approved criteria prior to presenting information to the Technical Advisory Committees for review and recommendation. The projects and the recommendations will then be presented to the COGs for discussion and review, as well as to Trans Com for recommendation to the Regional Council.

Staff Contact Ben Wuthrich, bwuthrich@wfrmc.org, (801) 363-4230 x1121

Congestion Mitigation/Air Quality (CMAQ)



Program Overview

CMAQ provides federal funding for transportation projects and programs that reduce congestion and improve air quality.

Program Eligibility

An eligible project sponsor must be a local government in the [Ogden/ Layton or Salt Lake/ West Valley Urbanized Area](#), the Utah Department of Transportation, or the Utah Transit Authority. Other entities can partner with eligible applicants.

Eligible Activities

Funds must be used for transportation projects which improve air quality within the Urbanized Area. Examples of eligible projects include transportation control measures in the State Air Quality Implementation Plan (SIP); construction/ purchase of new public transportation facilities and equipment; construction of bicycle or pedestrian facilities serving commuter transportation needs; promotion of alternative travel modes, including ridesharing; Intelligent Transportation Systems (ITS); and certain traffic control measures, such as traffic signal coordination, intersection improvements, and incident management. The funds may not be used for major road widening.

Funding

By population formula, the U.S. Department of Transportation currently apportions approximately \$3,000,000 in CMAQ funds each year to the Ogden/ Layton Urbanized Area and approximately \$5,600,000 in the Salt Lake/ West Valley Urbanized Area. Funds are programmed over a six-year period and applicants currently will be applying for funds available in federal fiscal year 2029.

Letters of Intent

In order for the WFRC staff to recommend whether a sponsor should submit an application, the "Letter of Intent" must include the project name, project limits, a brief project description, and an estimated total project cost. A list of all the projects appropriately submitted will be distributed to members of the Councils of Governments (COGs) and will be reviewed by WFRC to determine program eligibility. **Letters of Intent are due September 29, 2022 electronically.** [Form available here.](#) This letter should be signed by the Mayor, County Commissioner, or executive director of the sponsoring agency.

Applications

Sponsors of eligible projects will be notified and required to submit a new and/or updated "Project Evaluation Concept Report," "Cost Estimation Form," and "Emissions Analysis Form" for each project **by December 8, 2022**. These forms will be reviewed for completeness and supporting documentation. The projects will be evaluated and scored by the WFRC staff according to the approved criteria prior to presenting information to the WFRC Technical Advisory Committees for review and recommendation. After this, the projects and recommendations will be presented to the COGs for input, and then to Trans Com for recommendation to the Regional Council.

Project Evaluation

Projects submitted to compete for CMAQ funds are scored based on annual emissions reduction benefit divided by project cost. The length of the project's effective life in years is included in the benefit/ cost calculation. Other benefits of a project such as safety, congestion relief, or synergy with other improvements, are also considered. Because the principal purpose of the CMAQ Program is to improve air quality by reducing mobile source emissions, applicants are encouraged to submit a project that will generate a significant air quality benefit. Examples of the air quality benefits from some past CMAQ-funded projects are included in this [graph](#). Each project submitted is evaluated independently for its air quality benefit.

Staff Contact

Ben Wuthrich, bwuthrich@wfr.org, (801) 363-4230 x1121

Transportation Alternatives Program (TAP)



Program Description

TAP funds are for the construction and planning of bicycle and pedestrian facilities.

Program Eligibility

An eligible project sponsor must be a local government in the Ogden/ Layton or Salt Lake/ West Valley Urbanized Area, the department of transportation, or the transit authority, or submit a letter in cooperation with one of these entities.

Eligible Activities

Funds may be used for construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure that will provide safe routes for non-drivers, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. Funding eligibility includes Safe Routes to School infrastructure projects.

Funding

By population formula, the federal government currently apportions approximately \$1,100,000 in TAP funds each year to the Ogden/ Layton Urbanized Area and approximately \$2,000,000 to the Salt Lake/ West Valley Urbanized Area. Applicants will be competing for funds available in the federal fiscal year 2025.

Letters of Intent

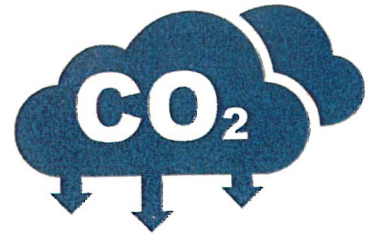
In order for the WFRM staff to recommend whether a sponsor should submit an application, the "Letter of Intent" must include the project name, project limits, a brief project description, and an estimated cost. A list of all the projects appropriately submitted will be distributed to members of the Councils of Governments (COGs) and then reviewed by WFRM to determine program eligibility. **Letters of Intent are due September 29, 2022 electronically.** [Form available here.](#) This letter should be signed by the Mayor, Commissioner, or executive director of the sponsoring agency.

Applications

Sponsors of eligible projects will be notified and required to submit a new and/or updated "TAP Concept Report" and "Cost Estimation Form" for each project by **December 8, 2022**. These reports will be reviewed for completeness. The projects will be evaluated and scored by the WFRM staff according to the approved criteria prior to presenting information to the Technical Committees for review and recommendation. The projects and the recommendations will be presented to the COGs and the Active Transportation Committee for discussion and review, and then to Trans Com for recommendation to the Regional Council.

Staff Contact Ben Wuthrich, bwuthrich@wfr.org, (801) 363-4230 x1121

Carbon Reduction Program (CRP)



Program Overview

CRP funding may be used on a wide range of projects that support the reduction of on-road CO2 emissions.

Program Eligibility

An eligible project sponsor must be a local government in the [Ogden/ Layton or Salt Lake/ West Valley Urbanized Area](#), the Utah Department of Transportation, or the Utah Transit Authority. Other entities can partner with eligible applicants.

Eligible Activities

Funds must be used to reduce on-road CO2 emissions, which may include projects and strategies for safe, reliable, and cost-effective options to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the Urbanized Area. Examples of eligible projects include traffic monitoring management, advanced truck stop electrification systems, construction/ purchase of new public transportation facilities and equipment; construction of bicycle or pedestrian facilities, promotion of alternative travel modes, including ridesharing; Intelligent Transportation Systems (ITS); and certain traffic control measures such as traffic signal coordination, intersection improvements, and incident management. and certain types of projects to improve traffic flow that are eligible under the CMAQ program.

Funding

By population formula, the U.S. Department of Transportation currently apportions approximately \$1,400,000 in CRP funds each year to the Ogden/ Layton Urbanized Area and approximately \$2,600,000 in the Salt Lake/ West Valley Urbanized Area. Funds are programmed over a six-year period and applicants currently will be applying for funds available in federal fiscal year 2025.

Letters of Intent

In order for the WFRC staff to recommend whether a sponsor should submit an application, the "Letter of Intent" must include the project name, project limits, a brief project description, and an estimated total project cost. A list of all the projects appropriately submitted will be distributed to members of the Councils of Governments (COGs) and will be reviewed by WFRC to determine program eligibility. **Letters of Intent are due September 29, 2022 electronically.** [Form available here.](#) This letter should be signed by the Mayor, County Commissioner, or executive director of the sponsoring agency.

Applications

Sponsors of eligible projects will be notified and required to submit a new and/or updated "Project Evaluation Concept Report," "Cost Estimation Form," and "Emissions Analysis Form" for each project **by December 8, 2022**. These forms will be reviewed for completeness and supporting documentation. The projects will be evaluated and scored by the WFRC staff according to the approved criteria prior to presenting information to the WFRC Technical Advisory Committees for review and recommendation. After this, the projects and recommendations will be presented to the COGs for input, and then to Trans Com for recommendation to the Regional Council.

Project Evaluation

Because the principal purpose of the CRP Program is to reduce on-road CO2 emissions, applicants are encouraged to submit a project that will generate a significant air quality benefit; however, other benefits of a project such as safety of all roadway users, congestion relief, and consideration of unique circumstances affecting community members' mobility needs, or synergy with other improvements, are also considered.

Staff Contact

Ben Wuthrich, bwuthrich@wfr.org, (801) 363-4230 x1121



Transportation and Land Use Connection

TRANSPORTATION AND LAND USE CONNECTION

Program Description

The [Transportation and Land Use Connection \(TLC\)](#) program is a partnership between the Wasatch Front Regional Council (WFRC), Salt Lake County, Utah Department of Transportation, and Utah Transit Authority.

The TLC program provides planning technical assistance to local communities to help them achieve their goals and plan for growth. The program helps communities implement changes to the built environment that reduce traffic on roads and enable more people to easily walk, bike, and use transit. This approach is consistent with the Wasatch Choice Vision and helps residents living throughout the region enjoy a high quality of life through enhanced mobility, better air quality, and improved economic opportunities.

Program Eligibility

An eligible project sponsor must be a local government in Davis, Morgan, Salt Lake, Southern Box Elder, Tooele or Weber County. Multi-jurisdictional projects are encouraged.

Program Goals

- Maximize the value of investment in public infrastructure.
- Enhance access to opportunities.
- Increase travel options to optimize mobility.
- Create communities with opportunities to live, work, and play.

Eligible Activities

Funds may be used to provide technical assistance to complete visioning efforts, produce plans, conduct studies, amend policy, or engage in any pre-development activities that support the program goals.

Funding

Program funds have grown to \$1,900,000. The program is funded by the Wasatch Front Regional Council, Salt Lake County, the Utah Department of Transportation, and the Utah Transit Authority. Our partners have an active voice in the program and are integral to the successful implementation of TLC projects.

Application Process

A list of all the projects appropriately submitted will be distributed to members of the Councils of Governments (COGs) and then reviewed by a selection committee made up of program partners to determine program eligibility. [Letters of Intent](#) are due **September 29, 2022**. This letter should be signed by the chief elected official of the sponsoring community(ies). Sponsors of eligible projects will be notified and required to submit a new application for each project by **December 8, 2022**.

For more information

More details can be found on the program website [available here](#). If you have any further questions or concerns regarding the program or project eligibility, please contact Megan Townsend, mtownsend@wfrc.org.

Station Area Planning Technical Assistance

Program Description

[Station Area Plan Technical Assistance \(SAP\)](#) is available through WFRC on a rolling basis from July 2022 to July 2024, in partnership with the Governor's Office of Economic Opportunity, the Utah Transit Authority, and the Mountainland Association of Governments. As of 2022 cities with a fixed-guideway public transit station (rail or BRT) must develop a Station Area Plan for that station and update its general plan and zoning to implement the Station Area Plan.

Program Eligibility

Cities impacted by the Station Area Plan provisions of HB462.

Program Goals

- Increase the availability and affordability of housing, including moderate income housing.
- Promote sustainable environmental conditions.
- Enhance access to opportunities.
- Increase transportation choices and connections.

Eligible Activities

Projects must fulfill all or some of the SAP statutory requirements, help a city in preparing to do so, or implement any component of the city's SAP implementation plan. SAPs must include all of the elements summarized [here](#).

Funding

WFRC and the Mountainland Association of Governments will work with the Utah Transit Authority and Governor's Office of Economic Opportunity to program \$5 million over two years.

Application Process

Funds will be programmed on a rolling basis, with review periods roughly every two months. The [application](#) will remain open until funds have run out.

For more information

More details can be found on the program website [available here](#). If you have any further questions or concerns regarding the program or project eligibility, please contact Megan Townsend, mtownsend@wfrc.org.

Community Development Block Grant Program (CDBG)



Program Description

CDBG is funded under the Housing and Community Development Act of 1974 by the U.S. Department of Housing and Urban Development. The Governor elects to administer the program and delegates the administration to the Department of Workforce Services, Housing and Community Development Division. The purpose of the CDBG program is to assist in developing viable urban communities by providing decent housing, a suitable living environment, and expanding economic opportunities, principally for persons of low and moderate income.

Eligibility

Cities with a population of 50,000 or less and counties with a population of 200,000 or less qualify for the small cities program. Eligible entities in the Wasatch Front region include Morgan, Tooele, and Weber Counties and the cities within (excluding Ogden City). Nonprofits and Special Service Districts in these counties are eligible **for up to 15% of WFRC's allocation**, provided they are sponsored by an eligible city or county.

Eligible Activities

The following activities are eligible for funding: public services; planning; assistance to not-for-profits for community development activities; removal of barriers that restrict the accessibility of the elderly or handicapped; property acquisition for public purposes; construction or reconstruction of streets, water and sewer facilities, construction or reconstruction of parks and other public works in low income areas; demolition of buildings and improvements; rehabilitation of public and private buildings; and slum and blight removal.

Funding

The Wasatch Front region received approximately \$1,038,000 of CDBG funds in fiscal year 2022. The program is a competitive grant program; all applicants are required to submit an application for funding. **All interested persons wishing to make an application must attend the region's How-to-Apply workshop on October 20, 2022 at 3:00 pm (likely virtually).** In Utah, project prioritization is delegated to the local elected officials that make up a Regional Review Committee (RRC). This local rating and ranking process provides for maximum involvement of the public and local governments. In the Wasatch Front, the RRC is made up of two members from each county, nominated by their respective County Council of Governments. The RRC determines project eligibility, project ranking, and funding recommendations to the Utah Division of Housing and Community Development.

For More Information

Christy Dahlberg | 801-363-4250 x5005 | christy@wfrc.org

Community Impact Board

Program Description

CIB is a federal program that provides low interest loan and/or grant opportunities to communities that have federally leased land used for mineral extraction. The funding opportunities are to mitigate impacts due to the loss of tax revenue on these federally leased lands.

Eligibility

Communities with federally leased land used for mineral extraction. These communities are required to submit a capital improvement plan (CIP) each year outlining their funding priorities for the upcoming year and the next five years.

Eligible Activities

The following activities are eligible for funding: planning; construction or reconstruction of streets, water and sewer facilities, construction or reconstruction of parks and other public works; demolition of buildings and improvements; and rehabilitation of public buildings.

Funding

The Wasatch Front region is not very competitive for grants due to the small amount of federally leased land used for mineral extraction, but more so for low interest loans. If a community (Tooele County and Morgan County) have their CIP submitted each spring, the Board meets every February, June, and October to review applications.

For More Information

Christy Dahlberg | 801-363-4250 x5005 | christy@wfrc.org

Wasatch Front Economic Development District



Description

The Wasatch Front Economic Development District undertakes a regional approach to economic development with support of its member counties including Davis, Morgan, Salt Lake, Tooele, and Weber. The District operates under the auspice of the Wasatch Front Regional Council. The District received designation as the region's Economic Development District (EDD) from the U.S. Department of Commerce Economic Development Administration (EDA) in August 2014. The Wasatch Front Economic Development District is one of seven federally recognized economic development districts in Utah - every county in the State of Utah is now represented by a Regional Economic Development District.

Mission and Focus

The District's mission is to support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans. The District implements its mission through four key strategies that include: 1) Link development with transportation and other infrastructure, 2) Create fiscally sustainable places, 3) Provide amenities, and 4) Attract and retain businesses, and encourage innovation.

The District's focus is to further regional economic development activities through coordination of long-term planning activities, collaboration and partnerships, and the implementation of the region's regional economic development strategy known as a Comprehensive Economic Development Strategy (CEDS). The CEDS analyzes the region's strengths, weaknesses, opportunities, and challenges. This analysis allows the District to foster and implement local and regional goals that further comprehensive planning, economies of scale, capital investment, and regional competitiveness.

Eligibility

Eligible applicants include the state, political subdivisions of the state, Indian tribes, institutions of higher education, non-profit organizations acting in coordination with political subdivisions of the state, areas that are economically distressed, or import-impacted U.S. firms.

Investment Programs

The District assists entities in coordinating and developing competitive grant applications for the Economic Development Administration's investment programs. EDA is the only federal government agency focused exclusively on economic development. The EDD in partnership with EDA can play a critical role in fostering local and regional economic development efforts across the Wasatch Front region by supporting strategic investments that foster job creation and attract private investment particularly in economically distressed areas. EDA's investment programs 1) help distressed communities attract new industry and encourage business expansion, 2) build local and regional knowledge base, 3) assist in planning efforts, 4) analyze feasibility of potential economic developments, 5) fund market and/or environmental studies, planning / construction grants, revolving loan funds, 6) develop and implement business recovery strategies for the global marketplace.

Application Process

Filling out the CEDS [Project Form](#) is the first step in making a formal application to the U.S. Economic Development Administration. The District reviews and approves projects quarterly (February, May, August, and November) for inclusion into the region's Comprehensive Economic Development Strategy.

For More Information

Marcia White | 801-363-4250 x1126 | mwhite@wfrc.org | www.wfrc.org

1000
1000
1000

Letter of Intent Form (On line at WFRC)

This form is the Letter of Intent for the Wasatch Front Regional Council's (WFRC) funding programs.

WFRC's funding programs include: (see program websites for eligibility requirements)

- Congestion Mitigation and Air Quality
- Surface Transportation Program
- Transportation Alternatives Program
- Carbon Reduction Program
- Transportation and Land Use Connection (partnership with Salt Lake County, UDOT, and the Utah Transit Authority)

Letters of Intent are due electronically by September 29th, 2022; Letters of Intent are required in order to make an application. Letters of Intent will be evaluated and eligible applicants will be notified in October 2022. Applicants will be invited to complete a full application and/or concept report and submit by December 8th, 2022.

More information on the programs, eligibility requirements, and program contacts can be found at the following links: <https://wfrc.org/programs/transportation-improvement-program/>
<http://wfrc.org/tlc>

Required

- Select County
- City(ies)
- Other Project Partners
- Select Program(s)
 - o WFRC: Transportation and Land Use Connection (FY2024)
 - o WFRC: Congestion Mitigation and Air Quality (FY2029)
 - o WFRC: Surface Transportation Program (FY2029)
 - o WFRC: Transportation Alternatives Program (FY2025)
 - o WFRC: Carbon Reduction Program (FY2025)
- Project Name
- Project Point of Contact
- Contact Email
- Project Location
- Estimated Project Cost
- Funds Requested
- Local Match
- Brief Project Description
- Date Submitted
- Date Acknowledgement of Leadership Awareness
- Please check this box, certifying that your entity's leadership is informed of this project.

