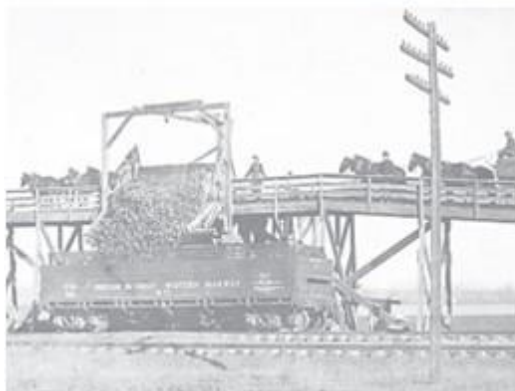




# ROY CITY GENERAL PLAN

February 7, 2023





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# ACKNOWLEDGMENTS

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## FUNDING PROVIDED BY:



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# 1 INTRODUCTION

## PURPOSE OF THE PLAN

The *Roy City General Plan (2022)* is an official document intended to help the public understand the broad planning goals for the City, and to assist City staff and decision makers as they evaluate future development and growth opportunities. The focus of this update is on land use and related topics.

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

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

## APPROACH AND ORGANIZATION OF THE PLAN

The *Roy City General Plan (2022)* documents existing conditions, identifies and analyzes key issues and presents a future vision and growth direction for the City. Since Roy has essentially reached build-out, this plan steps beyond a simplistic review of land use, providing recommendations for preserving and enhancing the built city and quality of life. The plan is divided into three chapters, as follow:

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

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

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



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

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

The updated plan builds upon three existing planning documents:

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



# 2 A CITY OF GREAT NEIGHBORHOODS

## VISION

**Roy** is a city that embraces its roots while supporting new ideas and major transformations that will help make it a better and more livable place. Roy is a place where redevelopment and re-branding are critical parts of the future narrative, especially for the underutilized city center and the untapped FrontRunner Station area, both of which are envisioned to become modern, attractive and thriving mixed-use destinations.

**Future Roy** is a place with a rich history that has been overlooked and simply needs to be told. It is a place looking for a more positive identity, which should start by improving and reinvesting in the city's neighborhoods through simple measures – the addition of more street trees, neighborhood cleanups and infrastructure improvements. Together, these small gestures will help create a more attractive and livable city and a place where long-term investment and setting permanent roots becomes the norm.

**Future Roy** is a green and inviting place with a wide range of housing options. It has unified and clearly distinguishable neighborhoods and districts, and an enviable transportation system that provides easy access into and through the community without dominating the ebbs and flows of daily living.

**Future Roy** is a place where the oldest and youngest residents can safely and comfortably get from home to school, a park, shopping, or a community event without having to drive a car. It is a green community, with a park



or trail within walking distance from every home, and where a wide range of recreation and play opportunities are available for all.

**Future Roy** is a place with vibrant and unique neighborhoods, integrated with a variety of shopping areas and civic destinations, all seamlessly connected by a robust and multi-modal transportation system.

**Future Roy** is a place that clearly and proudly lets the world know what it is all about - a bright and joyful place with a unique history, a thriving business community, and a range of shopping and dining options. It is a place with a diverse population, where one can afford to live, and with a range of employment opportunities nearby.

**Roy** is a place with hidden qualities waiting to be discovered. Staying, participating, getting to know your neighbors, and exploring the city over a lifetime can unveil the multiple layers of this interesting place.

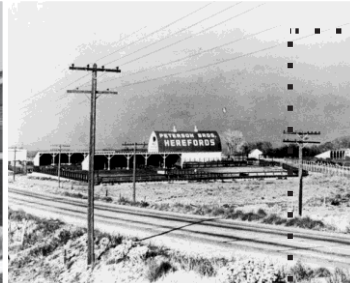


# PRINCIPLES

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

## PRINCIPLE #1:

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



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



MA'S AND PA'S PLACE — "Known From Coast to Coast" On U.S. 91 (Salt Lake-Ogden Highway) Roy, Utah.



Landmarks and green structure define the city's character



## PRINCIPLE #2:

LEVERAGE THE POSITIVE CHARACTERISTICS OF A BUILT-OUT CITY



Revitalize existing business districts.

Maintain and restore existing structures.

Well-planned multi-family residential



Improve the park system



Human scale commercial development





**PRINCIPLE #3:**  
**CREATE A LEGIBLE AND  
 ENTICING DOWNTOWN**



*Downtown changes and transformations should follow guidelines in Focus Roy*



*Emphasize the pedestrian experience*



**PRINCIPLE #4:**  
**FOCUS DEVELOPMENT  
 AND REDEVELOPMENT  
 NEAR THE CITY CORE AND  
 TRANSIT**



*Downtown and station area architecture should follow the Mixed-Use Code*



*Distinctive materials, lighting, and wayfinding provide a cohesive connection between Downtown and the station*





**PRINCIPLE #5:  
PROTECT AND IMPROVE  
NEIGHBORHOODS**



*Right-of-way improvements beautify, enhance, and improve safety*



*Programs and events strengthen community relationships*



**PRINCIPLE #6:  
ENCOURAGE  
NEIGHBORHOOD IDENTITY  
AND EXPRESSION**



*Neighborhood parks and plazas*

*Neighborhood branding*

*Distinctive street trees*



*Distinctive landscape treatments*

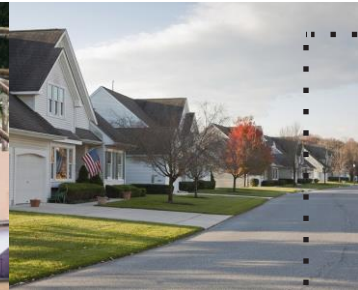


*Public art*





**PRINCIPLE #7:**  
 CREATE A UNIFIED  
 CITY OF DISTINCT  
 NEIGHBORHOODS,  
 NODES, PLACES, AND  
 DESTINATIONS



Appropriate transitions  
 between land use types



Provide connections  
 to community  
 destinations and  
 places



**PRINCIPLE #8:**  
 LINK THE CITY THROUGH  
 EFFICIENT, MULTI-MODAL  
 TRANSPORTATION



Protect bicycle traffic

Stronger links to  
 commuter rail



Give space to  
 multiple modes  
 Improve transit service



Safe and walkable  
 streets  
 Improve accessibility





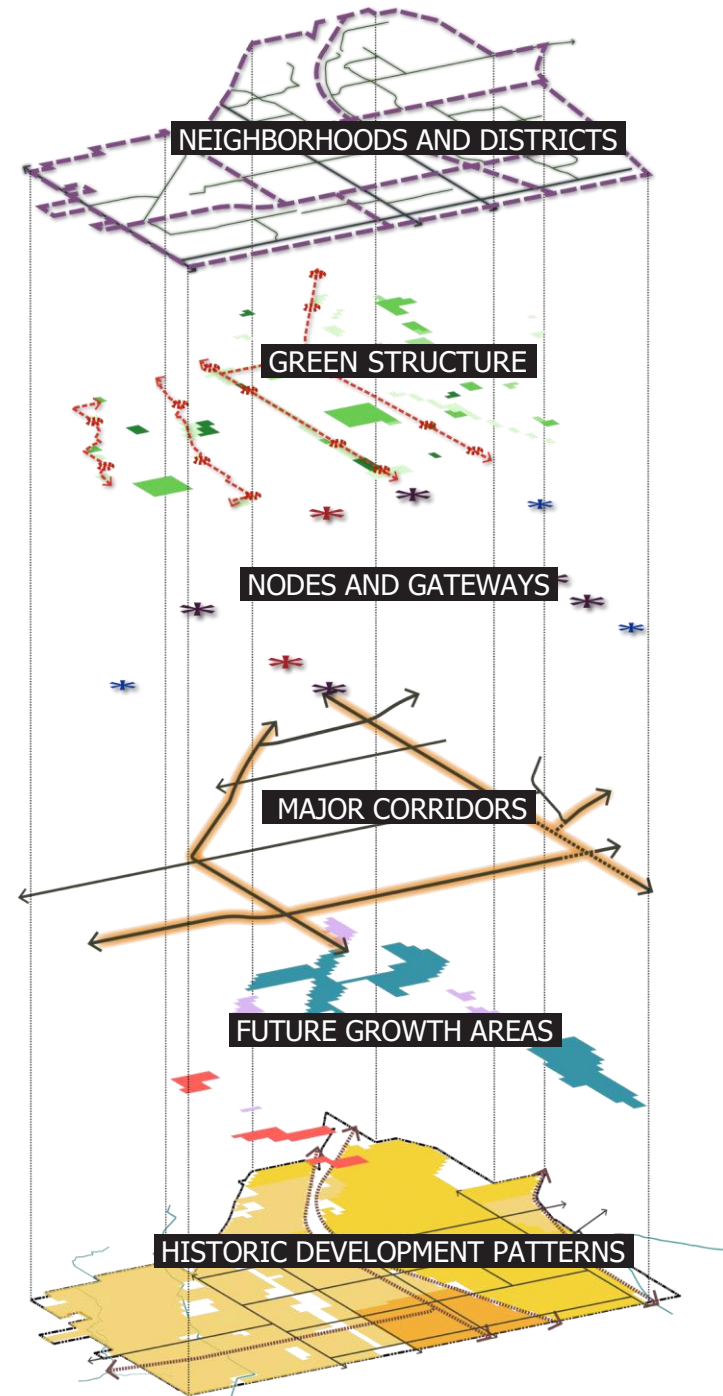
# PLANNING CONCEPT

As illustrated in the diagram at right and illustrated in the following pages, a planning approach that systematically deconstructed, analyzed, and reassembled the city with adjustments to match the Roy Vision plan and the eight growth and development principles established as part of this planning process.

The deconstruction process addresses the city according to six essential themes -

1. **Historic Development Patterns**
2. **Future Growth Areas**
3. **Major Corridors**
4. **Nodes and Gateways**
5. **Green Structure**
6. **Neighborhoods and Districts**

These were then “reassembled” as a Composite Summary Diagram (p. 22), illustrating the future planning concept for the city.



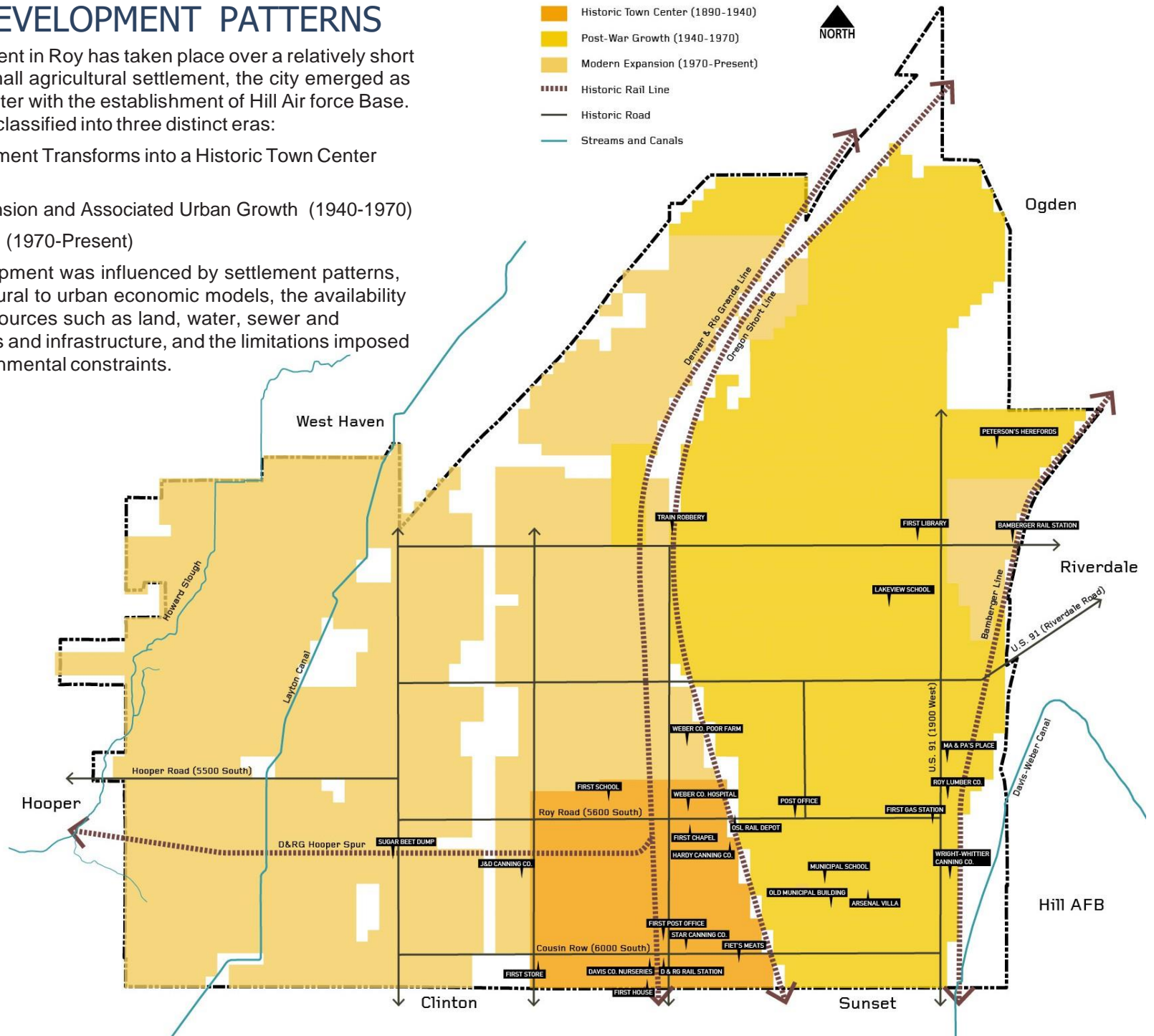
# HISTORIC DEVELOPMENT PATTERNS

Growth and development in Roy has taken place over a relatively short period. Originally a small agricultural settlement, the city emerged as a significant urban center with the establishment of Hill Air force Base. This transformation is classified into three distinct eras:

- Agricultural Settlement Transforms into a Historic Town Center (1890-1940)
- World War II Expansion and Associated Urban Growth (1940-1970)
- Modern Expansion (1970-Present)

Each period of development was influenced by settlement patterns, changes from agricultural to urban economic models, the availability and access to key resources such as land, water, sewer and transportation systems and infrastructure, and the limitations imposed by physical and environmental constraints.

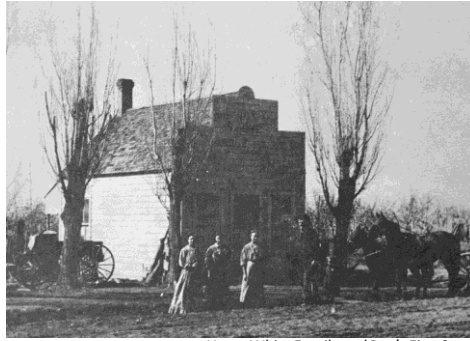
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## A BRIEF HISTORY OF ROY

### Beginnings (1873-1900)

Prior to the arrival of white settlers in the area, Roy was a typical upland of open land between the Wasatch Mountains and the Great Salt Lake. For the four families who first settled what was then known as Sand Ridge in 1873, making a living proved to be tough, as water was scarce and had to be hauled in by hand. Within a few years they had dug the Davis-Weber Canal, which forged a way for the area to blossom. During those early years the small Sand Ridge settlement was a place of kindred families who made a life on Cousin Row (6000 South). In 1894, the first post office was established, and the town was named Roy.



Henry White Family and Roy's First Store



Cannery Workers

### The Farming Era (1900-1940)

With the addition of a canal and two railroad lines, Roy joined the rest of Weber County as an emerging farming stronghold, with fruit, alfalfa, grain, and sugar beets becoming mainstay products for the farming community at the turn of the century. The Davis Co. Nursery was one of the earliest businesses

to be established in the city, employing one hundred people at its peak and shipping fruit trees across the nation by rail. Tomatoes and other produce poured into the fledgling town from its outskirts, and several canneries sprung up to preserve the bounty. Eventually waterfowl hunting on the Howard Slough emerged as a popular sport, supplying meat to the restaurants in booming Ogden.

Roy soon became better connected with the outside world with the arrival of passenger rail service on the Bamberger Line in 1908. During the 1920's, U.S. Highway 91 was established along 1900 West, further helping the town to flourish. The first school, church and infirmary soon followed, and the arrival of automobiles opened up business opportunities along the highway. Restaurants such as Ma and Pa's Place became a well-known

stopover" from Coast to Coast", and times were generally good until the Great Depression and WWII stole away the labor, bringing the agriculture boom to a close.

### After the War (1940-1970)

Hill Air Force Base was established in 1940, a move that would transform the small agricultural town. In the years following the war, the base employed thousands of servicemen and civilians to support its planes and logistical operations. Housing was in short supply, and the enterprising efforts of local businessmen and the lumber yard led to the creation of hundreds of homes in Roy's first subdivisions - Arsenal Villa and Maplewood Estates. During this era the city expanded its services, establishing schools, police and fire departments, city hall, and the culinary water system. Businesses expanded along U.S. 91, bringing furniture stores, a mortuary, a new post office and the first bank to the city. The town continued to thrive through the 1960's, with most of the land east of the railroad, was transformed into the neighborhoods that exist today.



Old Roy City Municipal Building



Fishing at Meadow Creek Pond

### Arriving at Today (1970-Present)

For the last fifty years, Roy has continued to grow, families choosing to settle here for the access to employment, affordable housing, pleasant neighborhoods, and a good quality of life. Growth has continued west of the rail line, adding neighborhoods, schools

and parks to the area. Hill AFB continues to employ many Roy citizens, although many more commute from their homes to jobs along the Wasatch Front. Much of Roy's historical past has been swept away with time, but the future of the city is bright with the good people who live here today. The question this plan attempts to answer is:

**What will Roy look like in the next fifty years, and how can the best possible future be planned and realized?**

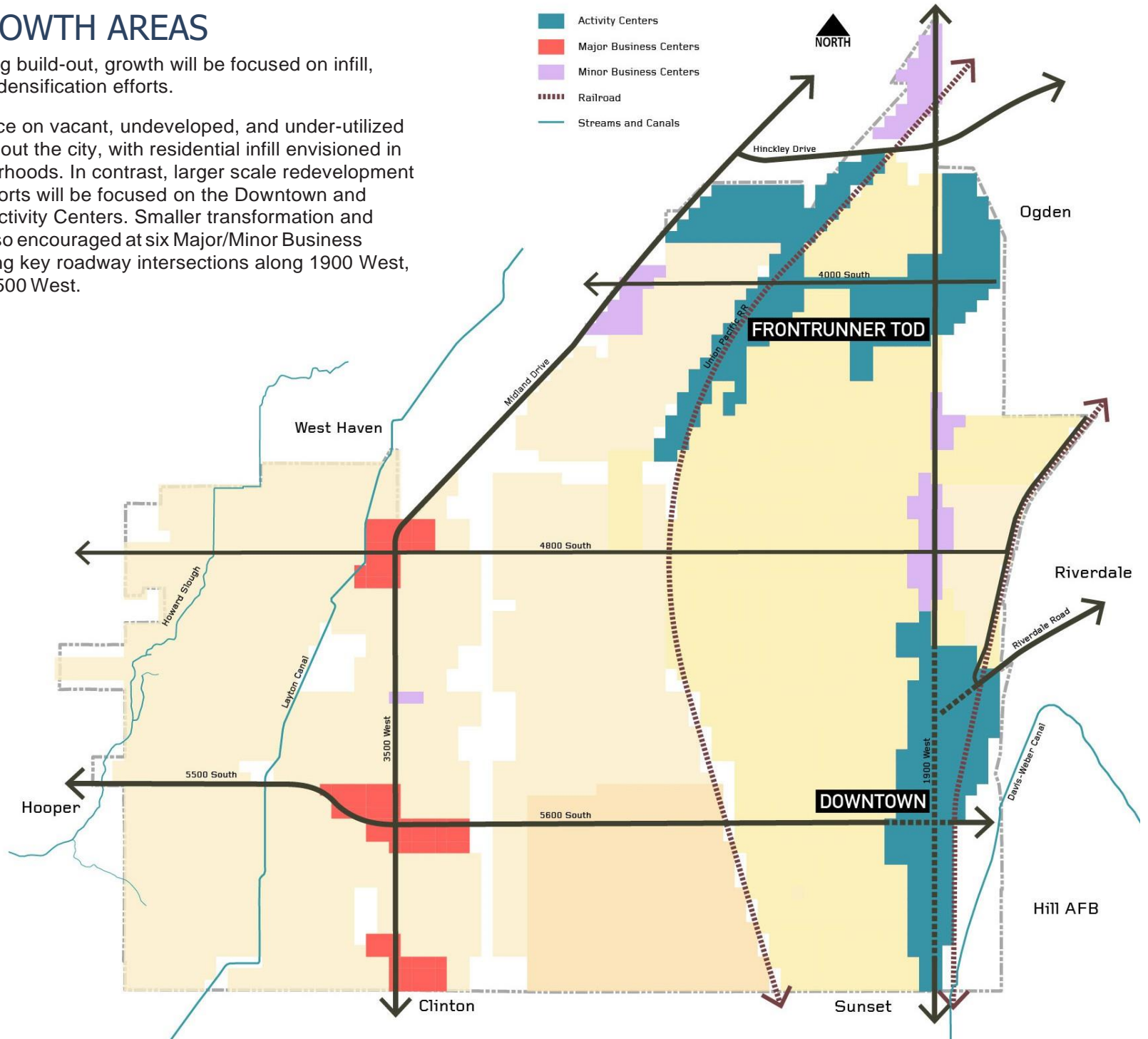


# FUTURE GROWTH AREAS

As a city approaching build-out, growth will be focused on infill, redevelopment and densification efforts.

Infill should take place on vacant, undeveloped, and under-utilized sites spread throughout the city, with residential infill envisioned in established neighborhoods. In contrast, larger scale redevelopment and densification efforts will be focused on the Downtown and FrontRunner TOD Activity Centers. Smaller transformation and intensification are also encouraged at six Major/Minor Business Centers located along key roadway intersections along 1900 West, Midland Drive and 3500 West.

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## ACTIVITY CENTERS

The Downtown and Frontrunner TOD Activity Centers are described in detail in *Focus Roy City*, an action plan adopted in 2017. It envisions sustainable growth and economic development within these two zones as part of transforming Roy into a more attractive place to live, work and play.



Example of mixed-use type development for Downtown activity center



Example of residential development for Frontrunner TOD activity center

Mixed-use codes have been developed for both of these areas, which are anticipated to facilitate coordinated growth and development so they become major community assets.

## MAJOR BUSINESS CENTERS

Additional redevelopment is envisioned at the three Major Business Centers located at key intersections along 3500 West. These sites are currently dominated by suburban-type commercial and retail malls, which are envisioned to be transformed into better integrated community nodes over time.



Existing business center at 5600 S and 3500 W



Example of light industrial building for a Minor Business Center

## MINOR BUSINESS CENTERS

A series of Minor Business Centers are located along 1900 West in the northern extents of the city. These sites are anticipated to be redeveloped over time, linking Roy's Downtown and FrontRunner TOD Areas as a seamless, fully-interconnected destination.



Examples of Downtown Roy visions

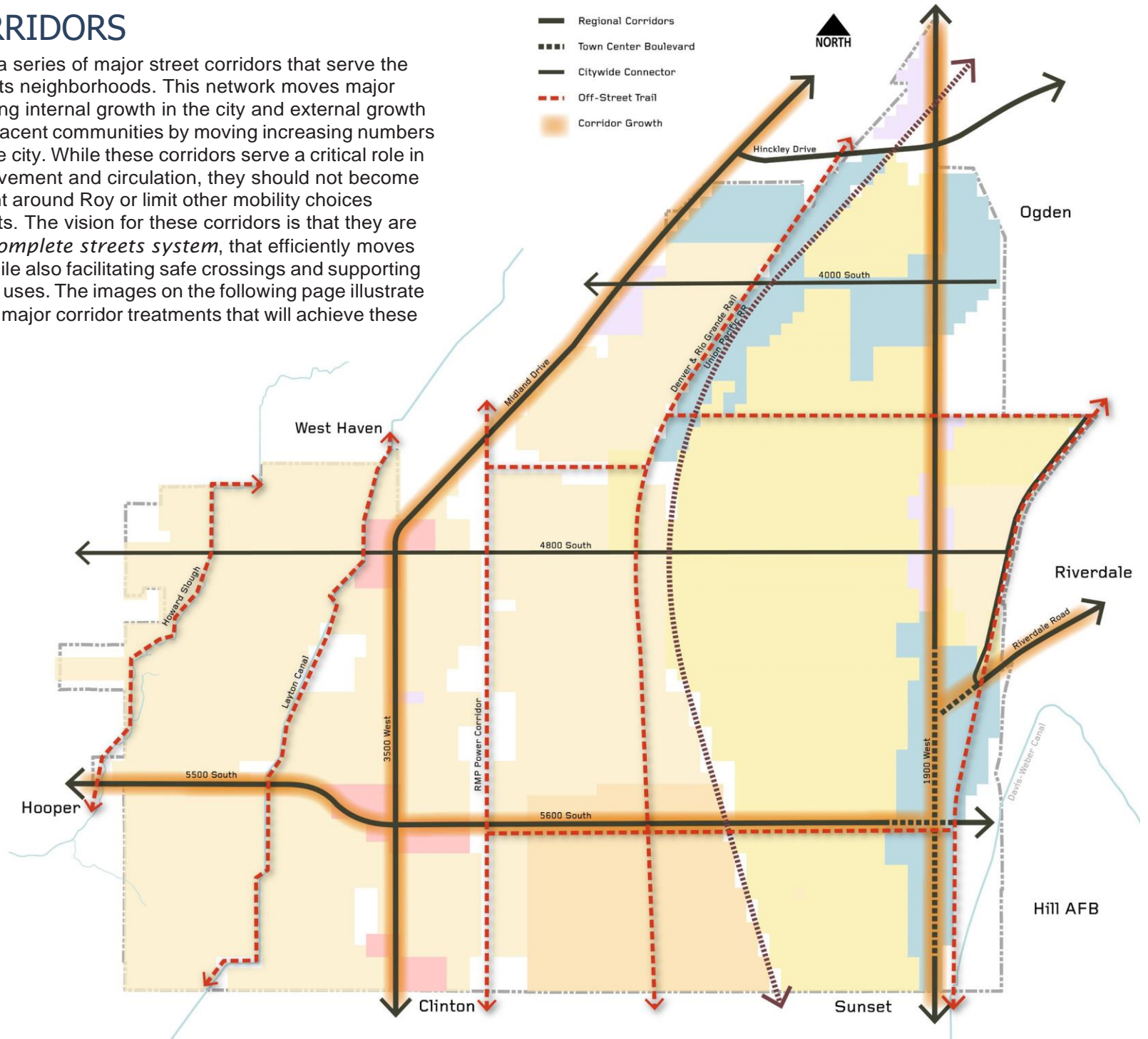




# MAJOR CORRIDORS

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

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## BALANCED MULTI-MODAL TRANSPORTATION CAPACITY



Build more capacity for mobility along regional corridors through all modes. Add general purpose and turn lanes cautiously (per the Transportation Master Plan), but also implement transit speed and reliability infrastructure, access management, and transportation demand management programs.

## SAFE, COMFORTABLE ACTIVE TRANSPORTATION



Provide safe and comfortable facilities for walking, bicycling, and other active modes that are appropriate for a corridor with high volumes of high-speed traffic. This means wide sidewalks and pathways, significant buffers from moving traffic, and raised and/or protected bike lanes.

## COMMUNITY CROSSINGS



Prevent major corridors from becoming onerous community barriers by ensuring frequent and safe crossings of major corridors for active transportation and local traffic. Plan and design major intersections with high-visibility marked pedestrian and bicycle crossings and human-scale urban design improvements. Between major intersections, create new and improved pedestrian crossings to ensure a connected community street network.

## COMPLEMENTARY LAND USE AND URBAN DESIGN



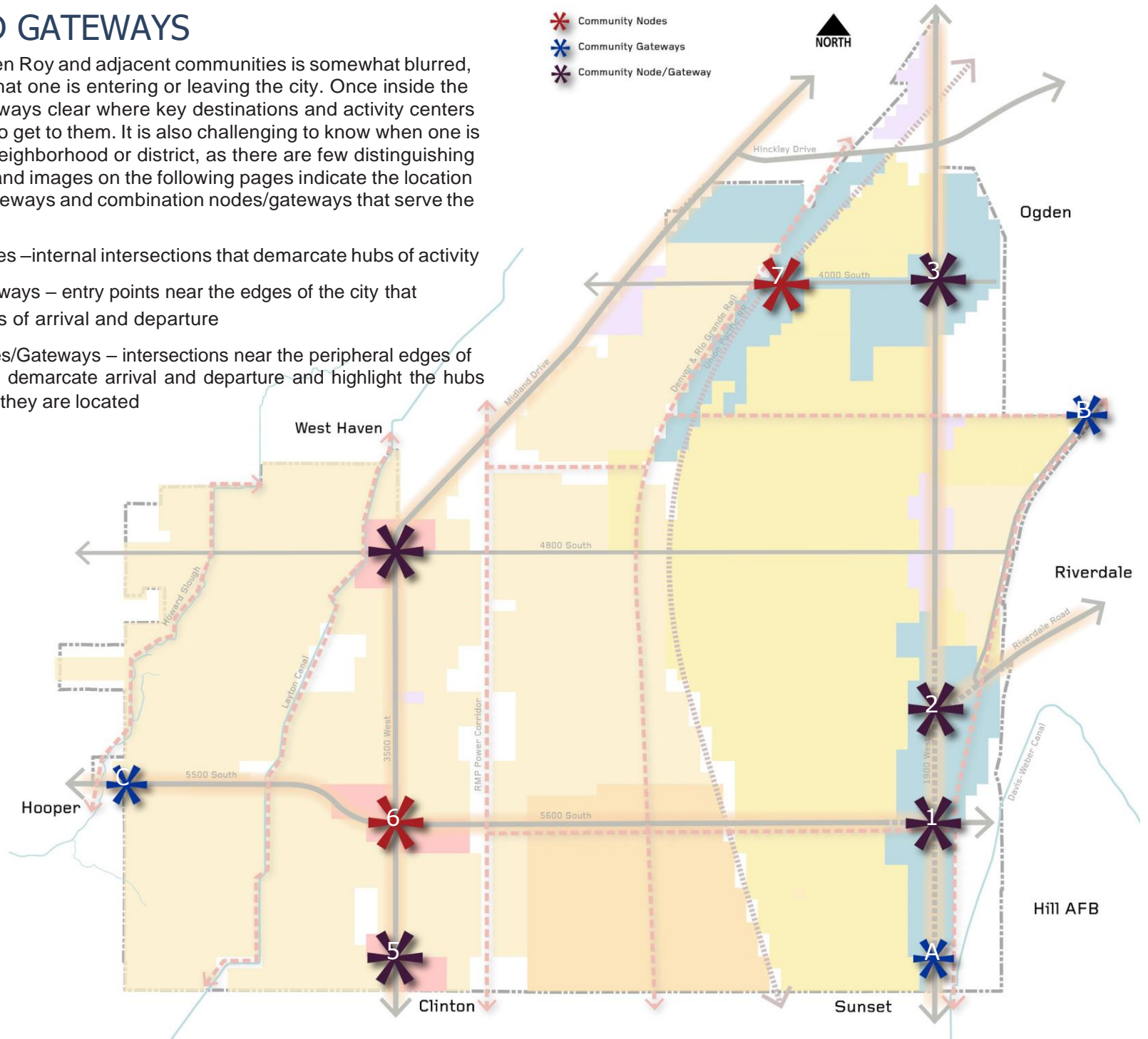
Accommodate regional growth and add human scale to major corridors by planning for complementary uses along them, such as higher intensity infill housing with yards and entries along the street.

# NODES AND GATEWAYS

The interface between Roy and adjacent communities is somewhat blurred, with few indicators that one is entering or leaving the city. Once inside the city limits, it is not always clear where key destinations and activity centers are located, or how to get to them. It is also challenging to know when one is entering a specific neighborhood or district, as there are few distinguishing clues. The diagram and images on the following pages indicate the location of ten key nodes, gateways and combination nodes/gateways that serve the following functions:

- Community Nodes – internal intersections that demarcate hubs of activity
- Community Gateways – entry points near the edges of the city that demarcate points of arrival and departure
- Community Nodes/Gateways – intersections near the peripheral edges of the city that both demarcate arrival and departure and highlight the hubs of activity where they are located

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

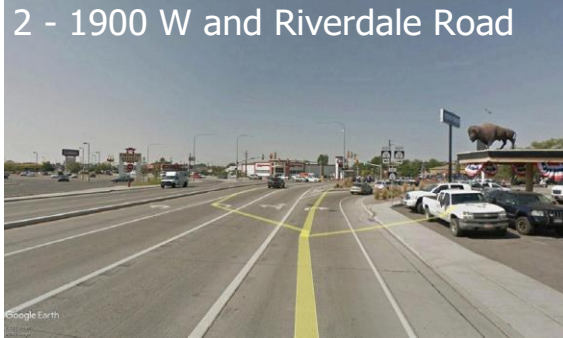
## Community Nodes/Gateways

### 1 - 1900 W and 5600 S



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

### 2 - 1900 W and Riverdale Road



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

### 3 - 1900 W and 4000 S



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

### 4 - 3500 W and 4800 S



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

### 5 - 3500 W and 6000 S



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

## Community Nodes

### 6 - 3500 W and 5600 S



*This is the major node for the west part of Roy. A power substation dominates the scene here but may be better screened to enhance this space.*

### 7 - Frontrunner Station



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

## Community Gateways

### A - 1900 W and 6100 S



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

### B - 4400 S and Airport Road



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

### C - 4300 W and 5500 S



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



# Node and Gateway Treatments - Examples

## Roundabouts



## Gateway signage



## Downtown plazas



## Roadway amenities and streetscape treatments



## Urban form and people places



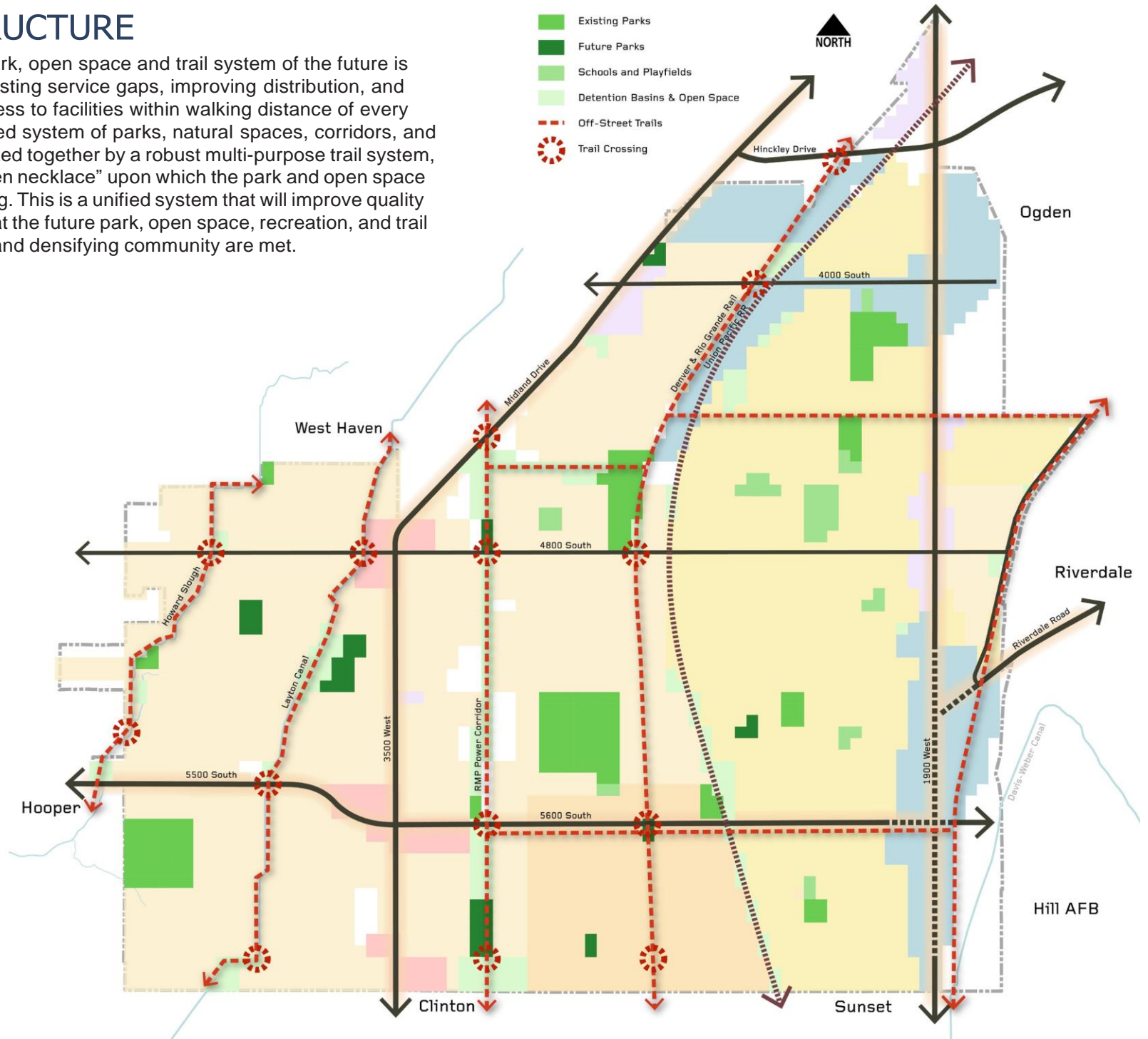
## Screening undesirable features



# GREEN STRUCTURE

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

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*Fishing at Meadow Creek Pond*



*Trail along a power corridor*

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

## PARKS

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



*Planting a community orchard*

## OPEN SPACE

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

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



*Quality roadway crossings for trails*



*Play equipment for teenagers*



*Park exercise equipment*



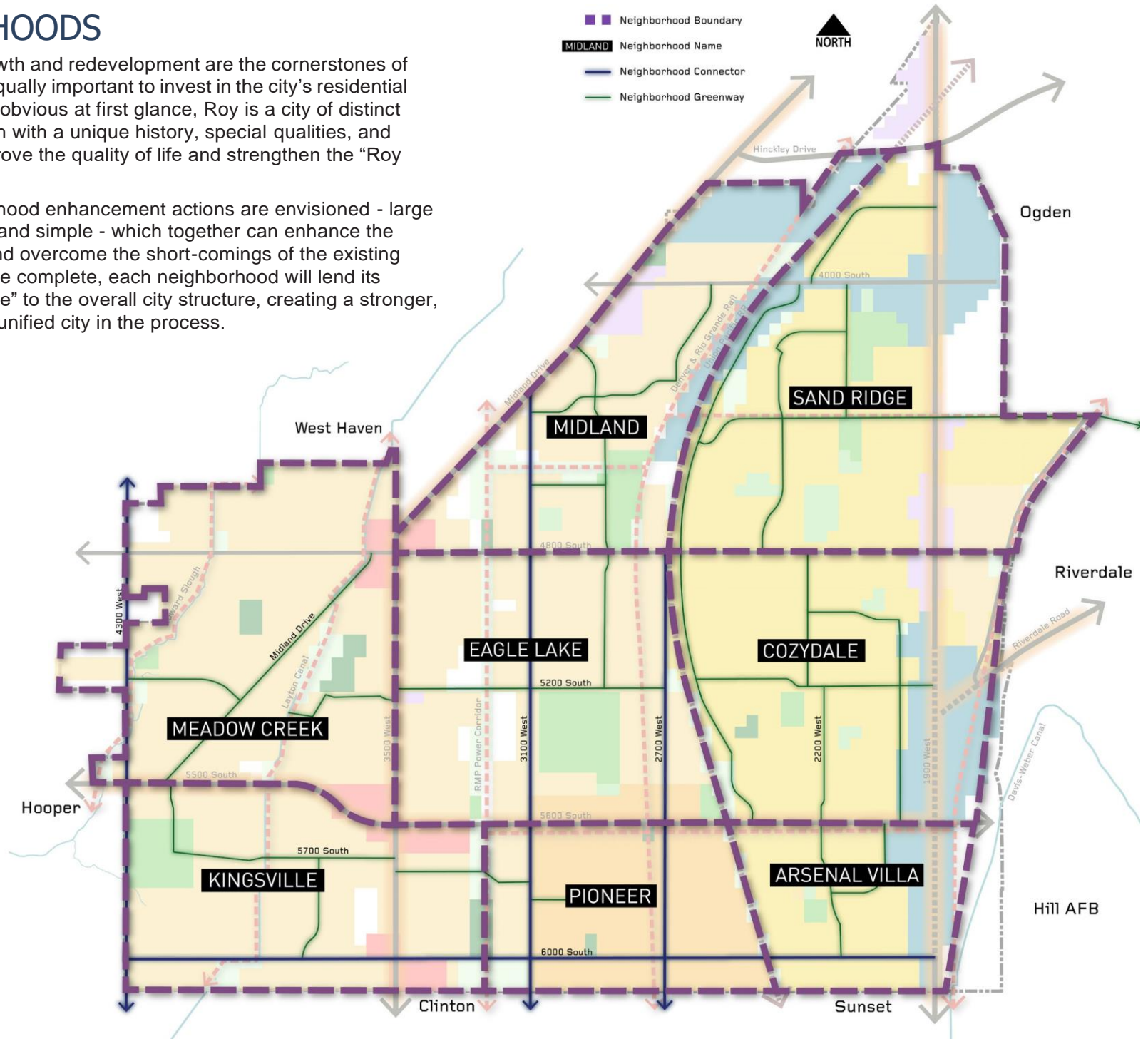
*Park pavilion*

# NEIGHBORHOODS

While economic growth and redevelopment are the cornerstones of future change, it is equally important to invest in the city's residential neighborhoods. Not obvious at first glance, Roy is a city of distinct neighborhoods, each with a unique history, special qualities, and opportunities to improve the quality of life and strengthen the "Roy Sense of Place".

A range of neighborhood enhancement actions are envisioned - large and small, complex and simple - which together can enhance the positive attributes and overcome the short-comings of the existing neighborhoods. Once complete, each neighborhood will lend its special brand or "vibe" to the overall city structure, creating a stronger, more complete and unified city in the process.

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## PIONEER NEIGHBORHOOD

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



Historic buildings on old "Cousin Row"

## ARSENAL VILLA, COZYDALE, AND SAND RIDGE NEIGHBORHOODS



Typical street in Cozydale

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

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

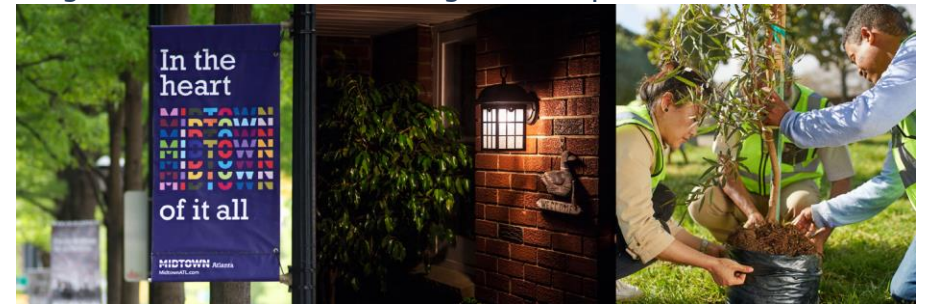
## MIDLAND, EAGLE LAKE, MEADOW CREEK, AND KINGSVILLE NEIGHBORHOODS

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



Typical street in Meadow Creek

### Neighborhood Enhancement Program Examples



Neighborhood Branding

Porch Light Program

Urban Forestry Program



Neighborhood Watch



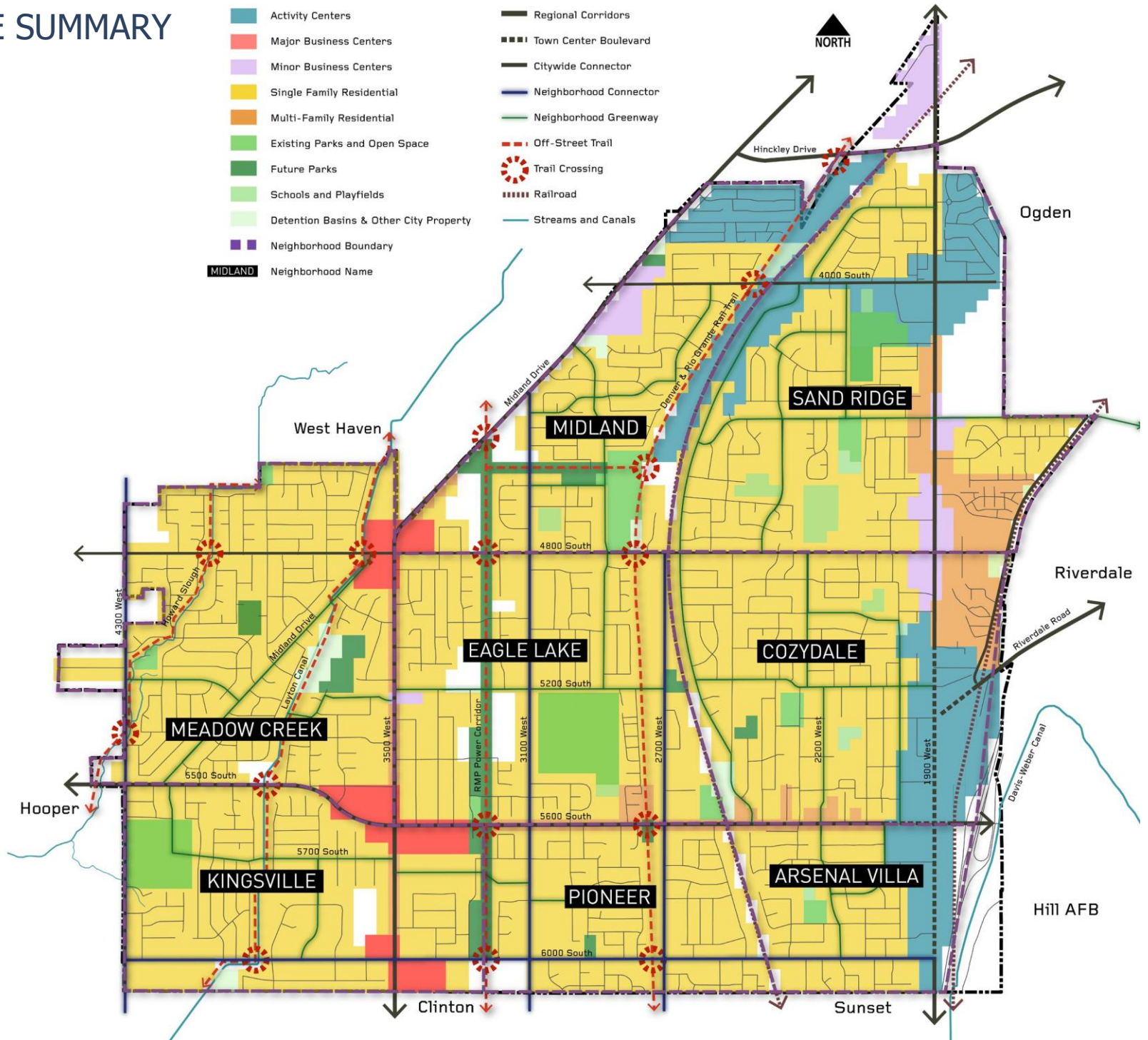
Neighborhood Greenways



# COMPOSITE SUMMARY

- Activity Centers
  - Major Business Centers
  - Minor Business Centers
  - Single Family Residential
  - Multi-Family Residential
  - Existing Parks and Open Space
  - Future Parks
  - Schools and Playfields
  - Detention Basins & Other City Property
  - Neighborhood Boundary
  - MIDLAND** Neighborhood Name
- Regional Corridors
  - Town Center Boulevard
  - Citywide Connector
  - Neighborhood Connector
  - Neighborhood Greenway
  - Off-Street Trail
  - Trail Crossing
  - Railroad
  - Streams and Canals

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## FUTURE PLANNING CONCEPT

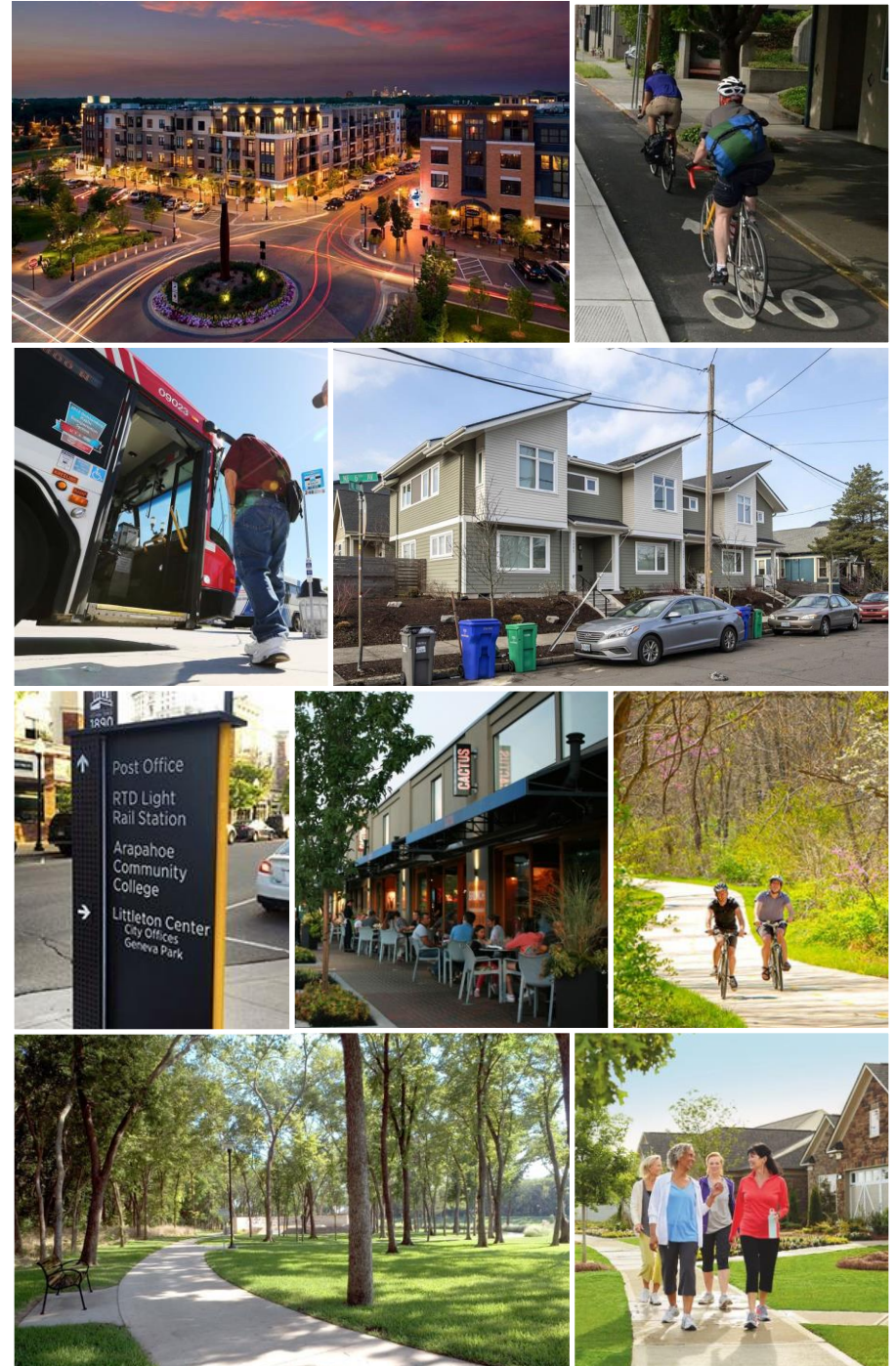
Future Roy is a nearly built-out city that is changing and growing to meet future needs.

It is a city that:

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

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

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



# 3 IMPLEMENTING THE VISION

## INTRODUCTION

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

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

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



Land Use and Urban Design

Transportation

Economic Development



Housing



Parks, Recreation and Trails

## LAND USE ACTION PLAN

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

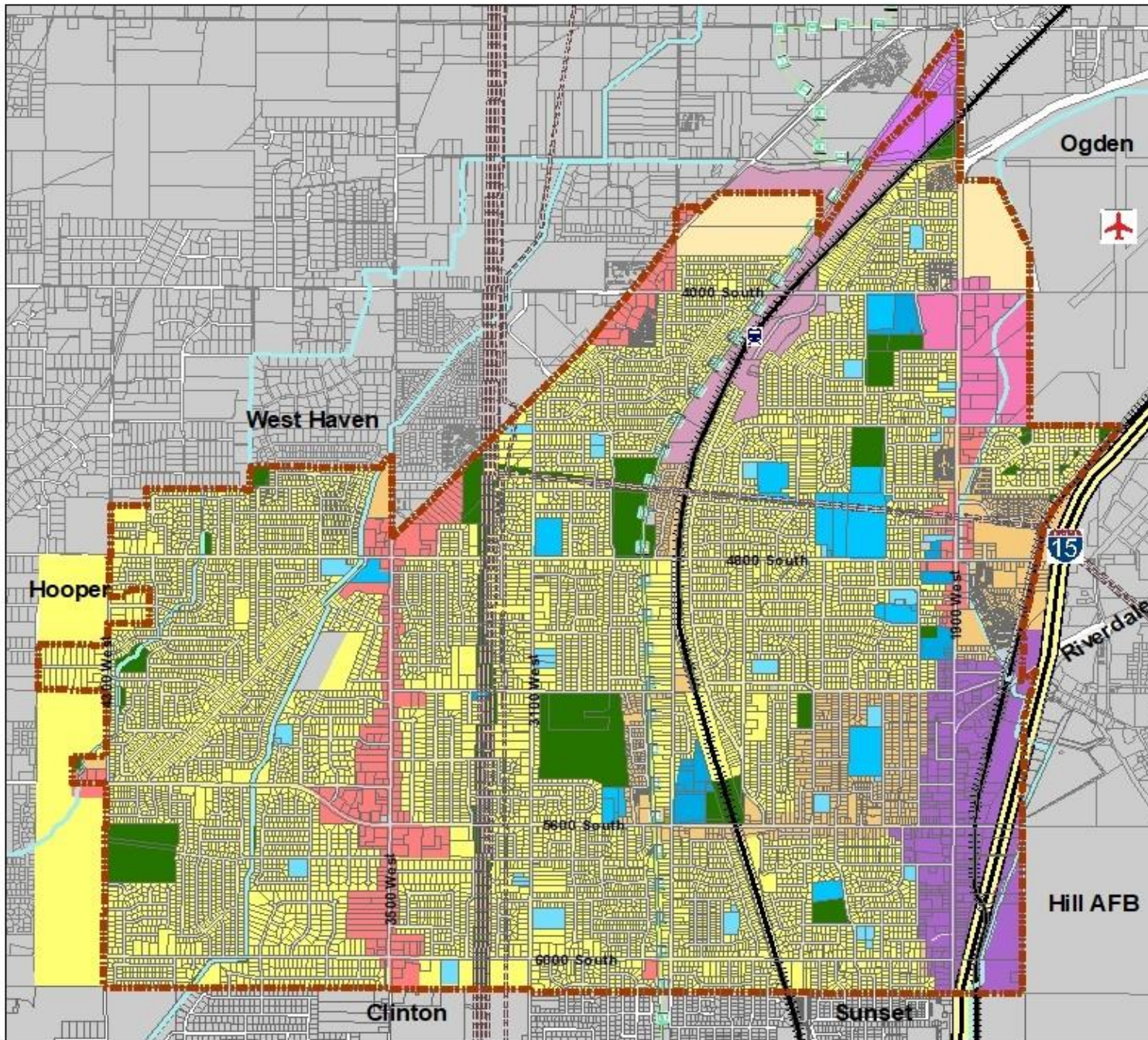
As illustrated in the accompanying Future Land Use Map, land uses are envisioned to strike a balance between maintaining existing uses and encouraging new ones that create compatible relationships and provide logical transitions. With the exception of the envisioned Downtown and FrontRunner Station areas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

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

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



Map 3A: Future Land Use Map



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

**Legend**

- Downtown Mixed Use
- Station Mixed Use
- Business Park
- Commercial/Mixed Use
- Light Industrial/Commercial Flex Space
- Manufactured Homes
- Single-Family Residential
- Multi-Family Residential
- Civic and Institutional
- Public Schools
- Religious
- Parks and Green Space
- Utilities
- City Boundary
- D & RG Rail Trail
- Railroads
- Streams and Canals
- Electrical Lines





## SUMMARY OF LAND USE DIRECTIONS

### STRATEGY 1: BUILD UPON ESTABLISHED PATTERNS AND EMBRACE HISTORICAL PRECEDENTS

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



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

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



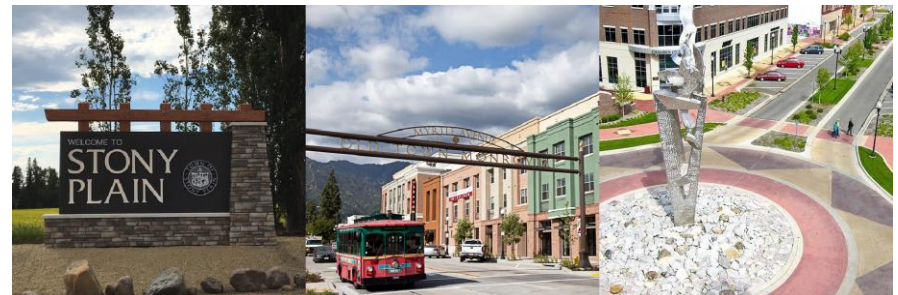
### STRATEGY 3: LINK NEIGHBORHOODS, DISTRICTS AND DESTINATIONS WITH A FULLY INTEGRATED SYSTEM OF ROADS AND TRAILS

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



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

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



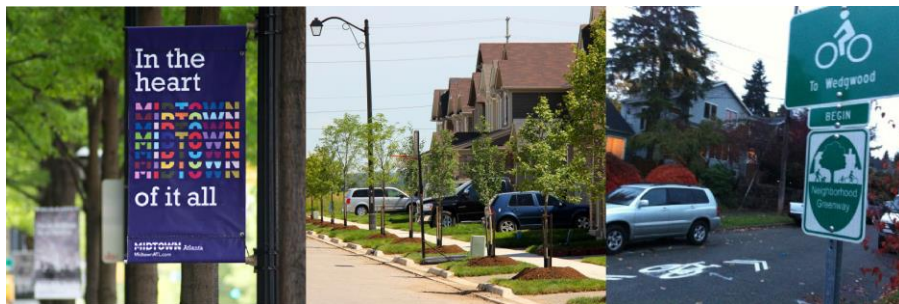
## STRATEGY 5: LINK NEIGHBORHOODS, DISTRICTS AND DESTINATIONS WITH A FULLY INTEGRATED SYSTEM OF PARKS AND GREEN INFRASTRUCTURE

Parks and green space should be located close to home, preferably within walking distance (one-quarter to one-half mile). New parks, trails and open spaces should be distributed with this goal in mind, filling system gaps while ensuring that green systems are on par with other critical infrastructure enhancements.



## STRATEGY 6: CELEBRATE AND DISTINGUISH THE CITY'S NEIGHBORHOODS AS PART OF A UNIFIED AND CONNECTED CITY

At present it is difficult to discern one Roy Neighborhood from another. Including the City Center and Station Area, ten distinct neighborhoods have been identified, although none are easily perceived as being different than the next. Actions are required to help distinguish one neighborhood from the next while linking them together through a system of road, trail, corridor and streetscape enhancements.



# TRANSPORTATION ACTION PLAN

The focus of transportation improvements is to balance regional transportation, access, and growth on one hand, and quality of life, safety, and sustainable community transportation on the other. The Plan acknowledges that Roy City must accommodate the rapid regional growth that is occurring throughout Weber County and the Wasatch Front but in a way that strengthens neighborhoods and protects and enhances livability. The layers set out in the Planning Concept help achieve this balance: the Transportation Action Plan envisions Major Corridors set up in the long term to effectively move travelers using all modes; Neighborhoods and Districts that safely and conveniently connect residents to schools, parks, commercial centers, and other destinations; Future Growth Areas that become vibrant, walkable activity centers with robust regional transit access; and a Green Structure that provides residents and visitors with a network of fun and safe trails and recreational areas.

Integral to the Transportation Action Plan are the Street Types summarized in the Design and Planning Toolbox of this chapter. The Street Types provide a framework for planning and design of Roy streets that incorporate all transportation modes as well as urban design. The Street Types are a major mechanism to provide the balance described above.

## SUMMARY OF TRANSPORTATION DIRECTIONS

### STRATEGY 1: INCREASE SAFETY FOR ALL STREET AND INTERSECTION USERS

Carefully consider design of regional corridors to balance mobility with visibility, speed management, and community connectivity. Increase and improve crossings of major streets. Emphasize the human scale throughout the city, especially in residential neighborhoods, Downtown Roy, and in the FrontRunner station area.

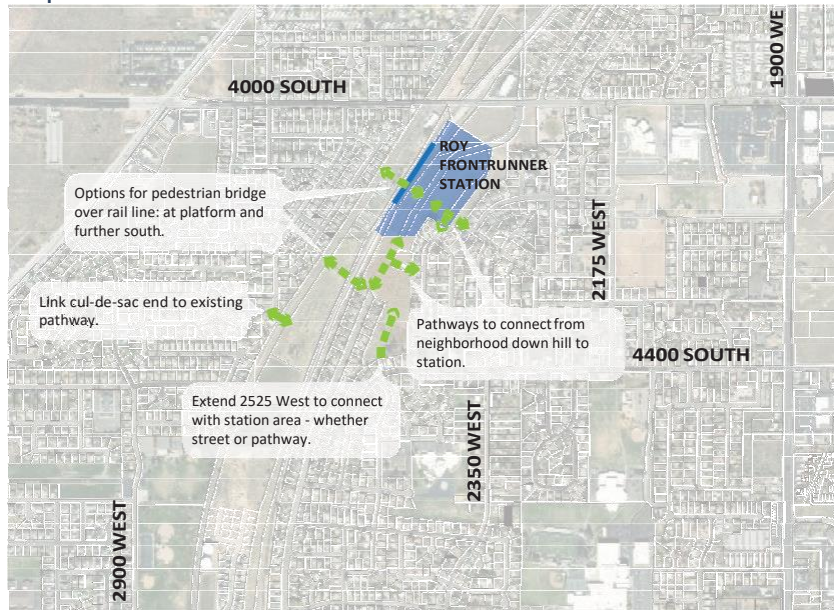




## STRATEGY 2: INCREASE STREET AND PATHWAY CONNECTIVITY

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

Map 3B: Recommended Station Area Connections



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

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



## STRATEGY 4: INCREASE AND BROADEN SUSTAINABLE REGIONAL CONNECTIONS AND MOBILITY

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



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

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



## STRATEGY 6: CONDUCT COLLABORATIVE PROCESSES TO ACHIEVE TRANSPORTATION GOALS

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



# ECONOMIC DEVELOPMENT ACTION PLAN

## OVERVIEW

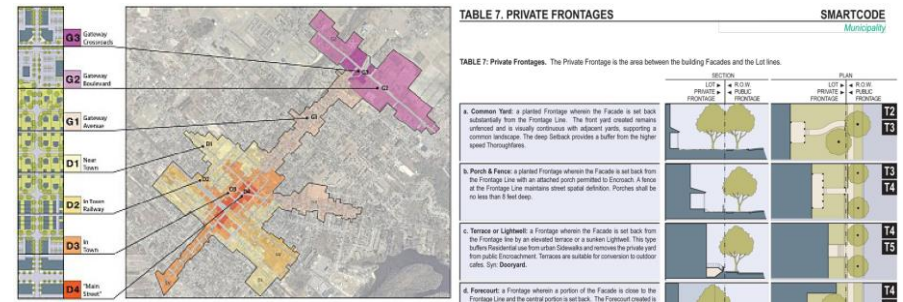
Economic development in Roy should concentrate on the city's strengths and opportunities, while avoiding weakness that will be difficult to overcome and threats to realizing a city with a robust economic future. For example, the unbridled zeal to redevelop Downtown Roy and Station Area should be careful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

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

## SUMMARY OF ECONOMIC DEVELOPMENT DIRECTIONS

### STRATEGY 1: ADOPT A MIXED-USE CODE TO ENCOURAGE THE RIGHT KIND OF DEVELOPMENT IN THE RIGHT PLACE

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



### STRATEGY 2: ENHANCE STREET AND TRAIL CONNECTIVITY

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



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

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



### STRATEGY 4: PROVIDE DEVELOPMENT INCENTIVES AND STREAMLINE REGULATORY PROCESSES

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



### STRATEGY 5: EARMARK SPECIFIC COMMUNITY REINVESTMENT AREAS

The city currently has two RDA project areas: 1) RDA Project Area #2 and 2) City Center RDA #3. These project areas will both expire within the next decade. By creating additional project areas, the Redevelopment Agency may negotiate with taxing entities to share a portion of the property tax that is generated by new development in a certain area for a specific length of time. Incremental tax revenues can then be used to incentivize economic growth through financing public infrastructure, securing developable land, and overcoming barriers to growth. The city created two new Community Reinvestment Areas (CRAs) for the downtown area in 2019 and a third for the FrontRunner Station Area in 2022.



# HOUSING ACTION PLAN

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

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

## Financial Resources for Affordable Housing Development

Potential funding sources for housing include revenue from CDBG grants and RDA affordable housing pass through. It is essential to draw upon the existing resources of the community and reallocating some of these resources to promote affordable housing. The CDBG funds may require some reallocation of funds from infrastructure needs to housing, although both are valid projects. The City's two existing RDA project areas created prior to 1993 are not required to maintain a separate affordable housing fund. In the event the city creates a new CRA, tax increment would be set aside for affordable housing. This tool is particularly relevant to the City as it promotes both economic development and affordable housing.

## Preservation of Housing Stock

The preservation and rehabilitation of the current housing stock (rental and owner-occupied) will also help keep housing affordable. There are various programs available to assist with home rehabilitation efforts. The HOME consortium and the Home Programs will be important to help people under

80 percent of HAMFI preserve the quality of their home investments. Additionally, CDBG funds can be obtained to manage and invest into low- and moderate-income areas. While infrastructure is important for community building, some portion of the CDBG budget should be targeted toward housing programs.

## Community Reinvestment Areas

Additional Redevelopment Agency (RDA) funds could become available to the community with the establishment of Community Reinvestment Areas and the redevelopment of selected sites. Under Community Reinvestment Areas (CRAs), the redevelopment agency is required to allocate 10 to 20 percent of total tax increment revenues it receives (from CRAs) to affordable housing. The City's two existing RDAs created prior to 1993 are not required to maintain a separate affordable housing fund. In the case of the newly created CRAs for Downtown and the Frontrunner station areas, tax increment would be set aside for affordable housing.

## Mixed Use

The Roy Zoning Ordinance has been changed to allow for specific types of residential dwellings in commercial zones and could be expanded to additional areas in the city. The dwelling specifications could avoid having a significant impact on the look and feel of the commercial zones while increasing housing options and affordability. Residential zoning should be monitored to ensure that it does not devolve into a regulatory barrier to affordability. The zoning should provide flexibility to developers seeking to meet affordability targets.

Form-based codes focus on regulating the form and relationship of structures rather than permitted uses. This type of code can effectively preserve and reinforce the City's traditional appearance, and patterns of development, which can help diversify the housing types available within the market while creating additional possibilities for more affordable housing options. This type of zoning is appropriate in targeted areas of the city where growth is supported.

## Increase Densities in Selected Zones

Recently, densities have been markedly increased. Building heights are between 40' & 80' for the Station Central, Station North and all Downtown zones with densities increased to 18 – 25 units/acre in the Station Area and unlimited units/acre in the Downtown Area. R-3 & R-4 multifamily zones are 12 units/acre and should be re-evaluated in the future.

# PARKS, OPEN SPACE, RECREATION, AND TRAILS ACTION PLAN

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

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

### Parks

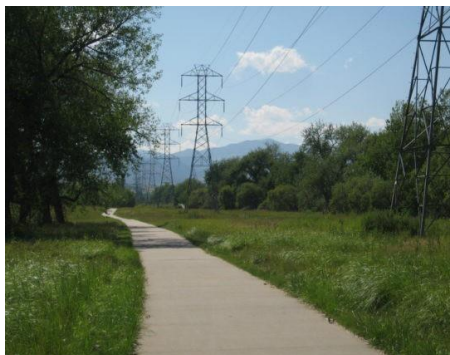
It is projected that Roy needs to acquire and develop approximately 54.5-acres of park land by 2050 in order to maintain the level of service for future residents. It is essential that the required park sites be acquired as soon as possible in order to avoid high future acquisition costs and the loss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



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

### Open Space

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



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

### Recreation Facilities

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

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



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

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



## Trails

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



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

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



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

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

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



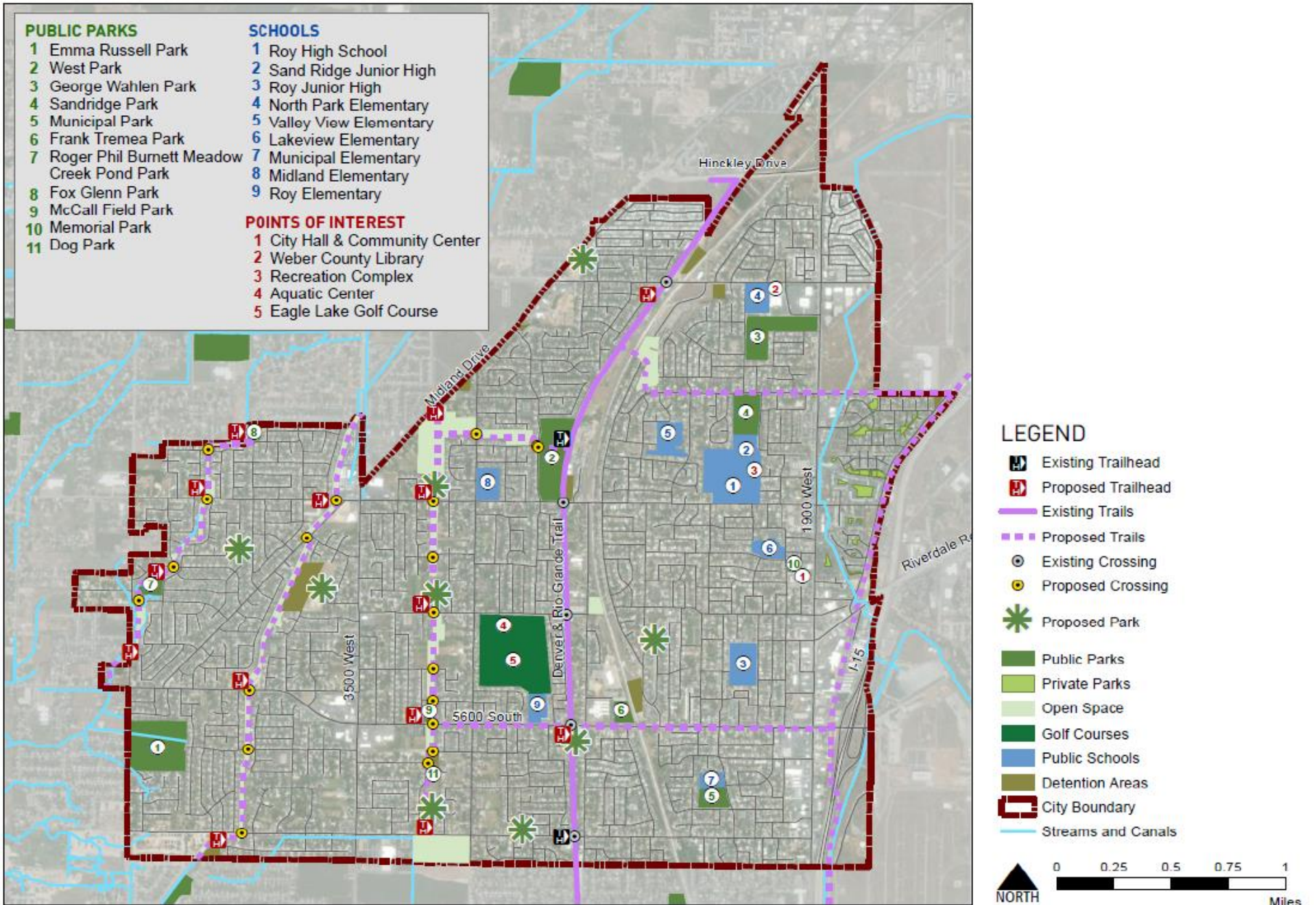
Special attention should be paid to bicycle and pedestrian safety at major street crossings, with specific guidance for trail and on-street bicycle facility crossings. This should include the development of a decision-making matrix for appropriate crossing types based on roadway classifications.

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





# Map 3C: Proposed Park, Recreation and Trail System





# DESIGN AND PLANNING TOOLBOX

## REVITALIZING NEIGHBORHOODS THROUGH PROGRAM ENHANCEMENTS

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

### NEIGHBORHOOD BRANDING

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

1. Determine the neighborhood’s values and originalities
  - What makes the neighborhood unique?
  - What kind of people live here? Why?

**Affordable**      **Family friendly**  
**Convenient**   **Central**      **Walkable**  
**Parks**      **Historic**

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

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

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

**Traditional vs Modern**  
**Bold vs Subtle**  
**Steel vs Wood**



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

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



## URBAN FORESTRY PROGRAM

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

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

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

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



### Becoming a Tree City USA

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

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

## TreeUtah

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



## NEIGHBORHOOD WATCH

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

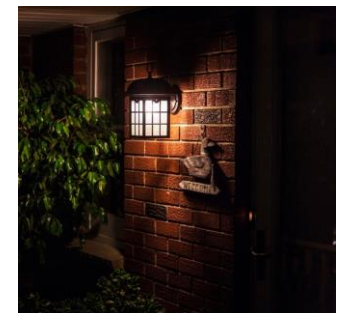
Any community resident can join and learn how to make their homes more secure, watch out for each other and the neighborhood, and report activities that raise their suspicions. A group may be formed around any geographical unit: a block, apartment complex or business area. Roy currently has four registered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



## PORCH LIGHT PROGRAM

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

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





## PHYSICAL ENHANCEMENTS (PUBLIC REALM)

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

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

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

## RIGHT-OF-WAY ENHANCEMENTS

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

## STREET TYPES SYSTEM

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

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

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

The Roy Street Types include:

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

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

### Regional Highway

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

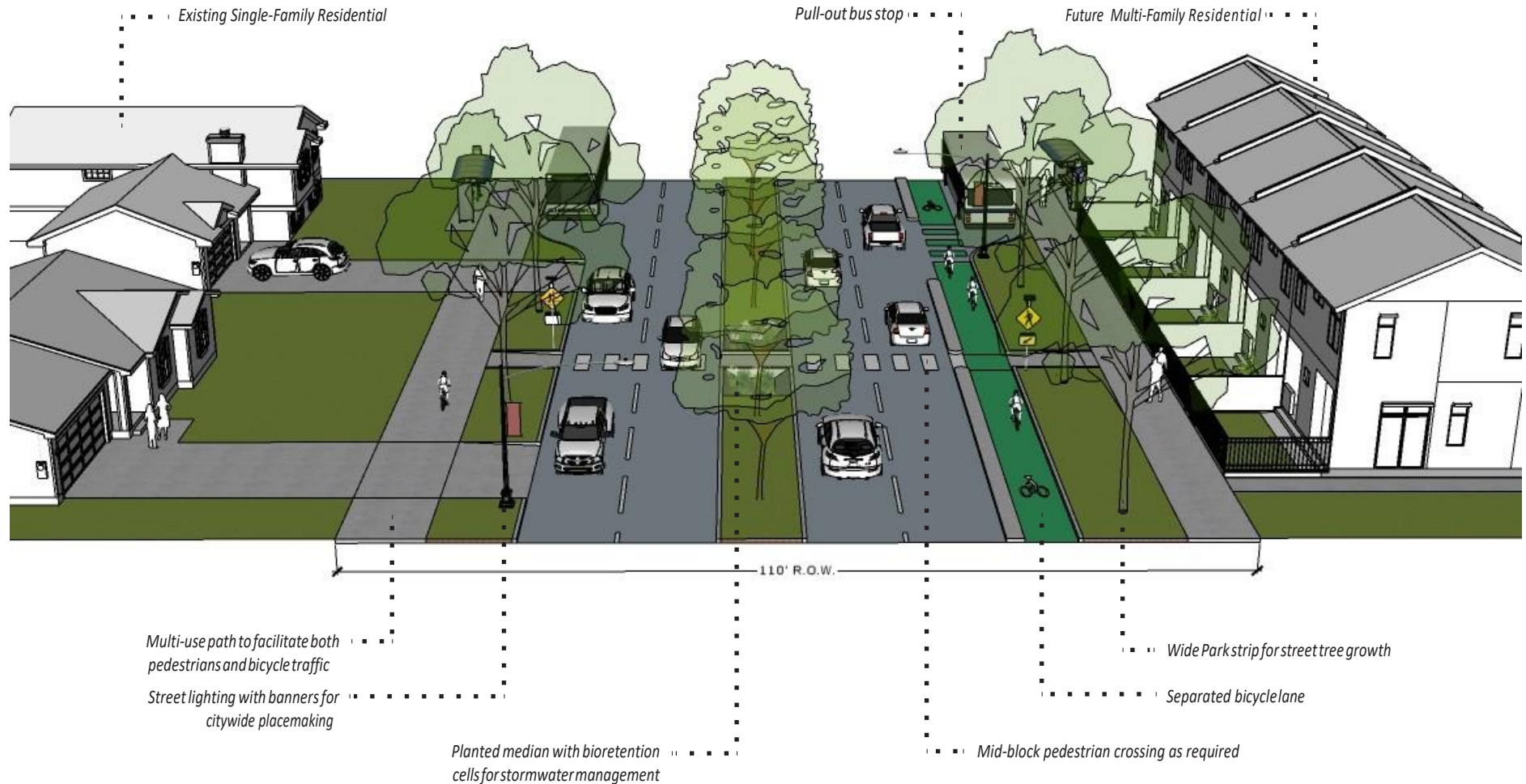
- Overall transportation level: Regional
- Context: Regional commercial/industrial
- Transportation Master Plan: Arterial
- Focus Roy: No designation
- Modal emphasis: Autos

## Regional Complete Corridor

Regional Complete Corridors are the primary regional corridors that serve and extend through Roy. They are multi-modal streets addressing the needs of all modes - people driving, riding transit, moving freight, bicycling, and walking. These corridors balance the movement of regional travelers with safe local travel and crossings. Regional Complete Corridors also acknowledge a desired evolution of adjacent community context to support use of transit. They assume widening projects to accommodate all the modes needed and resulting land use change opportunities alongside the corridor.

- Overall transportation level: Regional
- Context: Community mix, including single family residential, multifamily residential to office and commercial)
- Transportation Master Plan: Arterial
- Focus Roy: Complete corridor
- Modal emphasis: All

### REGIONAL COMPLETE CORRIDOR



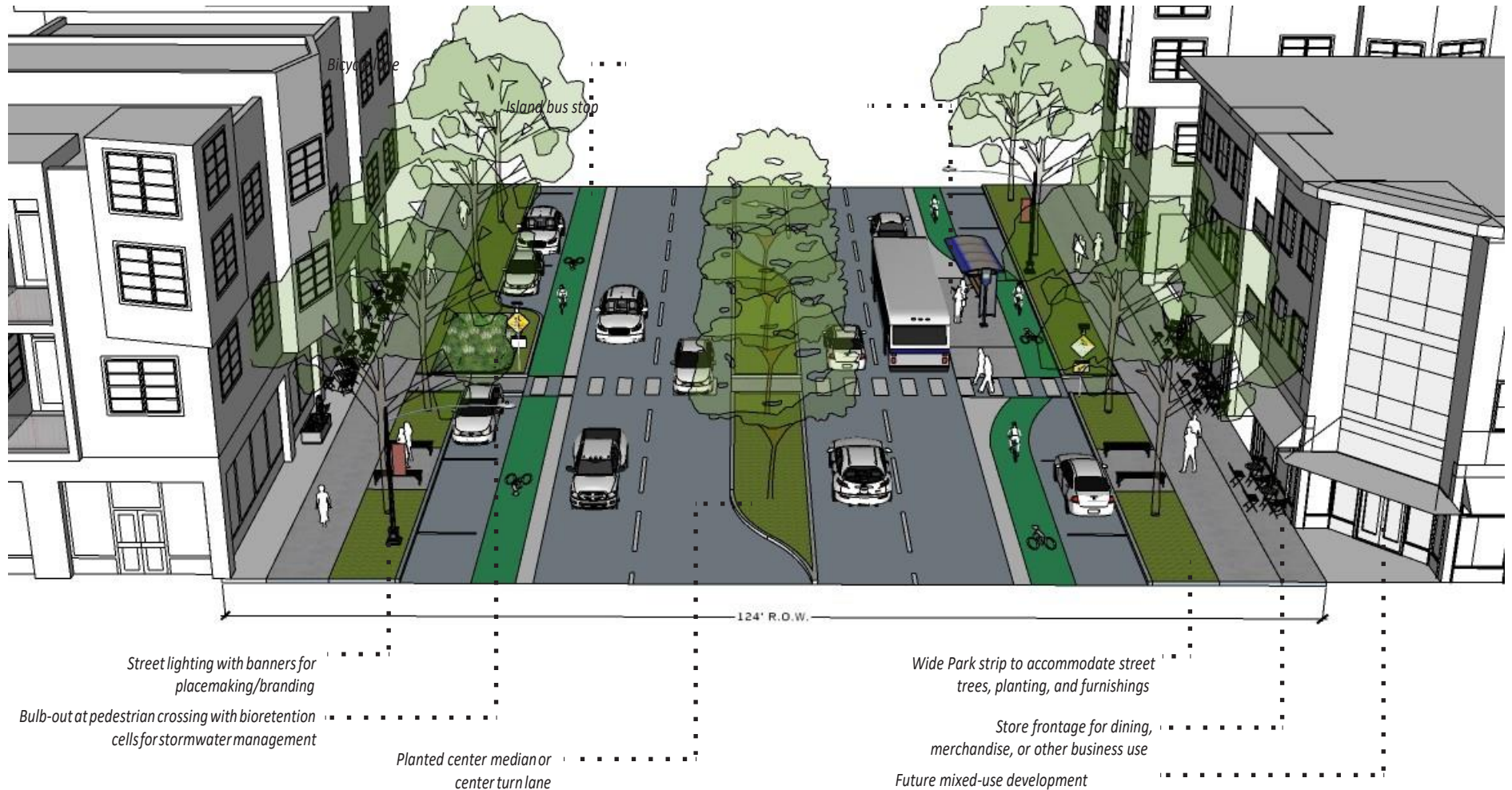


## Town Center Boulevard

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

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

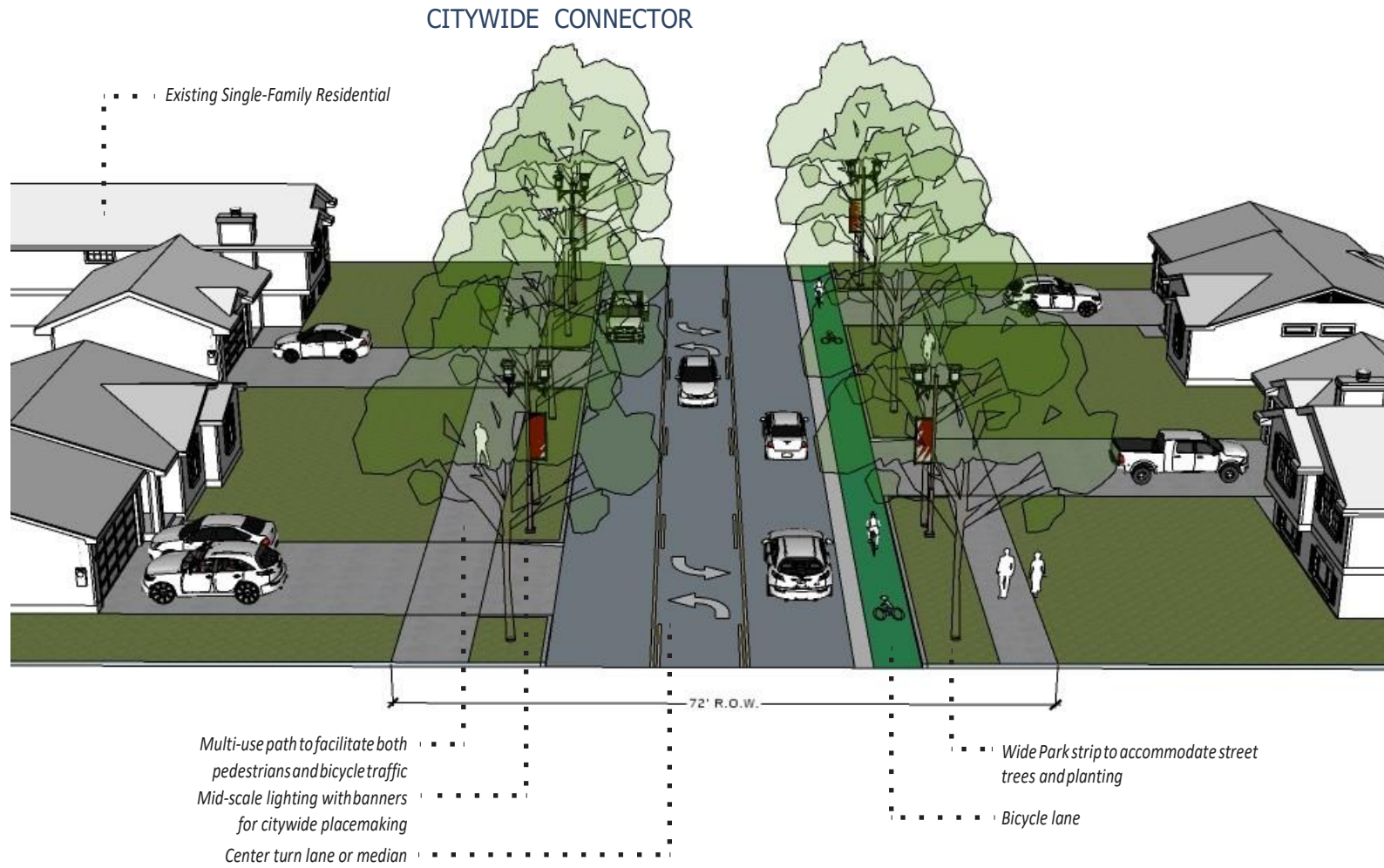
### TOWN CENTER BOULEVARD



## Citywide Connector

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

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





## Neighborhood Connector

Neighborhood Connectors are streets that connect the city for local travelers of all modes. Along with Citywide Connectors, they form a safe, comfortable, and convenient network for those traveling among residences, schools, parks, businesses, and other neighborhood and city destinations. These streets emphasize a balance of modes, slow speeds, network connectivity, and neighborhood beautification.



- Overall transportation level: Neighborhood and citywide
- Context: Residential neighborhood with civic
- Transportation Master Plan: Minor Collector
- Focus Roy: Some have Neighborhood Greenway designation
- Modal emphasis: Active transportation, auto

## Neighborhood Greenway

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



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

## Off-Street Trail

- Transportation level: Citywide and district/neighborhood
- Context: Varies, primarily residential neighborhoods
- Transportation Master Plan: No designation
- Focus Roy: Some are designated as Regional Trail and Bicycle Network
- Modal emphasis: Walking, bicycling, public space

## VEHICLE AND ROADWAY IMPROVEMENTS

### Access management

Access management is a set of strategies intended to balance vehicle mobility with the need for access to properties, for all modes. Access management is critical to the redevelopment of Roy’s Downtown area, where the pedestrian environment is currently compromised by frequent driveways and other curb cuts.



Access management strategies suited for Roy include driveway placement and consolidation, strategic vehicular turning improvements, and raised medians.

### Traffic calming

Traffic calming refers to a set of physical elements designed to slow vehicle traffic, often in residential neighborhoods or walkable activity centers, with the intended result of reducing collisions, reducing severity of injuries from collisions, and, most of all, improving neighborhood livability. Traffic calming is critical in Roy to mitigate the impacts of increasing regional traffic through Roy neighborhoods and to create walkable environments in activity centers. Roy has an adopted traffic calming program, which is summarized in the Transportation Master Plan.



## Parking lanes

Parking lanes are the areas on the side of roadways that are typically used for on-street parking or reserved as a shoulder. This area of the roadway can be an asset for all transportation modes if used effectively and creatively.



In Downtown Roy and in the planned mixed-use district around the FrontRunner Station, on-street parking will reduce the need for off-street parking in new development and helps to create a shared parking resource. It is also important to consider other uses of the parking lane, including pull-out areas for buses at transit stops, bicycle parking, ride hailing, and bulb outs that create shortened pedestrian crossings or small public spaces.

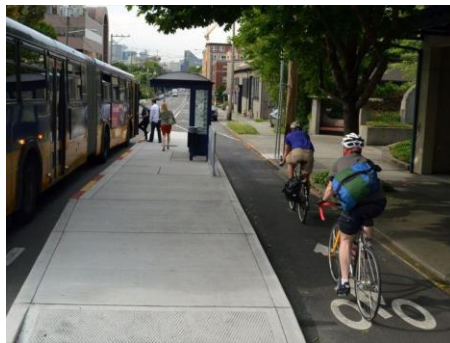
## Street connectivity improvements

Roy's network of major streets provides a good frame for the city, but major features interrupt the grid and pose barriers. Street connectivity strategies for Roy include completing the network of Neighborhood Greenway streets, making additional key connections over the Union Pacific rail line to increase access to community destinations.

## TRANSIT IMPROVEMENTS

### Improved Transit Stops

Improvements to transit stops along high-volume streets are critical to facilitate the efficient movement of traffic, for both the transit service and other vehicles. Facilitating quick passenger boarding reduces wait times for a bus. There are a number of transit stop types which may be implemented, but most relevant to Roy may be the use of pull-out stops, which provide a bay for transit to pull into the curb while boarding, and island stops (pictured above), which keeps transit in the drive lane and loads passengers to and from an adjacent island.



Bus stops contain a range of elements that serve transit passengers.

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

## Community mobility hub

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



## BICYCLE AND MICRO-MOBILITY IMPROVEMENTS

### Bikeways

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

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

### Marked and signed bike routes

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





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

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

### Standard and buffered bike lanes

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

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

### Protected bike lanes

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

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

### Bike parking

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



### Shared e-bikes and e-scooters

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

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



## PEDESTRIAN AND PUBLIC SPACE IMPROVEMENTS

### Pedestrian realm

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

### Urban pedestrian realm

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



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

### Corridor pedestrian realm

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

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

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

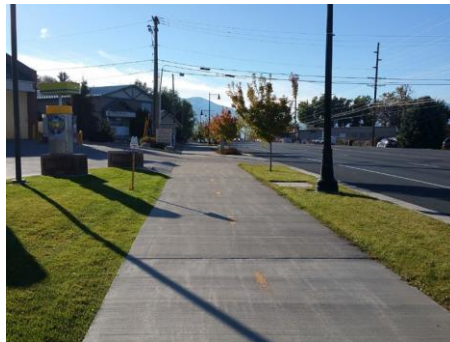
### Neighborhood pedestrian realm

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

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

### Shared use pathway

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



### Street Lighting and Furnishings

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



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

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

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

### Park Strips

Where they exist, existing park strips in Roy are generally very narrow strips of lawn which receive little care and are too narrow to accommodate street trees. Along busier corridors, it is recommended that the park strips be widened to reasonably allow for street trees and furnishings. In residential areas, the city should promote "Flip the Strip" landscape ideas (pictured at right) to convert the existing park strips from lawn to waterwise landscaping.



### Stormwater Management

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

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

- Vegetated green roofs
- Bioretention cells
- Permeable paving
- Sand filters
- Vegetated filter strips
- Bioswales
- Infiltration basins
- Constructed wetlands

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



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



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

## INTERSECTION IMPROVEMENTS

### Traffic control

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



### Pedestrian crossings

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



vehicle traffic to stop.

High-quality pedestrian crossings are critical to achieving many goals of this plan. More and better pedestrian crossings are needed in Roy to strengthen connections across major corridors and among neighborhoods. A range of tools are available to create visible, safe street crossings for pedestrians. These include:

- *High visibility markings*: Continental style crosswalk striping that is more visible to motorists.
- *Pedestrian-activated signals*: Signals where pedestrians typically push a button to initiate a flashing beacon, a flashing yellow light, or a red light, depending on the volume and speed of traffic.
- *Advance warnings*: Striping used to warn motorists of an impending pedestrian crossing.
- *Mid-block crosswalks*: Crosswalks at uncontrolled mid-block locations.
- *Median pedestrian refuges*: Protected places for people crossing the street to stop in the middle of their crossing if needed.

### Intersection treatments for bicycles

In intersections with high bicycle traffic and frequent and/or potentially unsafe conflicts with motorists, it may be helpful to include special pavement markings to define bicycle-motorist conflict zones and help cyclists move through an intersection.



## PHYSICAL ENHANCEMENTS (PRIVATE REALM)

While the public realm addresses streets, sidewalks and other public open spaces, the private realm concerns the buildings and land located on lots and parcels adjacent to the public realm. The design of the private realm has significant influence on the quality of the public realm and the city as a whole, as it forms the edges of city streets and open spaces.

The following are some of the key elements that are typically addressed as part of the private realm:

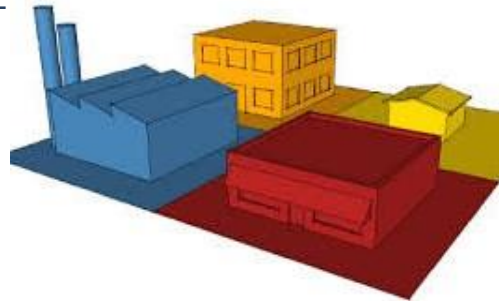
- Building type and form
- Building massing, scale and heights
- Building setback and build-to lines
- Building character, color, materials and facade articulation
- Off-street parking
- Lot access and service areas
- Landscape treatments, yards and buffers

Zoning ordinances and similar tools are the primary mechanisms for controlling private realm development. They are typically broken into three types, as follow:

### EUCLIDIAN ZONING CONTROL

The most common approach to zoning regulation in the United States is conventional “Euclidean” zoning. This is the method currently used in Roy, which regulates development through land use classifications and development standards.

These land use classifications divide a community into separate districts or zones which dictate a particular use. Typical land use classifications include single-family residential, multifamily residential, commercial, industrial, institutional and recreational or open space uses. Each land use classification or zone regulates specific dimensional standards that dictate the allowable height, bulk, density and area of the structure. Common dimensional standards take the form of setbacks, side yards, height limits, and minimum lot size and lot coverage.



### Pros

- Euclidian zoning is familiar to zoning administrators and applicants.
- It can protect property values.
- It can prevent mixing of incompatible land uses.

### Cons

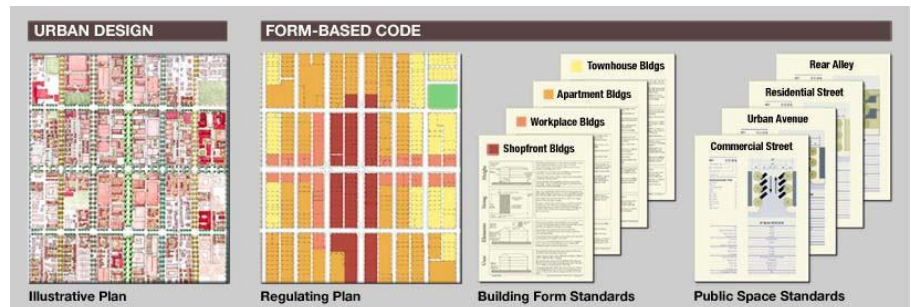
- Euclidian zoning lacks flexibility – it can be seen as too restrictive by property owners.
- Does not comprehensively regulate design.
- Encourages dispersed sprawling development patterns.
- Does not encourage a mix of uses.
- Promotes automobile dependent patterns of development.
- Works against historic mixed-use neighborhoods.
- Limits the development potential of properties that are “grandfathered in” but not allowed by later zoning amendments.

## FORM-BASED CODES

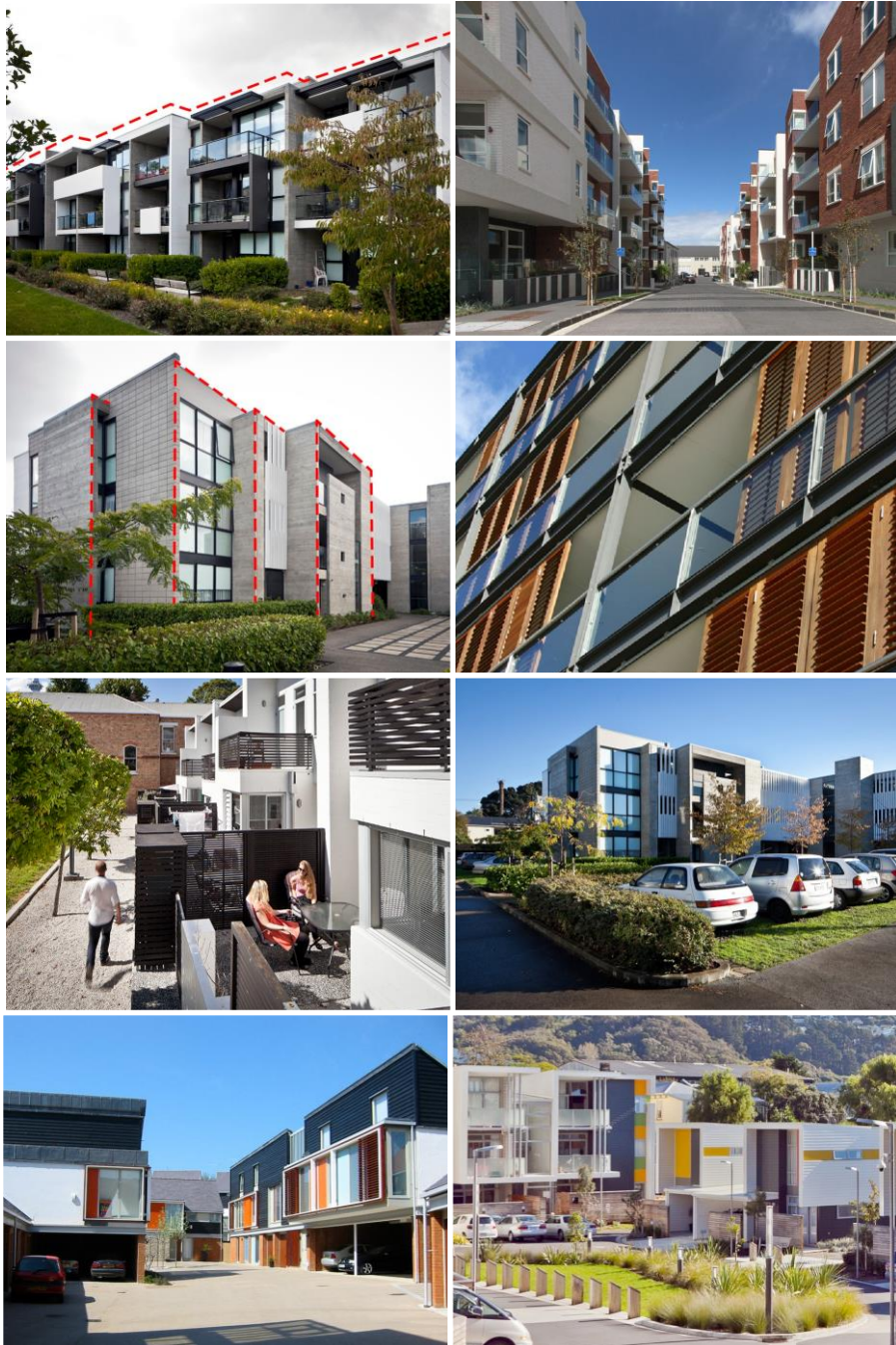
Form-based zoning codes were born out of the New Urbanism movement which arose in the early 1980’s. This urban design movement has become one of the most important planning movements in the past several decades.

A form-based code is defined by the Form-Based Code Institute (<https://formbasedcodes.org>) as follows:

“Form-based codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. Form-based codes are an alternative to conventional zoning.”



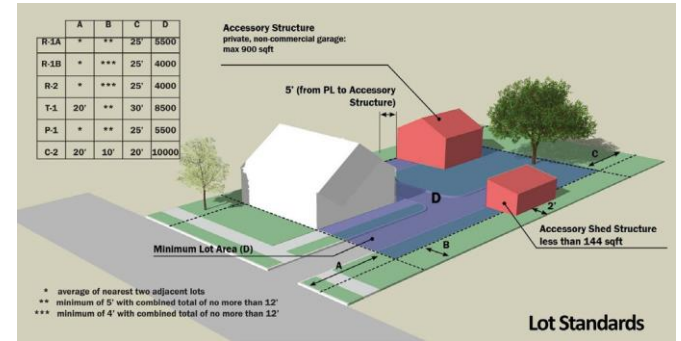




The form, massing, setback, materials, service and other treatments of private realm buildings and lots have significant impact on the form and perception of a city neighborhoods and districts. Credit: Auckland Design Manual

Form-Based Codes (FBCs) focus on the form that development takes and addresses the functional relationships between buildings and the public realm by regulating design

from the building, site or lot, and bulk or massing. The de-emphasis on use districting provides the developer/ applicant greater flexibility in permitted land uses in exchange for more prescriptive regulations controlling urban design. Because FBCs focus less on uses, zone districts are not organized around typical land use classifications. For instance, instead of a zone being labeled “single-family residential,” it might be called “traditional neighborhood,” and instead of a zone being called “commercial”, it might be called “neighborhood main street.” FBCs are guided by the principles of the New Urbanism which promote walkable neighborhoods containing a range of housing and job types, not single use subdivisions or housing tracks as is common in conventional zoning and subdivision regulations. Another important aspect is that FBCs act as zoning regulations and are not merely design guidelines.



Pros	Cons
<ul style="list-style-type: none"> <li>• Gives landowners flexibility about how to use their property.</li> <li>• Gives jurisdictions greater control over how buildings will look and feel.</li> <li>• Directly addresses design with a clearly defined set of design standards.</li> <li>• More prescriptive on urban design and less focused on land use.</li> <li>• Achieves a more predictable physical result – predictable urban form.</li> <li>• More control in shaping Transit-Oriented Development (TOD).</li> <li>• Better at illustrating community plans and vision.</li> <li>• Regulating plan provides specific guidance for small areas and corridors.</li> <li>• Building and street design are coordinated.</li> <li>• More gradual transition between adjacent areas with different development intensity is easier to achieve.</li> <li>• High density development is more carefully designed.</li> <li>• Ability to easily enable conformity among signage throughout districts with a graphic and table based code that is easy to read.</li> <li>• Landscape and pedestrian plans give detail based on graphics and illustrations.</li> <li>• Code is user-friendly and easy to read with plenty of graphic illustrations and tables.</li> </ul>	<ul style="list-style-type: none"> <li>• May be unfamiliar to conventional code users and administrators.</li> <li>• Neighborhood interest groups, elected officials and property owners may still want to control land uses.</li> <li>• Lack of standardization of allowed uses.</li> <li>• Requires understanding of architectural and material standards.</li> <li>• May have to maintain two concurrent codes during a transition phase.</li> </ul>

### HYBRID CODES

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

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

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

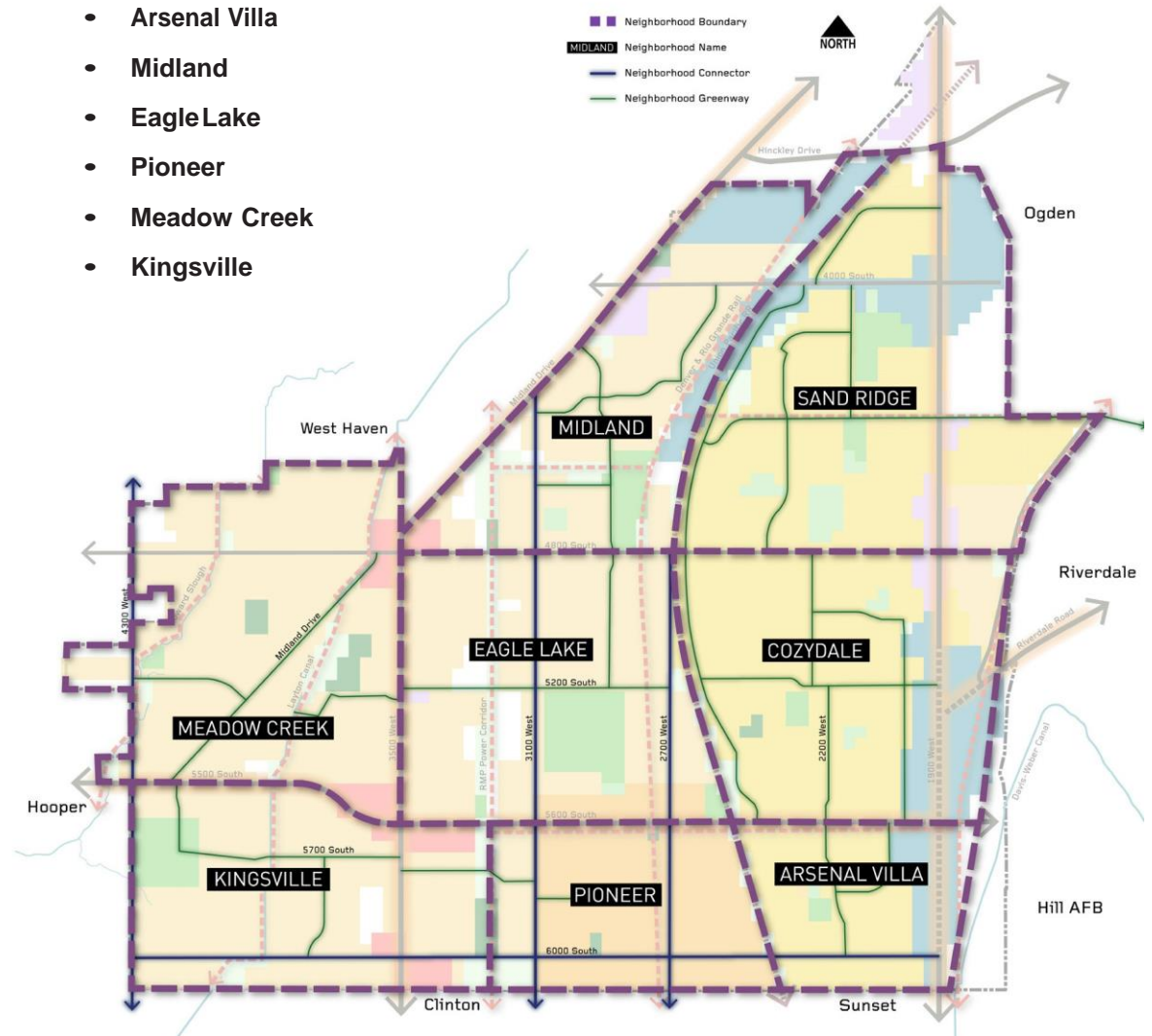
Pros	Cons
<ul style="list-style-type: none"> <li>• The placement and form of buildings establish the character of the built environment.</li> <li>• Integrates into the existing zoning ordinance.</li> <li>• Preserves basic standards that are aligned with specific needs and routines of each community.</li> <li>• Allows continued control over land uses.</li> <li>• Offers greater potential to mix land uses by integrating compatible land uses into development patterns.</li> <li>• Places higher priority on site and building standards.</li> <li>• Creates zoning districts with multiple components making it easier to zone property for compatibility with adjacent properties.</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple regulations on form and use may be too complex or challenging to implement.</li> <li>• May require inordinate amount of staff and review committee input.</li> <li>• Has the effect of a series of overlays which can add complexity and impacts that discourage development.</li> </ul>



# NEIGHBORHOOD APPLICATIONS

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

- SandRidge
- Cozydale
- Arsenal Villa
- Midland
- EagleLake
- Pioneer
- Meadow Creek
- Kingsville



## SAND RIDGE NEIGHBORHOOD

The Sand Ridge Neighborhood is located in the northeast portion of the City, bounded by 4800 S and the UPRR tracks. It is characterized primarily by single-family homes from the 1950s and 1960s, but is augmented by the Station Area and Innovation District, in which future mixed-use and multi-family residential growth is likely to occur. Sand Ridge is home to many of Roy's most important public places, including Roy High School, Sand Ridge Junior High, the new Weber County Library, Sand Ridge Park, and the new George Wahlen Park.

Sand Ridge has good community structure, and its many amenities make it a desirable neighborhood. With anticipated growth in this neighborhood, it will be critical to implement a number of tools discussed in the toolbox to preserve and enhance the existing residential portions of this neighborhood. **Recommended improvements for this neighborhood include:**

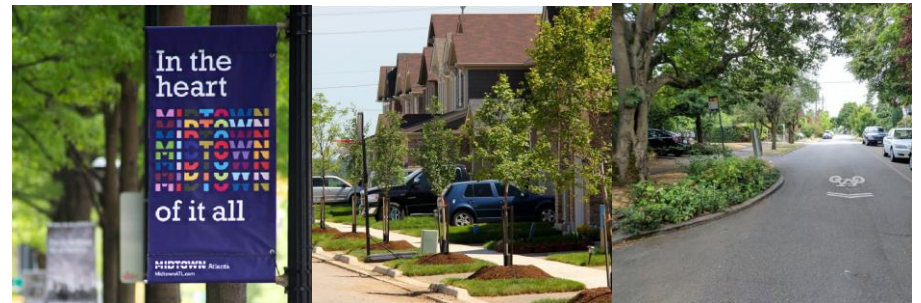
### PROGRAM ENHANCEMENTS

- Neighborhood Branding
- Urban Forestry Program
- Neighborhood Watch
- Porch Light Program

### PHYSICAL ENHANCEMENTS

- Development in Station Area per mixed-use code
- Enhanced Pedestrian Crossings (see map)
- Separated Bicycle Lanes on 4000 S and 1900 W
- Shared bike routes on Neighborhood Greenways
- Traffic Calming on 2675 W, 4400 S, 2350 W, 2175 W, and 3775 S
- Bioretention Cells along Neighborhood Greenways
- Street Trees prioritized along Neighborhood Greenways
- Convert Park strip landscaping to be waterwise
- Improve pedestrian access to library outdoor amphitheater
- Add pedestrian access to rail station from neighborhood above bluff

- Enhance intersection of 1900 W and 4000 S, Airport Road and 4400 S with gateway and wayfinding signage
- Enhance Station Area with wayfinding signage
- Update playground equipment and facilities at Sand Ridge Park



Neighborhood Branding

Urban Forestry

Neighborhood Greenways



Pedestrian Crossings









Wayfinding Signage

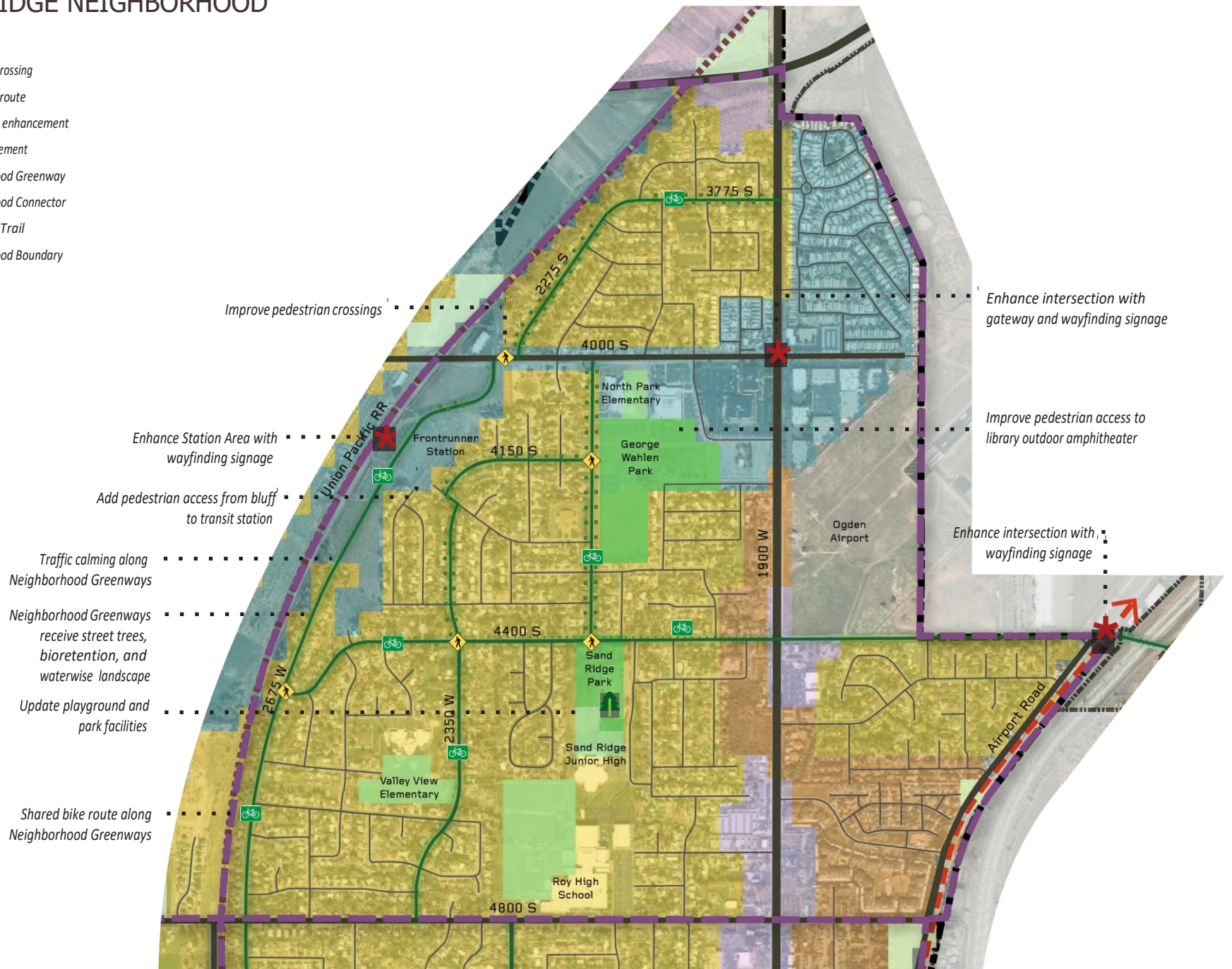
Porch Light Program



# SAND RIDGE NEIGHBORHOOD

## Legend

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



## COZYDALE NEIGHBORHOOD

The Cozydale Neighborhood is located in the mid-east portion of the City, bounded by 4800 S, 5600 S, and the UPRR tracks. As home to the Downtown Area, the neighborhood may be considered the heart of Roy, and will likely experience the most change of any neighborhood in the years to come as redevelopment occurs. To this end it is crucial to preserve the mid-century single-family residential areas within this neighborhood and connect them well to the upcoming Downtown. In addition to the commercial core, Cozydale holds the city offices, cemetery and two schools.

Cozydale is challenged by very few east-west routes for walkability and a lack of parks. The transient nature of the neighborhood begs for attention to be given to forming bonds between neighbors, and the perceived age of the residential areas and their proximity to Downtown will require extra care in implementing tools discussed in the toolbox to preserve and enhance them and prevent their demise. **Recommended improvements for this neighborhood include:**

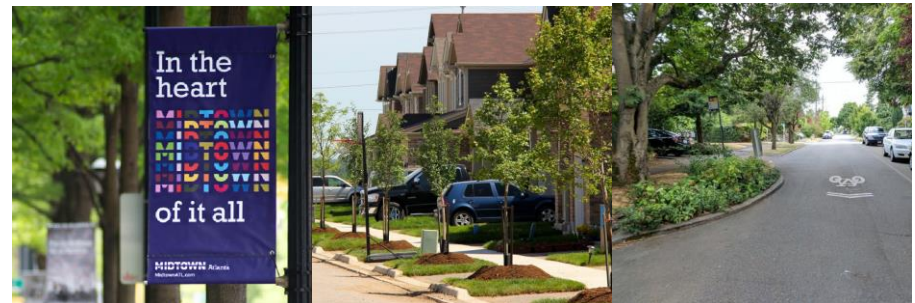
### PROGRAM ENHANCEMENTS

- Neighborhood Branding
- Urban Forestry Program
- Neighborhood Watch
- Porch Light Program

### PHYSICAL ENHANCEMENTS

- Redevelopment in Downtown Area per mixed-use code
- Enhanced Pedestrian Crossings (see map)
- Separated Bicycle Lanes on 4800 S, 5600 S and 1900 W
- Shared bike routes on Neighborhood Greenways
- Traffic Calming on 2675 W, 5200 S, 2000 W, 2200 W, and 4975 S
- Bioretention Cells along Neighborhood Greenways
- Street Trees prioritized along Neighborhood Greenways
- Convert park strip landscaping to be waterwise
- Improve pedestrian access to city offices, senior center and Roy Junior High

- Enhance intersections of 1900 W and 5600 S, 1900 W and Riverdale Road with gateway and wayfinding signage
- Add new Neighborhood Park, either to new site or shared with school grounds



Neighborhood Branding

Urban Forestry

Neighborhood Greenways



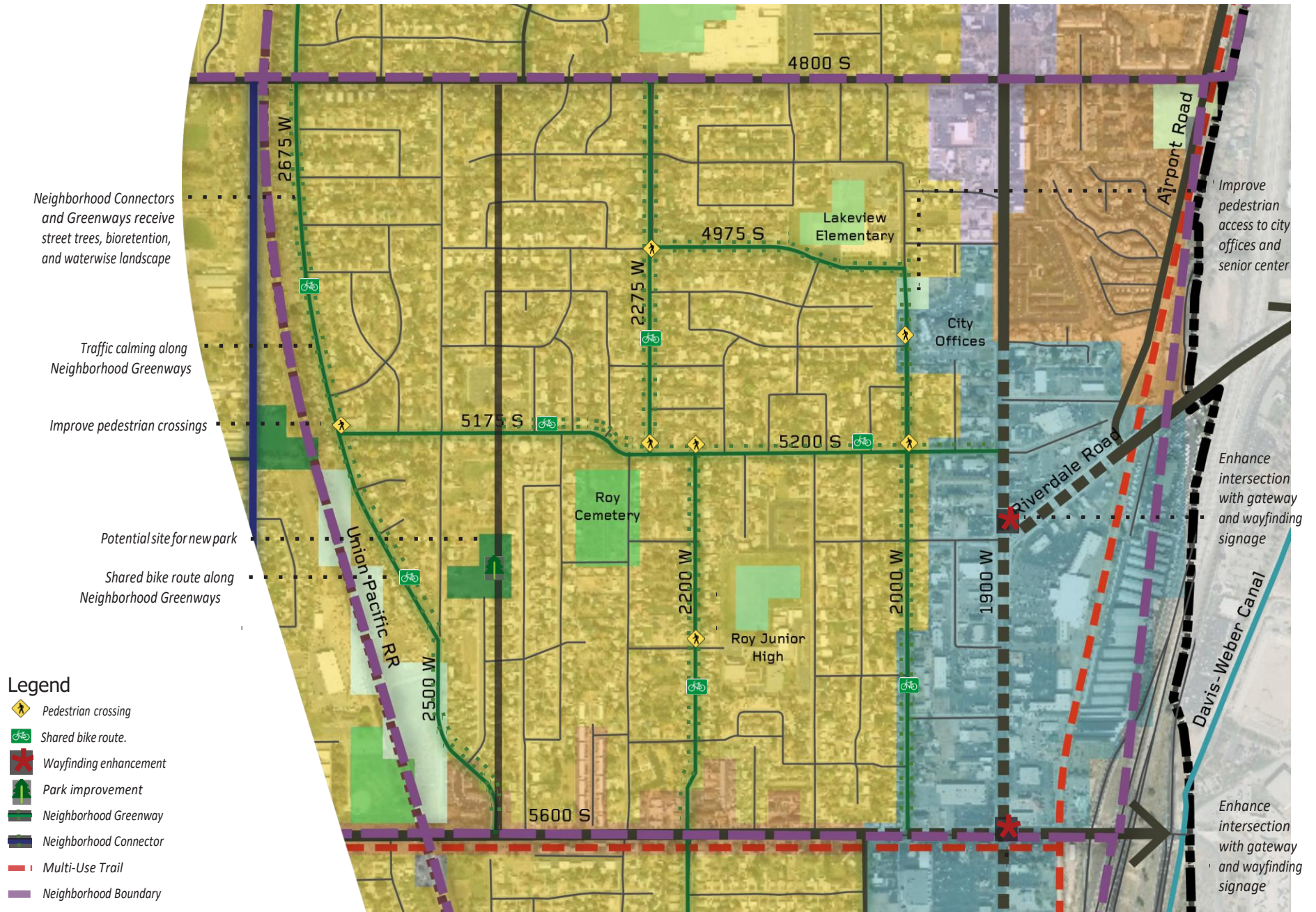
Pedestrian Crossings

Gateway Signage

New Park



# COZYDALE NEIGHBORHOOD





## ARSENAL VILLA NEIGHBORHOOD

The Arsenal Villa Neighborhood is located in the southeast portion of the City, bounded by 5600 S and the UPRR tracks. This area is characterized by mid-century charm as one of Roy's first neighborhoods, and also contains the southern end of the Downtown area. Similarly, to Cozydale, the neighborhood will be critical to preserve and enhance in the wake of redevelopment Downtown. Arsenal Villa is home to Municipal School and Park.

Arsenal Villa has generally good structure for access and walkability. The transient nature of the neighborhood begs for attention to be given to forming bonds between neighbors, and the perceived age of the residential areas and their proximity to Downtown will require extra care in implementing tools discussed in the toolbox to preserve and enhance them and prevent their demise. **Recommended improvements for this neighborhood include:**

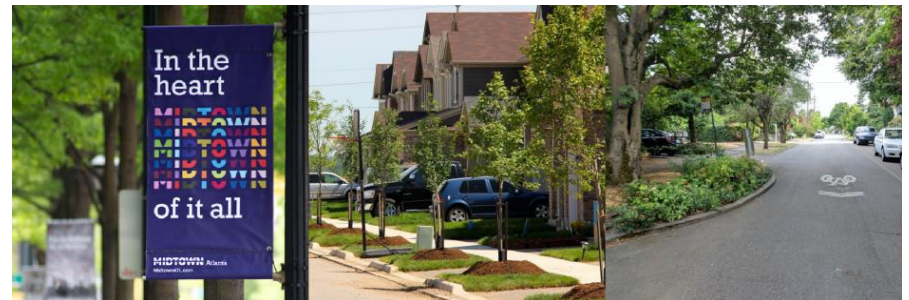
### PROGRAM ENHANCEMENTS

- Neighborhood Branding
- Urban Forestry Program
- Neighborhood Watch
- Porch Light Program

### PHYSICAL ENHANCEMENTS

- Redevelopment in Downtown Area per mixed-use code
- Enhanced Pedestrian Crossings (see map)
- Separated Bicycle Lanes on 5600 S, 6000 S and 1900 W
- Shared bike routes on Neighborhood Greenways
- Traffic Calming on 2200 W and 5800 S
- Bioretention Cells along Neighborhood Greenways
- Street Trees prioritized along Neighborhood Greenways
- Convert Park strip landscaping to be waterwise
- Enhance intersection of 1900 W and 5600 S with gateway and wayfinding signage

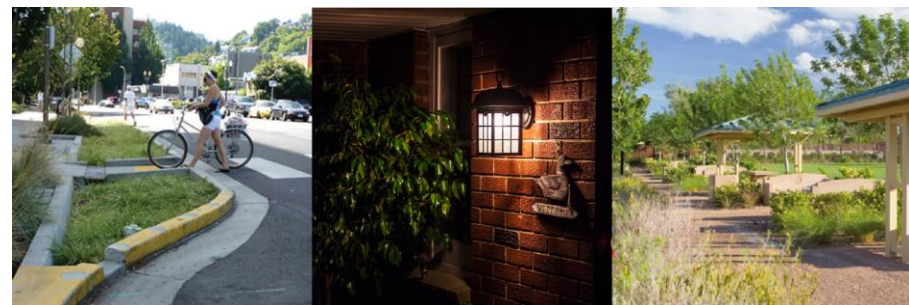
- Enhance intersection of 1900 W and 6000 S with gateway and wayfinding signage
- Update play equipment and facilities at Municipal Park



Neighborhood Branding

Urban Forestry

Neighborhood Greenways



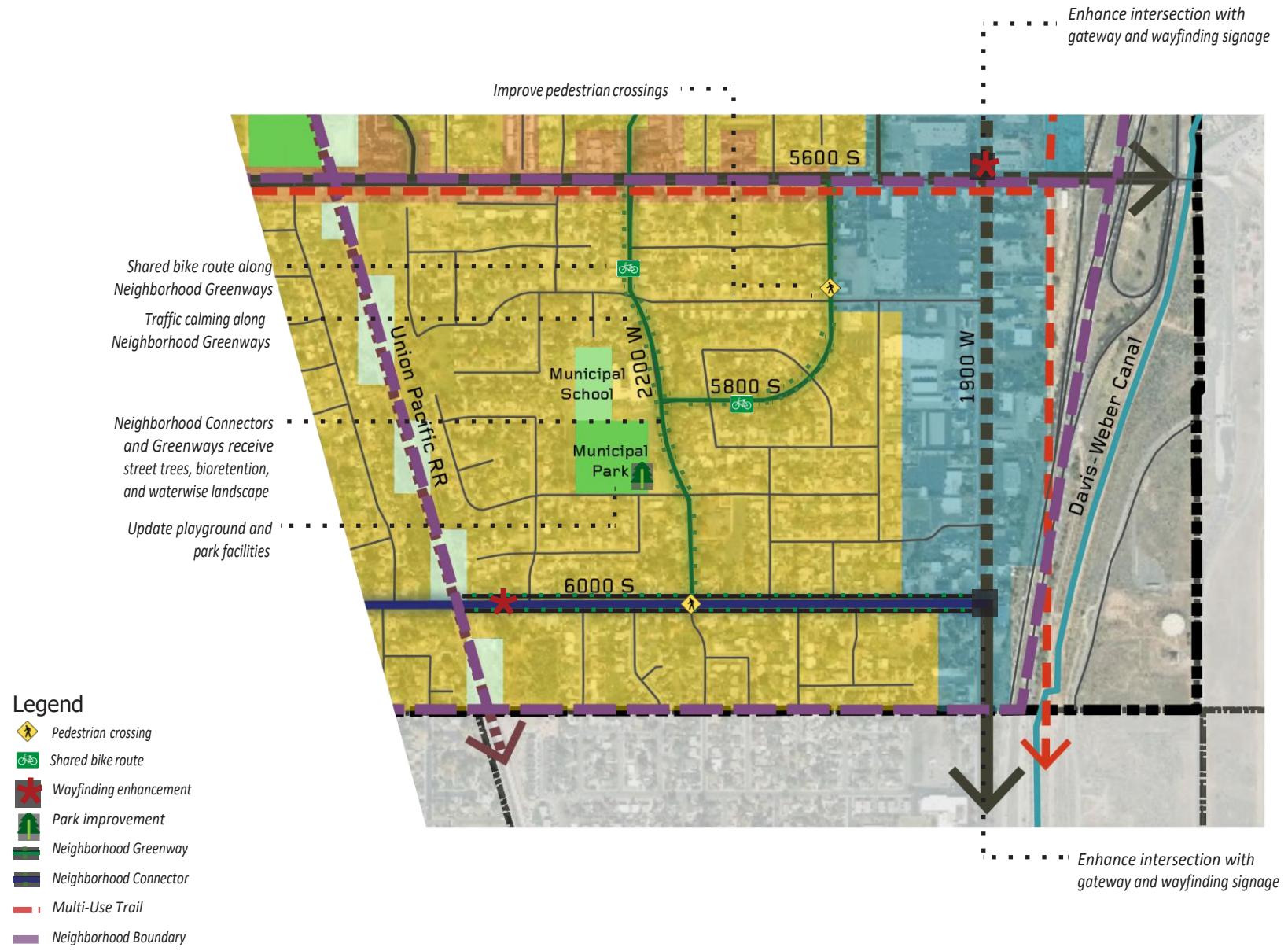
Pedestrian Crossings

Porch Light Program



New Park



# ARSENAL VILLA NEIGHBORHOOD



## Legend

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

## MIDLAND NEIGHBORHOOD

The Midland Neighborhood is located in the northern portion of the City, sandwiched between Midland Drive and UPRR tracks, with 4800 South bounding its south end. It is characterized primarily by single-family homes from the 1980s to present, but its northeast corner also contains part of the Station Area, in which future mixed-use and multi-family residential growth is likely to occur. Midland is also home to one of Roy's premier community spaces, West Park, as well as an elementary school and small commercial node.

Midland is generally challenged by poor connectivity with its labyrinth of winding roads and cul-de-sacs. As such this neighborhood should receive special attention to improving pedestrian and bicycle route connectivity. This may be greatly helped by adding more connections to the D&RG Rail Trail, as well as developing multi-use trails along the power corridors.

**Recommended improvements for this neighborhood include:**

### PROGRAM ENHANCEMENTS

- Neighborhood Branding
- Urban Forestry Program
- Neighborhood Watch

### PHYSICAL ENHANCEMENTS

- Development in Station Area per mixed-use code
- Enhanced Pedestrian Crossings (see map)
- Separated Bicycle Lanes on 4000 S, 4800 S and 3100 W
- Shared bike routes on Neighborhood Greenways
- Traffic Calming on 2000 W and Westlake Drive
- Bioretention Cells along Neighborhood Greenways
- Street Trees prioritized along Neighborhood Greenways
- Convert Park strip landscaping to be waterwise
- Improve pedestrian access to Denver & Rio Grande Rail Trail
- Add new Pocket Park at detention pond on Midland Drive, taking advantage of existing pedestrian alleyway
- Update and add new facilities and trees to West Park

- Develop multi-use trails along Rocky Mountain Power corridors, with appropriate street crossings, access points and trailheads.
- Enhance intersection of Midland Drive and 3500 W with gateway and wayfinding signage



Neighborhood Branding

Neighborhood Watch

Neighborhood Greenways



Urban Forestry

Pedestrian Crossings



New Park

Multi-Use Trails

Pedestrian Trail Access



# MIDLAND NEIGHBORHOOD

## Legend

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



## EAGLE LAKE NEIGHBORHOOD

The Eagle Lake Neighborhood is located in the geographical heart of the City, bounded by 4800 S, 5600 S, 3500 W, and the UPRR tracks. It has largely been built out as single-family homes from the 1980s and 1990s, though some open space remains along the power corridor. Eagle Lake's namesake is the Eagle Lake Golf Course, the prominent feature in this area. The Roy Aquatic Center, Roy Elementary and Frank Tremea (Roy) Park are also in this neighborhood.

Eagle Lake is generally challenged by poor east-west connectivity. As such this neighborhood may benefit from the addition of pedestrian and bicycle passageways between blocks. As the neighborhood with the most remaining open space, special attention should be given to the development of parks and trails in Eagle Lake. This includes adding more connections to the D&RG Rail Trail, as well as developing a multi-use trail along the Rocky Mountain Power corridor. **Recommended improvements for this neighborhood include:**

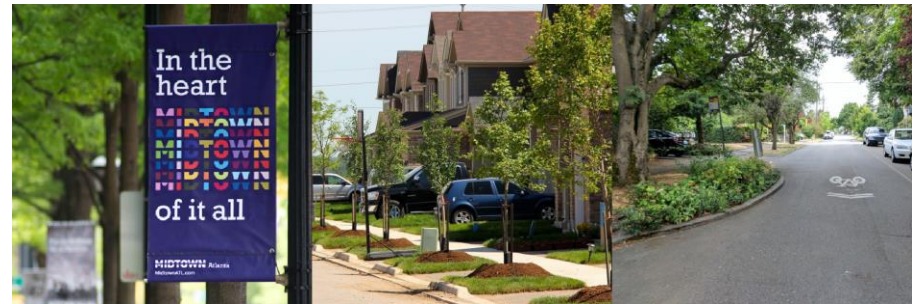
### PROGRAM ENHANCEMENTS

- Neighborhood Branding
- Urban Forestry Program
- Neighborhood Watch
- Block Parties

### PHYSICAL ENHANCEMENTS

- Enhanced Pedestrian Crossings (see map)
- Separated Bicycle Lanes on 4800 S, 5600 S, 3500 W, 3100 W and 2700 W
- Shared bike routes on Neighborhood Greenways
- Traffic Calming on 5200 S and 2900 W
- Bioretention Cells along Neighborhood Greenways
- Street Trees prioritized along Neighborhood Greenways
- Convert Park strip landscaping to be waterwise
- Improve pedestrian access to Denver & Rio Grande Rail Trail
- Add pedestrian alleyways at cul-de-sac ends to better facilitate pedestrian movement

- Add new Pocket Park or preserved open space at infirmary grave site
- Add play equipment, facilities and trees to McCall Park and Roy Park
- Develop multi-use trail along Rocky Mountain Power corridor, with appropriate street crossings, access points and trailheads
- Enhance intersections of 4800 S and 3500 W, 5600 S and 3500 W with wayfinding signage



Neighborhood Branding

Urban Forestry

Neighborhood Greenways



Pedestrian Crossings

Multi-Use Trails

Park Enhancements



# EAGLE LAKE NEIGHBORHOOD



# PIONEER NEIGHBORHOOD

The Pioneer Neighborhood is Roy's oldest neighborhood. Bounded by 5600 S, the UPRR tracks, and the power corridor, it is a mix of infill subdivisions from all eras as the historic town site has been paved over. The Pioneer Neighborhood is home to the last few remaining historic buildings in town, the preservation of which may be key to retaining the neighborhood's character.

Due to the many smaller developments that have occurred over time in this neighborhood, its physical and social structure may be somewhat fragmented. The neighborhood is also lacking of any parks or other public landmarks. **Recommended improvements for this neighborhood include:**

## PROGRAM ENHANCEMENTS

- Neighborhood Branding
- Urban Forestry Program
- Neighborhood Watch
- Porch Light Program

## PHYSICAL ENHANCEMENTS

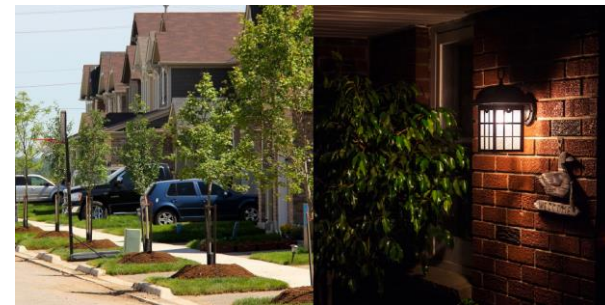
- Enhanced Pedestrian Crossings (see map)
- Separated Bicycle Lanes on 6000 S, 3100 W and 2700 W
- Shared bike routes on Neighborhood Greenways
- Traffic Calming on 5825 South
- Bioretention Cells along Neighborhood Greenways
- Street Trees prioritized along Neighborhood Greenways
- Convert park strip landscaping to be waterwise
- Improve pedestrian access to Denver & Rio Grande Rail Trail
- Add new parks at potential locations (or vicinity) shown on map
- Develop multi-use trail along Rocky Mountain Power corridor, with appropriate street crossings, access points and trailheads



Neighborhood Branding

Neighborhood Watch

Neighborhood Greenways



Urban Forestry

Porch Light Program



Pedestrian Crossings

Multi-Use Trails

Park Enhancements



# PIONEER NEIGHBORHOOD

Enhance intersection with gateway and wayfinding signage



## Legend

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

Potential site for new park

Neighborhood Connectors  
Greenways receive street trees, bioretention, and waterwise landscape

## MEADOW CREEK NEIGHBORHOOD

The Meadow Creek Neighborhood is located in the northwest portion of the City, bounded by 5500 South and 3500 West. It is characterized primarily by single-family homes from the 1990s to present, but also includes two significant commercial nodes on 3500 West. Meadow Creek is also home to two parks and the Roy segments of the Layton Canal and Howard Slough.

Meadow Creek is generally challenged by poor connectivity with its labyrinth of winding roads and cul-de-sacs. As such this neighborhood should receive special attention to improving pedestrian and bicycle route connectivity, including developing multi-use trails along the canals. The neighborhood is also park poor and would benefit from additional parks and trails for recreation. **Recommended improvements for this neighborhood include:**

### PROGRAM ENHANCEMENTS

- Neighborhood Branding
- Urban Forestry Program
- Neighborhood Watch

### PHYSICAL ENHANCEMENTS

- Enhanced Pedestrian Crossings (see map)
- Separated Bicycle Lanes on 4800 S, 5500 S, 3500 W and 4300 W
- Shared bike routes on Neighborhood Greenways
- Traffic Calming on 5250 S and Midland Drive
- Bioretention Cells along Neighborhood Greenways
- Street Trees prioritized along Neighborhood Greenways
- Convert park strip landscaping to be waterwise
- Add new parks at potential locations (or vicinity) shown on map
- Add facilities and trees to Foxglen Park
- Develop multi-use trails along Layton Canal and Howard Slough, with appropriate street crossings, access points and trailheads
- Enhance intersections of 4800 S and 3500 W, 5600 S and 3500 W, 5500 S and 4300 W with gateway and wayfinding signage



Neighborhood Branding

Neighborhood Greenways

Urban Forestry



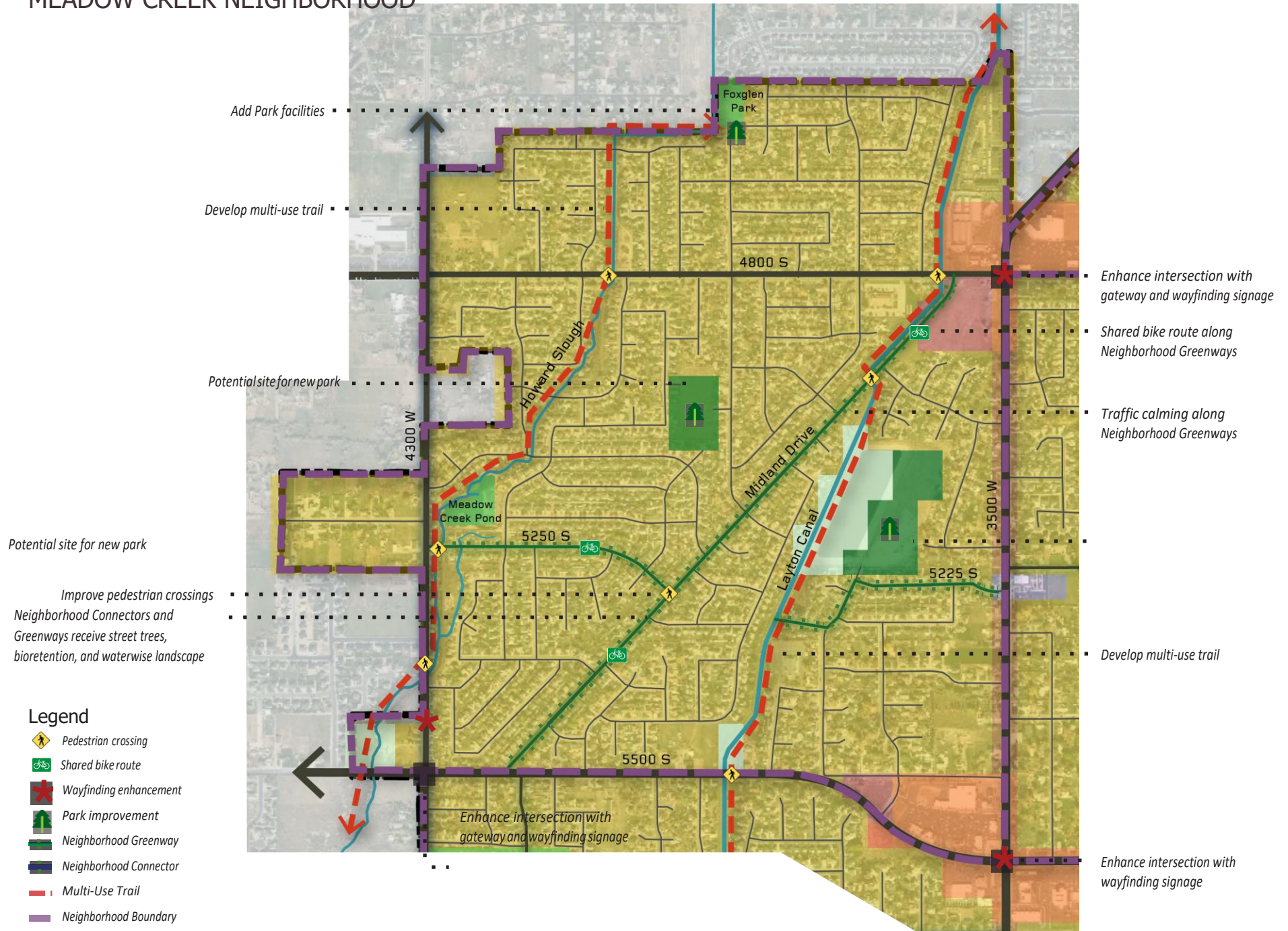
Pedestrian Crossings

Multi-Use Trails

New Parks



# MEADOW CREEK NEIGHBORHOOD



## KINGSVILLE NEIGHBORHOOD

The Kingsville Neighborhood is located in the southwest portion of the City, bounded by 5500 S and 3500 W. It is characterized primarily by single family homes from the 1980s to present, but also includes two significant commercial nodes on 3500 West. Kingsville is also home to Emma Russell Park (Roy's largest) and a segment of the Layton Canal.

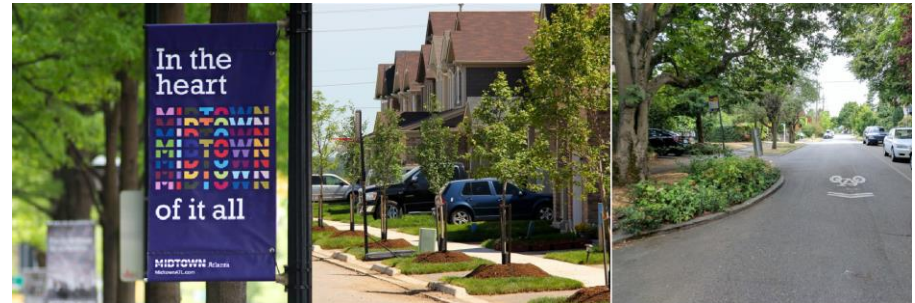
Kingsville is generally challenged by poor connectivity with its labyrinth of winding roads and cul-de-sacs. As such this neighborhood should receive special attention to improving pedestrian and bicycle route connectivity, including developing multi-use trails along the canal. **Recommended improvements for this neighborhood include:**

### PROGRAM ENHANCEMENTS

- Neighborhood Branding
- Urban Forestry Program
- Neighborhood Watch

### PHYSICAL ENHANCEMENTS

- Enhanced Pedestrian Crossings (see map)
- Separated Bicycle Lanes on 5500 S, 6000 S, 3500 W and 4300 W
- Shared bike routes on Neighborhood Greenways
- Traffic Calming on 5700 S and 3750 W
- Bioretention Cells along Neighborhood Greenways
- Street Trees prioritized along Neighborhood Greenways
- Convert Park strip landscaping to be waterwise
- Expand facilities and trees at Emma Russell Park
- Add Park at potential site on Rocky Mountain Power corridor
- Develop multi-use trail along Layton Canal, with appropriate street crossings, access points and trailheads
- Enhance intersections of 6000 S and 3500 W, 5600 S and 3500 W, 5500 S and 4300 W with gateway and wayfinding signage



Neighborhood Branding

Urban Forestry

Neighborhood Greenways



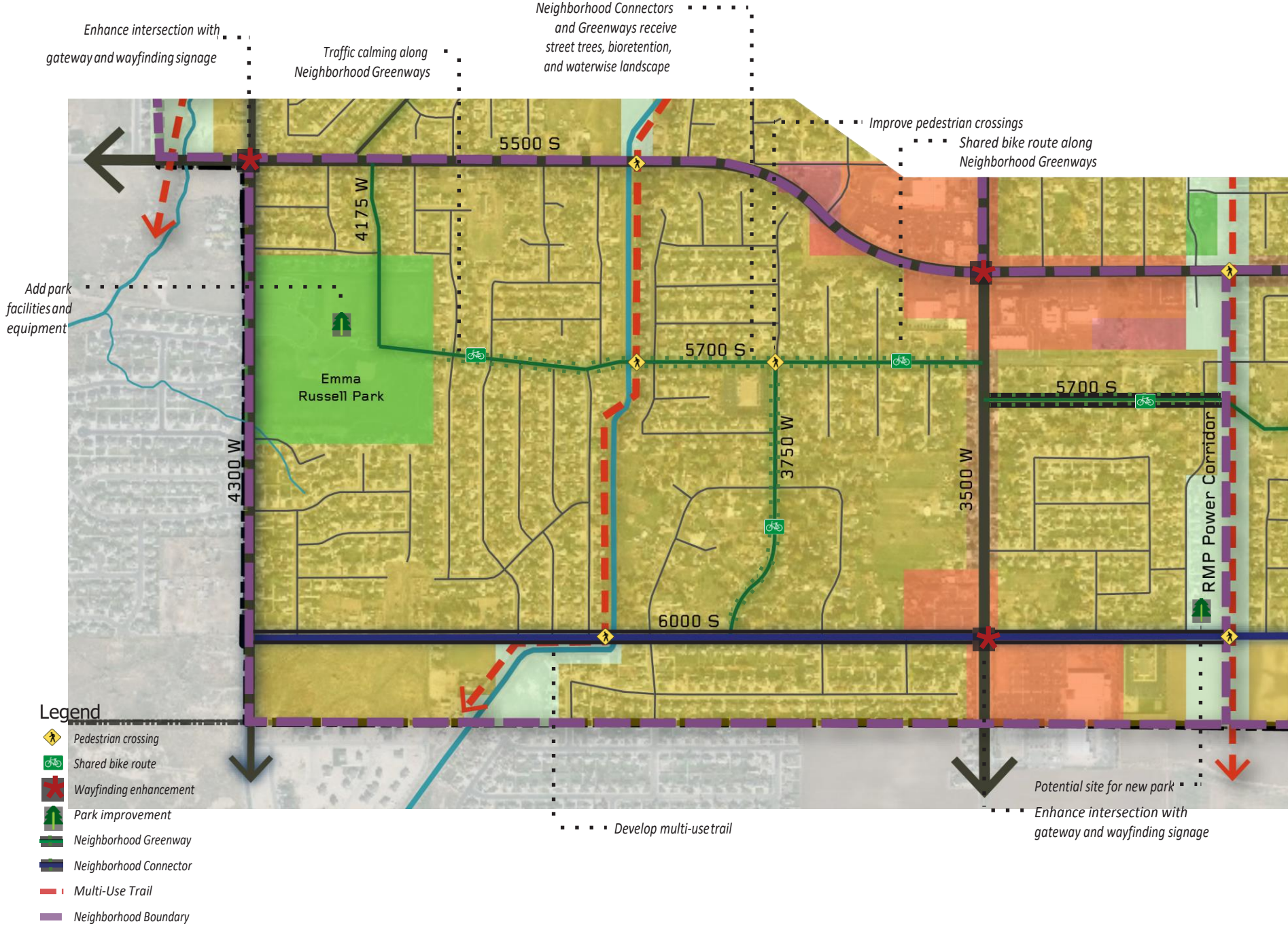
Pedestrian Crossings

Multi-Use Trails

Gateway Signage



# KINGSVILLE NEIGHBORHOOD



# APPENDIX A - EXISTING CONDITIONS & ANALYSIS

## 1 - LAND USE AND URBAN DESIGN

### PHYSICAL AND SOCIAL STRUCTURE OF ROY

As illustrated in Figure A1-1, Roy is located in south-central Weber County, immediately west of Interstate 15. With a 2019 population of approximately 39,000, it is the second most populated city in the county, placing between Ogden (approximate 2019 population of 86,000) and North Ogden (approximate 2019 population of 19,000).

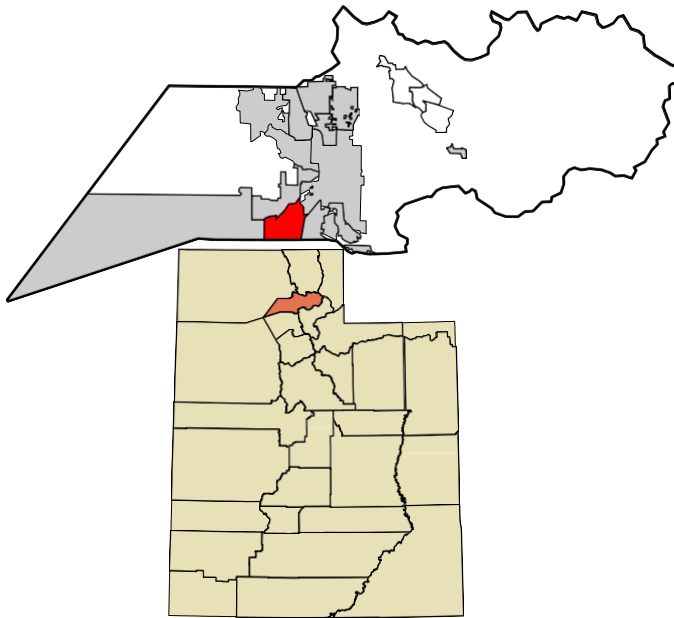


Figure A1-1. Location of Roy in Weber County and the State of Utah.

Physically, the city is quite small, occupying a land area of only 7.6 square miles. It is relatively dense when compared with other communities in Weber County and the Wasatch Front, with an average density of 5,100 people per square mile. The city is approximately three miles wide from east to west, and 2.5 miles at its longest from north to south. The average elevation is 4,541 feet, and the city generally slopes gently downward from the east toward the far western edges of the community toward the lowlands associated with the Great Salt Lake.

As shown in Map A1-1, the city has a single direct connection to Interstate 15 at 5600 South, and an indirect connection further to the north. Other major roadways include SR-126 / 1900 West (which also serves as the city's "main street"); 5600 South, which has emerged as a major east-west connector road; and 3500 West, a north-south artery that transitions to Midland Drive, a southwest to northeast running arterial roadway providing connections with West Haven and other destinations further to the north.

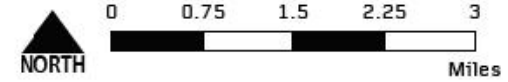
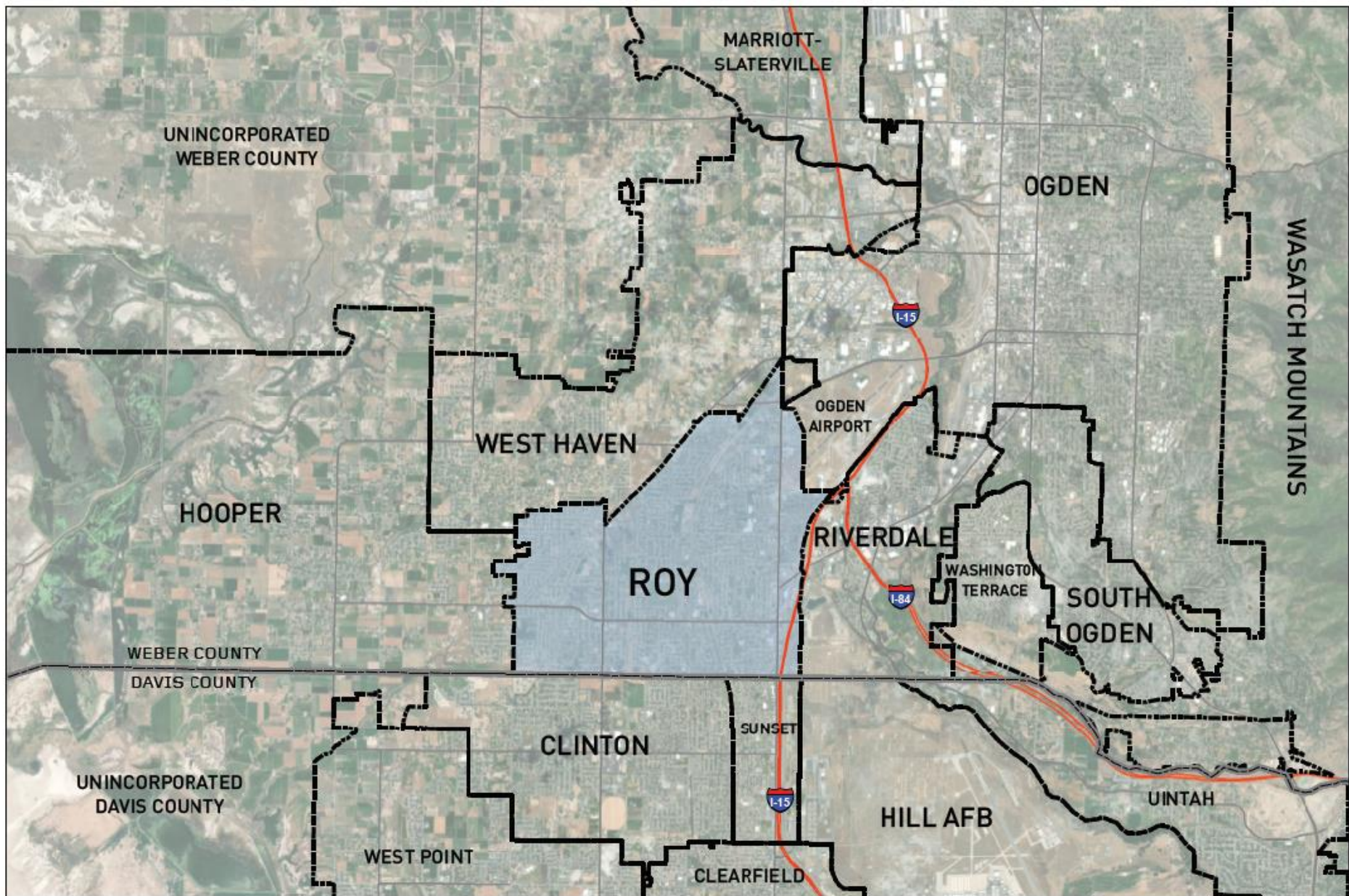
Nearby and adjacent communities include Clinton and Sunset to the south, Hooper to the west, West Haven to the north, and Riverdale and Ogden to the east. Hill Air Force Base is located immediately east of the city. The military base is a major employer in the region and has significant influence on the local economy and city functions.

Roy evolved from a small agricultural town into a bedroom community. Over time the eastern edge of the community has emerged as a linear downtown, providing a range of services and goods on both sides of 1900 West in an effort to meet the needs of the city, other nearby communities, Hill Air Force Base, and travelers exiting the freeway. The area has little vacant or undeveloped land, with future development limited primarily to re-development and infill.

The transformation of Roy from an agricultural area into a suburban community began in earnest after World War II, expanding from east to west as a part of planned subdivision developments. A wider range of residential forms and types of development have taken place over the years, with smaller commercial nodes, public infrastructure and public services following to serve the needs of the growing community.



Map A1-1: Roy in Context to Neighboring Communities



# DEMOGRAPHICS AND POPULATION PROJECTIONS

## HISTORIC POPULATION

The US Census Bureau’s Decennial Census (DEC) Redistricting Data report Roy City (City) has experienced an average annual growth rate (AAGR) in population of 0.64 percent from 2010 through 2020. This growth is lower than Weber County at 1.27 percent and the State of Utah at 1.70 percent. The City has grown by approximately 2,422 persons which represents 7.82 percent of the total growth within Weber County. Using 2010 through 2020 American Community Survey (ACS) 5-year estimates and the Census Bureau’s Population Estimate Program (PEP) for 2021, the table below shows a comparison of similarly sized and neighboring communities.

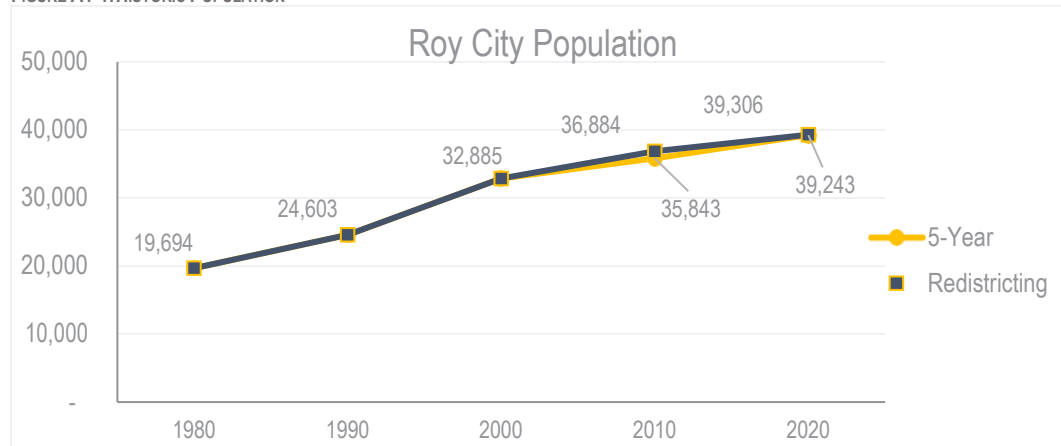
TABLE A1-1: COMPARISON CITY POPULATION & AAGR

	2010	2011	2012	2013	2014	2015	2016	2017
Sunset	5,129	5,167	5,137	5,139	5,145	5,163	5,176	5,207
Riverdale	8,189	8,323	8,415	8,476	8,532	8,610	8,636	8,685
Washington Terrace	8,917	9,001	9,058	9,108	9,140	9,119	9,150	9,122
West Haven	9,058	9,611	10,230	10,642	10,996	11,323	11,639	12,109
South Ogden	15,970	16,251	16,447	16,612	16,702	16,805	16,893	16,918
North Ogden	16,779	17,075	17,354	17,570	17,743	18,006	18,289	18,525
Clinton	19,031	19,717	20,201	20,574	20,796	21,036	21,210	21,353
Pleasant Grove	31,457	32,565	33,330	34,010	34,858	35,771	36,678	37,439
<b>Roy</b>	<b>35,843</b>	<b>36,416</b>	<b>36,854</b>	<b>37,194</b>	<b>37,472</b>	<b>37,670</b>	<b>37,853</b>	<b>38,013</b>
Spanish Fork	31,851	33,293	34,547	35,525	36,337	36,916	37,565	38,171
Riverton	35,991	37,307	38,480	39,458	40,274	40,912	41,521	41,997
Ogden	81,054	82,118	82,749	83,363	83,767	84,273	84,900	85,497

	2018	2019	2020	2010 – 2020 AAGR (ACS)	2010 (DEC)	2020 (DEC)	2010 – 2020 AAGR (DEC)	2021 (PEP)
Sunset	5,229	5,278	5,309	0.35%	5,122	5,475	0.67%	5,515
Riverdale	8,727	8,752	8,826	0.75%	8,426	9,343	1.04%	9,409
Washington Terrace	9,138	9,162	9,181	0.29%	9,067	9,267	0.22%	9,276
West Haven	12,916	13,782	15,003	5.18%	10,272	16,739	5.00%	19,880
South Ogden	17,010	17,063	17,080	0.67%	16,532	17,488	0.56%	17,541
North Ogden	18,943	19,392	19,930	1.74%	17,357	20,916	1.88%	21,528
Clinton	21,618	21,890	22,191	1.55%	20,426	23,386	1.36%	23,597
Pleasant Grove	38,066	38,380	38,474	2.03%	33,509	37,726	1.19%	37,949
<b>Roy</b>	<b>38,238</b>	<b>39,040</b>	<b>39,243</b>	<b>0.91%</b>	<b>36,884</b>	<b>39,306</b>	<b>0.64%</b>	<b>39,358</b>
Spanish Fork	38,673	39,371	40,069	2.32%	34,691	42,602	2.08%	43,870
Riverton	42,680	43,250	43,793	1.98%	38,753	45,285	1.57%	45,148
Ogden	86,126	86,833	87,175	0.73%	82,825	87,321	0.53%	86,798



FIGURE A1-1: HISTORIC POPULATION



### POPULATION STATISTICS 2010-2020

#### ROY

AVERAGE ANNUAL GROWTH = 0.64%  
TOTAL INCREASE = 2,422  
% OF COUNTY INCREASE = 7.82%

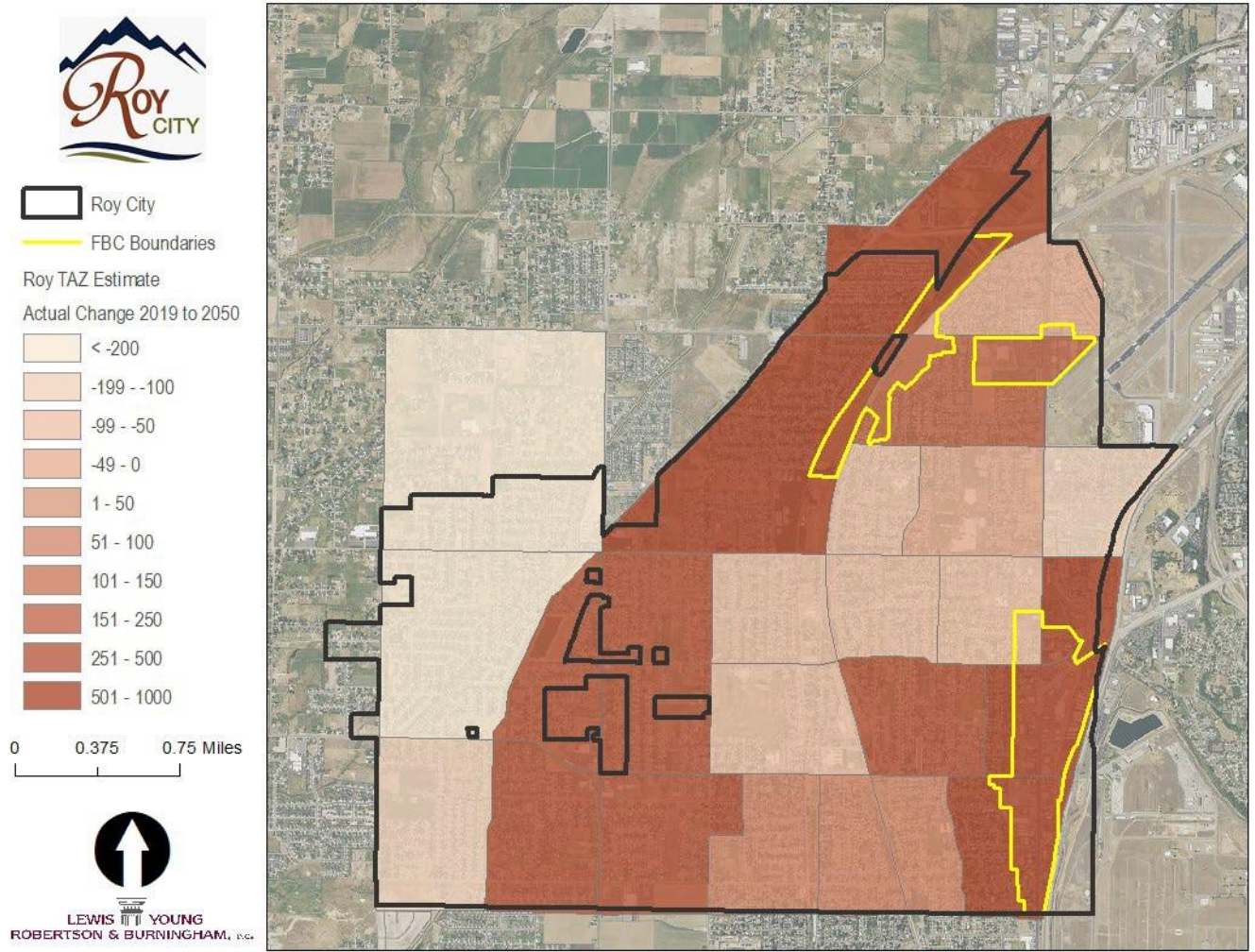
#### WEBER COUNTY

AVERAGE ANNUAL GROWTH = 1.27%  
TOTAL INCREASE = 30,987  
% OF STATE INCREASE = 6.10%

#### STATE OF UTAH

AVERAGE ANNUAL GROWTH = 1.70%  
TOTAL INCREASE = 507,731

FIGURE A1-2: ROY CITY PROJECTED GROWTH



Based on the redistricting Census Bureau AAGR, the 2022 population estimate is 39,609. An analysis of Traffic Analysis Zone data compiled and updated by the Wasatch Front Regional Council in April 2021 results in a 2022 population estimate of 41,643. Two primary TAZs cross the City's boundary. Based on a review of the aerial map of TAZ 570279, 80 percent of the population was included in the Roy City estimate. Likewise, 30 percent of the population in TAZ 570276 was included in the population estimate.

While the TAZ projections start higher than the census estimate of 39,609 in 2022, the AAGR utilized in the TAZ data from 2020 to 2050 is 0.29 percent whereas the Census Bureau AAGR is 0.64 percent. In 2030, the population estimates from the Census Bureau and the TAZ data diverge by 822 residents as shown in **Table A1-2**. **Table A1-3** includes TAZ projections through 2050.

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	AAGR
Census Bureau	39,306	39,358	39,609	39,862	40,116	40,372	40,630	40,889	41,150	41,412	41,677	0.64%
TAZ	41,154	41,424	41,643	41,828	41,976	42,091	42,155	42,247	42,305	42,410	42,499	0.29%
Variance	(1,848)	(2,066)	(2,034)	(1,966)	(1,860)	(1,719)	(1,525)	(1,358)	(1,155)	(998)	(822)	



The most substantial new growth is projected to occur along the City’s northwestern border east of Midland Dr between approximately 3500 West 2700 West. Additional growth is projected along the City’s eastern boarder south of 4400 South.

The City’s demographics relative to age have shifted from 2010 to 2020. 2010 data illustrates a younger population, with a concentration in the zero to 9 years of age and 20 to 29. In 2020, the concentration has shifted to the age brackets of 10-19 and 35 to 44. Noticeable shifts also occurred in the age range of 60 to 69, with 2020 data showing a higher percent of total in this range as illustrated in **Figure A1-3**. However, a comparison of the median age illustrates the City is still slightly younger than the County on average.

FIGURE A1-3: AGE DISTRIBUTION

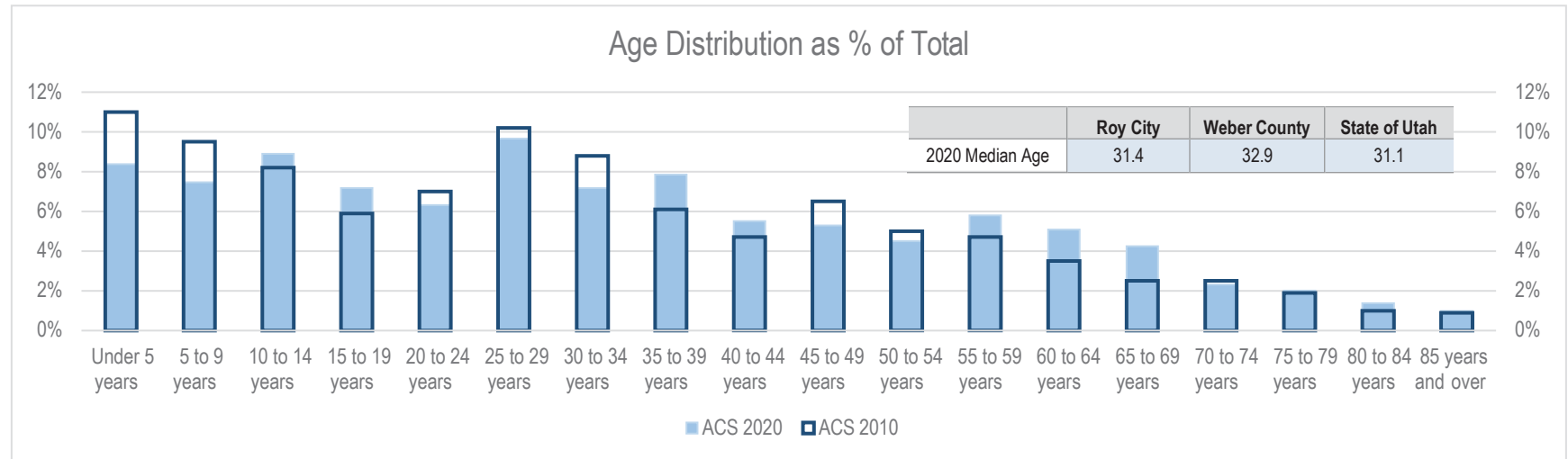


FIGURE A1-4: AGE DISTRIBUTION BY GENDER 2017

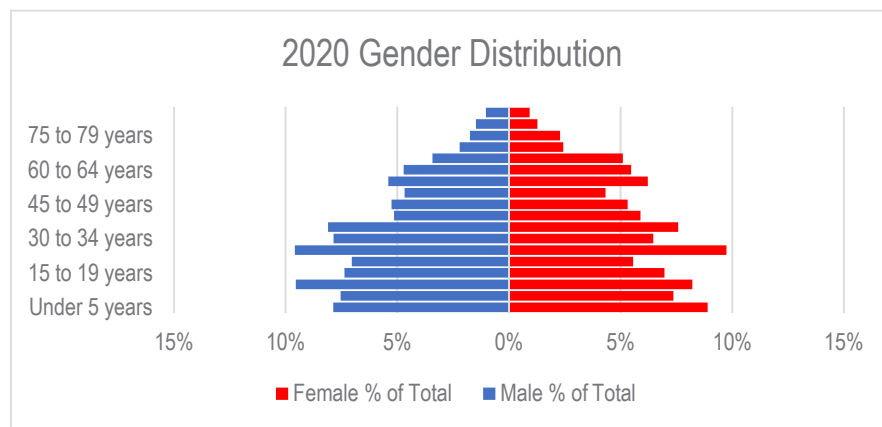
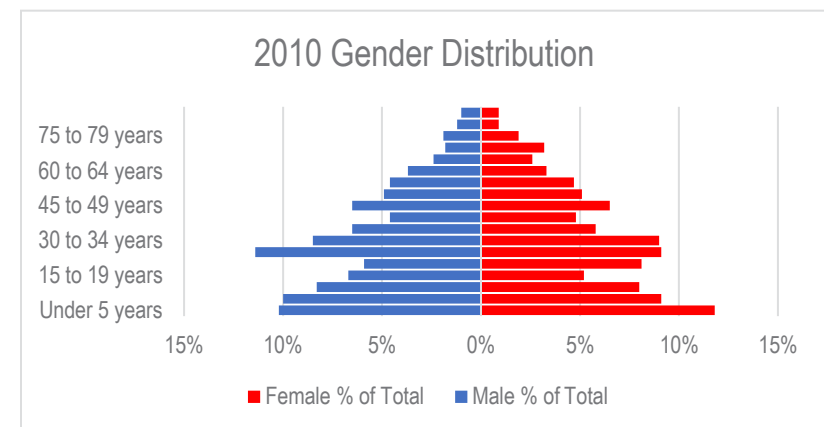


FIGURE A1-5: AGE DISTRIBUTION BY GENDER 2010



## HOUSEHOLDS

The total number of households in Roy as of the 2020 American Community Survey is 13,185. Of the total housing units, 96.8 percent are occupied with 3.2 percent unoccupied. Weber County has approximately 91.5 percent housing occupancy rate, compared to the State at 90.4 percent. The TAZ estimates the total number of households as of 2020 as 14,415.

## RESIDENTIAL BUILDING PERMITS AND NEW COMMERCIAL VALUATION

The Kem C. Gardner Policy Institute tracks building permit activity across the State and maintains the Ivory-Boyer Construction Database. Roy showed a rebound from recessionary conditions, with permit activity increasing through 2010. However, permits slumped again through 2014 with volatility from 2015 through 2021. New non-residential value was also volatile with spikes in 2009, 2014, 2019 and 2021 as shown in **Figure A1-7**.

FIGURE A1-6: RESIDENTIAL VALUE AND PERMITS

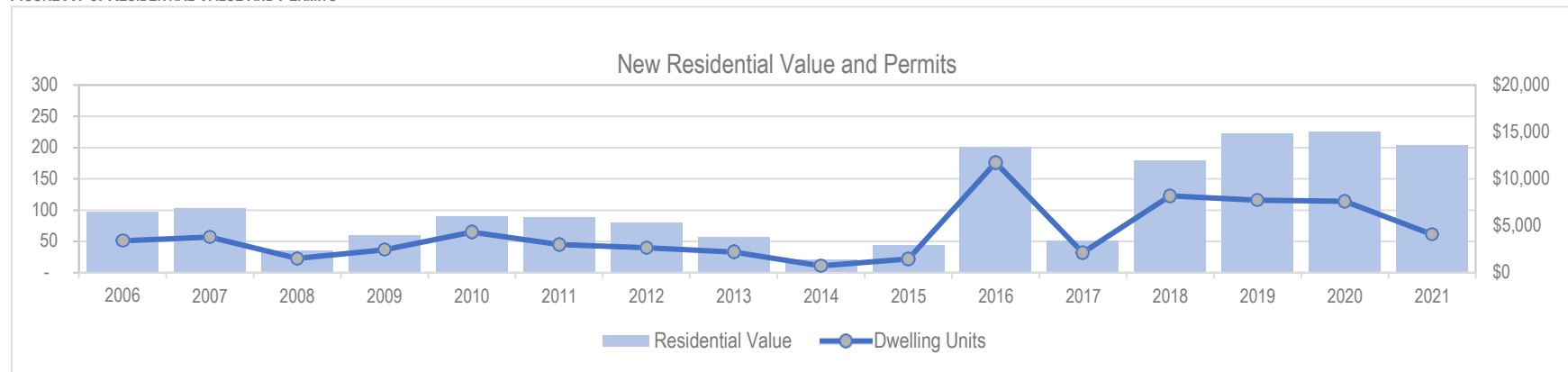
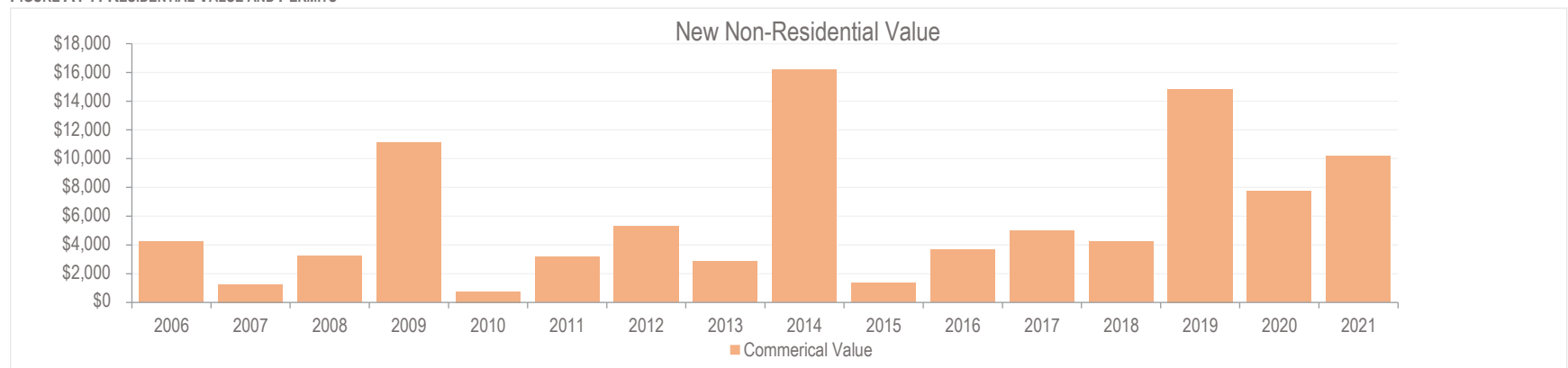


FIGURE A1-7: RESIDENTIAL VALUE AND PERMITS

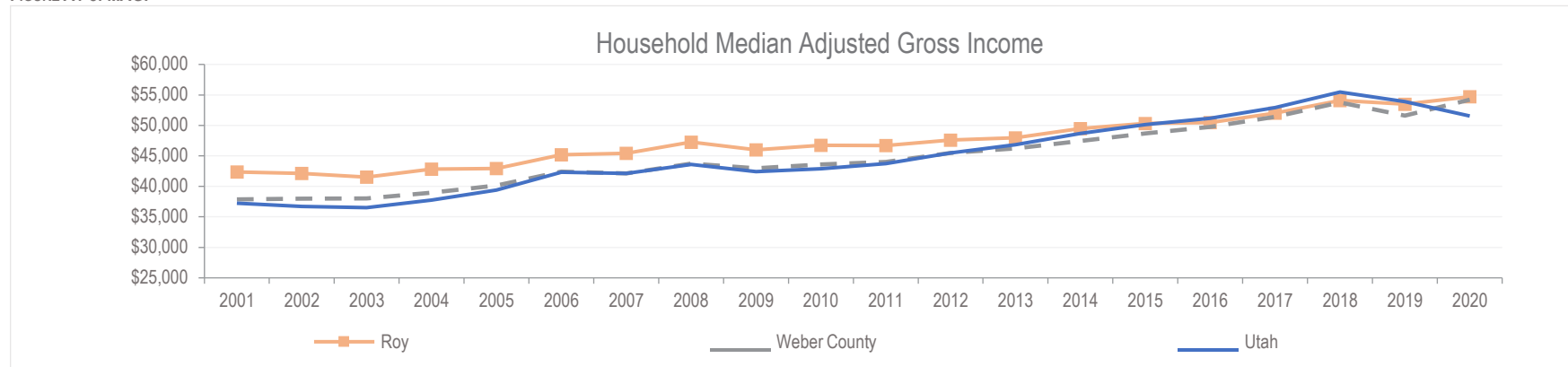




## INCOME

Utah median adjusted gross income (MAGI) represents an individual's total gross income minus specific tax deductions. **Figure A1-8** illustrates the historic MAGI and corresponding increase. As of 2020, the Utah State Tax Commission reports the Roy MAGI was \$54,700. The Roy MAGI was slightly higher than Weber County's \$54,200. The State MAGI according to the US Census Bureau was slightly lower than Roy at \$51,562.

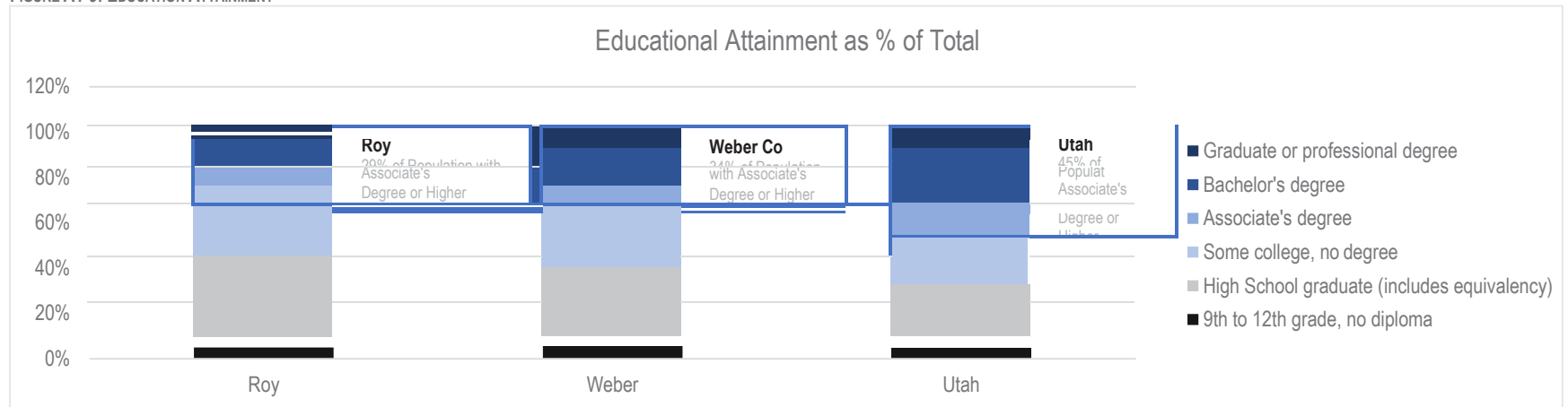
FIGURE A1-8: MAGI



## EDUCATION

According to the 2020 ACS five-year estimates, approximately 29 percent of Roy's population 25 years and over has an associate degree or higher, compared to Weber County with 34 percent and the State of Utah at 45 percent.

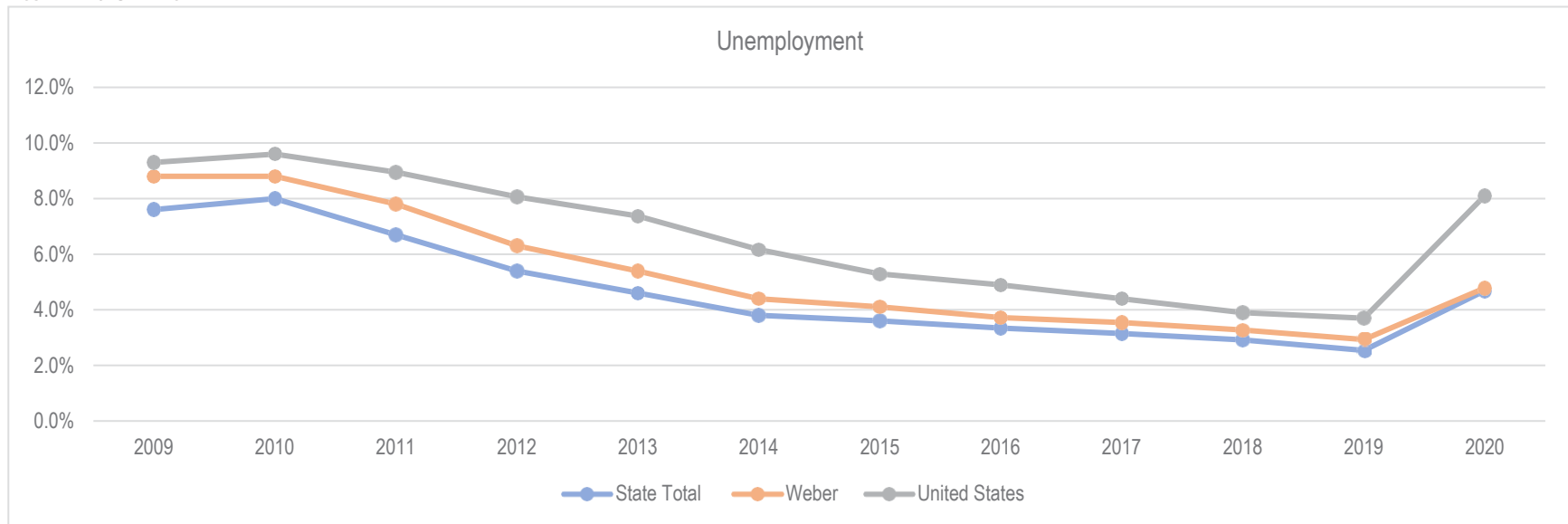
FIGURE A1-9: EDUCATION ATTAINMENT



## EMPLOYMENT

The Utah Department of Workforce Services' 2020 Annual Report indicates the unemployment rate in Weber County was 4.8 percent as shown in **Figure A1-10**. This is lower than the national average unemployment rate of 8.1 percent. The State of Utah's unemployment rate is more favorable at 4.7 percent. As of July 2022, the unemployment rate in Weber County was 2.1 percent as compared to Utah at 2.0 percent and the United States at 3.6 percent.

FIGURE A1-10: UNEMPLOYMENT





## TAZ PROJECTIONS

TABLE A1-3: POPULATION PROJECTIONS

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
TAZ	41,154	41,424	41,643	41,828	41,976	42,091	42,155	42,247	42,305	42,410	42,499

TABLE A1-3: POPULATION PROJECTIONS CONTINUED

	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
TAZ	42,637	42,834	42,976	43,088	43,162	43,240	43,325	43,389	43,481	43,569

TABLE A1-3: POPULATION PROJECTIONS CONTINUED

	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	AAGR
TAZ	43,682	43,802	43,913	44,024	44,121	44,269	44,429	44,576	44,758	44,912	0.29%

## EXISTING LAND USE

Roy City encompasses an area of 4,241 acres, or 6.6 square miles. This is one square mile less than the total municipal area (7.6 square miles), which is due to the space occupied by various roads and transportation corridors. Map A1-3 (Existing Land Use) illustrates the location and patterns of the various land uses, and Table A1-2 summarizes the approximate number of acres allocated to each category.

The area is nearly fully developed, with more than two-thirds encompassed by residential uses. Other key uses include vacant and underutilized, commercial, schools and parks.

Key built uses include large lot single-family and smaller single-family residences, which account for slightly more than 22-percent of the total area. Institutional uses such as schools, city offices and other governmental uses account for just over two-percent of the total.

## COMMUNITY DESIGN CONSIDERATIONS

The preceding section established a general land use concept for the area. This section clarifies those ideas, providing design concepts and guidelines to help lead future development. The physical structure of a community is addressed here – from its buildings and structures to the spaces that separate and surround them. It also addresses the community’s streets, sidewalks and public spaces to ensure Roy becomes a better-designed and laid-out community in the future. The relationship between the physical structure of a city, the comfort provided, and the health of the local environment has been heavily studied over the years. With a growing population and increasing pressure on limited resources, the question is- What will make Roy City a more resilient and sustainable community as it matures?

### Maintaining Roy as a Comfortable Place, Protecting Air Quality, and Managing the Effects of Wind

Sustainability has become a rallying cry in recent years, an indication of the concern that our cities remain resilient and viable. For the purposes of this plan, sustainability refers to the dynamic processes that enable people to live and work in high-quality environments while simultaneously ensuring that our natural surroundings are preserved and protected. Applying a sustainable approach in Roy is not only achievable, it is essential for transforming it into a city that is positioned to meet future needs and challenges.

The provision of comfortable, inviting places to meet and gather is one

Table A1-4: Existing Land Use

Land Use Type	Acreage	Percent of Total
Agriculture	18	0.37%
Single Family Housing	2641	54.11%
Multi-family Housing	153	3.13%
Manufactured Homes	114	2.34%
Public Parks	136	2.79%
Private Parks	6	0.12%
Golf Course	46	0.94%
Open Space	101	2.07%
Institutional	55	1.13%
Religious	69	1.41%
Schools	116	2.38%
Commercial	209	4.28%
Industrial	81	1.66%
Military	33	0.68%
Vacant/Underutilized	238	4.88%
Transportation	802	16.43%
Utilities	63	1.29%
<b>TOTAL</b>	<b>4881</b>	<b>100%</b>

of the fundamental functions of a livable city. This can take many forms – from biking along shaded streets or sitting on an inviting lawn in a park or plaza, future design should ensure that Roy is a comfortable place. On cooler days sitting in the sunshine is desirable, while the same exposure may be too hot during a hot summer day. Roy’s shade and sun, they should also include choices that provide comfort during hot and cold extremes. The careful selection of trees for the type of shade they provide is an example of how this can be achieved.

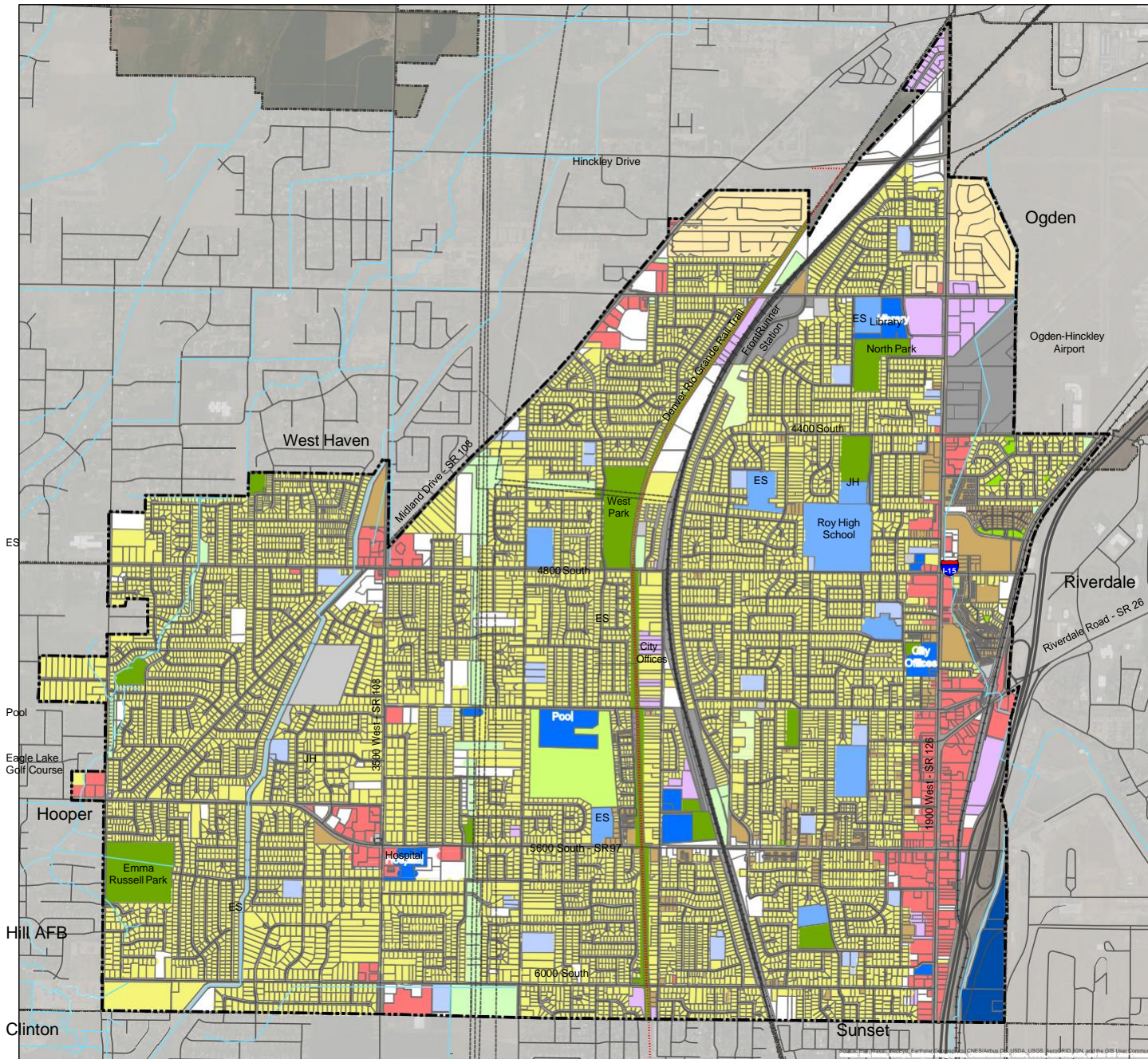
Trees not only provide shade and beauty, they also filter particulates from the air, helping to mitigate air pollution and improve overall air quality. This function is most effective if the trees are hardy species with hairy leaves and a large leaf circumference and surface area.

Wind is an important consideration when planning a city. Wind can mitigate ambient air temperature, providing comfort on hot days and

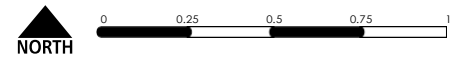


# Map A1-3: Existing Land Use

## Roy City General Plan Up Existing Land Use



- Single Family Residential
- Multi-Family Residential
- Manufactured Homes
- Commercial
- Light Industrial/Business Park
- Civic and Institutional
- Public Schools
- Religious
- Military
- Public Parks and Trails
- Private Parks
- Golf Course
- Open Space/Canal/Power Corridors/Dete
- Agricultural
- Transportation
- Utilities
- Vacant Land
- City Boundary
- D & RG Rail Trail
- Streams and Canals
- Electrical Lines
- Railroads



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

### Efficient Storm Water Infrastructure

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

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

### Focusing on Unique Features

The creation of landmarks, gateways and entrances can be enhanced

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

## STRATEGIES, POLICIES, AND RECOMMENDATIONS

### STRATEGY 1: Build upon established patterns and embrace historical precedents

#### *POLICIES & RECOMMENDATIONS*

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

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

#### *POLICIES & RECOMMENDATIONS*

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

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

#### *POLICIES & RECOMMENDATIONS*

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

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

#### *POLICIES & RECOMMENDATIONS*



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

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

#### *POLICIES & RECOMMENDATIONS*

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

nesting for local birds and wildlife.

- Trees that are overly messy (e.g., heavy crop of fruit or seed pods) or have root systems that can heave sidewalks or break pipes should be avoided.
- Broad canopy type trees should be selected for streets that are particularly wide and/or where shade is desirable.

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

#### *POLICIES & RECOMMENDATIONS*

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

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

#### *POLICIES & RECOMMENDATIONS*

- Drought-tolerant planting should be used in public realm landscaping to ensure consistency with sustainable development goals.
- Permeable paving treatments are encouraged in areas of the public realm in both new construction and existing development.
- Reuse and recycle construction and demolition materials for all new public realm construction, when feasible. Use materials made from renewable sources when feasible.
- Incorporate features such as solar panels and LED lights in transit shelters.
- Encourage street tree planting and other public realm landscaping as a strategy for reducing the build-up of surface temperatures in paving and buildings (i.e., the “urban heat island effect”) and resulting need for air conditioning by shading heat absorptive surfaces.
- Reduce stormwater runoff and improve water quality through the combination of canopy cover, bioretention, and permeable surfaces.
- Improve air quality by removing carbon dioxide (CO<sub>2</sub>), other gaseous pollutants, and particulate matter from the atmosphere.

## 2 - TRANSPORTATION AND STREETS

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

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

### EXISTING POLICY ANALYSIS

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

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

### 2002 General Plan Transportation chapter

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

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

Goals, objectives, and policies include:

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

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

### Focus Roy City (2017)

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

Focus Roy presents a vision and set of community values.

The vision:

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



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

Community values:

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

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

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

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

Results of the three scenarios analyzed include:

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

Perhaps most importantly for this plan, Focus Roy developed a network of planned corridor types for Complete Streets, including Complete Corridors along major streets, neighborhood greenways, and regional bike corridors (see Map A2-5)

## Complete Streets Policy (2017)

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

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

## Transportation Master Plan (2018)

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

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

### *Roadway capacity*

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

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

It presents a build-out roadway classification that implies a set of improvements and a set of new typical street cross sections.

### *Transit*

The TMP's transit section is brief. It notes that there are no current plans to expand transit service in Roy. It notes that High-density housing near high-traffic generators or main street type areas encourages people to use alternative travel options to the automobile.

### *Active transportation*

The TMP notes that a provision has been made in the design of the typical cross-sections for use in Roy City to accommodate pedestrian and bicycle facilities. The plan shows a recommended network of bikeways.

Maps A2-1 and A2-2 show the recommended future functional classes of roadways and facility improvements of the Transportation Master Plan.

The plan also recommends that Roy City develop a pedestrian sidewalk inventory and identify the following:

- Connect all areas of the city
- Fill critical gaps in the walking and bicycling networks
- Identify existing and planned facilities on the city's perimeter so that recommended facilities provide seamless connections to surrounding communities
- Where possible, recommend facility types that serve the widest range of users, particularly those who are less comfortable riding bicycles in close proximity to traffic
- Recommend facilities that can feasibly be constructed and maintained by the city
- Use a phased implementation approach that provides logical short- and medium-term recommendations, while retaining long-term visionary recommendations
- Avoid impacting on-street parking or traffic lanes along the critical roadways where those impacts would be highly undesirable
- Street cross sections
- The plan presents a series of recommended cross sections:
- Major arterials (110' r.o.w)

- Minor arterials (84' r.o.w.)
- Major collector (80' r.o.w.)
- Minor collector (66 r.o.w.)
- Residential (60' r.o.w.)

### *Wasatch Choice 2050*

Wasatch Choice 2050 is the Wasatch Front Regional Council's regional vision. The plan includes both designations of centers and corridors as well as planned transportation projects.

### *Designations*

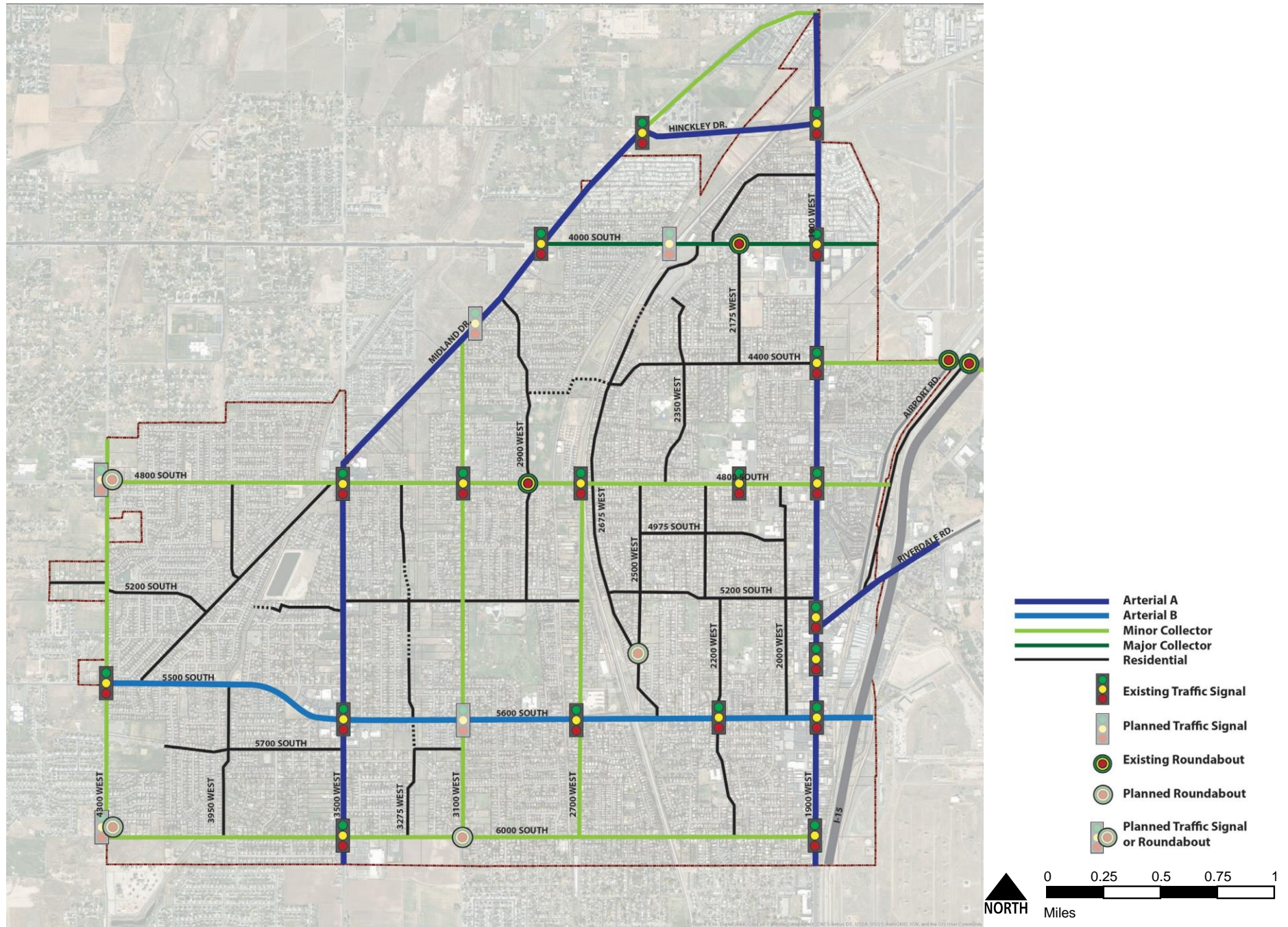
- Roy downtown is identified as a village center. "The typical building within a Village Center may be 2 to 4 stories tall with housing types that range from small apartments, townhouses, and small-lot single unit homes. This area typically contains retail destinations located on walkable streets."
- Roy FrontRunner station is also a village center.
- 3500 South is a Boulevard Community that leads to Clinton Town Center.
- Segments of 4000 South and Midland Drive are designated as a "Boulevard Community" "acts as a linear center attracting people from surrounding neighborhoods to retail and also a variety of other land uses. The average building height here may be 1 to 4 stories tall with housing types that vary from apartments and condos to townhomes. A "Boulevard Community" is typically oriented to a major road that usually has a frequent bus line or bus rapid transit." However, most of these segments are not in Roy

### *Transportation projects*

- Roadway
  - o 2 to 4 widening: 5600 South widen west of 1900 West
  - o 5 to 6 widening: east of 1900 West to interchange
  - o 2 to 4 widening on 3500 West
  - o Grade separate 4000 South rail crossing
- Transit
  - o High frequency bus: from Ogden Washington Street –

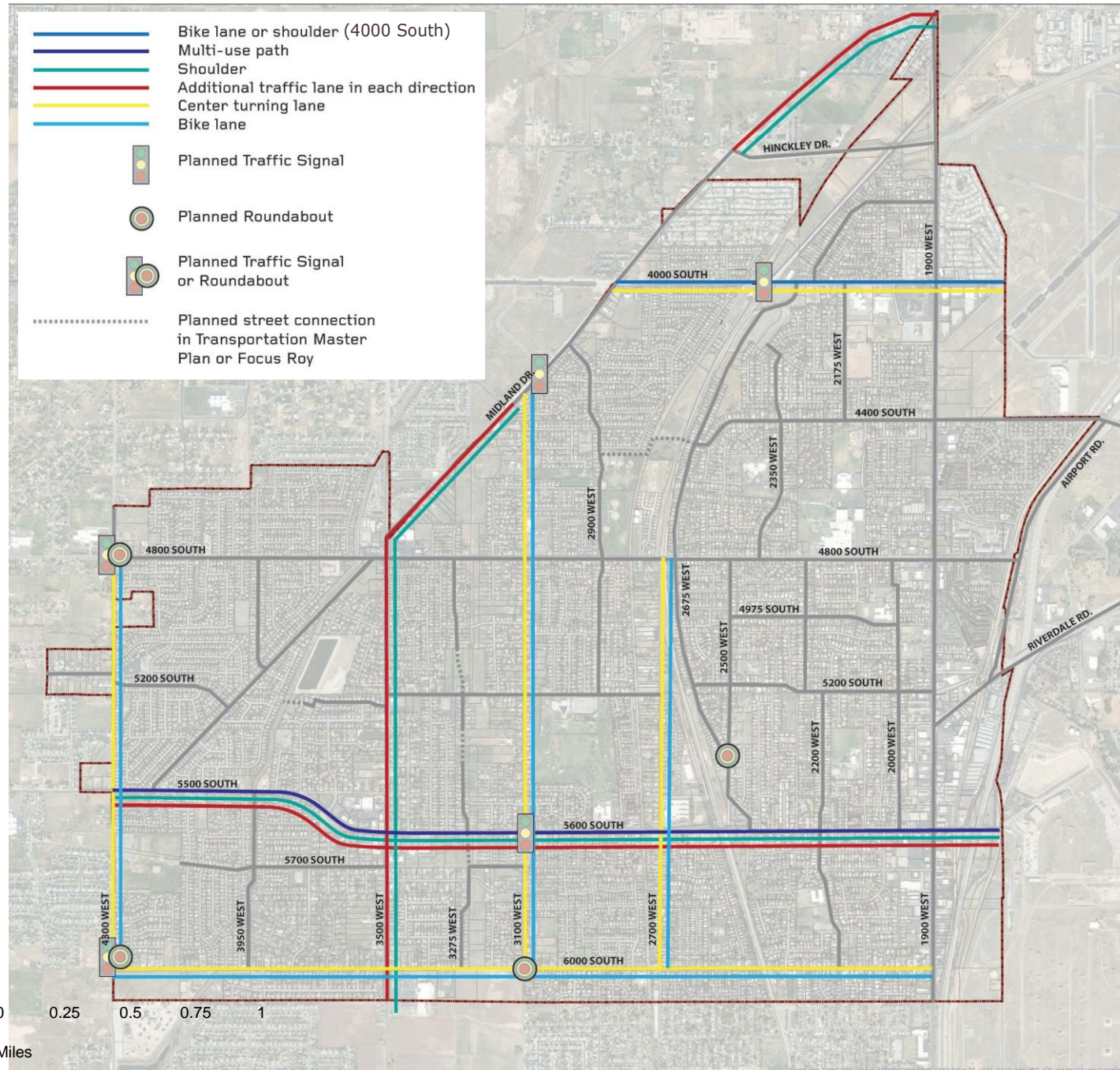


Map A2-1: Planned Functional Class and Traffic Control





# Map A2-2: Transportation Master Plan Recommended Improvements





Riverdale Rd – 1900 West.

- o High frequency bus on 3500 West – Roy Station to Clearfield Station
- o High frequency bus – Hinckley AP to Ogden via Midland Drive
- Active Transportation
  - o Bike Lane on 1900 West; 5600 South; 3500 West; 4800 South; 4000 South; 4400 South; 2675 West; Sandridge Drive
  - o Improved D&RG trail crossings at 4000 South, 4800 South, 5600 South

### Goals from Previous Policy

Based on the previous policy, with an emphasis on Focus Roy and the Transportation Master Plan, the proposed Transportation and Streets Goals are:

1. Increase safety for all street and intersection users.
2. Increase street and pathway connectivity.
3. Provide a wide range of quality choices for community mobility and access.
4. Increase and broaden sustainable regional connections and mobility.
5. Sustainably accommodate future regional and community growth.
6. Create vibrant, walkable centers.
7. Support creation of great places and neighborhoods.
8. Conduct collaborative processes to achieve transportation goals.

### Goal conflicts

With the plans from which these goals were culled representing different planning efforts undertaken by different parts of the City and other agencies, these goals conflict in places. The conflicts stem from two key tensions: a tension between local needs and regional needs and a tension between neighborhoods/community and transportation.

However, when we think unconventionally about achievement of the goals, we can better balance them.

In order to understand how the Roy General Plan can balance these goals,

we identified the key goal conflicts:

- Impact of regional traffic on neighborhoods (4 vs. 7)
- Conflict between short trips and long trips on streets (4 vs. 3 and 6)
- Challenge to safety by high-speed regional traffic (4 vs. 1)
- Traditional challenges posed to walkable centers by big roads (4 vs. 6)
- Traditional challenges posed to safety by driving on short trips (3 vs. 1)
- Conventional impact on safety by traffic growth (5 vs. 1)
- Challenges posed to community by no short trip alternatives (3 vs. 7)
- Notion that density ruins neighborhoods (5 vs. 7)
- Notion that connected streets are bad for regional traffic (4 vs. 2)

Key objectives to balance the goals and overcome the identified conflicts are:

- Balance regional traffic movement with quality of life, safety, and sustainable community transportation: Create a street network, corridor plans, policies and programs that create effective regional traffic and traveler movement, while preserving and enhancing Roy's neighborhoods and creating a wide range of choices for community mobility. In the long term, seek to move regional travelers by modes other than single-occupant vehicles.
- Balance regional access with walkable centers: Maintain and enhance the ability for Roy's residents, employees and visitors to access the greater Wasatch Front region while creating centers of the community designed to be human scale and walkable.
- Reconcile regional growth, traffic, and density: The areas around Roy in Weber County are growing, and one of the major transportation and community effects of this growth is increasing traffic. On one hand, increased residential and employment density can be viewed to create even more traffic – but increased density is an essential ingredient to accommodating growth and addressing the needed transportation infrastructure in a sustainable way. This plan should address growth and density in a strategic, forward-looking, and humane way.

## MODE NETWORKS

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

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

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

### Motorized Traffic Network

Data and policy analyzed:

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

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

#### *Opportunities*

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

## Bicycle Network

Data and policy analyzed:

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

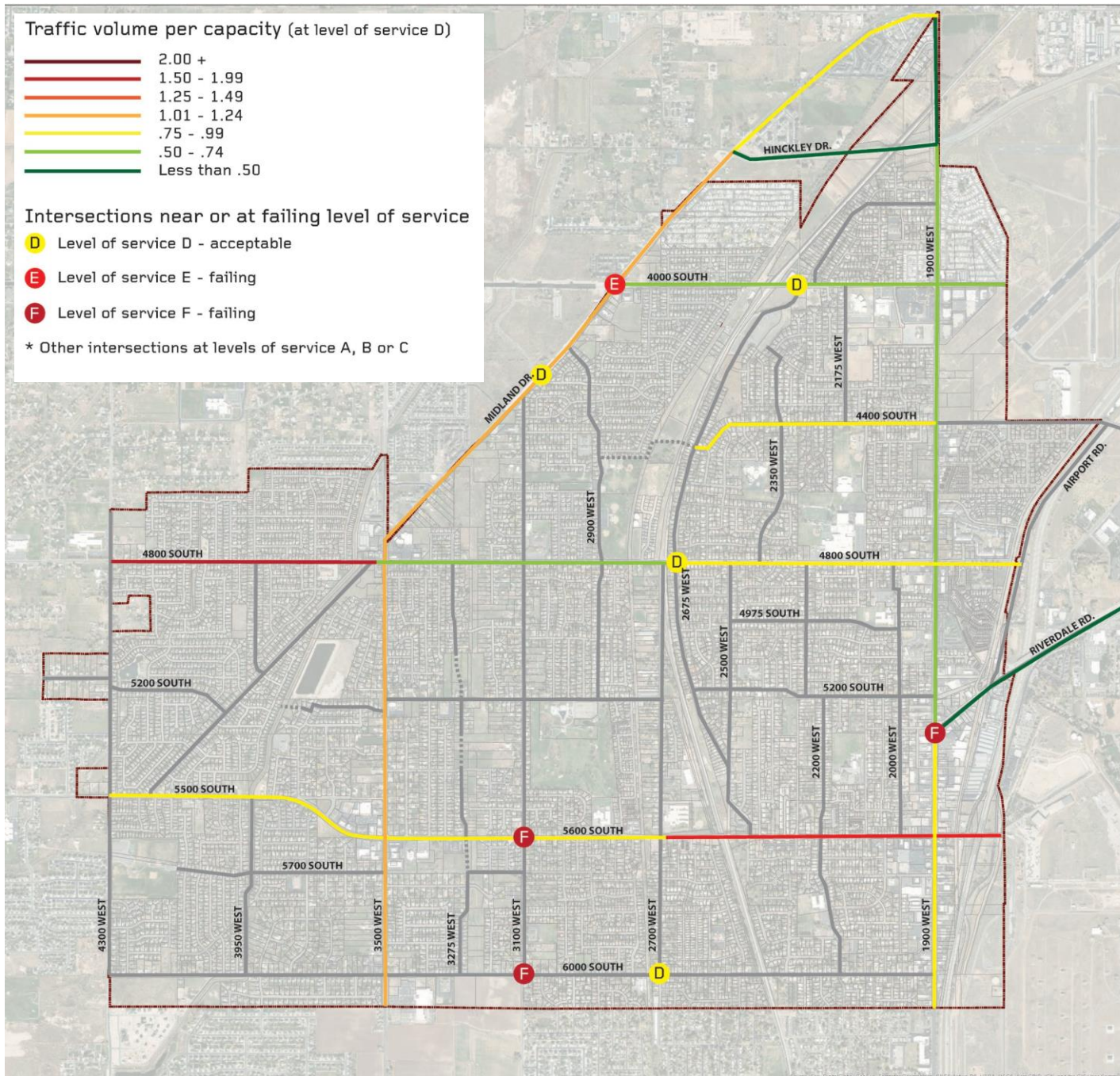
Maps A2-5 and A2-6 show key parameters of the existing and planned bicycle network.

#### *Opportunities*

- 4800 South and 4000 South emerge as big opportunities for bicycling – 4800 South because of the room available and 4000 South because of connection to FrontRunner station. Neither have major traffic issues.
- Adopt the Greenway and Regional Bike Corridor designations and define what they look like.
- Create stub street/dead end street and pathway connections in the Focus Roy Station Area, to/from station, up/down hill, in/out of neighborhoods.
- Explore additional pedestrian connection at or south of station across the Union Pacific tracks.
- Explore opportunities for more roundabouts at intersections of Greenways and Regional Bike corridors to slow traffic.
- Additional corridors for trails, such as power easement and canals.
- There are places where connections may be duplicated to some degree, so these may be prioritized.
- Ensure continued bicycle crossing of streets to be widened – 5600 South and 3500 West/Midland Drive.
- Explore street or pathway connection across U.P.R.R. at 4400 South.
- Increase number of neighborhood connections to the D&RG trail.
- Increase number of bicycle crossings of 3500 West and Midland Drive corridor.
- Safely integrate bicycling into Complete Street corridors, such as in 5600 South.
- Increase level of protection of 1900 West bike facilities.

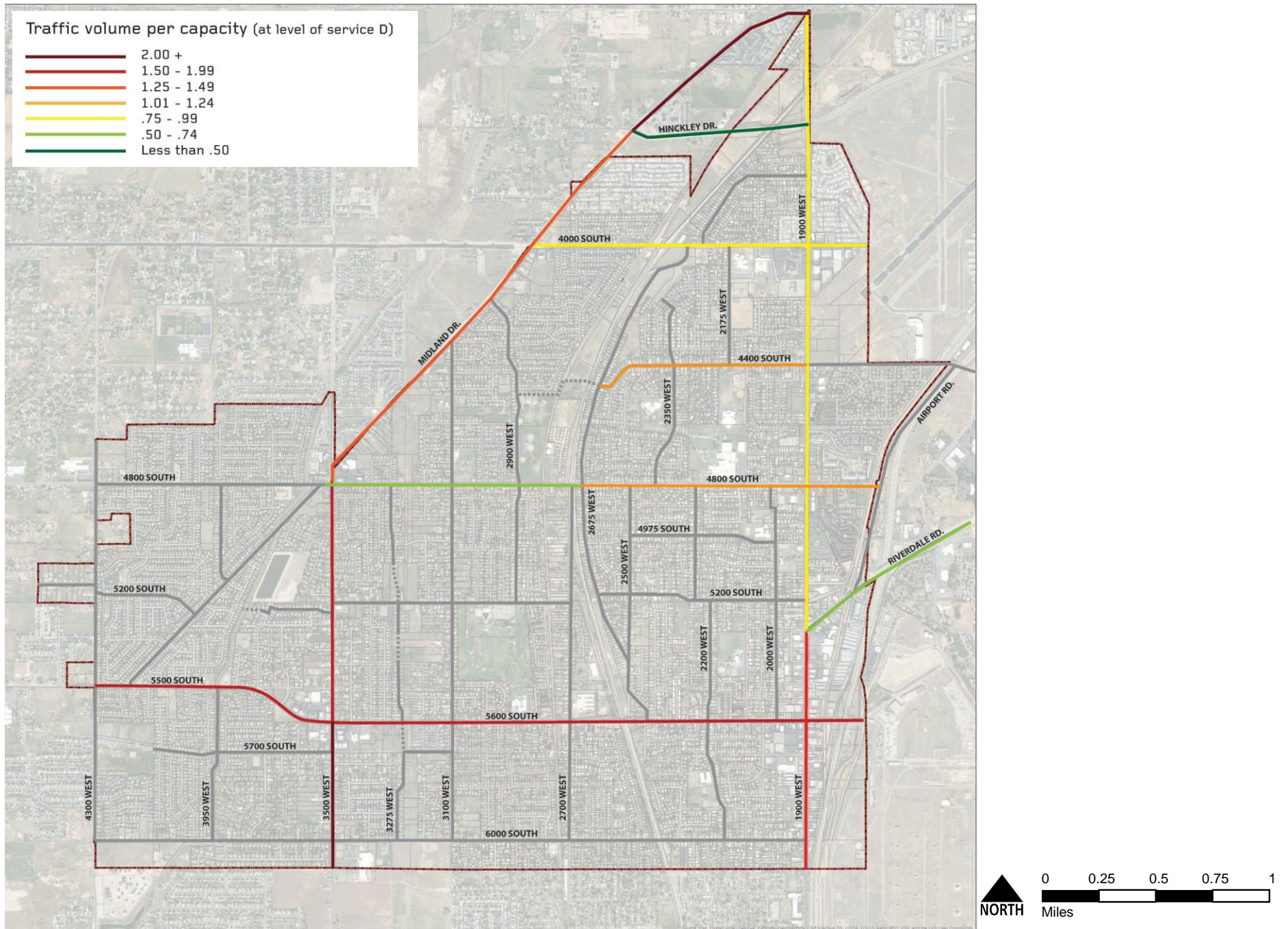


# Map A2-3: Existing Traffic Performance





# MapA2-4: 2040 Projected Traffic Performance

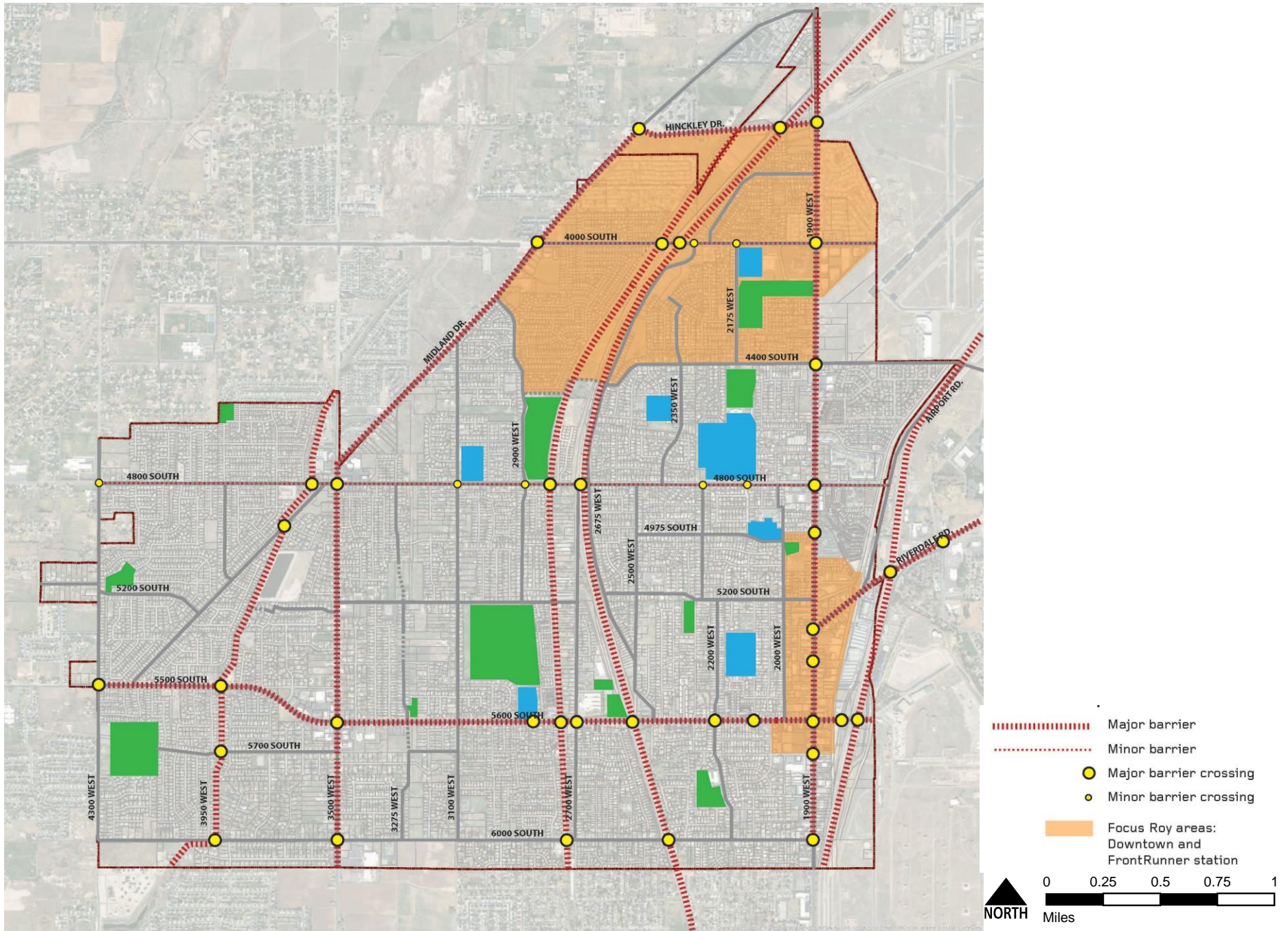








Map A2-6: Active Transportation Barriers and Crossings





## Transit and Shared Mobility Network

Data and policy analyzed:

- Existing UTA bus routes
- Conversation with UTA

Map A2-7 shows key parameters of the existing transit network.

### *Key routes*

- 470: Route 470 is the “backbone” of bus routes in Davis and Weber Counties. It is ridden heavily both directions.
- 604: Route 604 is an east-west connection linking the 470 Route, FrontRunner (it is timed to FrontRunner trains), and central Ogden. It is used the most downtown. 604 riders are generally trying to get to Roy station or 470. UTA is considering in the five-year horizon dividing the 604 route into two segments on either side of the Roy FrontRunner station, and serving these routes with micro transit. The vans would be operated by a contractor providing Uber-like service.
- A new flex route is coming that runs from Ogden FrontRunner to Roy FrontRunner. UTA plans to see how the Flex Route performs before considering it as a fixed route.

### *Opportunities*

- Create a better connection between downtown and FrontRunner.
- Potential opportunity for a community shuttle
- Opportunity to extend the 626 up 3500 West and down 4800 West to downtown hub.
- Re-imagine and re-develop the 5600 corridor as a transit supportive corridor long term with the widening project as a catalyst?
- Community mobility hub: UTA is considering the idea for a mobility hub at or near 5600 South/1900 West, integrated with a community node. The hub would likely integrate the end of the 604 route, so such a hub would need layover spaces and bathroom facilities. The hub would likely be designed as both on-street and off-street. UTA has combined on and off street successfully at North Temple and Redwood Road.
- Split the 604 into two routes serving Roy as micro transit. As part of this, consider the south leg as a loop encompassing 1900 West.

- Reconsidering FrontRunner parking design. According to UTA, the new land uses have to replace any ridership lost from reduced parking. At a commuter rail station, that’s less likely.
- UTA is beginning to get into shared mobility, including piloting micro transit and an AV shuttle.
- Potential for UDOT-supported opportunities for shared mobility.
- Riverdale Park and Ride – consider better integration of Riverdale Park & Ride. UTA owns it, so less chance it will move.
- Downtown-FrontRunner link: As the market evolves, we may see more demand for linking FrontRunner and Downtown Roy.
- Improve active transportation access to the busiest transit lines as well as the FrontRunner station.
- As the area west of Roy continues to grow, consider how the trips between those communities and Weber County’s central transportation corridors can be made by transit.
- Shape the 5600 South corridor to improve transit service, amenities, operations and supportive land use. UTA has talked to UDOT about improving bus stops along this corridor.

## Pedestrian Network

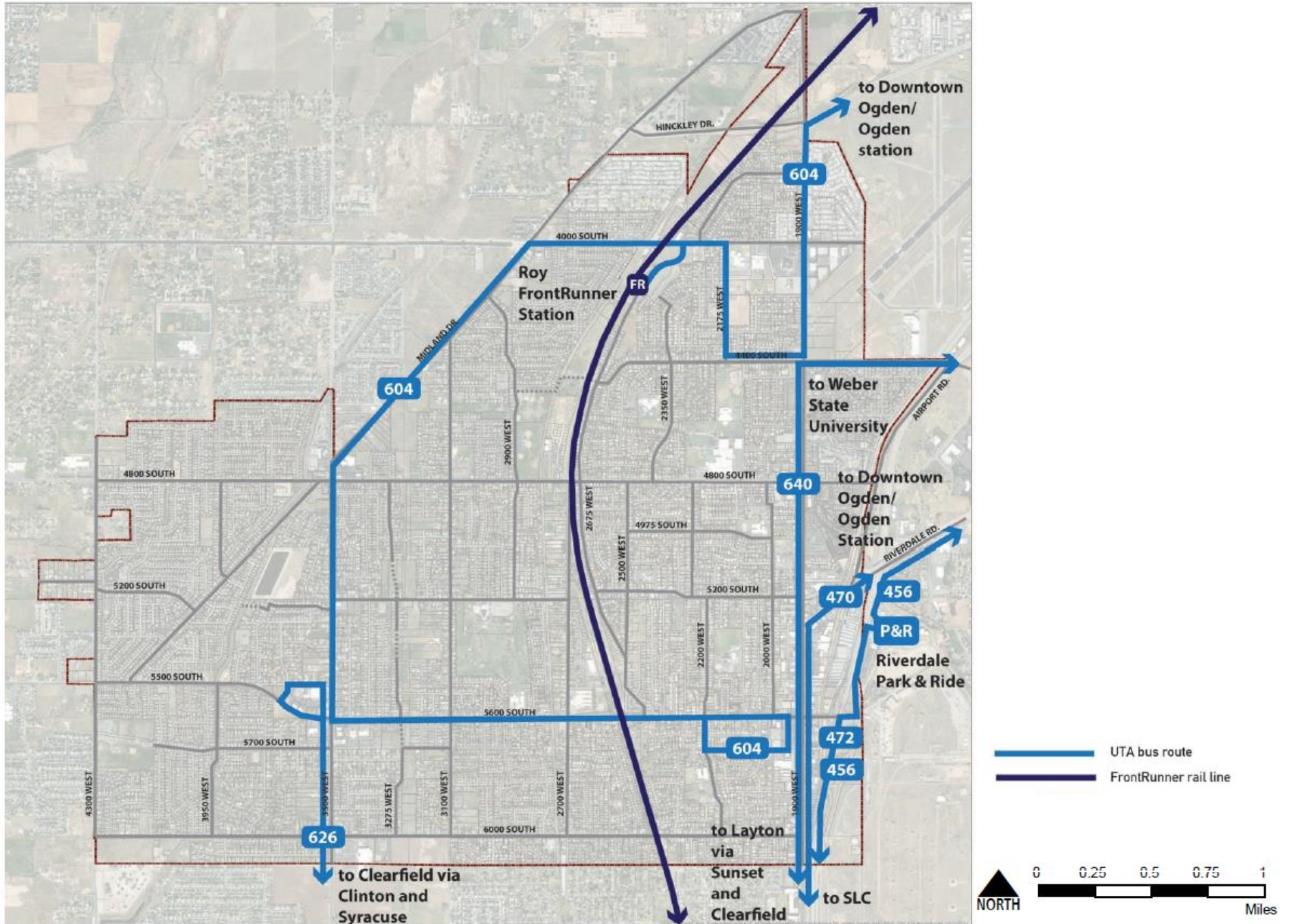
Data and policy analyzed:

- Walkable center designations: Focus Roy downtown and FrontRunner station
- Focus Roy

### *Opportunities*

- Mixed-use codes are a major opportunity to create whole-cloth walkable areas, if the areas will redevelop small blocks, walkable street designs, public space, walkable frontage.
- 4800 South and 4000 South emerge as big opportunities for walking – 4800 South because of the room available and 4000 South because of connection to FrontRunner station.
- Adopt standards for streets with bikeway designations and define what they look like.
- Create pathway connections into the Roy Station Area.
- Explore additional pedestrian connection at or south of station across the Union Pacific tracks.

Map A2-7: Existing Transit Network





- Explore opportunities for more roundabouts at intersections of bikeways to slow traffic.
- Additional corridors for trails, such as power easement and canals.
- Opportunity to connect cul-de-sac ends to D&RG trail – and to east as well, to create thru-connections.
- More marked crossings could reinforce the crossings of the minor barriers.

## STREET NETWORK AND CORRIDORS ANALYSIS

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

### 1900 West

#### *Opportunities*

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

### 3500 West/Midland Drive

#### *Opportunities*

- Ensure good east-west neighborhood connections across the corridor
- Along with 5600 South, develop a street type for five-lane arterial as Complete Street.
- Look for opportunities for additional crossings, especially along Midland, and at 5200 South. Eventually, shoot for crossings

(including pedestrian-activated) every .25 mile.

- Implement signal at 3100 West and implement high-quality pedestrian crossings.
- Integrate evolving 604 route into this corridor.
- Facilitate more walkable development as the Midland corridor develops, ensuring walkable connections to Midland and to the Roy FrontRunner station.

### 5600 South

#### *Opportunities*

- Ensure good north-south neighborhood connections across the corridor
- Along with 3500 West, develop a street type for five-lane arterial as Complete Street.
- Look for opportunities for additional crossings, especially between 2900 West and 3500 West. Eventually, shoot for crossings (including pedestrian-activated) every .25 mile.
- Integrate evolving 604 route into this corridor.
- Leverage widening to re-envision land uses and urban design along the corridor to be more walkable and transit oriented.
- Leverage the widening to create more iconic urban design representing community character.
- Shape the downtown part of this to be more walkable through the mixed-use code.

### 4000 South

#### *Opportunities*

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

## 4800 South

### *Opportunities*

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

## 6000 South

### *Opportunities*

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

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

### *Opportunities*

- Connect these two streets from end to end, with biggest challenge as the connection across the U.P.R.R.
- Wayfinding for these routes across the city.

- Add high-quality active transportation connections across the major streets along these corridors.
- The intersections of these streets (with north-south ones) can have special urban design treatment to position them as community nodes.

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

### *Opportunities*

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

## SUMMARY OF OPPORTUNITIES TO ACHIEVE GOALS

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

### **1) Increase safety for all street and intersection users.**

- 1.1 Increase safety for all corridor users by balancing speed, visibility, access, and community.
- 1.2 Improve pedestrian crossings of major corridors. Create short, high-visibility pedestrian crossings that add urban design value to the community and corridors.
- 1.3 Ensure that bikeway corridors have high-visibility crossings of major streets.
- 1.4 Maintain low vehicle speeds on the networks of Neighborhood Connector and Citywide Connector streets.



1.5 Implement traffic control recommended by the Transportation Master Plan at stop-controlled intersections – including 5600 South/3100 West, 6000 South/3100 West.

## **2) Increase street and pathway connectivity.**

2.1 Complete connection of bicycle and trail network streets – whether as full streets or multi-use paths. See Map A2-9.

2.2 Identify the most strategic and feasible locations to make additional street or pathway crossings over the Union Pacific rail and canals.

2.3 Make a series of new street and pathway connections in the FrontRunner Station Area. Create connections across the Union Pacific rail tracks; to and from the station; up and down the hill to the east of the station; and in and out of neighborhoods. See Map A2-8.

2.4 Strategically connect neighborhoods to Denver and Rio Grande Western trail.

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

3.1 Create more community mobility options. Explore the provision of options for short trips throughout the Roy community, including shared e-scooters and e-bikes and micro-transit.

3.2 Prioritize 4800 South and 4000 South for active transportation and local vehicle travel. There is less traffic pressure on these streets, and they provide quality connections to citywide destinations. See Citywide Connector Street type.

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

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

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

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

## **4) Increase and broaden sustainable regional connections and mobility.**

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

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

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

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

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

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

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

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

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

5.2 Emphasize human-scale street environments and public spaces in Downtown and the FrontRunner station area. Use development standards as well as public and community investments to create a

robust, connected, and human-scale pedestrian environment with street furniture, shade, wayfinding, greening, and complementary development frontage with transparency and frequent entries. The focal point for this is the overhauling of the character of 1900 West to a human-scale boulevard – see Town Center Boulevard Street Type.

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

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

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

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

#### **6) Conduct collaborative processes to achieve transportation goals.**

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

6.2 Encourage and develop procedures for collaboration among departments to implement the Transportation Action Plan and policies.

## RECOMMENDATIONS

### GROWTH AREAS/ACTIVITY CENTERS

1. Improve crossings of major streets in Downtown and the FrontRunner station area. Create shorter, more frequent high-visibility pedestrian crossings that add urban design value to the community and corridors.
2. Emphasize human-scale street environments and public spaces in Downtown and the FrontRunner station area. Use development standards as well as public and community investments to create a robust, connected, and human-scale pedestrian environment with street furniture, shade, wayfinding, greening, and complementary development frontage with transparency and frequent entries. The focal point for this is the overhauling of the character of 1900 West to a human-scale boulevard – see Town Center Boulevard Street Type.
3. Make a series of new street and pathway connections in the FrontRunner Station Area. Create connections across the Union Pacific rail tracks; to and from the station; up and down the hill to the east of the station; and in and out of neighborhoods. See Map A2-8.
4. Create one or more street and/or active transportation crossings of the Union Pacific rail. Identify the most strategic location to cross the rail line to increase access between the FrontRunner station and the surrounding community; and work with all stakeholders to implement the crossing.
5. Create a district-wide parking strategy in the Downtown area. Seek to develop one or more shared parking areas in Downtown in a surface lot, or a structure depending on the opportunity.
6. Create a community mobility hub in Downtown Roy. Identify a central location for a community mobility hub with UTA transit, bicycle amenities, shared bicycles and scooters, transportation network companies and other micro-transit, and work with UTA and other partners to implement the hub. Improve transit vehicle operations in downtown Roy, especially along 1900 West.

#### *Street types:*

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



## Map A2-8: Recommended Station Area Connections



### MAJOR CORRIDORS

7. Establish 5600 South as Roy's major east-west corridor for regional transportation. 5600 South is projected to double in traffic volume over the next several decades. This corridor is the most logical to bring east-west regional travelers through Roy; the Transportation Master Plan directs the widening of the roadway to two lanes in each direction. While in the near term these will be primarily autos, Roy will work with regional partners to move more trips to transit.
8. Rebuild 5600 South as a multi-modal corridor as directed by Focus Roy. Focus Roy prioritizes 5600 South as a Complete Street corridor. Work with UDOT and other stakeholders to balance the movement of autos and freight with the movement of transit, bicycling, and walking. See the Regional Complete Corridor Street Type.
9. Leverage widening of 5600 South to re-envision land uses and urban design along the corridor to be more walkable, transit oriented, and representative of community character.
10. Establish 3500 West and Midland Drive as Roy's primary north-south regional transportation corridor. Midland Drive and 3500 West comprise a corridor that runs through Roy and connects to adjacent communities. Traffic volume on the corridor is projected to grow by up

to 200 percent over the next several decades. This corridor is the most logical to complement I-15 to bring north-south regional travelers through Roy; the Transportation Master Plan directs the widening of the roadway to two lanes in each direction. While in the near term these will be primarily autos, Roy will work with regional partners to move more trips to transit.

11. Shape 3500 West-Midland Drive as a multi-modal corridor as directed by Focus Roy. Shape walkable development as the Midland Drive corridor develops, ensuring multi-modal connections to Midland and to the Roy FrontRunner station. See the Regional Complete Corridor Street Type.
12. Improve transit corridors. Work to increase transit service, improve the speed and reliability of transit operations, and increase transit access, especially along Regional Complete Corridors and Town Center Boulevards.
13. Collaborate with UDOT on improving the 5600 South/I-15 interchange for all modes.
14. Improve pedestrian crossings of major corridors. Create short, high-visibility pedestrian crossings that add urban design value to the community and corridors.
15. Increase safety for all corridor users by balancing speed, visibility, access, and community.
16. Monitor the need for further improvements to move regional travelers through Roy.

#### Street types:

- *Regional Highway*
- *Regional Complete Corridor*
- *Town Center Boulevard*
- *Citywide Connector*

### RESIDENTIAL NEIGHBORHOODS

17. Prioritize 4800 South and 4000 South for active transportation and local vehicle travel. They provide quality connections to citywide destinations. See Citywide Connector Street Type.

18. Implement the Focus Roy network. Improve and reconfigure streets to achieve the Regional Bicycle and Trail Network and Complete Streets corridors, balanced with the Transportation Master Plan. See Street Types.
19. Implement on-street multi-use paths where there are opportunities.
20. Ensure that bikeway corridors have high-visibility crossings of major streets.
21. Create more community mobility options. Explore the provision of options for short trips throughout the Roy community, including shared e-scooters and e-bikes and micro-transit.
22. Pursue transportation demand management programs to reduce single occupant vehicle dependence.
23. Collaborate with UTA to adapt the 604 Route to better serving local community mobility.
24. Strategically connect cul-de-sac ends to Denver and Rio Grande Western trail – and to east as well, to create through connections.
25. Implement traffic control recommended by the Transportation Master Plan at stop-controlled intersections – including 5600 South/3100 West, 6000 South/3100 West.
26. Maintain low vehicle speeds on residential street network.
27. Complete connection of bicycle and trail network streets – whether as full streets or multi-use paths. Proposed locations shown on Map A2-9.
28. Identify the most strategic and feasible streets and/or active transportation crossings over Union Pacific rail and canals.

*Street Types:*

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

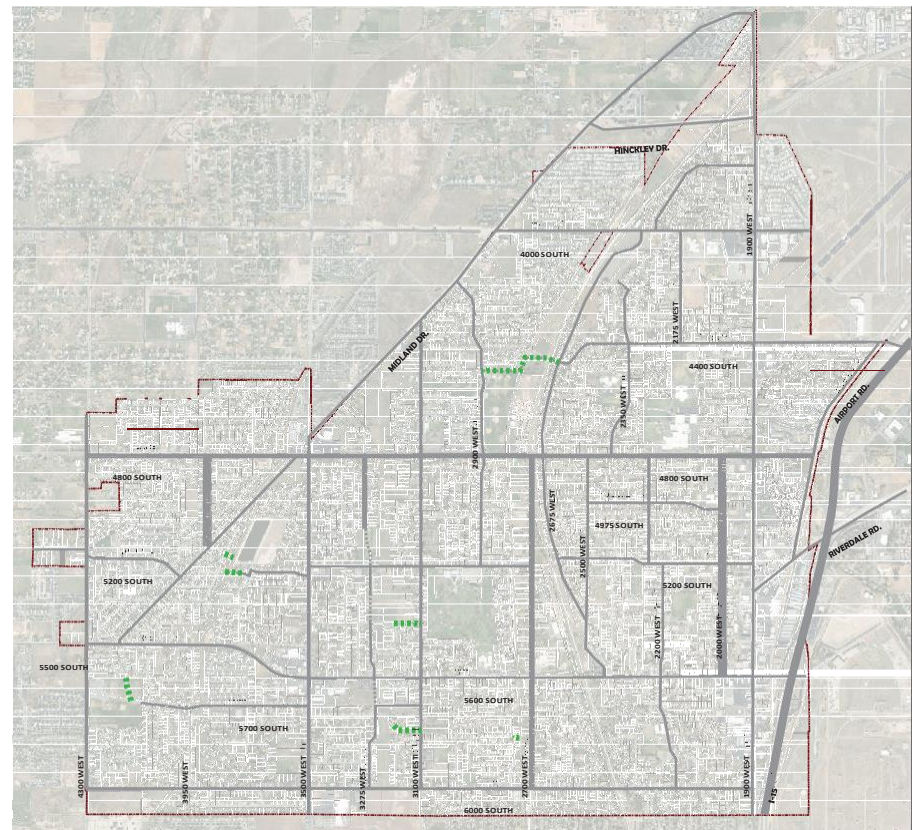
## OPEN SPACE AND NATURAL SYSTEMS

29. Integrate pathway network and park spaces into downtown Roy and station area.
30. Expand D&RGW trail into a connected network utilizing streets and canals and redevelopment.

*Street Types:*

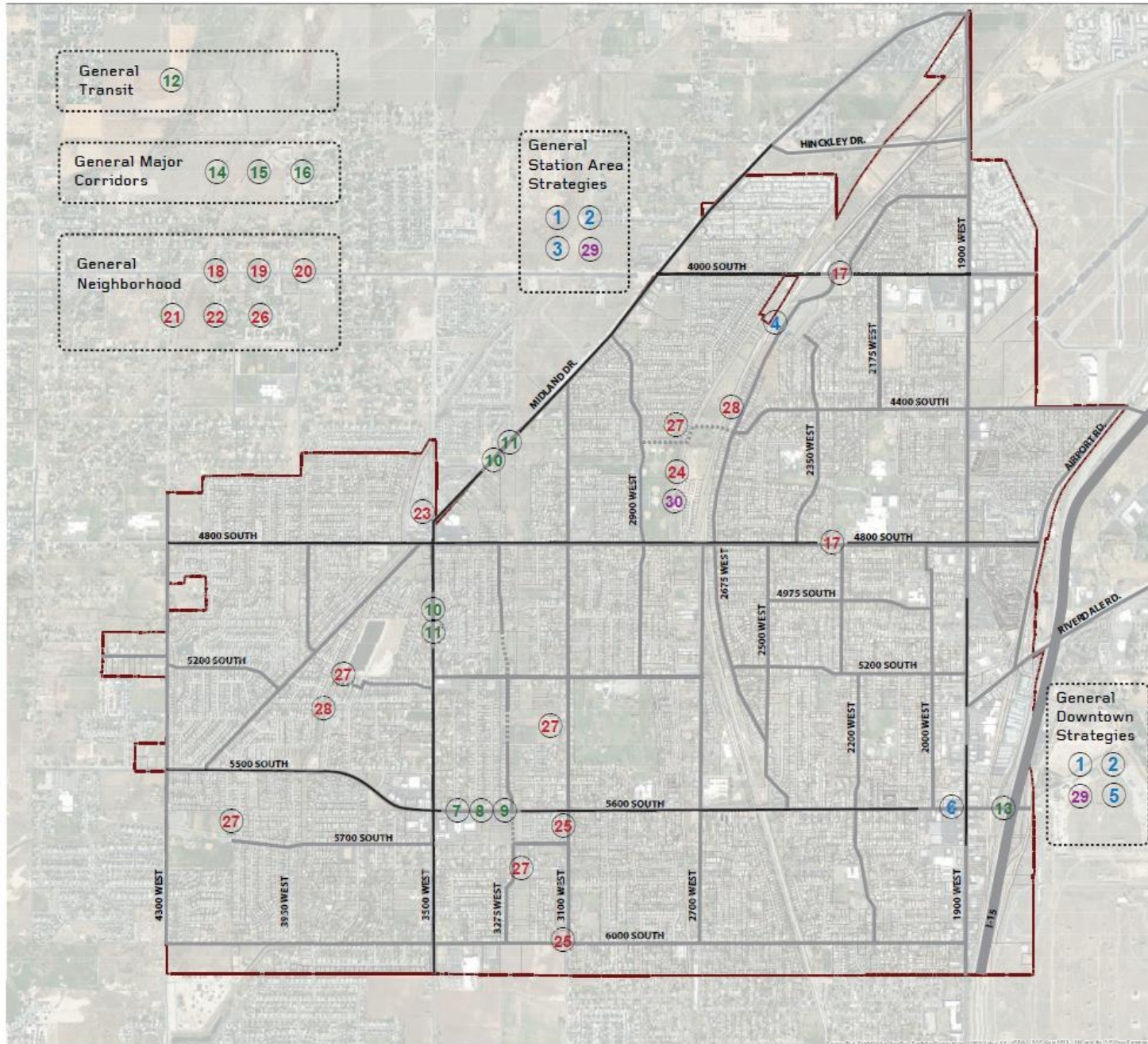
- *Off-Street Trail*

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

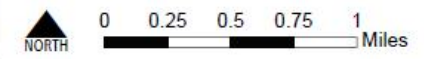




# Map A2-10: Summary of Transportation Policies



- ### Transportation Policies
- ① Walkable Mixed Use Center policies
  - ① Major Corridor policies
  - ① Residential Neighborhood policies
  - ① Open Space policies



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# 3 - ECONOMIC DEVELOPMENT

## RECOMMENDATIONS

### Adopt mixed-use code to encourage development

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

### Street and trail connectivity can promote new development

Roy has a regional asset in the Denver and Rio Grande Western Rail Trail. However, the poor connectivity from surrounding neighborhoods, and the FrontRunner station, to the trail has hindered development in the city. If Roy were to better connect nearby neighborhoods to the trail, and promote east-west connectivity across the railroad, it would make the area more attractive to development.

### Regional anchor needed to catalyze development

A regional draw such as a movie theater, hotel or institutional/medical facility would transform the Downtown or Station Area and encourage additional redevelopment.

### Development incentives and regulatory process can support (or hinder) redevelopment.

Permitting and timeliness of the permit process is considered important for facilitating development. Clearly defined impact fees make the development process easier, which in turn encourages developers to come to your city. Outsourcing the review process to a third party can also have a positive effect on development.

### Community Reinvestment Areas

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

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

### Public Infrastructure District

A Public Infrastructure District (PI") may issue debt to finance public infrastructure. This funding mechanism is an alternative to traditional special assessment bonds. The debt is issued by the District rather than the City. Formation of a District requires 100 percent consent of property owners and voters in the PID boundary. Repayment of the debt comes solely from a limited property tax or assessment imposed by the PID.

## RETAIL SALES LEAKAGE ANALYSIS

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

This analysis utilizes the 2021 NAICS Codes as collected by the Utah State Tax Commission. In order to retain confidentiality, as required by statute, major categories with fewer than 10 sales outlets are rounded. Table A3-1 provides a general overview of leakage and retention by major category. Negative numbers estimate the approximate income leakage outside the Roy boundary. Positive numbers indicate that Roy is attracting more than its fair share of purchases, suggesting shoppers from outside the City are attracted to the area for certain types of purchases. Likewise, capture rates below 100 percent indicate the City is not collecting the average sales expected based on a per capita average for the State. Capture rates over 100 percent indicate the City is capturing more than the State average.

Overall, Roy is capturing 54 percent of all taxable retail sales as compared to average taxable sales for the State of Utah. This suggests Roy residents are traveling outside the City to shop. Many of these residents go east to Riverdale, where there are a number of large-format retailers. Much of the

Table A3-1: Roy City Retail Sales Leakage

Retail	Roy Direct Taxable Sales	Per Capita Spending	Utah Income Adjusted Per Capita Spending	Per Capita	Total	Capture Rate
Building Material & Garden Equip	\$2,866,394	\$73	\$1,605	(\$1,532)	(\$60,284,981)	5%
Clothing & Accessories	\$5,113,574	\$130	\$634	(\$504)	(\$19,834,720)	20%
Electrical & Appliance	\$6,597,665	\$168	\$390	(\$223)	(\$8,762,225)	43%
Food & Beverage	\$122,163,622	\$3,104	\$1,536	\$1,568	\$61,703,330	202%
Food Services & Drinking Places	\$48,683,045	\$1,237	\$1,684	(\$447)	(\$17,609,299)	73%
Furniture & Home Furnishing	\$6,967,864	\$177	\$398	(\$220)	(\$8,677,635)	45%
Gas Station	\$21,777,579	\$553	\$430	\$124	\$4,861,569	129%
General Merchandise	\$6,309,728	\$160	\$2,279	(\$2,118)	(\$83,373,114)	7%
Health & Personal	\$3,501,170	\$89	\$186	(\$97)	(\$3,834,252)	48%
Miscellaneous Retail Trade	\$7,524,983	\$191	\$625	(\$434)	(\$17,084,839)	31%
Motor Vehicle	\$43,574,111	\$1,107	\$2,525	(\$1,418)	(\$55,814,591)	44%
Non-store Retailers	\$56,339,116	\$1,431	\$1,790	(\$359)	(\$14,110,540)	80%
Sporting Goods	\$2,476,200	\$63	\$424	(\$361)	(\$14,219,553)	15%
Wholesale Trade Agents & Brokers	\$283,039	\$7	\$36	(\$29)	(\$1,135,676)	20%
Wholesale Trade-Durable Goods	\$15,314,693	\$389	\$1,738	(\$1,349)	(\$53,095,961)	22%
Wholesale Trade-Nondurable Goods	\$2,357,707	\$60	\$286	(\$226)	(\$8,895,740)	21%
	<b>\$351,850,490</b>	<b>\$8,940</b>	<b>\$16,566</b>	<b>(\$7,627)</b>	<b>(\$300,168,227)</b>	<b>54%</b>

Source: Utah State Tax Commission, Taxable Sales Reports; 2021 Annual Sales

Table A3-2: Roy City Employment

	Mining	Construction	Manufacturing	Transportation & Utilities	Information	Financial Activities	Professional & Business Services	Education & Health Services	Leisure & Hospitality	Other Services	Government	Total
2020	-	394	91	1,192	4	441	1,692	851	825	318	1,098	6,906
2010	-	168	66	981	D	261	1,181	716	786	D	1,067	5,454
<b>AAGR</b>	<b>0.00%</b>	<b>8.90%</b>	<b>3.24%</b>	<b>1.97%</b>	<b>0.00%</b>	<b>5.39%</b>	<b>3.67%</b>	<b>1.74%</b>	<b>0.48%</b>	<b>0.00%</b>	<b>0.28%</b>	<b>2.39%</b>

Source: Utah Department of Workforce Services, 2020 Annual Report of Labor Market Information



retail along 1900 West in Roy is auto-oriented, with drive-thru restaurants, gas stations, mechanics, and auto parts stores. Correspondingly, Roy is capturing significant sales in the food and beverage and gas station sectors. While leaking, non-store the retail and motor vehicle sectors are the next highest capture rates. Despite strong competition in the surrounding retail market, Roy may capitalize on neighborhood scale retail development.

## EMPLOYMENT

Many industries in Roy are enjoying growing and emerging employment, especially in the construction, manufacturing, financial activities, and professional and business services. As shown in Table A3-2, the Utah Department of Workforce Services reported a total of 6,906 jobs in Roy as of 2020. Since 2010, the number of non-agricultural jobs in Roy increased by 27 percent with construction experiencing 135 percent growth.

The City has several strengths including developable land and affordable housing. The potential for neighborhood scale retail may increase the capture of sales leakage and the creation of neighborhood identities may bring create a more vibrant active community. Opportunities include the use of CRAs and PIDs to incentivize and finance new development as well as redevelopment. These tools are important to address the threats of competition from surrounding communities.

Table A3-3: Roy City SWOT

Strengths	Opportunities
<ul style="list-style-type: none"> <li>• FrontRunner Station</li> <li>• Growing employment</li> <li>• Growing manufacturing and construction jobs</li> <li>• Affordable housing</li> </ul>	<ul style="list-style-type: none"> <li>• Redevelopment of Station Area and Downtown District</li> <li>• Anchor development to encourage growth</li> <li>• Community Reinvestment Area (CRA)</li> <li>• Public Infrastructure District (PID)</li> <li>• Developable land</li> </ul>
Weaknesses	Threats
<ul style="list-style-type: none"> <li>• Retail competition from surrounding cities</li> <li>• Lack of identity, place</li> <li>• Dispersed developable land</li> <li>• Lack of Trail connectivity</li> </ul>	<ul style="list-style-type: none"> <li>• Retail competition from surrounding cities</li> <li>• Out-migration</li> <li>• Zoning limitations</li> <li>• Cumbersome permitting</li> </ul>

## 4 - MODERATE INCOME HOUSING

### RECOMMENDATIONS

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

### SUMMARY OF HOUSING DIRECTIONS

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

#### STRATEGY ONE: UTILIZE A MODERATE-INCOME HOUSING SET ASIDE FROM A COMMUNITY REINVESTMENT AREA (P)

In 2017 Roy City a developer and property owner established the Station Square Apartments at 2350 West 4000 South which is a 62+ age community. To help establish this Moderate-Income housing development, Roy City rezoned the property from light manufacturing to high density residential. This 25-unit senior living facility was developed under the federal Low-Income Housing Tax Credit (LIHTC) program and the state's Olene Walker Trust Fund Multi-Families program. Its location places it within walking distance of the Roy FrontRunner Station.

The City's two existing RDA project areas were created prior to 1993 and thus, not required to maintain a separate affordable housing fund. Under the new requirements of Community Reinvestment Areas (CRAs), the Redevelopment Agency is required to allocate 10 to 20 percent of total tax increment revenues it receives from CRAs to affordable housing. The City has begun the creation of three new CRAs, two in the downtown area and one around the FrontRunner Station. These plans would include a tax increment set aside for affordable housing. This tool is particularly relevant to the City as it promotes both economic development and affordable housing.

#### STRATEGY TWO: ALLOW FOR HIGHER DENSITY AND MIXED USE (A,E,F,G,H)

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

The mixed-use code also provides recommendations for parking requirements which may impact developments in the City's Station Area District and the Downtown Place District. These new parking requirements ensure an appropriate level of vehicle parking to support a variety of land uses and provides specifications for vehicle site access. In addition, provides appropriate site design standards to mitigate the impacts of parking lots on adjacent land uses and zoning districts.

The current Roy City municipal code authorizes the establishment of Internal Accessory Dwelling units. The IADUs are zoned "permitted use" in all Residential Zoning Districts except Single Family Mobile Homes

#### STRATEGY THREE: DEVELOP AND ADOPT A STATION AREA PLAN (V)

As per HB 462 (2022) every City that has a fixed rail station is required to adopt a Station Area Plan (SAP). The City is currently in the process of working towards the creation and adoption of their SAP. Once adopted it will be within Appendix A.



## EXISTING HOUSING

As of the 2021 U.S. Census Bureau Population Estimates, Roy City is home to 39,358 residents. The 2020 U.S. Census Bureau American Community Survey reports that Roy has 13,185 housing units in total, of which 12,767 are occupied units.<sup>1</sup> There are many more homeowners than renters in Roy, with 84.12 percent of homes owner-occupied. This is due to the large amount of single family homes in the City, and very few multi-family housing units. The City has 10,740 owner occupied units and 2,027 renter occupied units. Occupied housing has grown at an annual average growth rate (AAGR) of 0.48 percent from 2010 through 2020, with occupied housing units growing at 0.48 percent and renter occupied units growing at 0.87 percent.

As shown in Table A4-2, 85 percent of Roy's housing stock is single family with 15 percent multi-family, mobile home and other housing types. By comparison, Weber County's housing stock is comprised of 78 percent single family and 22 percent multi-family, mobile home and other housing types.

Table A4-1: Roy Housing Units

	2010	2020	AAGR
Total Housing Units	12,599	13,185	0.46%
Occupied Housing Units	12,174	12,767	0.48%
Owner-occupied Units	9,963	10,740	0.75%
Renter-occupied Units	2,211	2,027	-0.87%

Source: US Census Bureau American Community Survey 2016-2020

Table A4-2: Roy Housing Cost Burden Ratio

Type	Owner Occupied		Renter Occupied		Total	% of Total
Single Family	9,852	91.73%	1,007	49.68%	10,859	85.06%
2 to 4 Units	168	1.56%	585	28.86%	753	5.90%
5 to 9 Units	41	0.38%	149	7.35%	190	1.49%
10 or more Units	51	0.47%	207	10.21%	258	2.02%
Mobile Home & Other	628	5.85%	79	3.90%	707	5.54%
Total Units	10,740	84.12%	2,027	15.88%	12,767	100%

<sup>1</sup> Most current ACS data available.

## HOUSING COST BURDEN

As indicated in Table A4-3, the median household income in Roy is \$72,739. The median household income has grown at an AAGR of 2.43 percent from 2010 through 2020. The Roy owner-occupied income in 2020 was \$76,388 while renter-owned income was \$54,301. The renter-owned median income grew at an AAGR of 3.18 percent compared to a 2.73 percent growth rate in median gross rent.

The monthly housing costs for all owner-occupied housing in Roy is \$1,756. Monthly costs for owner-occupied housing units with a mortgage is \$1,366 while those without a mortgage is \$390. The median gross rent in the City is \$1,094. The ratio of the City's median rent to renter income is 24.2 percent. The ratio of the City's owner-occupied median income to median mortgage is 21.5 percent. Ratios greater than 30 percent indicate the average renter or household owner is burdened by housing costs. Ratios greater than 50 percent suggest a severe burden. Currently, the overall renter income to rent ratio is not considered a burden.

Table A4-3: Roy Housing Cost Burden Ratio

	2010	2020	AAGR
Roy Median Adjusted Gross Income*	\$46,763	\$54,700	1.58%
Roy Median Income	\$57,205	\$72,739	2.43%
Roy Owner-occupied Median Income	\$61,777	\$76,388	2.15%
Roy Renter-occupied Median Income	\$39,722	\$54,301	3.18%
Roy Median Gross Rent	\$836	\$1,094	2.73%
Roy Owner-occupied w/ Mortgage Cost	\$1,256	\$1,366	0.84%
Roy Owner-occupied w/o Mortgage Cost	\$306	\$390	2.46%
Roy Median Rent to Renter Income	25.3%	24.2%	
Roy Median Mortgage to Owner Income	24.4%	21.5%	

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

The area median income (AMI) for Weber County for 2020 was \$71,275. The median family income for a family of four in Weber County (County) is \$90,950. Table A4-4 represents the ratio of median rent in Roy at 100 percent of the AMI income for a family of four in Weber County. Ratios greater than 30 percent indicate a burden based on typical housing costs within the County. Ratios greater than 50 percent suggest a severe burden. At 30 percent of AMI, a family of four is burdened and nearing the severe burden threshold.

Table A4-4: Weber County Area Cost Burden Ratio

	2010	2020	AAGR
Weber County AMI Family of Four	\$66,002	\$90,950	3.26%
Roy Median Rent	\$836	\$1,094	2.73%
100% of AMI Family of Four	15.2%	14.4%	
80% of AMI Family of Four	19.0%	18.0%	
50% of AMI Family of Four	30.4%	28.9%	
30% of AMI Family of Four	50.7%	48.1%	

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

The U.S. Department of Housing and Urban Development annually reviews fair market rents to determine a standard for various housing programs in order to publish HOME Investment Partnership Program (HOME) rent limits. The rent limits for the Ogden-Clearfield HUD Metro FMR Area for 2022 is found in Table A4-5.

Table A4-5: Ogden-Clearfield Rent Limits

Program	Efficiency	1 Bed	2 Bed	3 Bed	4 Bed
Low HOME Rent Limit	\$811	\$891	\$1,105	\$1,306	\$1,457
High HOME Rent Limit	\$811	\$891	\$1,105	\$1,535	\$1,839
Fair Market Rent	\$811	\$891	\$1,105	\$1,535	\$1,864
50% Rent Limit	\$880	\$942	\$1,131	\$1,306	\$1,457
65% Rent Limit	\$1,124	\$1,206	\$1,449	\$1,665	\$1,839

Source: U.S. Department of Housing and Urban Development, 2022 HOME Rent Limits - Utah

## HISTORIC BUILDING PERMITS

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

## HOUSING GAP ANALYSIS

The Utah Housing and Community Development Division within the Utah Department of Workforce Services utilizes American Community Survey<sup>2</sup> data and the U.S. Housing and Urban Development Comprehensive Housing Affordability Strategy<sup>3</sup> (CHAS) to identify the current number of

<sup>2</sup> U.S. Census Bureau American Community Survey 2013-2017, most current available.

<sup>3</sup> U.S. Department of Housing and Urban Development 2015, most current available.

Table A4-6: Roy City Building Permits

Year	Single Family Units	Duplex Dwellings	Multi-Family Units	Mobile/Manufactured	Total Constructed Units
2009	37	0	0	0	37
2010	38	0	27	0	65
2011	45	0	0	0	45
2012	40	0	0	0	40
2013	24	0	9	0	33
2014	11	0	0	0	11
2015	22	0	0	0	22
2016	29	0	123	0	152
2017	21	0	11	0	32
2018	35	0	21	0	56
2019	60	2	5	0	67
2020	73	0	32	9	114
2021	4	2	100	4	110
Total	439	4	328	13	784

Source: Kem C. Gardner Ivory Boyer Construction Report and Database

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

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

<sup>4</sup> Due to the time lag in data availability for the ACS and CHAS data, variations exist between the ACS rental households reported in 2017 as 2,179 and the CHAS rental households reported in 2015 as 1,925.



Table A4-7: Roy Housing Gap

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

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

## HOUSING STOCK

Map A4-1 depicts the age of the housing stock within the City. The eastern portion of the city contains development from primarily the 1940’s, 1950’s and 1960’s. The majority of residential construction during the 1970’s was scattered throughout the City, while a heavy concentration of home building occurred on the west side during the 1990’s and into 2010’s. By age, the east side housing stock will be more vulnerable and may be prime areas to focus rehabilitation efforts.

## AVAILABLE HOUSING PROGRAMS

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

**Community Development Block Grant (CDBG) Program** – This is a well-established federal entitlement grant program for urban communities

seeking to revitalize neighborhoods, improve community facilities, prevent and eliminate slums, aid low to moderate-income families, and promote economic development. Between 2015 and 2019, \$4.9M was spent on CDBG projects within the Wasatch Front Regional Council region. Roy was awarded funding in 2016 for infrastructure improvements associated with the Halvern Subdivision.

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

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

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

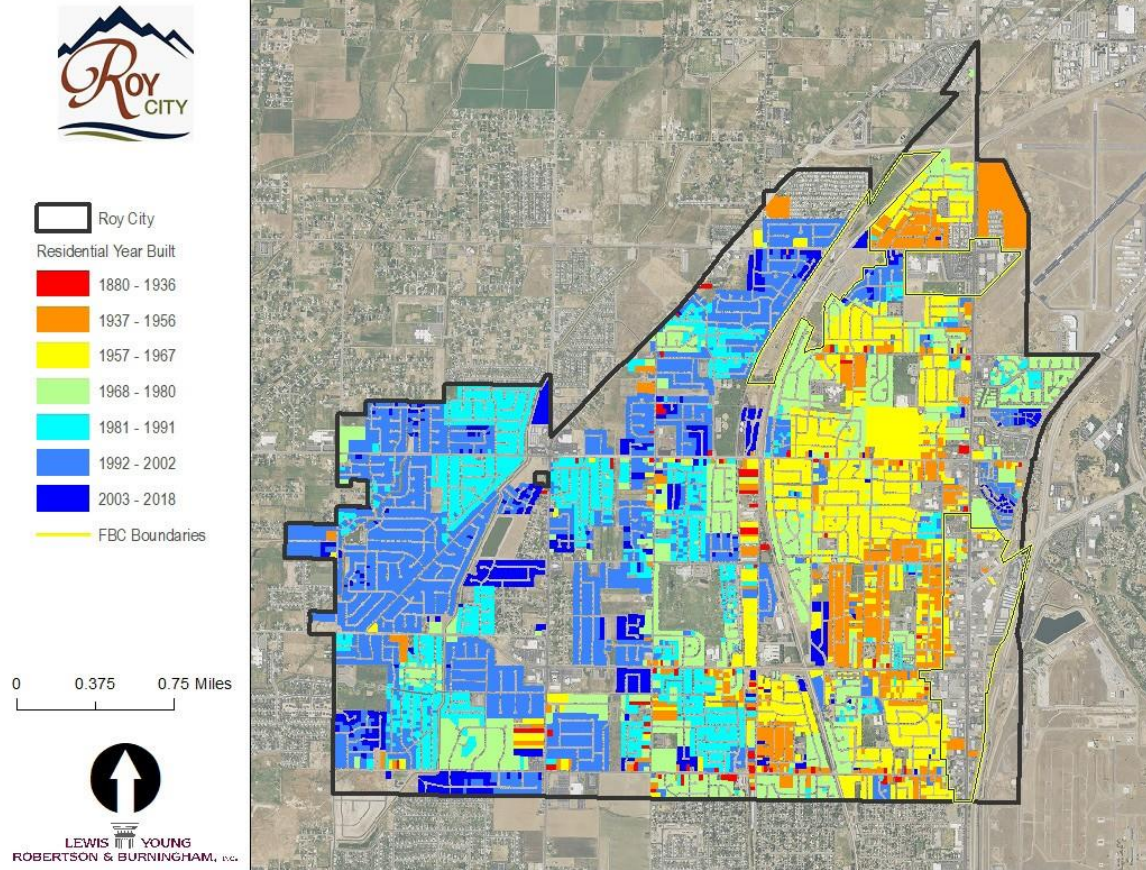
Table A4-8: HUD Fair Market Rents for Ogden-Clearfield Utah

	Efficiency	1 Bed	2 Bed	3 Bed	4 Bed
2022	\$594	\$713	\$910	\$1,290	\$1,514
2021	\$571	\$690	\$882	\$1,258	\$1,471

**Homeownership Assistance Program** - The Homeownership Assistance Program is designed to increase home ownership throughout Weber County. The program is offered to qualified moderate-income households

<sup>5</sup> Wood, James (2016, November). Does Utah Have a Housing Shortage? Retrieved from <https://gardner.utah.edu/utah-housing-shortage/>

Map A4-1: Roy Residential Year Built



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

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

on vulnerability. The goal of the program is to assist homeless individuals strive for self-sufficiency.

**Low Income Housing Tax Credits (LIHTC)** - The federal government has developed a program to encourage the construction, rehabilitation, and preservation of rental housing for very low, low and moderate-income households. The LIHTC program is administered by the Utah Housing Corporation (UHC), which determines the amount of tax credit available to applicant projects and operations and on the percentage of the project, which will be restricted to low-income tenants. The UHC establishes maximum rents in accordance with HUD standards and future rental increases will be based on increases in the cost of living as reflected in HUD income guidelines. A minimum of 20 percent of the project's units must be set aside for tenants with income less than 50 percent of the median income for the area or a minimum of 40 percent of the units must



be reserved for tenants with incomes less than 60 percent of the area median income. Projects receiving LIHTC must maintain the status as a low-income project for a minimum of 15 years.

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

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

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

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

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

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

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

## STRATEGIES, TIMELINE & IMPLEMENTATION

### STRATEGY ONE: UTILIZE A MODERATE-INCOME HOUSING SET ASIDE FROM A COMMUNITY REINVESTMENT AREA (P)

**(P):** Demonstrate utilization of a moderate-income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate-income housing.

#### Timeline:

- Adopted the following Community Reinvestment Area (CRA) plans Utah Code Annotated (UCA) 17C-5-108 with budgets UCA 17C-5-302 –
  - 1900 Southwest and Southeast Community Reinvestment Projects Areas which includes the downtown in November 2019
  - D&RG Denver & Rio Grande Community Reinvestment Project Area Plan and budget which includes the Front Runner Station in June 2022.
- Things still to be completed:
  - Adopt Official Project Area Plan & Budget (UCA 17C-5-109 & 17C-5-110) when a “New Project” is approved for construction or by December 2023, or once triggered by a qualifying project.
  - File Project Area Budget (UCA 17C-5-305) when a “New Project” is approved for construction or by June 2024, or once triggered by a qualifying project.
  - File Interlocal Agreements (UCA 17C-5-206) when a “New Project” is approved for construction or by December 2024, or once triggered by a qualifying project.

#### Implementation Measures:

- Utilize the CRA housing set aside funds to create additional moderate-income housing units or partner with a qualifying housing developer to create additional housing units targeted for households at 80% or less by end of 2029.

### STRATEGY TWO: ALLOW FOR HIGHER DENSITY AND MIXED USE (A,F,G,H,E)

**(A):** Rezone for densities necessary to facilitate the production of moderate-income housing.

#### Action Taken:

##### Areas already Rezoned:

- From Community Commercial to Multi-Family Residential - Midland Square approximately 2800 West and 4075 South –

Townhome project – approved May 2018

- From Community Commercial to Multi-Family Residential – Orchards at 19<sup>th</sup> approximately 4499 South 1900 West – Townhome project – September 2018
- From Community Commercial to Multi-Family Residential – Abington Heights approximately 3673 South 1900 West – Townhome project – approved July 2021

#### Timeline:

Providing a timeframe on rezoning property is difficult as the City for the most part processes application and doesn't have control or influence on when applications are submitted.

- Starting in 2024, annually hold one (1) or two (2) work-sessions with the Planning Commission to discuss, research and identify opportunities to rezone areas identified within the Future Land Use Map for possible multi-family development.
- City will update the zoning map after every approved rezone request.

#### Implementation Measures:

- Provide appropriate guidance to future applicants on rezone application possibilities for higher density or mixed-use zoning options which have the best chance of approval.
- Approve rezone applications which are harmonious with the General Plan and the Future Land Use Map.
- Provide strong considerations to rezone applications which are supported by elements of the General Plan but may not align with the future land use map.
- Consider rezone applications which may not have support of the General Plan but make sense in locations that won't detract from the character of the neighborhood.

**(F):** Zone or rezone for higher density or moderate-income residential development in commercial or mixed-use zones, near major transit investment corridors, commercial centers, or employment centers.

#### Timeline:

- Rezoned the Downtown commercial districts by establishing a new Title 10 Chapter 13 Mixed-Use, March 2021 that includes the Downtown East (DT-E) district, the Downtown West (DT-W) district & the Downtown Gateway (DT-G) district;
- Rezoned the FrontRunner Station area August 2021, that included the Station Central (S-C), Station North (S-N) and Station South (S-S). *as per SB34 (2019) strategy F.*

Providing a timeframe on rezoning property is difficult as the City for the most part processes application and doesn't have control or influence on when applications are submitted.

- Starting in 2024, annually hold one (1) or two (2) work-sessions with



the Planning Commission to discuss, research and identify opportunities to expand the Downtown, Station Area or Business Park mixed-use zones onto adjoining properties.

- City will update the zoning map after every approved rezone request.

Implementation Measures:

- Provide appropriate guidance to future applicants on rezone application possibilities for higher density or mixed-use zoning options which have the best chance of approval.
- Approve rezone applications which are harmonious with the General Plan and the Future Land Use Map.
- Provide strong considerations to rezone applications which are supported by elements of the General Plan but may not align with the future land use map.
- Consider rezone applications which may not have support of the General Plan but make sense in locations that won't detract from the character of the neighborhood.

**(G):** Amend Land Use regulations to allow for higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors.

Timeline:

- Adopted the Title 10 Chapter 13 Mixed-Use ordinance March 2021 that includes the Downtown East (DT-E) district, the Downtown West (DT-W) district & the Downtown Gateway (DT-G) district.
- Adopted the FrontRunner Station area August 2021, that included the Station Central (S-C), Station North (S-N) and Station South (S-S). *as per SB34 (2019) strategy G.*

Implementation Measures:

- Evaluate the mixed-use or multi-family codes every two or three years and amend/update as needed; based on:
  - To provide a greater flexibility or higher densities in relation to moderate income housing.
  - From feedback provided from developers on barriers of code or processes, etc...
- After each evaluation, if there is a need to amend/update the code.
  - Draft and present an amendment to the Planning Commission and seek approval from the City.

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

Timeline:

- Adopted Roy City Municipal Code 10-13-6 Parking in August 2021.

*as per SB34 (2019) strategy H*

Implementation Measures:

- Evaluate the parking standards at least every two or three years and amend/update as needed; based on:
  - Changes to best practices for parking reductions for City's of similar size as Roy City
  - Changes to transit routes, number of buses per hour, etc...
- After each evaluation, if there is a need to amend/update the code.
  - Draft and present an amendment to the Planning Commission and seek approval from the City.

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

Timeline:

- Adopted an Internal Accessory Dwelling Unit (IADU) ordinance and included it in the Roy Municipal Code 10-17-1 Table of Uses in July 2021

Implementation Measures:

- Evaluate the IADU code every two or three years and amend/update as needed; based on:
  - To provide a greater flexibility in relation to moderate income housing.
  - From feedback provided from homeowners on barriers of code or processes, etc...
- After each evaluation, if there is a need to amend/update the code.
  - Draft and present an amendment to the Planning Commission and seek approval from the City.

### STRATEGY THREE: DEVELOP AND ADOPT A STATION AREA PLAN (V)

**(V):** Develop and adopt a Station Area Plan in accordance with section 10-9a-403.1.

Timeline:

- Adopted the Focus Roy Document that includes the term Station Area Plan in 2017, however applied for and received funding from WFRC in December 2022 to update the Plan to comply with HB-462 (2022).

Implementation Measures:

- Up-dated Station Area Plan to be completed by June of 2023. Once adopted, re-evaluate plan every two or three years and amend/update as needed.
- After each evaluation, if there is a need to amend/update the SAP.
  - Draft and present an amendment to the Planning Commission and seek approval from the City.

# 5 - PARKS, OPEN SPACE, RECREATION AND TRAILS

In order to ensure that the future parks, open space, recreation and trail system meets long-term needs and desires, a comprehensive assessment was undertaken. This chapter presents the results, documenting existing conditions, analyzing existing and future needs, assessing distribution needs and concluding with implementation priorities and other requirements for maintaining existing levels of service into the future. It concludes with a list of funding priorities, opportunities, policy recommendations and implementation measures for the next decade (2020-2030).

Support for a well-coordinated and robust park, open space, recreation and trail system was expressed frequently during the public scoping process. Members of the public expressed a clear desire for an improved and expanded park system. Several indicated specific support for a greater variety of activities available within the parks, updated playground equipment, and the addition of trees for shade.

## EXISTING CONDITIONS & ANALYSIS

The following is an examination of existing parks and open space in Roy. The number of parks, their size and distribution are documented and analyzed to determine how existing needs and demands are being met. This section also looks toward the future, utilizing growth projections to determine future needs, where gaps exist and how to fill them.

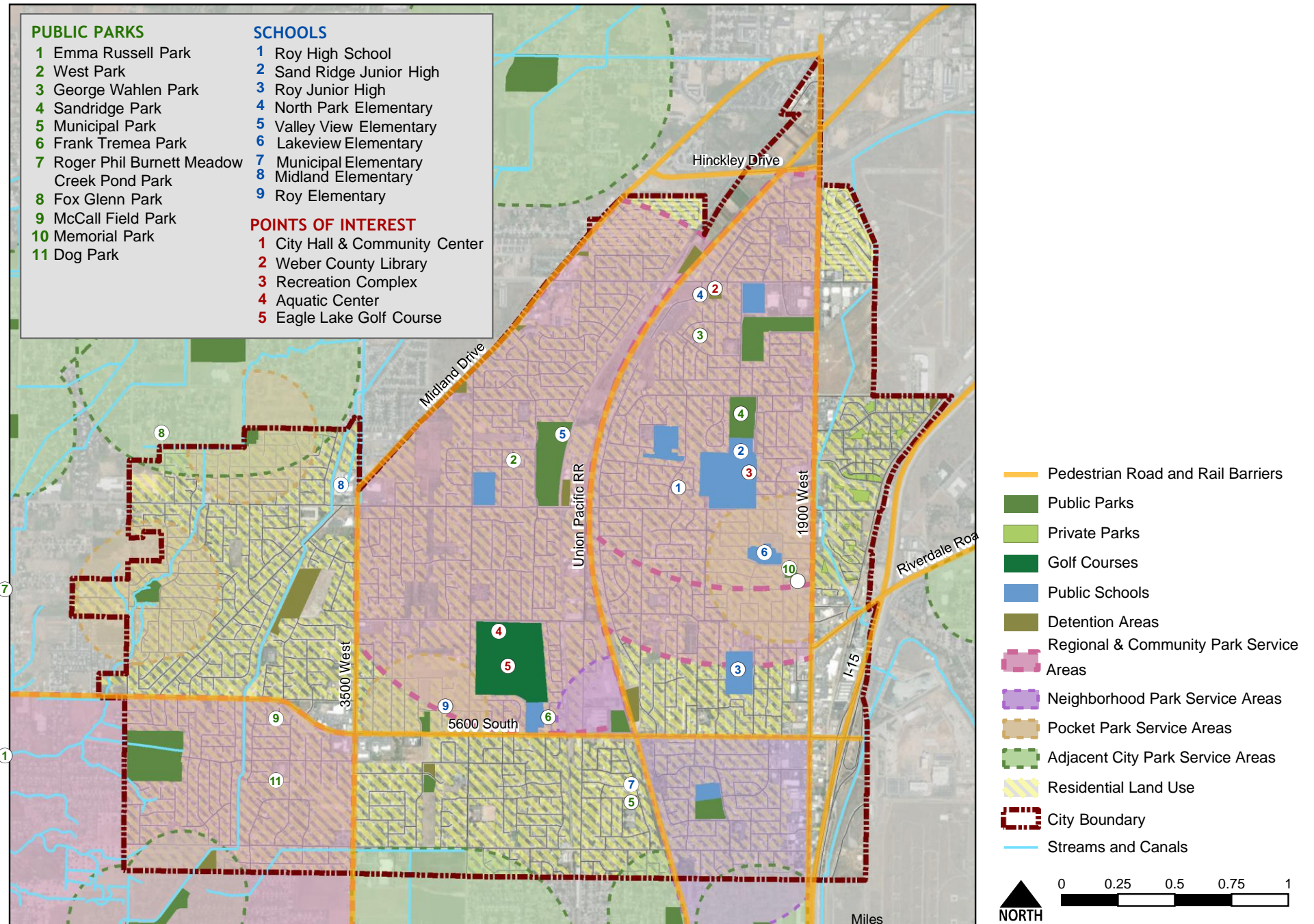
### Existing Parks

As illustrated in Map A5-1 and described Table A5-1, there are ten parks of various sizes in Roy at present. These include one Regional Park, three Community Parks, three Neighborhood Parks and two Pocket Parks. In addition, the City has a dog park, golf course, and cemetery. Since all of these are facilities have limited value for meeting traditional park needs, and the golf course is a “pay to play” facility, they were not viewed as contributors to realizing park needs.





Map A5-1: Existing Park Distribution and Service Areas



## Regional Parks

At 30 acres or greater in size, Regional Parks are the largest type of parks. As indicated by the name, they are large enough to provide a regional draw or attraction, typically including two or more specialty draws such as swimming pools, cultural venues and places to host special events. They also include restrooms, sports fields, open grass areas for passive recreation, picnic sites and shelters, playgrounds, gathering areas, skate parks, water play, sport courts and other recreation facilities. For planning purposes, it is assumed that Regional Parks serve an area of one mile and beyond, which is the distance used to assess the distribution of these parks.

Roy has one park large enough to be considered a regional park - the 35 acre Emma Russell Park, located in the southwest corner of the city. This park is relatively new to the system and will need additional facilities in future phases to achieve a regional draw.

## Community Parks

Community Parks are large parks with amenities to meet the needs of the City. Typical sizes range from ten to 30 acres. As illustrated in the map and table, there are three community parks in Roy – 27.5 acre West Park, 12.7 acre George Wahlen Park, and 12.3 acre Sandridge Park. This park is a popular recreation site that includes a range of amenities including five ball diamonds, a playground, a multi-purpose field and pickleball courts. Community parks typically cover a service area of one mile, which is the distance used to assess the distribution of this park type. They also include at least one special amenity such as a splash pad, skate park, sports complex or multi-purpose building. Other typical amenities include sports fields (baseball, soccer, football and similar sports), grassy play areas, restroom(s), pavilions and shelters, playgrounds, sport courts (basketball, volleyball and tennis), picnic and seating areas, walking paths and perimeter trails.

## Neighborhood Parks

Neighborhood Parks are smaller than Community Parks. Ranging from three to ten acres in size, they are designed to serve the needs of the surrounding neighborhood. Neighborhood parks typically include a mix of large and small features and amenities, including open lawns, grass play areas, a restroom, pavilions, playgrounds, sport courts (basketball, volleyball, and tennis), sports fields (baseball, soccer, football and similar sports), picnic and seating areas, walking paths and perimeter trails. A half-mile service area is assigned to these when assessing the influence of neighborhood parks.

Roy sports three parks of this type – 9.2 acre Municipal Park, 5.6 acre Frank Tremea (Roy) Park, and the 4.6 acre Roger Phil Burnett Meadow Creek Pond.

## Pocket Parks

Pocket Parks are the smallest park type, typically encompassing sites less than an acre up to three-acres in area. These parks usually serve small residential areas that lack access to larger neighborhood, community and regional parks. There are three pocket parks in the city at present - 3.1 acre Fox Glen Park, 1.6 acre McCall Park, and 1.7 acre Memorial Park. Due to the small size of these parks, they provide limited amenities, although larger pocket parks can include playgrounds, lawn areas and perimeter trails when carefully designed.

Pocket parks are typically used sparingly, in situations where land is limited or where access to larger parks is not available. They are significantly more difficult to maintain and operate than the larger park types, and only provide limited recreation value compared to the high implementation and running costs.

## EXISTING PARK NEEDS & SERVICE LEVELS

In order to determine whether existing parks in Roy meet current needs, two different analyses were applied. The first is a Level of Service (LOS) Analysis, which examines park acreage in relation to population. The second is a Distribution/Service Area Analysis, which evaluates the distribution of parks in the City to determine if any gaps in service to residential areas exist.





Table A5-1 - Existing Parks

PARKNAME		ACRES
<b>REGIONAL PARKS</b>		
1	Emma Russell Park	35.0
<i>Subtotal - Regional Parks</i>		<b>35.0</b>
<b>COMMUNITY PARKS</b>		
2	West Park	27.5
3	George Wahlen Park	12.7
4	Sandridge Park	12.3
<i>Subtotal - Community Parks</i>		<b>52.5</b>
<b>NEIGHBORHOOD PARKS</b>		
5	Municipal Park	9.2
6	Frank Tremea Park	5.6
7	Roger Phil Burnett Meadow Creek Pond Park	4.6
<i>Subtotal - Neighborhood Parks</i>		<b>19.4</b>
<b>POCKET PARKS</b>		
8	Fox Glen Park	3.1
9	McCall Field Park	1.6
10	Memorial Park	1.7
<i>Subtotal - Pocket Parks</i>		<b>6.4</b>
<b>OTHER RECREATION FACILITIES</b>		
11	Roy Dog Park	2.2
12	Eagle Lake Golf Course	58.0
<i>Subtotal - Other Recreation Facilities</i>		<b>60.2</b>
<b>TOTAL PARK LAND</b> (Regional, Community, Neighborhood, Pocket, Special Use & Other Recreation Facilities)		<b>173.5</b>
<b>TOTAL PARK LAND USED FOR LOS</b> (Regional, Community, Neighborhood and Pocket Parks)		<b>113.3</b>
<b>PRIVATE PARKS</b>		
	Private Parks	7.7
<b>OTHER LAND MAINTAINED BY THE CITY</b>		
	Cemetery, Roundabouts, Detention Basins, etc.	76.7

Existing Level of Service Analysis

Level of Service (LOS) Analysis was developed by the National Recreation and Parks Association (NRPA) to assist communities in evaluating sufficient numbers of parks. LOS is a ratio calculated by dividing the total acres of park land by the population and expressing the result in terms of acres per 1,000 population. In the past LOS was a national standard benchmark for determining park needs, providing an easy tool for communities to compare their performance against the standard and other communities.

While helping to evaluate a minimum standard of parks, blind use of LOS has fallen out of favor in recent years, in large part because straight comparisons do not necessarily reflect the unique conditions and goals of individual communities. This is especially true in the Intermountain West, where access to significant amounts of state and federal public lands and significant tracts of contiguous public open space is part of the milieu.

LOS analysis nevertheless remains an important tool to help understand whether service levels are meeting goals, to help make acquisition and development decisions, and in the development of responsive goals and benchmarks.

As described previously, the acreage of all Regional, Community, Neighborhood and Pocket Parks were tallied to calculate the existing Level of Service for Roy City. LOS was determined by dividing the acreage of existing parks (113.3) by the 2020 population (39,243) and multiplying by 1,000. ( $113.3 / 39,243 \times 1,000 = 2.9$ ). The resulting LOS ratio is 2.9 acres of parks per 1,000 residents.

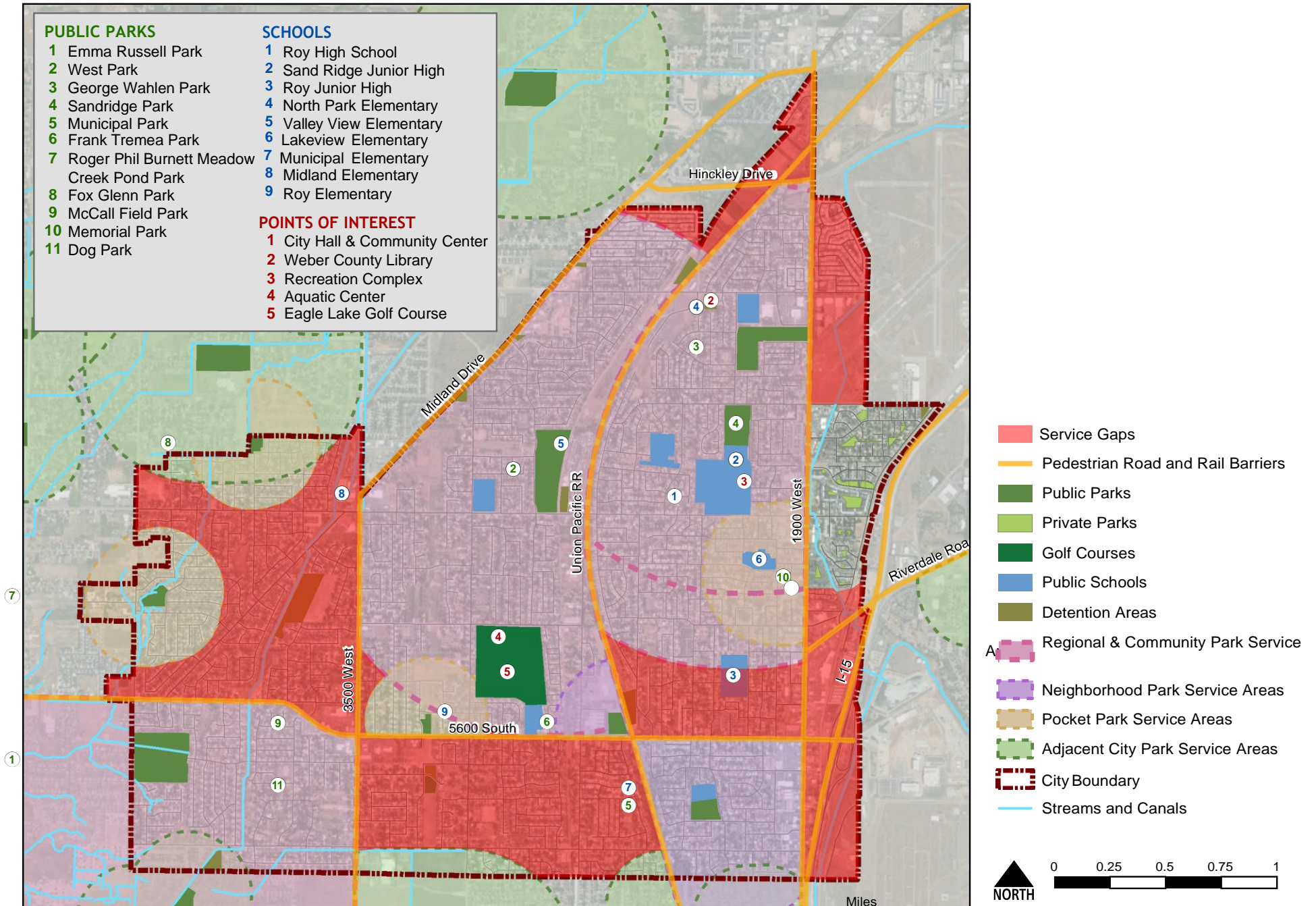
Distribution Analysis

The distribution of parks and their corresponding service areas was also analyzed. Map A5-1 illustrates the distribution of existing parks and their area of impact and access, as determined by applying the designated radii for each by park type as follows:

- Regional Parks (1.5 mile radius)
- Community Parks (1 mile radius)
- Neighborhood Parks (1/2 mile radius)
- Pocket Parks (1/4 mile radius)

Existing residential areas and pedestrian barriers created by major streets and railroads were then added to the map to illustrate where parks are needed and to identify service gaps. As illustrated in Map A5-2, three

# Map A5-2: Existing Park Service Area Gaps





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

## MEETING EXISTING & FUTURE PARK NEEDS

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

### Meeting LOS Needs During the Ten-Year Planning Horizon

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



which will be difficult to correct.

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

### Meeting LOS Needs Through Build-Out

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

## PROPOSED PARKS

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

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

## PARK STANDARDS

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

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

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

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

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

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

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

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



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

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

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

## PARK AMENITIES

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

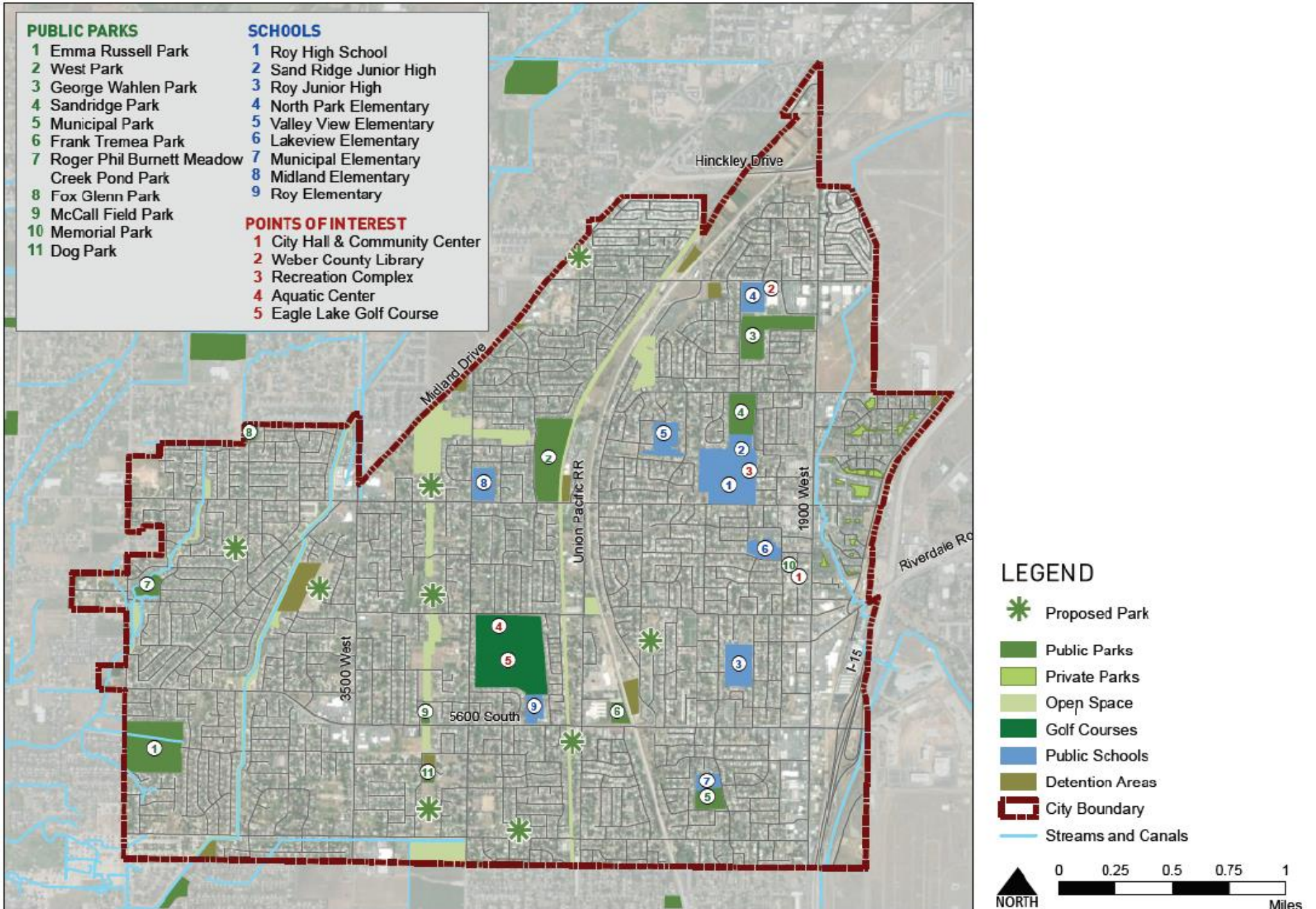
### Amenity Level of Service

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

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

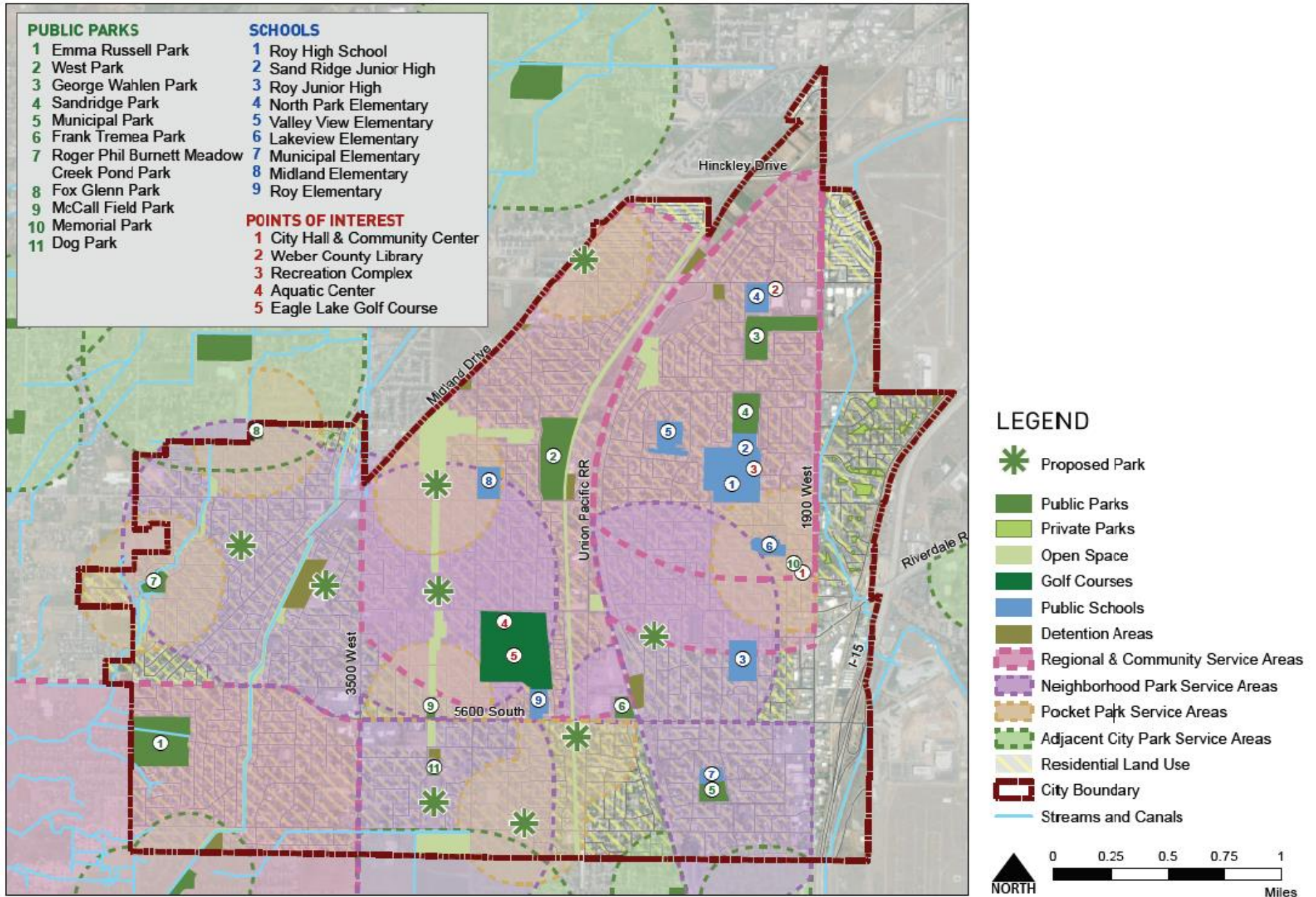


Map A5-3: Existing and Proposed Parks





Map A5-4: Existing and Proposed Park Service Areas





## OPEN SPACE

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

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

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



Table A5-2 - Amenity Levels of Service and Deficiencies\*

					2020 Surplus or Deficit of Amenity
Pavilions	11	3,568	2,500	16	-5
Restrooms	9	4,360	5,000	8	1
Playgrounds	7	5,606	2,500	16	-9
Basketball Courts	5	7,849	7,500	5	0
Tennis Courts	6	6,541	5,000	8	-2
Pickleball Courts	4	9,811	10,000	4	0
Multipurpose Fields	16	2,453	2,500	16	0
Baseball/Softball Fields	12	3,270	10,000	4	8
Sand Volleyball Courts	1	39,243	16,000	2	-1
Skate/Bike Parks	1	39,243	50,000	1	0
Splash Pads/Water Features	1	39,243	50,000	1	0

\* Amenity levels of service are based on a standard number of amenities per population, as set forth by the National Recreation and Parks Association and slightly modified to reflect regional trends within the Wasatch Front.



## RECOMMENDATIONS FOR PARKS & OPEN SPACE

### Parks

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

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

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

### Open Space

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

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



## RECREATION

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

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

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

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

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



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

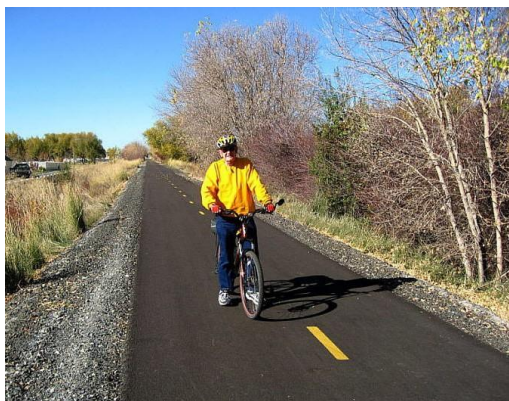
## Recommendations for Recreation

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

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

## TRAILS

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



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

other key destinations in the City and the surrounding region.

## Trail System Concept

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

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

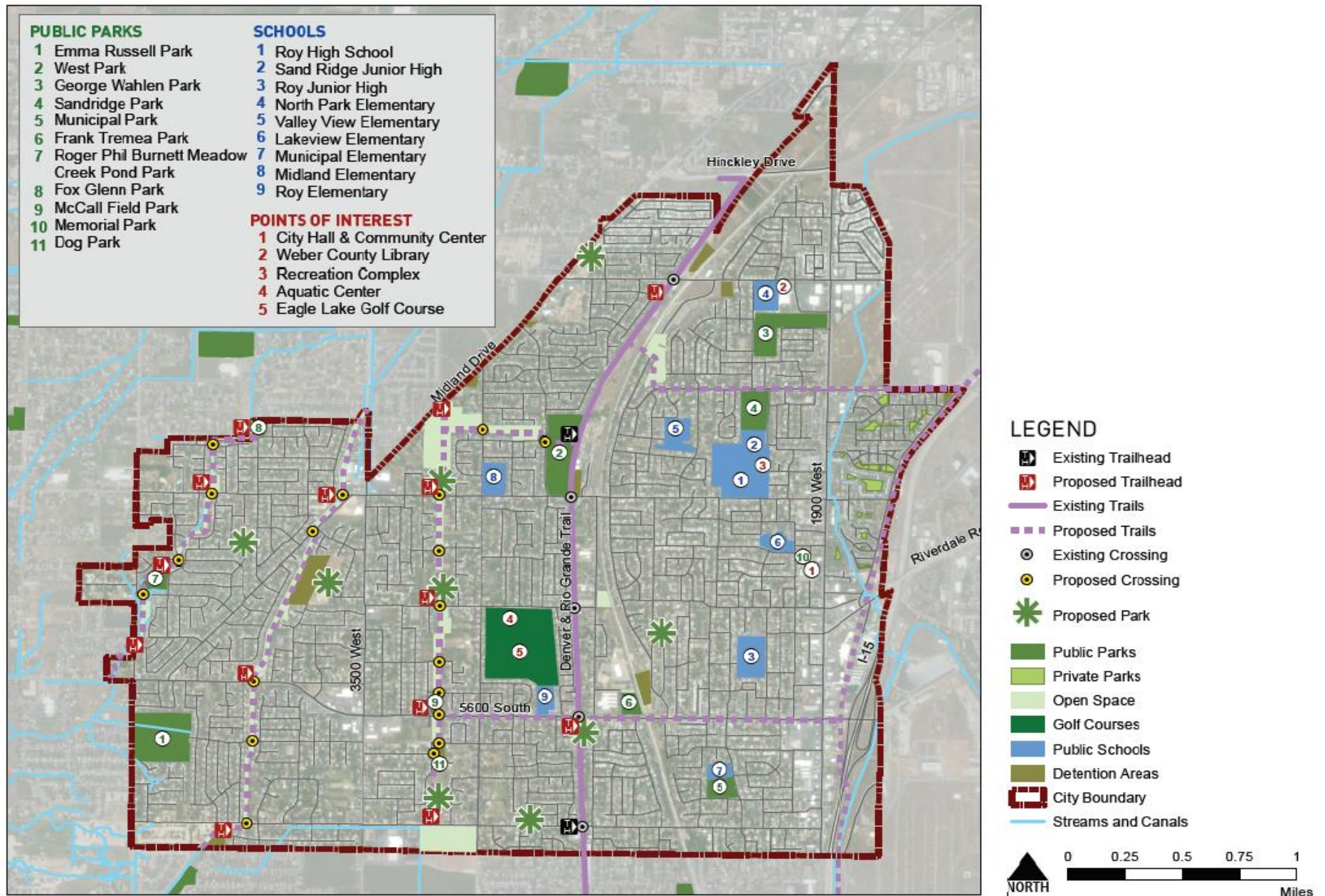
As addressed in the transportation section of this plan, it is assumed that a fully-connected system of on-street bike lanes and bike routes located on the local road system completes the trail system, and that these facilities will be established as part of implementing and enhancing the Roy street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

## Recommendations for Trails

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



Map A5-5: Existing and Proposed Trails





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

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

## PRIORITIES AND CONSTRUCTION COSTS

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

To maintain pace with anticipated development and growth, a detailed operations and management budget should be developed to help manage parks and recreation needs. There are several different types

of budget formats that can be used, although the most common and effective is the Line-Item Budget.

## Park and Open Space Priorities

### Upgrading Existing Parks

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

### Planting Trees

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

### Filling Park Gaps

There are three main gap areas in park service and distribution of existing parks in Roy as shown on Map A5-2. Of the proposed parks discussed earlier and shown on Map A5-3, locating at least 28 acres of additional parks in these gap areas will help the park system remove the gaps and meet the recommended LOS of 3.5.

### Meeting Park Needs by 2030

Maintaining the recommended future LOS of 3.5 while meeting increased demands with population growth will require an additional 7.4 acres of park land acquisition and development to meet the total 148.7 acres recommended for the city in 2030.

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

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

## Trails Priorities

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

## Development Costs

### Park and Open Space Costs

Table A5-4 summarizes the anticipated costs to upgrade existing parks and meet amenity levels of service, and the costs to acquire and develop proposed parks through 2030 as previously discussed. Estimated acquisition costs are \$250,000 per acre based on information research by a local realtor. Per acre development costs are estimated at \$250,000 per acre for parks. A total of \$18,725,000 will be required to meet park standards, fill existing gaps, and meet needs by 2030. It should be noted that this is a rough estimate and park acquisition and development is most likely to be achieved through a variety of funding sources and donations through time rather than be financed wholesale.

### Trail Costs

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

Table A5-4 - Probable Costs for Parks

ITEM	PROBABLE COST
<b>MEETING STANDARDS</b>	
Cost to Upgrade Existing Parks to Meet Amenity LOS	\$950,000
<i>Subtotal Amenities</i>	\$950,000
<b>PLANTING TREES</b>	
Cost to Plant an Additional 250 Trees within the Existing Park System	\$75,000
<i>Subtotal Trees</i>	\$75,000
<b>FILLING EXISTING GAPS</b>	
Cost to Acquire and Develop Land for 1 Community Park, 3 Neighborhood Parks, and 1 Pocket Park (28 acres x \$500,000)	\$14,000,000
<i>Subtotal Current Need</i>	\$14,000,000
<b>MEETING NEEDS BY 2030</b>	
Cost to Acquire and Develop Parks for Remaining 7.4 Acres for LOS (7.4 acres x \$500,000)	\$3,700,000
<i>Subtotal 2030 Need</i>	\$3,700,000
<b>GRAND TOTAL</b>	<b>\$18,725,000</b>

Table A5-5 - Probable Costs for Trails

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



## Potential Funding Sources

A variety of funding sources will be required to meet unfunded options. The following is a list of key funding tools to be explored and considered:

### 1. **Park and Recreation Impact Fees**

The City has an impact fee program for park and recreation projects in place. Impact fees can be used by communities to offset the cost of public parks and facilities needed to serve future residents and new development. Impact fees are especially useful in areas anticipated to develop, such as the west side of the community.

### 2. **Dedications and Development Agreements**

The dedication of land for parks and park development agreements have long been accepted development requirements and are another valuable tool for implementing parks. The City can require the dedication of parkland through review of projects such as Planned Unit Developments (PUDs), for example.

### 3. **User Fees**

User fees may be charged for reserved rentals on park pavilions and for recreation programs.

### 4. **Secondary Funding Sources**

Non-traditional sources of funding may be used to help meet the City's needs. The following are examples of a few options which may be suited for meeting Roy's long-term needs.

#### **Land and Water Conservation Fund**

This federal money is made available to States, and in Utah is administered by the Utah State Division of Parks and Recreation. Funds are matched with local funds for acquisition of park and recreation lands, redevelopment of older recreation facilities, trails, accessibility improvements and other recreation programs/facilities that provide close-to-home recreation opportunities for youth, adults, senior citizens and persons with physical and mental disabilities.



#### **Federal Recreational Trails Program**

The Utah Department of Natural Resources, Parks and Recreation Division administers these Federal funds. The funds are available for motorized and non-motorized trail development and maintenance projects, educational programs to promote trail safety and trail related environmental protection projects. The match is 50-percent, and grants may range from \$10,000 to \$200,000. Projects are awarded in August each year.

#### **Utah Trails and Pathways / Non-Motorized Trails Program**

Funds are available for planning, acquisition and development of recreational trails. The program is administered by the Board of Utah State Parks and Recreation, which awards grants at its fall meeting based on recommendations of the Recreation Trails Advisory Council and Utah State Parks and Recreation. The match is 50-percent, and grants may range from \$5,000 to \$100,000.

### In-Kind and Donated Services or Funds

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

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

## GOALS, POLICIES & IMPLEMENTATION

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

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

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

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

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

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

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

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

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

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



standards.

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

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

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

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

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

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

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

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

**Policy 4.1:** Work with Roy public works and community development departments to ensure all trails, bike/pedestrian routes and bike lanes/routes are implemented as envisioned.

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

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

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

as part of future planning initiatives, focusing on closing gaps, developing trailheads, and improving connections with existing and future neighborhoods, destinations, parks and recreation facilities and transit stations.

- **Implementation Measure:** Maintain trails as safe, attractive and comfortable amenities for the community. Ensure that maintenance routines include the control of weeds (particularly thorny species), the removal of trash and debris and selective plowing of key routes to facilitate winter trail use.
- **Implementation Measure:** Promote an “Adopt-a-Trail” program to encourage trail user assistance in maintaining the trail system. Encourage participants to become involved in all aspects of trails development, through maintenance and long-term improvements.
- **Implementation Measure:** Develop a trail and bike lane signage program that provides clear information to users about how to access trails and proper trail behavior. Make trail and bike path maps available to the public.
- **Implementation Measure:** Develop a comprehensive decision-making matrix to ensure safe bicycle and pedestrian crossings are established at major street crossings.
- **Implementation Measure:** Investigate the range of funding options and resources to help pay for park, open space, recreation and trail improvements over time.

#### Goal 5.0: To make sure all trails and trailheads are safe

**Policy 5.1:** Implement a Safe Routes to Schools program with an emphasis on trail linkages.

- **Implementation Measure:** Work with Weber School District, UDOT, Weber County, and neighborhood groups to identify and clearly mark appropriate trails and routes.

**Policy 5.2:** Ensure trails are safe places at all hours of operation.

- **Implementation Measure:** Install a safe system of trail lighting and emergency response stations along all Regional Recreational trails.

#### Goal 6.0: To Ensure Roy parks and recreation system is sustainable and resilient

**Policy 6.1:** As new parks, open spaces and trails are developed, utilize current practices and technologies to conserve water and other resources in public parks and associated facilities.

- **Implementation Measure:** Utilize drip irrigation, moisture sensors, central control systems and appropriate plant materials and soil amendments to create a more sustainable and water-wise parks, open space, recreation and trail system in Roy City.



# 1 - PHYSICAL AND NATURAL ENVIRONMENT

The physical and natural environment of a place has strong implications for the development of urban areas. The characteristics of the landscape must be acknowledged and respected in order to determine if development is economically feasible and to keep the public safe from hazards created by the environment. The environmental characteristics discussed in this section will influence future land use policy for the city.



## PHYSICAL ENVIRONMENT CLIMATE

Roy, as part of the Wasatch Front, experiences a semi-arid continental climate type. Average annual precipitation is 18 inches, most of which is accumulated through the winter and spring seasons. The average mean daily temperatures fall in the range between 27°F in winter and 76°F in summer, with the average winter low in winter reaching 20°F and the average summer high reaching 95°F. The nearby Wasatch Range receives much more precipitation in the form of snow, which snow pack is the key water source for the city.

## TOPOGRAPHY AND SOILS

Roy is located at the edge of the Great Basin, close to the foothills of the Wasatch Range, and is situated at an average elevation of 4400 feet. The city is comprised of two primary landforms: the eastern portion being atop a bluff (the remnant of an alluvial fan deposited by the Weber River in the days of Lake Bonneville) and the western portion being in the low-lying former farms and wetlands that spread westward toward the Great Salt Lake. Each of these landforms plays a role in the opportunities and constraints which will be discussed throughout this section.

With the exception of the high bluff which divides the city, slopes are generally shallow in Roy, usually not exceeding 3 percent. The alluvial fan has provided primarily sandy and gravelly soils in the east part of the city, contributing to generally good drainage and stability. In the west part of town, the soils are of a more fertile silty loam classification, excellent for

their former agricultural use. Unfortunately most of the city west of 3500 West also experiences a shallow water table (see Map A6-1), which creates some hazardous conditions which will be discussed.

## SENSITIVE LANDS

Very little sensitive lands remain in Roy as most of the city is built-out. Wetlands are the only sensitive land type which remains undeveloped. The remaining wetlands in Roy are mostly located along Howard Slough and the Layton Canal. It is recommended that wetlands in Roy be inventoried in more detail and preserved as open space.

## HAZARDS

### FLOODPLAINS

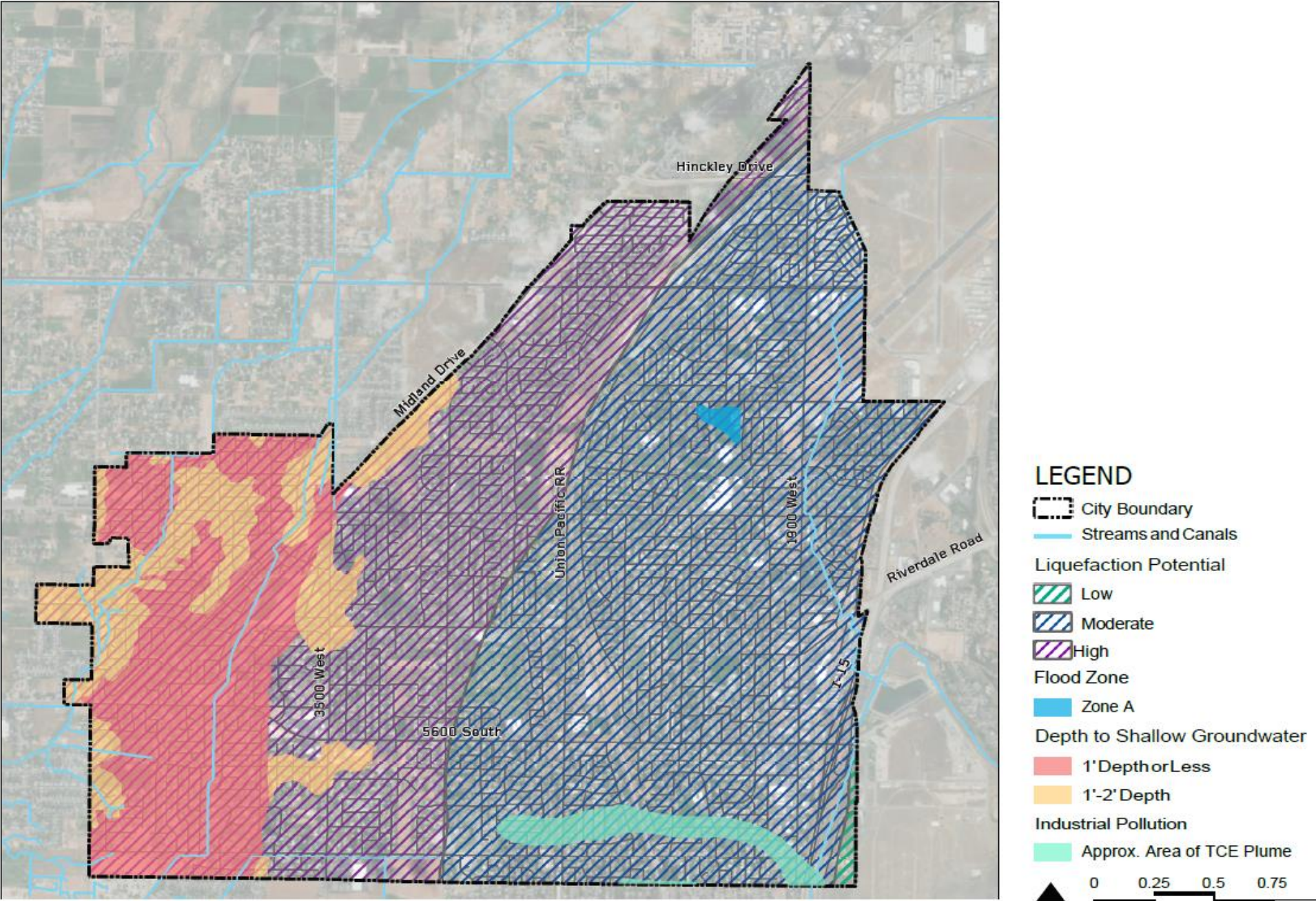
The majority of Roy is free from problems with flooding. The Federal Emergency Management Agency (FEMA) has designated only one area in the city as a flood hazard area, as shown in Map A6-1. This area is mostly located within Sandridge Park and has been labeled as Zone A, which by definition has a 1-percent annual chance flood. The rest of the city has been designated as having a minimal flood hazard.

Although not within a designated floodplain, a number of homes on the west part of town have historically experienced flooding. This situation was created by high precipitation and a shallow water table due to homes being constructed on wetlands.





Map A6-1: Environmental Conditions





## EARTHQUAKES

All communities along the Wasatch Front are generally susceptible to earthquakes due to the nearby Wasatch Fault and other fault lines. While Roy does not have any surface faulting within its boundaries, the city is prone to ground shaking and liquefaction. Due to the presence of shallow ground water, areas in the west part of the city have a high liquefaction potential in the event of an earthquake. Potential liquefaction areas are shown on Map A6-1. Development in high risk areas may experience severe damage in an earthquake if extra measures have not been taken to account for the poor soil structure. The remainder of the city has been rated for moderate liquefaction potential. As the eastern part of the city contains the bulk of older structures, measures should be taken to bring these structures up to seismic code to prevent failure in the event of an earthquake.



## INDUSTRIAL POLLUTION

While Roy has long benefited from its close proximity with Hill Air Force Base, this relationship brings the potential for pollution hazards. One such hazard was identified in 1999, in which a toxic shallow groundwater plume of the chemical trichloroethylene (TCE) was discovered to have made its way into the Arsenal Villa and Pioneer neighborhood areas. Hill Air Force Base conducted an investigation and developed a cleanup plan to mitigate the contamination. To date, the TCE plume appears to have been contained. However, the City should continue to keep informed on this issue and notify the public of any new developments.



# APPENDIX B - PUBLIC INVOLVEMENT

## INTRODUCTION

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

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

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

## 1 - ADVISORY COMMITTEE

### SUMMARY

A Scoping Meeting was held with the Advisory Committee, a group comprised primarily of members of the Planning Commission and City Council. The meeting was held in conjunction with discussions regarding the establishment of a Mixed-use Code for the City Center and FrontRunner Station Area, which resulted in discussions gravitating toward economic development and business topics. It was generally felt that the future of the community hinges on improving the business climate of the city, and that re-branding the city center through new development and enhancement will make the city a better and more thriving community.

It was noted that traffic is a major concern of residents and must be improved if the city is to become a more attractive place. Improving and providing more housing options was also indicated as primary need to help a nearly-built-out city transform into a better place.

## DIRECT COMMENTS/NOTES

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

## 2 - FOCUS GROUPS

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

NEIGHBORHOOD CHARACTER HOUSING

TRANSPORTATION & TRAFFIC HOUSING

PARKS, RECREATION & COMMUNITY COMMERCE



# NEIGHBORHOOD CHARACTER

## SUMMARY

There is a general indication that Roy is a good place to live but that the community is maligned by a negative perception, especially by non-residents. This is exacerbated by the lack of a positive city center, poor code enforcement, the lack of home care and maintenance, and the tradition that Roy is a short-term home for newer residents as they seek to establish equity in their homes and eventually move onward to another community to establish long-term roots. It was indicated that residents who are invested in the community tend to live on the east side, and that the city generally lacks some of the simple features that help make a good city great – street trees, connected sidewalks, consistent infrastructure, a concern for city aesthetics, and the lack of well-linked neighborhoods and destinations - especially for pedestrians and cyclists. However, once people settle here, they discover that Roy is a very nice community with good neighbors, very good schools. Encouraging people to settle here from the outset should be a goal, which can be achieved not only by upgrading the commercial core and transit district, but through better investment and re-investment in the city's established neighborhoods.

## DIRECT COMMENTS/NOTES

- I think better enforcement of weeds/unkempt yards would help.
- No pictures of the old vinyl signage? I drive past it every day. Vinyl flags etc... Roy ordinance enforced?
- Sidewalks would be more efficient if cars weren't allowed to park across them.
- Put some flowers out like Clinton on light poles, they look beautiful. Clean up abandoned buildings.
- Potholes in the street and neighborhoods need to be fixed.
- The amount of power lines in Roy is ridiculous and something needs to be done about them. They make Roy look old and dangerous and its especially unsettling to hear the buzz of electricity.
- Updating schools is a must. Roy Elementary is so old and needs a serious rebuild.
- Multi housing units eventually look trashy as do some home's, the area along 5600 between 3000 and 3500 on the North side with the tree's that somebody thought would be a great idea and didn't keep up with it- looks horrible.
- Let's get these vacant buildings full! So sad to see so much empty space. Or tear down the old places and allow for new builds or clean space.
- I would like to see the image of Roy improved. We need more requirements for residents to maintain their homes and yards.
- Businesses need to paint, weed and pick up trash around them!!
- Let's get rid of the blight in Roy!
- I think the city just needs some sprucing up. It looks old and outdated.
- I would like to see Roy install nice ornamental streetlamps. Sunset and Clinton are using them. Roy just uses shortened telephone poles and cheap looking lights. If you want to make a neighborhood less appealing, they are doing a good job of it.
- Roy needs TREES. Incentives for homeowners who plan trees :). Green is Good.
- More trees!
- Need trees everywhere.
- Would like more trees.
- Would like to see more trees in town.
- I Hate the image that outsiders put on Roy – it really is a great place to live.
- Twenty years ago, people cared for properties and yards.
- After the turnover of older generations, newer groups don't seem to care?
- Old neighborhoods are easy buy, many were turned into rentals which might contribute to lack of maintenance
- The city does a poor job of code enforcement – makes things feel run down.
- City does a poor job of snow removal.
- Roy hasn't kept up with its infrastructure – roads, trees, parks.

- Municipal Elementary is a great school – people are scared by Title I, but the increased funding has provided a lot of programs and really turned things around in recent years. Lots of new parent involvement in last three years.
- The city needs more trees everywhere. Want to see street trees.
- Chose to live in Roy for affordability – most bang for buck, Davis County had bad traffic.
- Most residents invested in the community seem to live on the east side.
- Neighborhood is nice but “distantly friendly” – most folks to keep to themselves
- Would like a bigger lot for gardening, but costs more money in W. Haven and Hooper
- Neighboring towns feel like they are better maintained
- There are too many people in Roy – would rather live somewhere else with more rural feeling
- Many high school students were not interested in staying in Roy – family is the only draw
- Roy neighborhoods feel congested, not as open and spread out as neighboring towns
- I don't want Roy to be another Riverdale or Layton, that sounds horrible. Also start enforcing codes or we'll end up looking worse than Ogden in 20 years, blue house guy has 700 dangerous things in his yard and you haven't paid attention to him for a year.

## HOUSING

### SUMMARY

Comments tended to acknowledge that there is a lack of diversity in housing options, and that multi-family residential uses tend to be less desirable and poorly maintained. It was expressed that higher owner-occupancy rates would help create a more unified community. There was little discussion regarding the higher-density residential housing envisioned in the Focus Roy City Plan, indicating that the public is not well-informed about pending changes on the horizon.

### DIRECT COMMENTS/NOTES

- Apartments may be nice at first but will always be a crime problem
- Likes the high owner-occupied ratio in Roy 80/20
- I love modern architecture and wide-open spaces. Buildings should not be too cramped.
- Keep the mid-century and ‘atomic ranch’ neighborhoods preserved.
- No more high-density housing for the love of god!
- I don't like the multi-level apartments or strip malls. I prefer family-oriented neighborhoods and open spaces (parks, walking paths, trees).
- Make Roy more urban/suburbia and no more apartment buildings. People want to buy land to build on.
- I think having a mix of housing prices as well as age of homes makes us more balanced as a city.
- I don't love all these lots more apartments being built.
- There needs to be more low-income housing.
- I prefer to have big lots with nice houses and medium open parks with big businesses around the city center, main street, and lightly interspersed through the city to help pay the taxes required to keep city looking good and taxes low
- The types of housing are less important to me because if you have a thriving community the housing will naturally evolve.
- Don't like apartment buildings.
- Tear down old rundown buildings. Get rid of trailer parks, create nice home subdivisions in their place.
- Please don't let smaller homes move into Roy we are so over-Crowded as it is. Business could help with the taxes but not smaller or dense housing. We have lost the country living feel by adding so many houses.
- Less apartments and high-density housing.
- No more apartment complexes.
- Please don't build more apartment complexes.
- If neighborhoods are under consideration, please consider more affordable single-family homes. While housing prices are outrageous,



more new builds that are single-family for less than \$300,000 would be nice.

- We need modern looking houses.
- Don't like houses too close together.
- Don't like HOA neighborhoods.
- No calming circles or roundabouts.

## TRANSPORTATION & TRAFFIC

### SUMMARY

Traffic was by far the most frequently expressed topic of concern expressed by all groups. Pass through traffic, peak hour traffic jams, long delays getting to and from the city, impacts to neighborhoods and public safety implications were general themes. There were many who disliked the recent installation of traffic roundabouts, the lack of safe bike paths and routes, and a transportation system that is doomed to fail because it is not responsive to existing and future needs.

### DIRECT COMMENTS/NOTES

- Concerned about traffic generated by growth in neighboring cities
- Most arterials are congested to gridlock – it is worst when Hill AFB lets out after work.
- Don't even bother with I-15 to commute – the base traffic is too much to fight with.
- Already seeking alternate routes to commute through back roads.
- Worried about traffic and impact to my life and safety.
- Our city is overly congested and our roadways and neighborhoods can't accommodate how clogged they get.
- No more calming circles.
- Traffic is slow on 5600 south. Really wish this could be a wider road. Also 3100 W & 5600 S intersection could use a stop light.
- Roundabouts are too small and filling them with trees and shrubs blocks the view of traffic and pedestrians.
- The bike path is super nice to have but I don't use it because it always feels sketchy with the amount of graffiti everywhere and the garbage. I also feel like there are too many places for someone to hide off the

trail and jump out so I feel very unsafe using it, even in the day time. If the foliage and weeds under the trees was cleaned up better so we could see if anyone was lurking on the sides it would be and feel a lot more safe. The trees are really nice on the trail so don't take them down. The ground just needs some landscaping to clear things out.

- Please absolutely NO calming circles! They do diddly squat, there are better solutions.
- There should be a better way to help traffic on 5600 S. there are too many bling-bling lights between 2700 s. and 2950 s. With the accidents (including almost accidents) that have happened in the area and to alleviate frustrating traffic jams along 5600 S., a pedestrian bridge not only for school children, but the trail system as well, as several people still do not know what the button on the sign for the trail is for. Sometimes people shoot across without a look, so to the people that do push the button kudos to them!
- NO to small diameter traffic "calming" circles. Either go with a full-size traffic circle or go with a 4-way stop. The larger ones are so much easier, especially if towing anything. The traffic on to/off of Hill is CRAZY, especially in the afternoon. UDOT did a good job with 650 N exit. Any chance they will work on 5600 S exit next? Are speed humps not a possibility on 6000? I use 6000 S a lot (anything to avoid 5600 S in the pm) and I am regularly tailgated.
- No roundabouts or calming circles. Separate bike lanes from the roads are a great idea.
- Please don't install any "calming circles".
- Bike lanes are stupid for the type of suburb we live in. If you alter an intersection for a "calming circle" just go all the way and do a roundabout. Round about=good. Calming circle=bad.
- Would like to see the city invest in solar Flashing crosswalk signs on 4000 south by the trail. The flow of traffic is horrific for those wanting to cross the street by the railroad tracks onto the trail. Cars race up and down the road I'm afraid one day someone in the crosswalk is going to get hit by the cars. We also need to invest in more streetlights on 4000 South. It's dark for a main street. Not a welcoming feeling for those traveling through the area.
- Please put solar powered signal lights on the trail crosswalks especially off of 4000 S. It is really hard to see pedestrians walking.
- If you could get UDOT to come up with a plan for the train tracks. I

love having a train stop in our city, but the roads, safety and traffic in those areas needs looked at before we build too much housing etc. by it.

- We are against the calming circles - they haven't helped anyone in our neighborhood with slowing down. It has caused more problems.
- Left-hand controlled turns in main street intersections should be mandatory. Yielding is causing preventable accidents.
- No bike lanes.
- Hate roundabouts.
- Pedestrian alley looks suspicious.
- Like bikes separated from roadway.
- Get bikes out of the road.

## PARKS, RECREATION, TRAILS

### SUMMARY

Most comments indicated that city parks are desired and appreciated, although distribution and access to facilities varies significantly across the city. Some expressed a lack of enthusiasm for the parks, which they felt lacked amenities and were “boring”, that there is a need for bigger and better playgrounds, and that trails should be improved and better liked to parks and other destinations. It was noted by one participant that the city needs a new cemetery.

### DIRECT COMMENTS/NOTES

- I like places for community gathering, clean and organized spaces.
- I'm very pleased with the George W Park, it took about 10-years from the initial plan, but you got there and it's rad. Kudos!
- I prefer family-oriented neighborhoods and open spaces (parks, walking paths, trees).
- Keep as much park like area as possible.
- Thanks for the parks and open spaces, please save those where you can.
- Parks around here are very boring for the kids. They should be updated with new equipment that won't burn the kids, is shaded, and gives them more ways to play. Kids love climbing on rocks and

playing in the water. St. George has a great free outdoor water play area downtown that would be amazing in Roy. Skate parks at the parks would be good. My kids always want to go to Clearfield to their big skate park, but I prefer to stay closer to home or within walking distance. Roy parks have plenty of space to add an in the ground skate park.

- Need a new cemetery!!!!!! Now!!!!!! I've lived in Roy my whole 67 years, and there's no place for my final resting place, coming up sooner than later!!!!!!
- More community parks with restrooms.
- Parks need bigger, better playgrounds. Need trees everywhere.
- Need more parks and trails.

## COMMERCE

### SUMMARY

Focus group input deviated from the perspective of city leaders, focusing more on the lack of commercial options – restaurants and dining, food and grocery stores – rather than economic development. Support for smaller shops and local businesses was expressed over the current dominance by chain stores, and reinvestment and redevelopment efforts were supported to help transform Roy into a more positive commercial place.

### DIRECT COMMENTS/NOTES

- Would like to see more sit-down restaurants other than fast food and Bee's.
- More shopping centers besides grocery, car washes no more of them, fast food and Chinese restaurants.
- They ruined Roy Years ago when they tore down the cute little shops uptown and the movie theater.
- More stores and shopping.
- Too many old run-down businesses on 1900 W. Too many power lines.
- I think Roy needs a better array of businesses and restaurants. I live near 1900 W/5600 S, and all we really have is fast food. The shops that are around don't interest me or my family.
- Please let's invest in building a Dunkin' Donuts and definitely more



food places to eat (restaurants preferably). I often travel to other cities for eating establishments.

- Lots of color is great, not too many chain stores.
- More restaurants needed in the west part of Roy.
- I think with Roy and the growth happening a few more good restaurants would be good or a unique business mall to enhance how Roy looks especially when you come into town off of I-15.
- I prefer to have big lots with nice houses and medium open parks with big businesses around the city center, main street, and lightly interspersed through the city to help pay the taxes required to keep city looking good and taxes low.
- How about starting a citizen's committee where people that are interested in seeing particular businesses come to Roy can work with the Roy City Council to offer suggestions and ideas out of the box? I've always wondered why Roy doesn't have a Chick-fil-A? I've always wondered why In-N-Out Burger didn't build across the street from Village Inn? We need to revitalize 1900 West before it ends up deserted like 1900 W in Clearfield.
- 1900 W needs a facelift. It looks shabby. There needs to be renovations done and signage for business needs to more strongly regulated. 1900 W is what most people see when they first arrive in Roy and it does not provide a picture of a prosperous city but rather a tired old city. Commercial landowners need to be held accountable for upkeep, maintenance, and appearance of their property.
- Let's make some good positive changes to Roy that attracts businesses to want to come here.
- No more car wash or fast-food places.
- I love Roy! I would love to see some mixed-use development at the Frontrunner station. All the trendy places. Coffee shop, sandwich and soup shop, Fizz, bakery, ice cream. Nothing huge, just quick place with unique character that will entice people to grab a morning coffee and take the train to work.
- Please improve 1900 W. It's such an UGLY eyesore!!!!!!
- Roy needs a Walmart.
- Get rid of run down businesses and modernize them.
- I think there should be somewhere for people in recovery. Not AA. A

place for yoga, gym, boxing etc.

- It would also be nice to see more stores or retail like stores. It seems like there could be some opportunity for growth here as our family finds ourselves going to Clinton or Riverdale most often.
- We need businesses which are unique to the area to bring people in from Davis and Weber County.
- Prefer smaller grocery over Winco.

## 3 - ROY DAYS FAIR

### SUMMARY

Members of Roy City Planning staff and the Landmark Design planning team manned a booth at the fair, which was held on August 1 and 2, 2019, with approximately 50 people stopping by the booth to learn about the general plan and provided comments and ideas. Attendees were invited to leave comments directly during the fair or on the project web page comment form. An uptick in website visitation was documented following the fair. While the number of comments that were received were relatively limited, they were detailed and focused on specific conditions, codes and needs for improvement.



### DIRECT COMMENTS/NOTES

I just visited the booth at Roy West Park and appreciated the information I received concerning the Roy General Plan proposal for the land around the Front Runner Station.

The change to a physical building-based zone that can be used for both business and residential may be a good idea in a downtown area of a city that is already mostly or all business and close to entertainment, shopping, parks, public transportation etc., much like an Ogden 25th street or Junction. I am not sure it fits in Roy City Downtown area. With that said, I don't oppose the proposal in Downtown Roy that is already zoned business.

However, I strongly oppose the change around the Front Runner Station

and southward that is nestled in the middle of single-family residential homes. I suggest green space that would give visitors a much better picture of our City when arriving.

My concerns are the following:

1. The proposed change in zoning based on building specs rather than usage would allow the City to do whatever they want. Including business and multi-level residential (three to five stories as I am told). To change the current vacant land around the Station does not make sense, and the change below the tracks and going south to approximately 4600 south would create multi-level buildings behind my home and blocking my view of the sunset I have enjoyed for 46 years and creating privacy issues for my family using my pool.

2. I am concerned that the City attempted a change to allow multi-level apartments between the tracks in 2015. At that time, I attended a City Planning Commission meeting and presented a copy of a City ordinance that prevented building anything but single family residential when the land is surrounded on three sides by single family residential, as this property does. (A donut hole type of ordinance to protect single family residential.) it appears they are proposing changing this ordinance to do what they want.

3. The land currently used as orchard just south of the Station and the dead end of Sandridge Dr. needs to stay zoned single family residential. Many of us have lived in our homes for many years (46 yrs for me) and have been confident that any other use of that land would only be single family residential.

4. Based on the City zoning I have been confident in not having any changes and have added 1000 sq feet and a swimming pool to my home, rather than moving to another home.

5. The additional traffic would also be a negative impact on our street as well as 4000 and other surrounding streets.

6. Increases the known concern that Roy City is one of the most densely occupied City in the State already.

The following ordinance was put in place, and constitutes a promise, that would protect long time homeowners from exactly what you are doing:

Section 8 of the Roy City Planning Guide Special Purpose District-Residential Infill Overlay (RIO) District Section. The Residential Infill Overlay (RIO) District is provided by the City to allow and encourage appropriate residential infill developments on remaining vacant areas in existing, mostly developed or established neighborhoods. Compliance with all provisions of this Chapter and all other applicable requirements of Roy City Ordinances shall be required.

1) Does not create any incompatibilities with existing adjacent uses or

creates negative impacts to the surrounding neighborhood area.

2) Not adversely affect any adjacent uses by the establishment of a Residential Infill Overlay (RIO) District. As approved by the Roy City Council 06.07.05 8-1 Chapter 8.

3) The property which is subject of the Zoning Districts Map Amendment Application is bordered on at least two-thirds (2/3rds) of its boundary by existing development. (in this case the land in question is bordered on three sides by established residential neighborhoods)

Overlay District shall be the same allowed in the underlying Zoning District, in compliance with all ordinances, licenses, and permits as may be applicable.

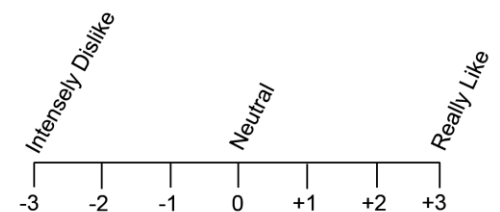
4) Density. The establishment of Residential Overlay District (RIO) shall not amend or alter the density allowed by the underlying Residential Zoning District, the number of dwelling units that may be allowed by a RIO shall be the same as the number permitted by the area requirements of the zone in which the proposed RIO subdivision is located.

5) Building Height Requirements. Building height regulations for a residential development located in a RIO District shall be the same as for the underlying Zoning District. As approved by the Roy City Council 06.07.05 8-2

## 4 - VISUAL PREFERENCE SURVEY

A visual preference survey was conducted both as part of the focus groups and online to help gauge public preference for different types of uses, places and activities, with a focus on the visual qualities of existing and future uses. A small number of the images are of existing sites and uses in and around Roy, with the remaining images from other locations. The various images highlight potential uses and activities that might be possible in Roy City, and are generally distributed as residential / commercial/ park, recreation, open space and trail / and industrial uses. They also illustrate a range of place-types, neighborhoods and districts that might be feasible in the city.

A series of 50 images were presented to survey participants as part of a slide show, who scored each image and were provided with the option of also writing a short comment about each image. As indicated in the scale below, each image could be scored between +3 if highly liked and -3 if highly disliked.





## ANALYSIS

The scores for each image were tallied and divided by the number of responses, which resulted in a mean score for each image. The highest mean score was **+2.28** and the lowest was **-1.16**. The images are presented in the following pages from highest to lowest scores, with positive scores indicated in green text and negative scores in red text. The analysis concludes with the ranked results of the top and bottom three images in the following five categories:

### Category 1: Overall

The ten highest-ranking images all portray outdoor spaces and activities, including parks, open spaces and trails. The top four of these images were highly-liked, with no mean score lower than **2.13**. It should be noted that the top three images were dominated by trees, which supports general public sentiment for more trees in the city.

In contrast to the most positive images, the three lowest-ranked images portray a mobile home park, an industrial building, and an aging commercial property located on 1900 West. All of these images received negative scores ranging from **-1.12** to **-1.18**. This aligns with a general public commentary that the city is in need of beautification and maintenance.

### Category 2: Parks, Open Space & Trails

The images from this category dominated the survey results. The highest ranked image is of a park walking trail lined with shade trees, with the second- and third-place images portraying tree-lined allees in a park setting. The fourth and fifth highest-ranked images depict modern playground equipment and water play. It should be noted that all but one of the images in this category are highly ranked overall, with only two images ranking lower than a positive **1.63**. Those images portray an undeveloped and an open canal and a power line corridor, similar to those that traverse the west part of the city. This information supports the public interest in trees and updated parks throughout the city, as well as the general distaste for areas that have an unkept appearance.

### Category 3: Residential Uses and Neighborhoods

The highest ranked images in this category are of recently constructed single-family residences. The highest-ranked image illustrates a large new home with a large and manicured yard. The second most-liked image is a traditional subdivision typical of those found on the west side of Roy, with homes sited fairly close to each other. The third-ranked image portrays an older neighborhood with large street trees, highlighting the public desire for trees previously discussed. The highest score was **1.71** and the lowest **1.48**, all indicating images that are well-liked. In contrast, the bottom three

images illustrate older single-family homes and a mobile home park, typical of the housing stock found in the east and north parts of the city.

The manufactured homes ranked lowest, while the next two lowest-ranked images are of a small brick rambler and a split-level ranch style house. It should be noted that the age and style of all of the structures is over fifty years, and that the slightly negative scores all indicate that the images are only somewhat disliked, ranging from **-0.19** to **-1.16**.

### Category 4: Roads, Trails and Transportation

The image rankings in this category formed a natural split between well-liked pedestrian and bicycle-oriented infrastructure and less favored auto-oriented infrastructure. The top two images tied with scores of **1.54**, one depicting the D&RG rail trail in Roy and a signal-controlled mid-block pedestrian crossing. The third-ranked image also has a positive score, depicting a two-way bicycle lane separated from the roadway.

In contrast, the three lowest-ranked images depict the commercial strip along 1900 West, a busy street with a cyclist using a shared lane, and a railroad crossing, each only receiving slightly negative scores. The results in this category may indicate that there is a desire for more human-scale transportation options, and while the public is not entirely pleased with their current automobile infrastructure, they are somewhat resigned to accept what they have.

### Category 5: Commercial, Retail and Industrial

The top three images all received very positive rankings (scores ranged from **1.53** to **1.72**). The top-ranked image depicts a Winco grocery store with an expansive and well-treed parking lot. The second highest ranked image showing the local hospital entrance, and the third of a newer urban-style shopping center.

The least-liked images depict an industrial warehouse, aging commercial development along 1900 West, and a contemporary mixed-use townhome building, with scores of **-1.07**, **-0.89**, and **0.34**, indicating that the participants are not happy or somewhat neutral with such uses or places.

## SUMMARY

The results of the Visual Preference Survey align closely with comments received in other focus group meetings and the general comments received, indicating support for a greener, cleaner, more modern city. The generally positive scoring suggests that there may be support for new ideas and major transformations of the community, particularly those that will enhance the quality of life in the city.

# Overall



**Top 1:** (2.28)



**Top 2:** (2.26)



**Top 3:** (2.19)



**Bottom 1:** (-1.16)



**Bottom 2:** (-1.07)



**Bottom 3:** (-0.89)



## Parks, Open Space, and Trails



**Top 1:** (2.28)



**Top 2:** (2.26)



**Top 3:** (2.19)



**Bottom 1:** (-0.83)



**Bottom 2:** (0.35)



**Bottom 3:** (1.63)



# Residential Uses and Neighborhoods



Top 1: (1.71)



Bottom 1: (-1.16)



Top 2: (1.52)



Bottom 2: (-0.22)



Top 3: (1.48)



Bottom 3: (-0.19)



# Roads, Trails, and Transportation



Top1: (1.54)



Bottom 1: (-0.78)



Top1: (1.54)



Bottom 2: (-0.32)



Top3: (1.43)



Bottom 3: (-0.22)



## Commercial, Retail, and Industrial



**Top 1:** (1.72)



**Bottom 1:** (-1.07)



**Top 2:** (1.69)



**Bottom 2:** (-0.89)



**Top 3:** (1.53)



**Bottom 3:** (0.34)



# 5 - ROY GENERAL PLAN UPDATE WEBPAGE

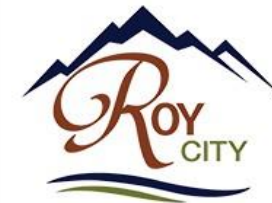
A web page was established to provide information, background data and access to preliminary results and plan developments. The web page also included a comment form, access to a project email, and for taking an online-version of the Visual Preference Survey.

## Roy General Plan Update



Since Roy last updated its general plan in 2002, the City has met some of its previous goals and identified new opportunities for growth. Recently, the city developed a vision and action plan (FOCUS Roy) that established goals for development in two focus areas, Downtown Roy and the new Frontrunner Station Area. As Roy enters an exciting new chapter in its growth, the City's General Plan needs an update with goals that synergize with the vision of FOCUS Roy and the values of the City's residents. In addition to re-establishing the overarching vision for the City, the General Plan Update will specifically focus on four key areas:

- Addressing issues surrounding the implementation of FOCUS Roy goals within Downtown and the FrontRunner Station area
- Evaluating the City's transportation network for safety and efficiency for all user groups and transportation modes
- Creating opportunities for encouraging mixed-use development, affordable housing options, and office/commercial development
- Reviewing economic development goals to encourage business investment



### CLIENT INFO

Roy City

- [Roy City Website](#)
- [Roy City Facebook Page](#)

### DOCUMENTS

[Land Use Concept](#)

[Visual Preference Survey - Presentation](#)

[Visual Preference Survey - Results](#)

[Focus Group Notes and Public Comments](#)

[Public Comments from Roy Days](#)

# APPENDIX C – GLOSSARY

**AAGR:** Average Annual Growth Rate.

**ACS:** American Community Survey. An ongoing survey that provides information on a yearly basis about the nation. This data is used to help determine how over \$675 billion in federal and state funds are distributed each year.

**ADU:** Accessory Dwelling Unit. Smaller, independent residential dwelling unit located on the same lot as a stand-alone, detached, single-family home. They can be a converted portion of existing homes (internal ADU), additions to a home (attached ADU), or a new stand-alone accessory structure (detached ADU).

**AOG:** Association of Governments. A voluntary association of local governments formed under the authority of the Utah Interlocal Cooperation Act. Seven associations were formally established. WFRC (Wasatch Front Regional Council) is the AOG that includes Roy City.

**BIORETENTION:** a technique that uses soil, plants, and microbes to treat stormwater before it is infiltrated or discharged.

**CDBG:** Community Development Block Grant. A program sponsored by U.S. Department of Housing and Urban Development (HUD). The program provides annual grants on a formula basis to states, cities, and counties to develop urban communities of housing and economic opportunities for low- and moderate-income persons.

**CHAS:** U.S. Housing and Urban Development Comprehensive Housing Affordability Strategy. The CHAS data is comprised of a variety of housing need variables split by HUD-defined income limits of 30, 50 and 80 percent of median income and HUD-specified household types. The data are used to demonstrate the extent of housing problems and housing needs, particularly for low-income households.

**CITYWIDE CONNECTOR:** Streets that link local traffic to key destinations such as Downtown, transit, schools, parks, etc. allowing all modes of traffic.

**COMMUNITY GATEWAYS:** Entry points near the edges of the city that demarcate points of arrival and departure.

**COMMUNITY NODES/GATEWAYS:** Intersections near the peripheral edges of the city that both demarcate arrival and departure and highlight the hubs of activity where they are located.

**COMMUNITY NODES:** Internal intersections that demarcate hubs of activity.

**CRA:** Community Reinvestment Areas. Areas of land where tax increment monies can be collected by the city from taxing entities and then used as incentives to encourage development and redevelopment of specific designated areas adopted by the RDA (Redevelopment Agency) Board.

**CROWN:** Credits-to Own. A program created by Utah Housing Corporation (UHC) in 1993 to provide a Rent-to-Own program, utilizing Low Income Housing Credits. It provides people with low-income an opportunity to rent a home for 15 years, and if they successfully reach the end of the compliance period, the home is available for purchase at a discounted price.

**D & RG RAIL TRAIL:** Denver and Rio Grande Rail Trail. Officially known as the D & RGW—Denver and Rio Grande Western Rail Trail. A paved trail on the bed of the former Denver & Rio Grande Western Railroad. It is approximately 23.5 miles and extends from Nye's corner in northeast Roy to 400 N in West Bountiful where it connects with the Legacy Parkway Trail.

**DEC:** Decennial Census. This is the Decennial Census of Population and Housing. The DEC Census is conducted in years ending in zero and collects data used to apportion the number of seats each state has in the U.S. House of Representatives.

**DEPARTMENT OF WORKFORCE SERVICES:** Refer to DWS.

**DT-E:** Downtown East in Title 10 – Zoning Code of Roy City, Utah.

**DT-G:** Downtown General in Title 10 – Zoning Code of Roy City, Utah.

**DT-W:** Downtown West in Title 10 – Zoning Code of Roy City, Utah.

**DWS:** Department of Workforce Services. Is to strengthen Utah communities by connecting the workforce to new opportunities and providing services to individuals and families in need.

**FBC:** Form-Based Code. Regulates development by physical “form” and relationship of structures/buildings rather than function/permitted uses.

**FHA/VA PROGRAM:** UHC (Utah Housing Corporation) mortgage program for modest income families who have previously owned a home or are first-time homebuyers. Minimum 620 credit score.



HomeAgain and Score programs were combined to create this program. FHA – Federal Housing Administration. VA – Veterans Affairs. See further description on p. 109.

**FIRSTHOME:** Utah Housing First Time Buyer Program. Allows up to 6% of first mortgage loan as down payment assistance (DPA), in form of 30 year fixed rate second loan. Refer to description on p. 109.

**FOCUS ROY:** Study performed to give direction to the future of Roy City's Downtown and Frontrunner areas. Adopted in 2017

**FORM-BASED CODES (FBC):** Regulates development by physical "form" and relationship of structures/buildings rather than function/permitted uses. Refer to description on p. 46 & 47.

**FUTURE LAND USE MAP:** See p. 25, Map 3A. Refers to Map that represents envisioned land uses meant to strike a balance between existing and future uses.

**GENERAL PLAN:** a document that combines description, goals, objectives, principles, standards, proposals, maps, tables and diagrams that paint a picture for the City's future development.

**HAMFI:** HUD (Department of Housing and Urban Development) Area Median Family Income. The median family income calculated by HUD for each jurisdiction to determine Fair Market Rents (FMRs) and income limits for HUD programs.

**HB 462:** House Bill 462. Moderate Income Housing Bill from the 2022 Utah State Legislative session. Meant to address Utah's housing availability and affordability. It requires each city to report to DWS (Division of Workforce Services) yearly, outlining plans, goals and progress. Because Roy City has a fixed-rail transit station, they have more requirements to meet, five vs. three for non-transit station cities. Look in Utah Code under Section 10-9a-403. The required strategies Roy City is implementing are A, E, F, G, H, P and V. See p. 104 of the General Plan.

- A) rezone for densities necessary to facilitate the production of moderate income housing;
- E) create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones;
- F) zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers;

- G) amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors;
- H) amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle such as residential development near major transit investment corridors or senior living facilities;
- P) demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency, or community development and renewal agency to create or subsidize moderate income housing;
- V) develop and adopt a station area plan in accordance with Section 10-9a-403.1;

**HOME INVESTMENT PARTNERSHIP ACT:** Federal block grant that provides formula grants to states and localities to fund a wide range of affordable housing activities focusing on rehabilitation of existing units but also includes building, buying, renting and such.

**HOME OWNERSHIP ASSISTANCE PROGRAM:** Designed to increase home ownership throughout Weber County.

**HOME PROGRAM:** program was created for Utah residents (or someone in their family) with disabilities to become homeowners. Program is funded through the Olene Walker Housing Fund. You can get up to \$45,000 towards your down payment or other loan costs at only 1% interest.

**HUD:** Department of Housing and Urban Development. The Federal agency responsible for national policy and programs addressing America's housing needs.

**IADU:** Internal Accessory Dwelling Unit. See ADU.

**LEVEL OF SERVICE (LOS):** A qualitative measure used to relate quality of motor vehicle traffic service by analyzing roadways, intersections, traffic flow and assigning quality levels of traffic based on performance measures like vehicle speed, density, congestion, etc.

**LID:** Low Impact Development. A land planning and design approach which seeks to maintain a site's pre-development function and features. Storm water management is a common reason LID is used.

**LIHTC:** Low Income Housing Tax Credits. See Low Income Housing Tax Credits below.

- LOW INCOME HOUSING TAX CREDITS (LIHTC):** A Federal subsidy used to finance construction and rehabilitation of low-income affordable rental housing.
- LOS: Level of Service.** A qualitative measure used to relate quality of motor vehicle traffic service by analyzing roadways, intersections, traffic flow and assigning quality levels of traffic based on performance measures like vehicle speed, density, congestion, etc.
- MAGI: Median Adjusted Gross Income.** Individuals total gross income minus specific tax deductions.
- MCKINNEY FUND:** Actually the McKinney-Vento Fund. Provides funds for transitional housing administered by HUD.
- MCKINNEY-VENTO FUND:** Provides funds for transitional housing administered by HUD.
- MEDIAN ADJUSTED GROSS INCOME (MAGI):** Individuals total gross income minus specific tax deductions.
- MIXED-USE CODES:** Allows different uses within the same building or zoning area, such as residential and commercial.
- NACTO: National Association of City Transportation Officials.** Have developed an “Urban Bikeway Design Guide”.
- NAICS: North American Industry Classification System.** The standard used by Federal statistical agencies in classifying businesses for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. business economy.
- NATIONAL RECREATION AND PARKS ASSOCIATION:** The leading non-profit organization dedicated to the advancement of public parks, recreation and conservation.
- NEIGHBORHOOD GREENWAY:** Low-traffic, low-speed streets giving priority to walking and bicycling. Refer to description on p. 41.
- NEIGHBORHOOD CONNECTOR:** Low-speed streets for connecting the city for local travelers of all modes. Refer to description on p. 41.
- NRPA: National Recreation and Parks Association.** The leading non-profit organization dedicated to the advancement of public parks, recreation and conservation.
- OFF-STREET TRAIL:** Transportation opportunity primarily for walking and bicycling.
- OLENE WALKER LOAN FUND:** Officially known as the Olene Walker Housing Loan Fund. Supports quality affordable housing options by offering financial assistance for very low-income, low-income and moderate-income persons as defined by HUD (Department of Housing and Urban Development). Refer to “Olene Walker Loan Fund”
- PARKS:** Refer to pp. 114 & 118 for description of different park types discussed.
- PEP: Population Estimates Program.** Performed by the Census Bureau and produces estimates of the population for the nation, states, counties, cities, towns, micropolitan and metropolitan areas, including Puerto Rico.
- PID: Public Infrastructure District.** Allows cities, counties and developmental authorities the ability to finance new infrastructure for public use, such as roads, water, sewer, public transportation, parks, etc.
- PUBLIC INFRASTRUCTURE DISTRICT:** Allows cities, counties and developmental authorities the ability to finance new infrastructure for public use, such as roads, water, sewer, public transportation, parks, etc.
- R-3: Zoning classification in Title 10 – Zoning Code of Roy City, Utah.**
- R-4: Zoning classification in Title 10 – Zoning Code of Roy City, Utah.**
- RDA: Redevelopment Agency.** A government body that adopts specific areas for urban renewal and collects tax increment monies from taxing entities to provide incentives for development.
- REDEVELOPMENT AGENCY:** A government body that adopts specific areas for urban renewal and collects tax increment monies from taxing entities to provide incentives for development.
- REGIONAL COMPLETE CORRIDOR:** multi-modal streets that allow transit, freight transportation, vehicles, bicycles and walking. Refer to description on p. 38.
- REGIONAL HIGHWAY:** Arterial roads that move large amounts of traffic into and through Roy and apply mainly to roads that enter Roy from adjoining jurisdictions or Interstate 15.
- ROGER PHIL BURNETT MEADOW CREEK POND:** Often referred to as the Roy Pond. Located at 4200 W. 5075 S., Roy, Utah. It is 4.5 acres, has a playground, walkway and fishing pond. It is the trailhead for the Howard Slough Parkway.
- ROY CITY TRANSPORTATION MASTER PLAN (TMP):** a study completed in 2018 that establishes the transportation vision and standards for the city.
- ROY POND:** The Roger Phil Burnett Meadow Creek Pond located at 4200 W. 5075 S., Roy, Utah. It is 4.5 acres, has a playground, walkway and fishing pond. It is the trailhead for the Howard Slough



- Parkway.
- S-C: Station Area Central in Title 10 – Zoning Code of Roy City, Utah.
- S-N: Station Area North in Title 10 – Zoning Code of Roy City, Utah.
- S-S: Station Area South in Title 10 – Zoning Code of Roy City, Utah.
- SAP: Station Area Plan. Required by Utah State Legislature for entities with a transit station. To address affordable housing, transportation, environment, and such.
- SECTION 8 HOUSING CHOICE VOUCHER PROGRAM: Federal government housing assistance program which provides rental assistance payments to aid very low income, elderly, and disabled persons.
- STATION AREA PLAN (SAP): Refer to SAP.
- SUPPORTIVE HOUSING PROGRAM: Provides long-term leasing or rental housing assistance and supportive services to people experiencing homelessness as well as those with disabilities. Includes the former Shelter Plus Care Program. See p. 108 for further description.
- TAZ: Traffic Analysis Zone. The unit of geography most commonly used in conventional transportation planning models. Size can vary.
- TMP: Transportation Master Plan. Refer to Roy City Transportation Master Plan.
- TOD: Transit-Oriented Development. A development built near and around a station area.
- TOWN CENTER BOULEVARD: Center of Roy City activities. Moves large amounts of regional and local traffic. Emphasizes transit opportunities, allows all types of transportation modes.
- TRANSPORTATION MASTER PLAN (TMP): Refer to Roy City Transportation Master Plan.
- UDOT: Utah Department of Transportation. An agency of the Utah State Government charged with maintaining more than 6000 miles of roadway which provide a network of state highways in Utah.
- UHC: Utah Housing Corporation. Created by State legislation to provide mortgage money to qualifying first time homebuyers as well as resources to developers building or renovating affordable apartment projects.
- UHC SUBORDINATE LOAN: An offer from UHC (Utah Housing Corporation) to help families buy a home when they are without money for down payment and closing costs.
- UPRR: Union Pacific Railroad
- URBAN HEAT ISLAND EFFECT: Urban heat islands occur when natural land cover is replaced with dense concentrations of buildings and surfaces that absorb and retain heat. They are significantly warmer than surrounding rural areas due to human activities. The temperature difference is usually larger at night and more apparent in summer and winter. The effect is expensive (increased costs for air conditioning, increased water usage, etc.), increases air pollution levels, increases heat-related illnesses and mortality, etc.
- UTA: Utah Transit Authority. A special service district responsible for providing public transportation throughout the Wasatch Front.
- UTAH CODE 10-9a-4: Refers to State requirements for General Plan preparations. Refer to HB 462 explanation in Glossary for specifics of how that code is integrated into Roy City General Plan.
- UTAH CODE 17C-5: Refers to State requirements for Community Reinvestment.
- WALKABLE MIXED USE: Streets that emphasize walkability in areas of commercial and residential zoning.
- WASATCH CHOICE 2050: Created in partnership with the Wasatch Front Regional Council (WFRC), Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA). Coordinates key transportation, land use, and economic development strategies for the Wasatch Front.
- WASATCH FRONT REGIONAL COUNCIL (WFRC): An association of governments (AOG) comprised of elected officials from Box Elder, Davis, Morgan, Salt Lake, Tooele and Weber Counties which discuss and study community challenges of mutual interest and concern.
- WAYFINDING: Signage to help find Community locations, i.e. Hospital, City Hall, Parks, Activity Centers, etc..
- WFRC: Wasatch Front Regional Council. An association of governments (AOG) comprised of elected officials from Box Elder, Davis, Morgan, Salt Lake, Tooele and Weber Counties which discuss and study community challenges of mutual interest and concern.
- WHA: Weber Housing Authority. A public agency that provides subsidized housing to homeless individuals. WHA holds the master lease on housing units.
- ZONING CODES: Land use regulations that define what is allowed to be built and where it can be built.