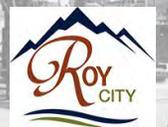
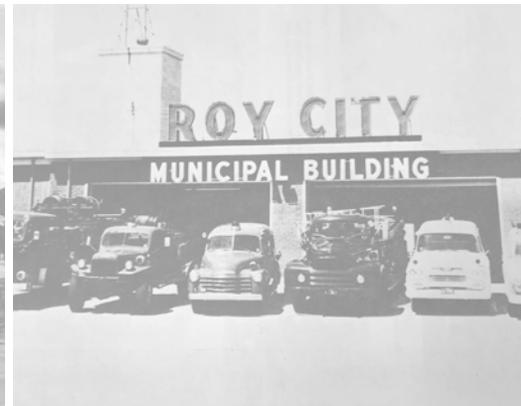
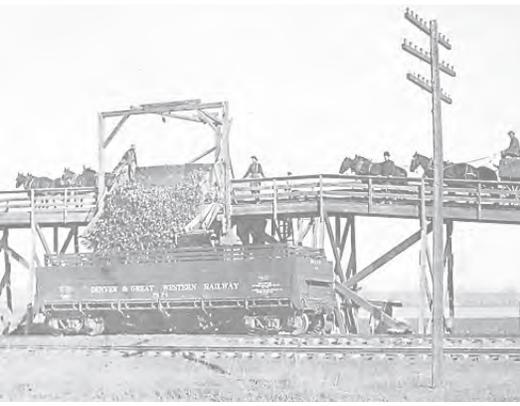




# ROY CITY GENERAL PLAN

December 1, 2021

**DRAFT**





# TABLE OF CONTENTS

<b>Acknowledgments .....</b>	<b>iii</b>		
<b>1 Introduction.....</b>	<b>1</b>		
Purpose of the Plan.....	1		
Approach and Organization of the Plan .....	1		
<b>2 A City of Great Neighborhoods and Places.....</b>	<b>2</b>		
Vision .....	2		
Principles.....	3		
Planning Concept.....	7		
Historical Development Patterns.....	8		
Future Growth Areas.....	10		
Major Corridors.....	12		
Nodes and Gateways.....	14		
Green Structure.....	18		
Neighborhoods.....	20		
Composite Summary.....	22		
<b>3 Implementing the Plan.....</b>	<b>24</b>		
Introduction .....	24		
Land Use Action Plan.....	24		
Summary of Land Use Directions.....	26		
Future Land Use Map .....	25		
Transportation Action Plan.....	27		
Summary of Transportation Directions.....	27		
Economic Development Action Plan.....	29		
Summary of Economic Development Directions.....	29		
Housing Action Plan .....	30		
Summary of Housing Directions .....	30		
Parks, Open Space, Recreation and Trails Action Plan .....	32		
Summary of Parks and Trails Directions .....	32		
Design and Planning Toolbox.....	36		
Revitalizing Neighborhoods Through Program Enhancements.....	36		
		Neighborhood Branding .....	36
		Neighborhood Cleanups.....	37
		Urban Forestry Program .....	38
		Neighborhood Watch.....	39
		Porch Light Program .....	39
		Block Parties.....	39
		Physical Enhancements (Public Realm) .....	40
		Right-of-Way Enhancements .....	40
		Street Types .....	40
		Vehicle and Roadway Improvements .....	46
		Transit Improvements .....	46
		Bicycle and Micro-mobility Improvements .....	47
		Pedestrian and Public Space Improvements .....	48
		Intersection Improvements.....	49
		Physical Enhancements (Private Realm).....	50
		Euclidian Zoning Control .....	51
		Form-Based Codes .....	51
		Hybrid Codes.....	52
		Neighborhood Applications .....	53
		Sand Ridge Neighborhood .....	54
		Cozydale Neighborhood .....	56
		Arsenal Villa Neighborhood .....	58
		Midland Neighborhood .....	60
		Eagle Lake Neighborhood .....	62
		Pioneer Neighborhood .....	64
		Meadow Creek Neighborhood.....	66
		Kingsville Neighborhood.....	68
		<b>Appendix A: Existing Conditions and Analysis.....</b>	<b>70</b>
		Land Use and Urban Design .....	70
		Physical and Social Structure of Roy.....	70
		Demographics and Population Projections .....	72
		Existing Land Use.....	78
		Community Design Considerations .....	78
		Strategies, Policies and Recommendations.....	80
		Transportation and Streets.....	82

Existing Policy Analysis .....	82
Mode Networks.....	88
Street Network and Corridors Analysis .....	95
Summary of Opportunities to Achieve Goals.....	96
Recommendations.....	98
Economic Development .....	103
Recommendations.....	103
Retail Sales Leakage Analysis .....	103
Employment .....	104
Moderate Income Housing.....	106
Recommendations.....	106
Existing Housing .....	106
Housing Cost Burden .....	107
Historic Building Permits .....	108
Housing Gap Analysis .....	108
Housing Stock .....	108
Available Housing Programs .....	109
Parks, Open Space, Recreation, and Trails.....	112
Existing Conditions and Analysis .....	112
Existing Park Needs and Service Levels.....	114
Meeting Existing and Future Park Needs.....	117
Proposed Parks.....	117
Park Standards.....	118
Park Amenities.....	118
Open Space.....	121
Recommendations for Parks & Open Space .....	122
Recreation .....	122
Trails.....	123
Priorities and Construction Costs.....	125
Goals, Policies, and Implementation .....	128
Physical and Natural Environment.....	131
Physical Environment .....	131
Hazards.....	131

**Appendix B: Public Involvement .....** **134**

Advisory Committee.....	134
Focus Groups .....	134
Roy Days.....	139
Visual Preference Survey.....	140
Roy General Plan Update Webpage .....	147



# ACKNOWLEDGMENTS

## ROY CITY COUNCIL

Robert Dandoy, Mayor  
Ann Jackson, Councilmember  
Joe Paul, Councilmember  
Sophie Paul, Councilmember  
Randy Scadden, Councilmember  
Diane Wilson, Councilmember  
Jan Burrell, Councilmember (Former)  
Bryon Saxton, Councilmember (Former)

## ROY CITY MANAGER

Matthew Andrews

## PLANNING COMMISSION

Ryan Cowley (Chair)  
Jason Sphar (Vice Chair)  
Samantha Bills  
Torriss Brand  
Christopher Collins  
Jason Felt  
Janel Hulbert  
Claude Payne  
Daniel Tanner

## ADVISORY COMMITTEE

Matthew Andrews	Roy City Manager
Steve Parkinson	Roy City Planner
Bryon Saxton	City Council
Christopher Collins	Planning Commission
Ryan Cowley	Planning Commission
LeLand Karras	Planning Commission

## PLANNING CONSULTANTS

**Landmark Design** (Primary Consultant)  
Mark Vlastic, AICP, PLA, ASLA, Principal-in-Charge  
Sam Taylor, PLA, ASLA, Project Planner

## Township + Range

Tim Sullivan, AICP, Transportation Planner

## Lewis Young Robertson & Burningham (LYRB)

Fred Philpot, Vice President  
Teresa Pinkal, Economic Development and Housing Analyst

## FUNDING PROVIDED BY:





# 1 INTRODUCTION

## PURPOSE OF THE PLAN

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

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

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

## APPROACH AND ORGANIZATION OF THE PLAN

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

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

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

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



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

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

The updated plan builds upon three existing planning documents:

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

# 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 rebranding 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 and verdant 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



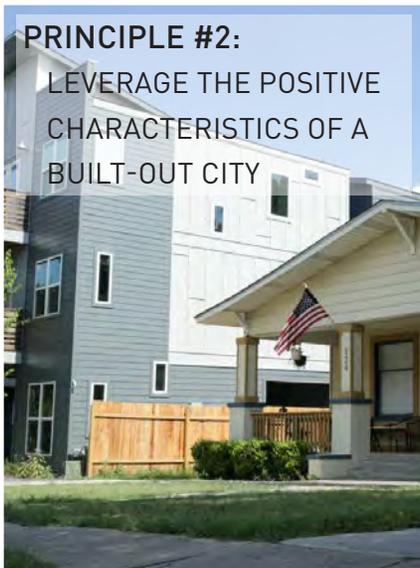
MA'S AND PA'S PLACE — "Known From Coast to Coast" On U.S. 91 (Salt Lake-Ogden Highway) Roy, Utah.



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
- Infill housing

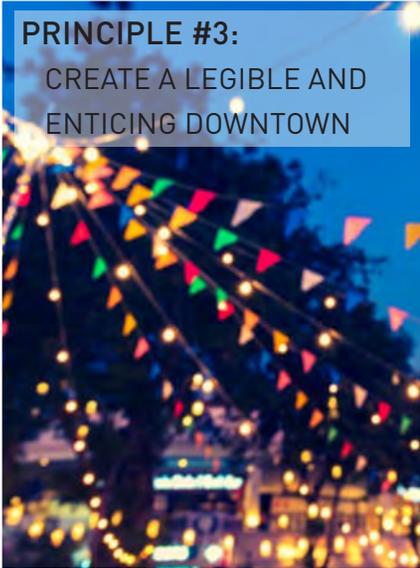


Improve the park system

Human scale commercial development



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



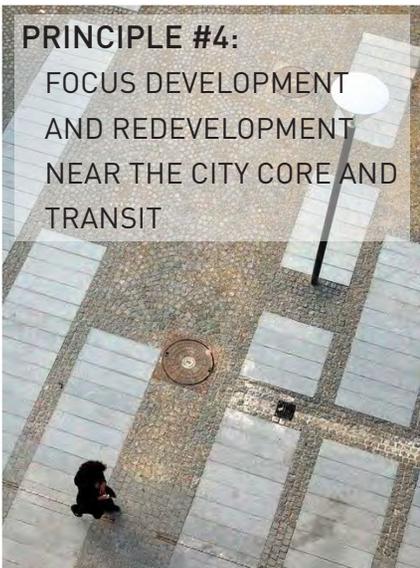
Downtown changes and transformations should follow guidelines in Focus Roy



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

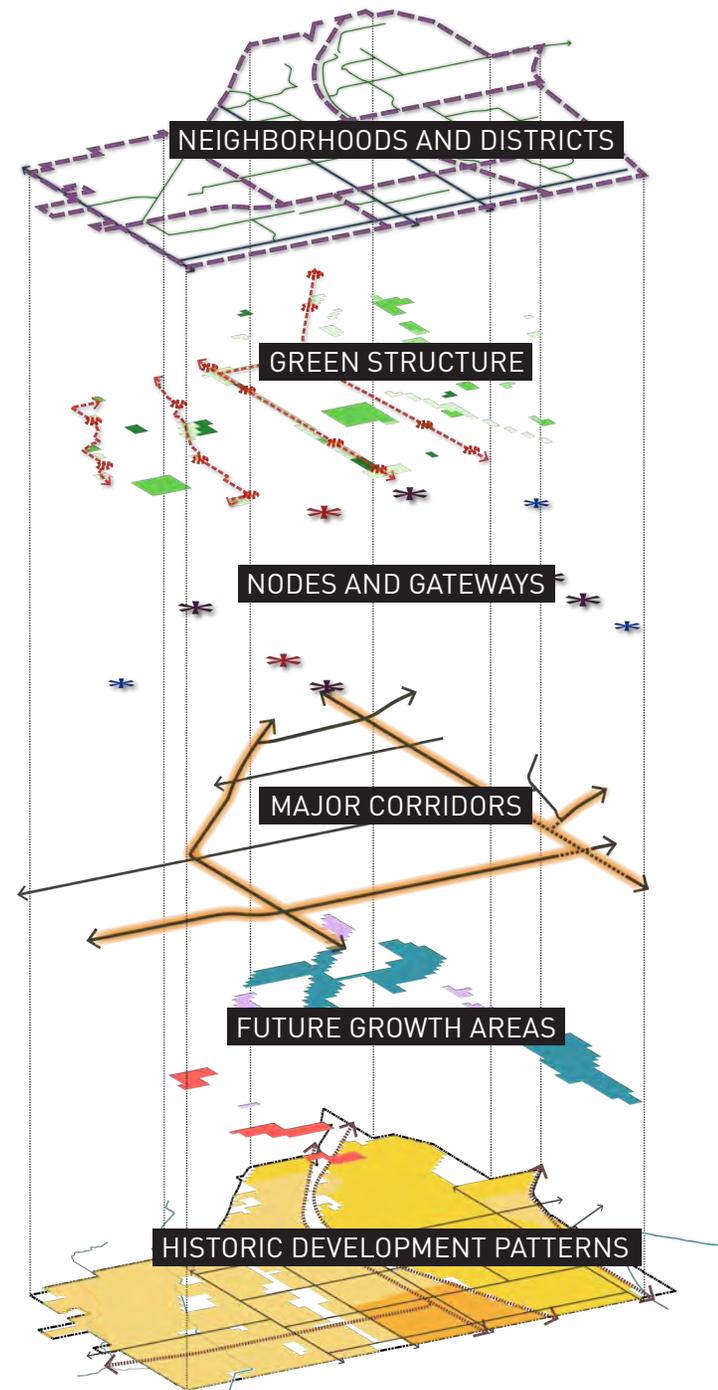
# PLANNING CONCEPT

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.



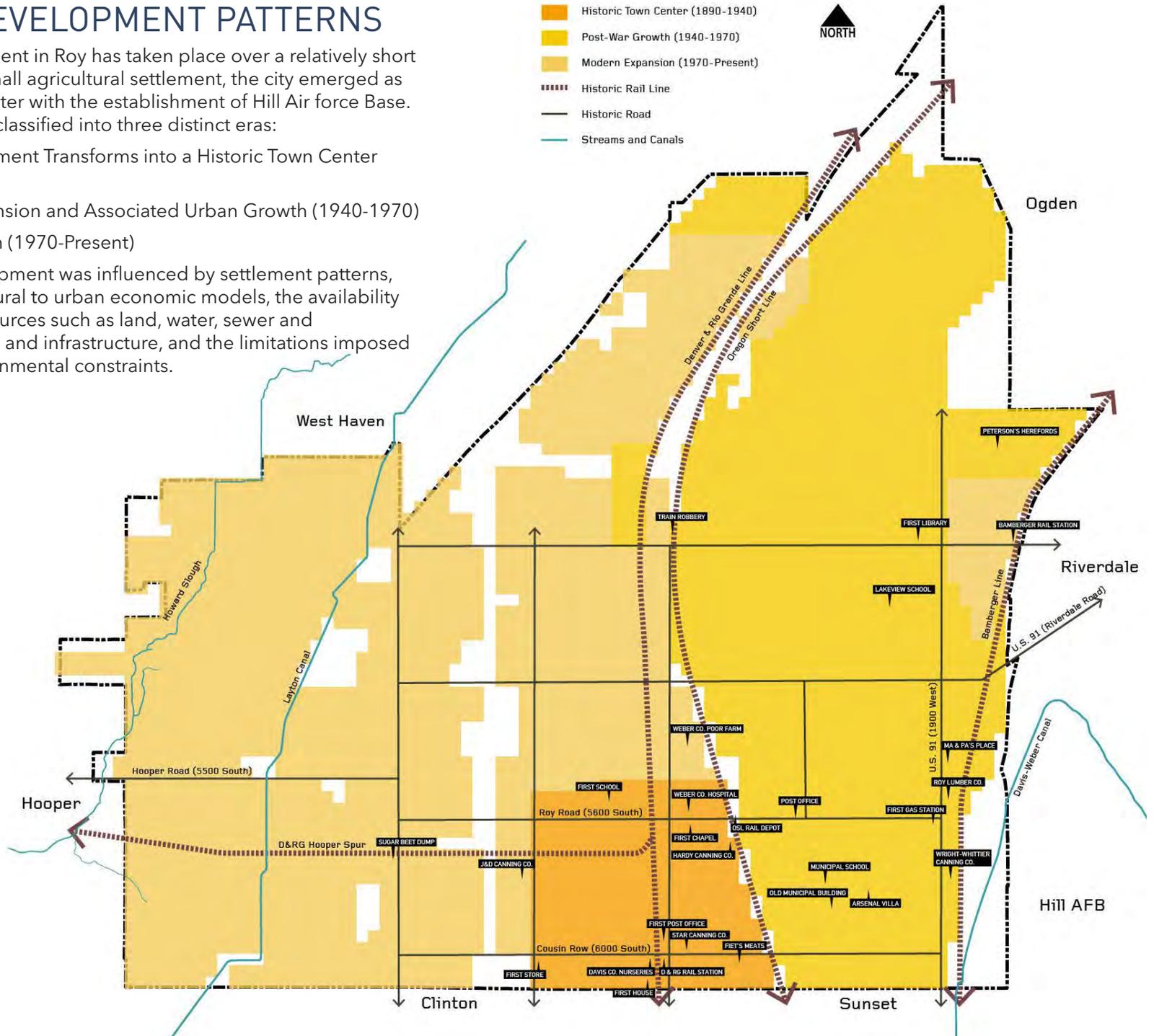
# HISTORIC DEVELOPMENT PATTERNS

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.

1  
2  
3  
4  
5  
6  
7



## 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:

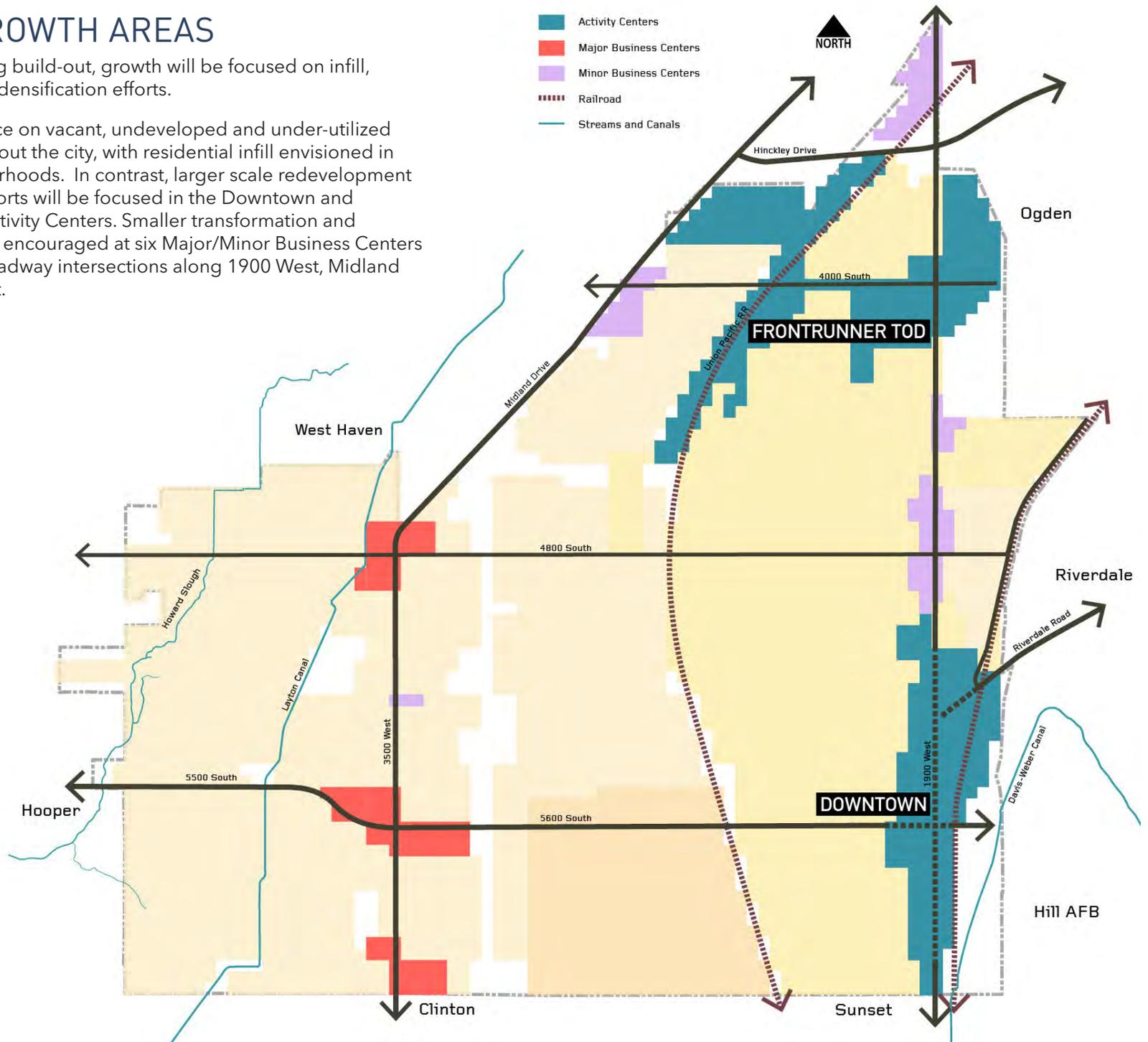
**What will Roy look like in the next fifty years, and how can the best possible future be planned and realized?**

# 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 in the Downtown and FrontRunner TOD Activity Centers. Smaller transformation and intensification is also encouraged at six Major/Minor Business Centers located along key roadway intersections along 1900 West, Midland Drive and 3500 West.

1  
2  
3  
4  
5  
6  
7



## 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.



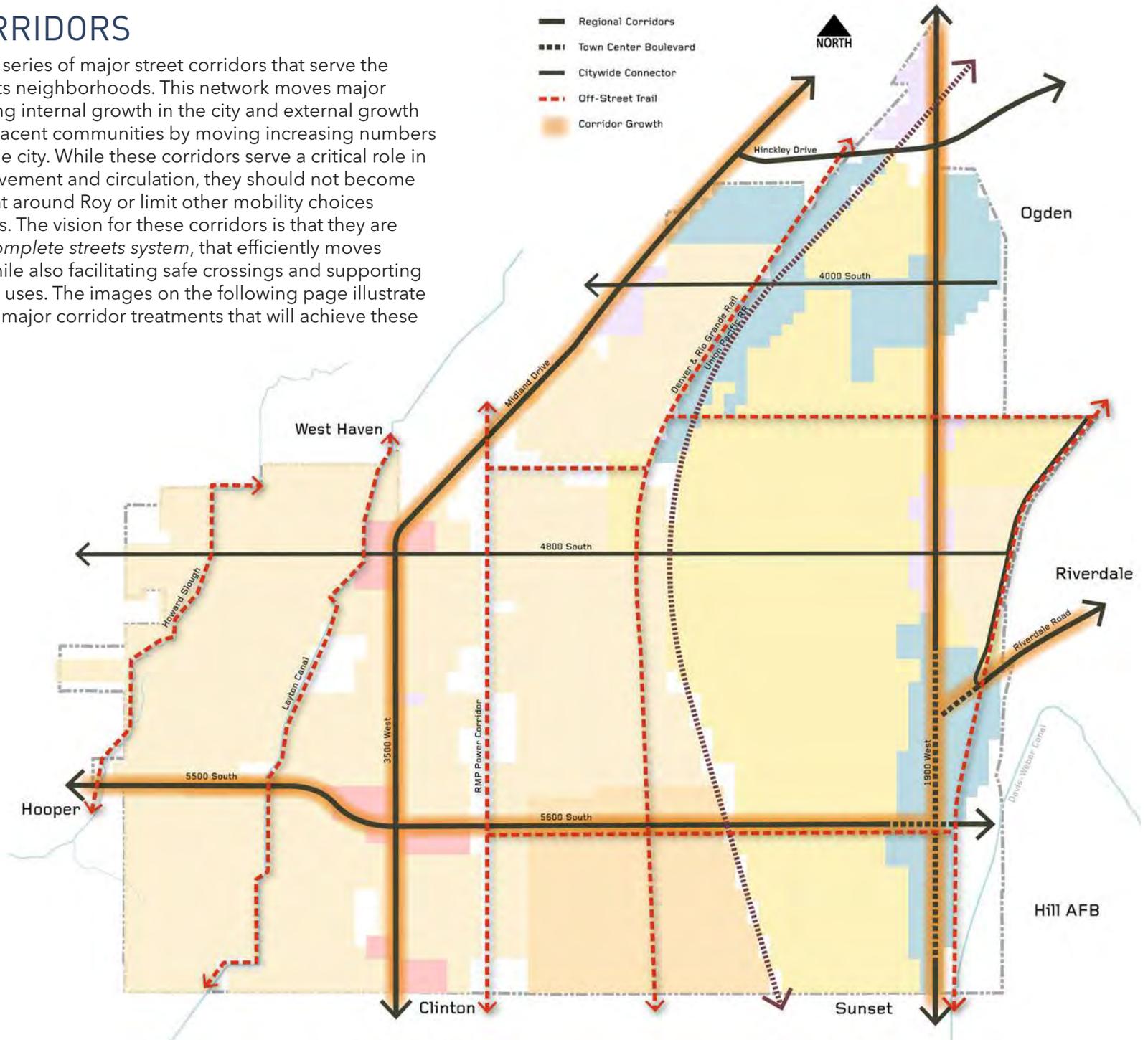
*Examples of Downtown Roy visions*



# 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.

1  
2  
3  
4  
5  
6  
7



## 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



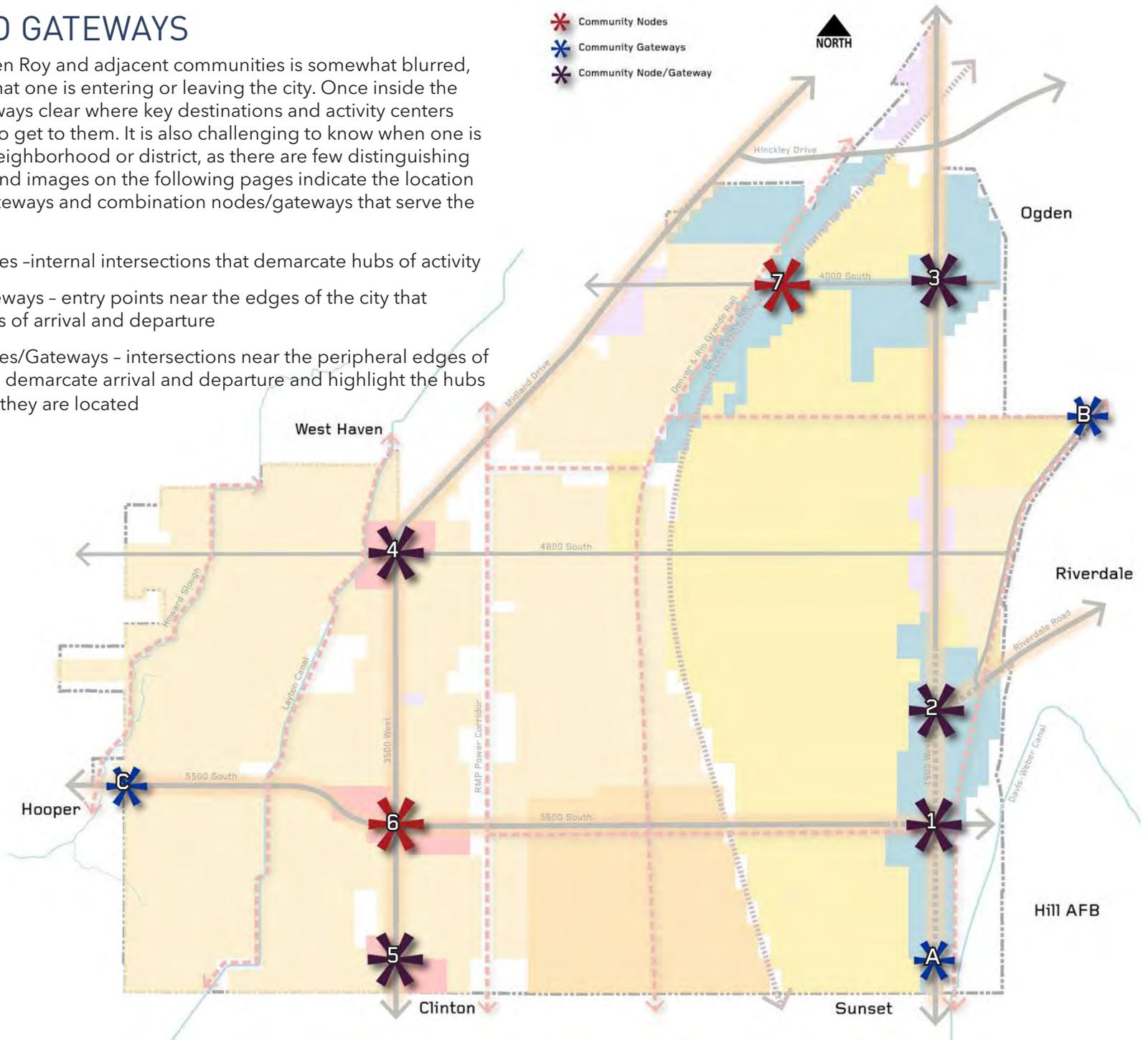
Accommodate regional growth and add human scale to major corridors by planning for complementary uses along them, such as higher intensity infill housing with yards and entries along the street.

# 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

1  
2  
3  
4  
5  
6  
7



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

## Community Nodes/Gateways

1 - 1900 W and 5600 S



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

2 - 1900 W and Riverdale Road



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

3 - 1900 W and 4000 S



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

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 with public art which enhances 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 develops to the west.*

# Node and Gateway Treatments - Examples

## Roundabouts



## Gateway signage



## Downtown plazas



## Roadway amenities and streetscape treatments



## Urban form and people places



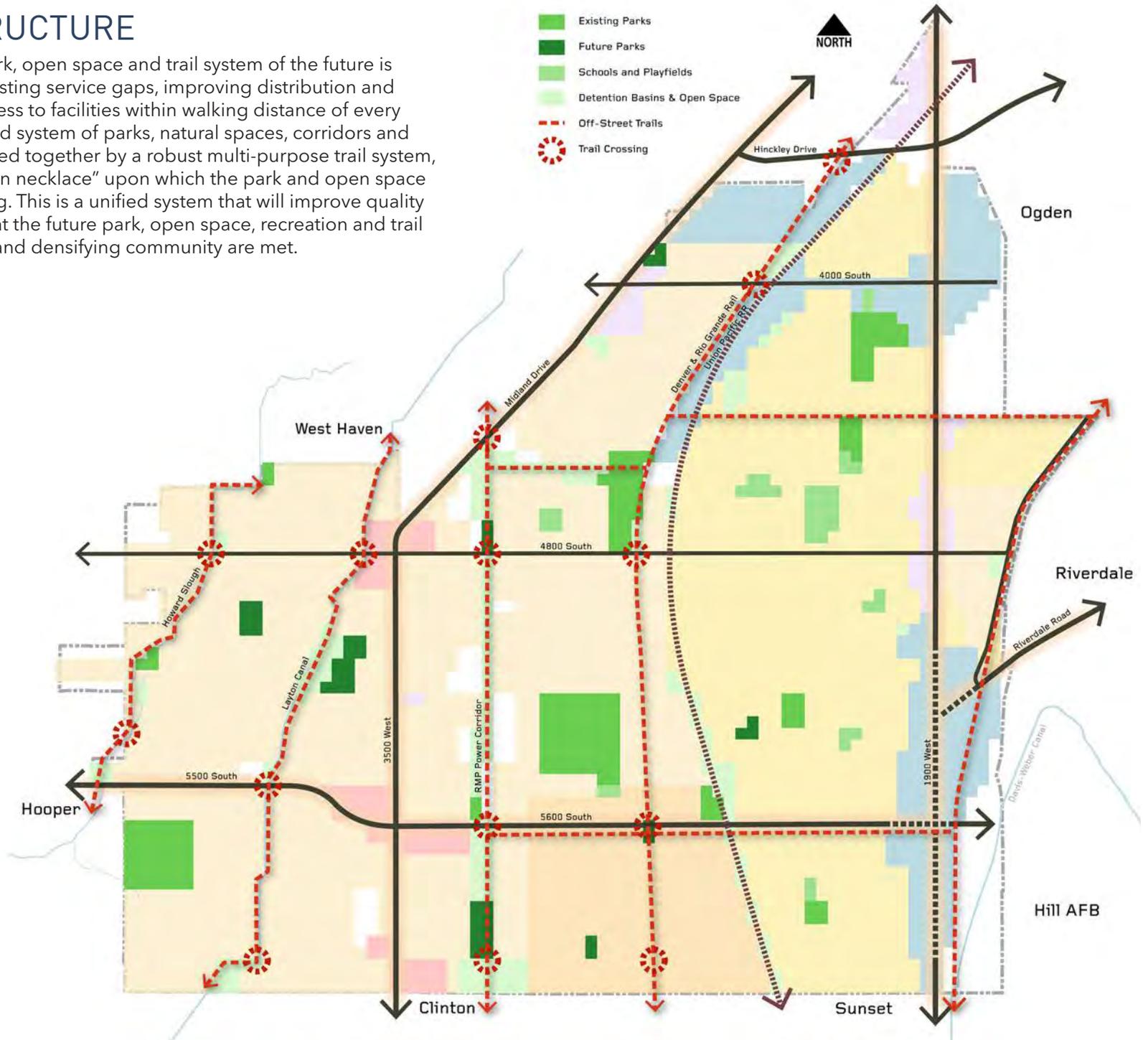
## Screening undesirable features



# 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.

1  
2  
3  
4  
5  
6  
7





*Fishing at Meadow Creek Pond*

## PARKS

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



*Planting a community orchard*

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

## OPEN SPACE

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

## TRAILS

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



*Trail along a power corridor*



*Quality roadway crossings for trails*



*Play equipment for teenagers*



*Park exercise equipment*



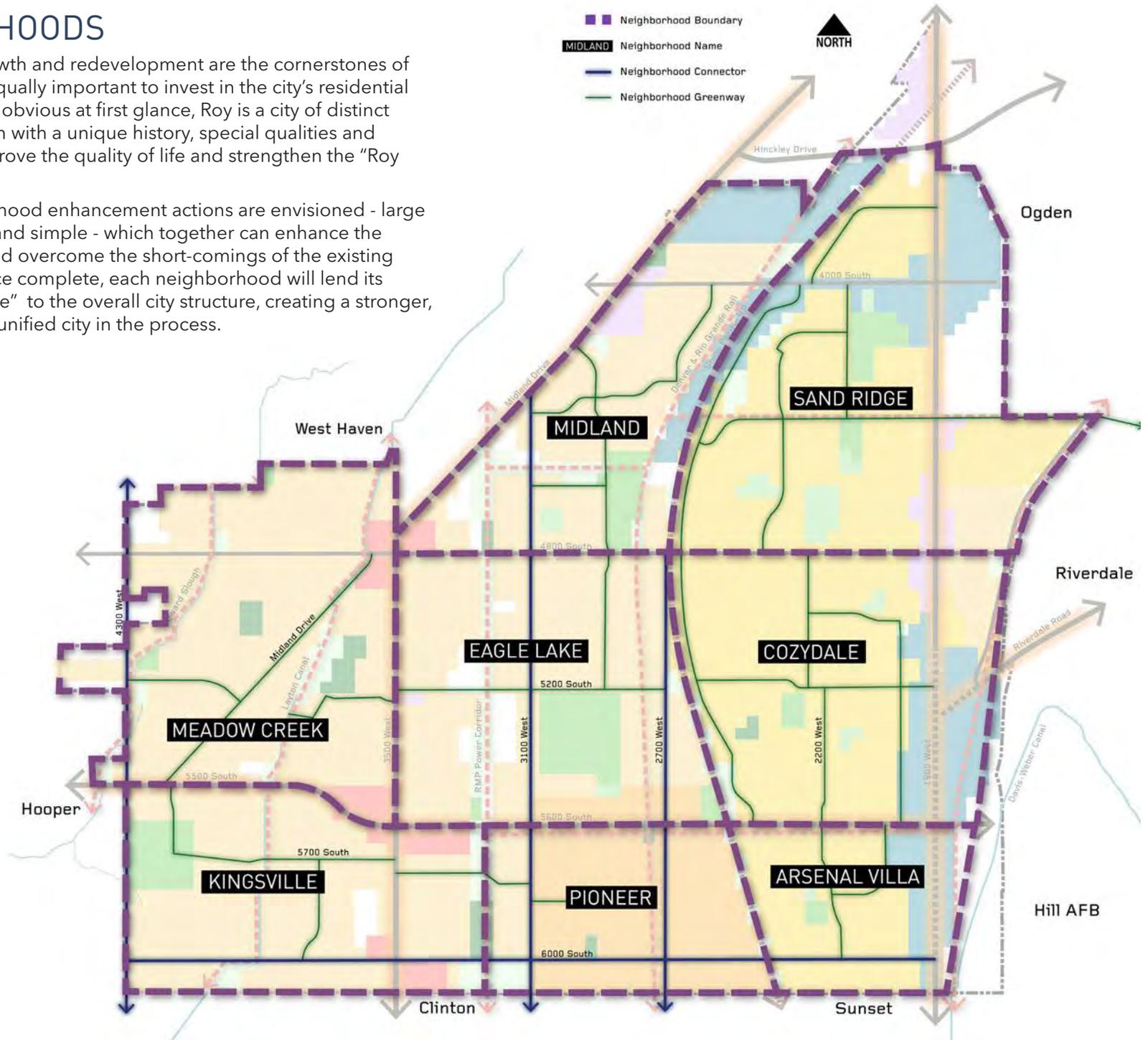
*Park pavilion*

# 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.

1  
2  
3  
4  
5  
6  
7



## PIONEER NEIGHBORHOOD

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



Historic buildings on old "Cousin Row"

## ARSENAL VILLA, COZYDALE, AND SAND RIDGE NEIGHBORHOODS



Typical street in Cozydale

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

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

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

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



Typical street in Meadow Creek

### Neighborhood Enhancement Program Examples



Urban Forestry Program



Porch Light Program



Block Parties



Neighborhood Branding



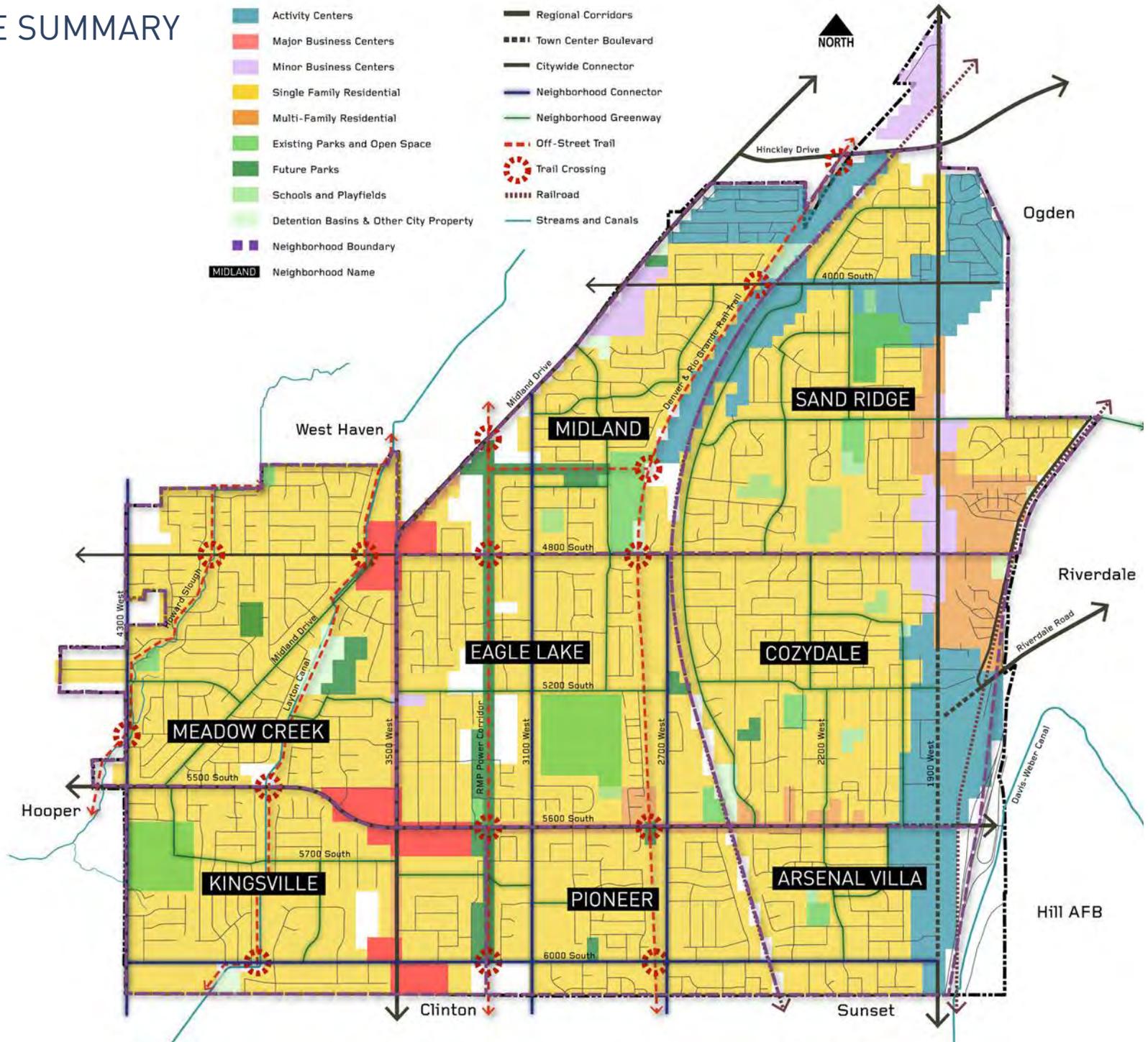
Neighborhood Cleanup Events



Neighborhood Greenways

# 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



1  
2  
3  
4  
5  
6  
7

## FUTURE PLANNING CONCEPT

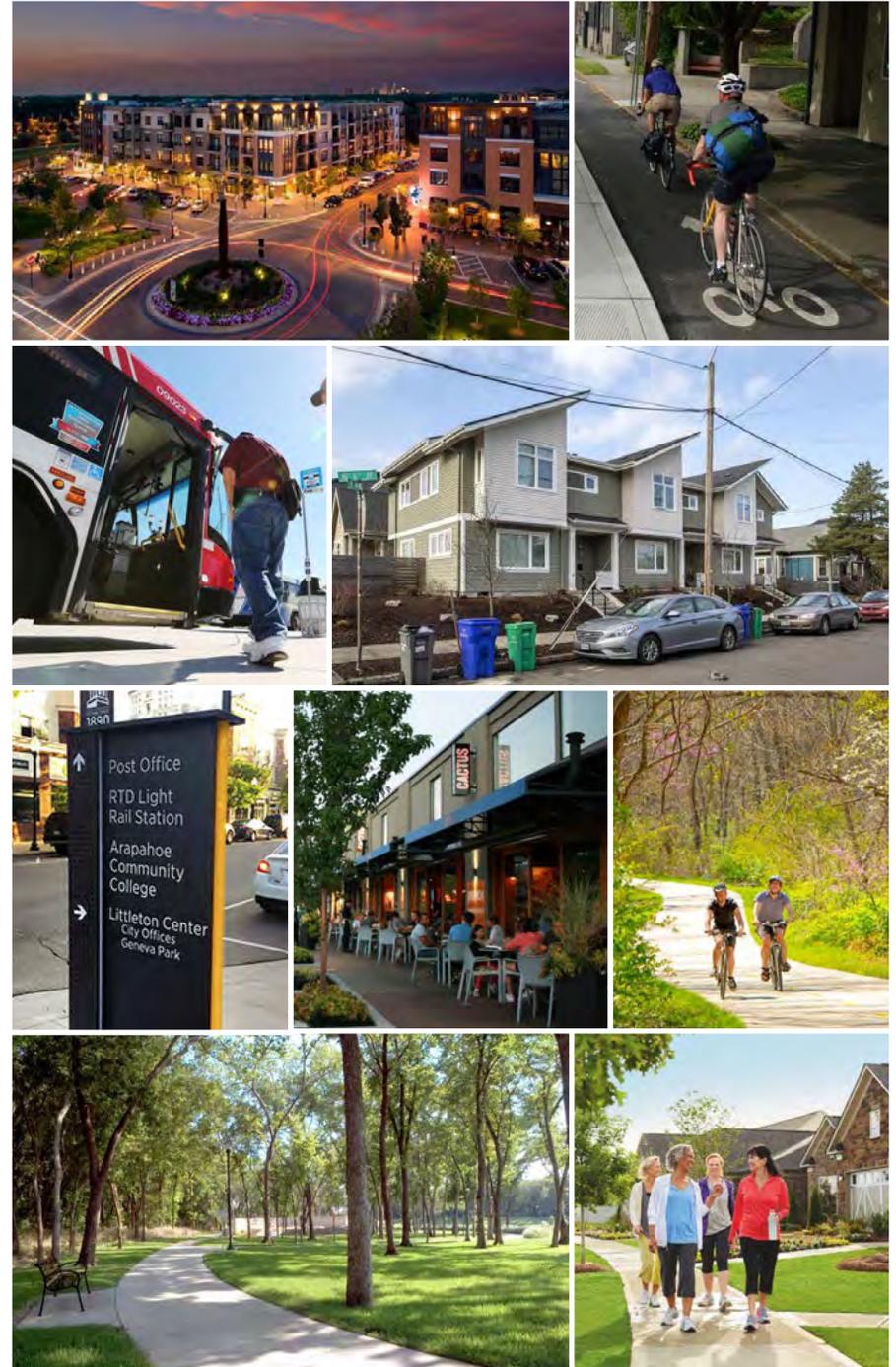
Future Roy is a nearly built-out city that is changing and growing to meet future needs.

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 and verdant 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 trail system;
- Has great neighborhoods that people are proud to call home;

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

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



# 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.

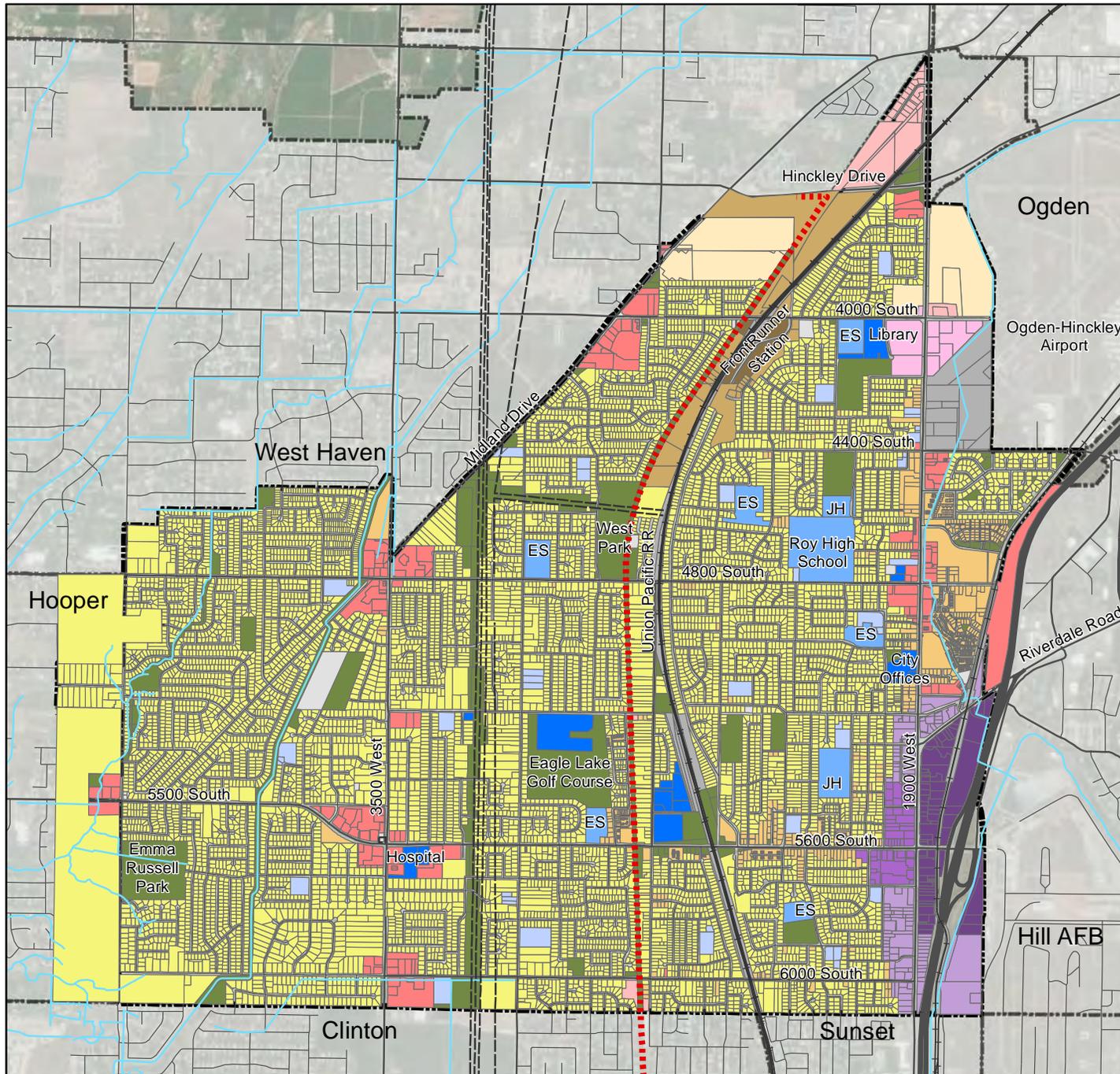
As illustrated in the accompanying Future Land Use Map, land uses are envisioned to strike a balance between maintaining existing uses and encouraging new ones that create compatible relationships and provide logical transitions. With the exception of the envisioned Downtown and FrontRunner Station areas 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 - East
- Downtown - West
- Downtown - Gateway
- Station Central
- Station North/South
- Business Park
- Commercial/Mixed Use
- Light Industrial/Commercial Flex Space
- Manufactured Homes
- Single Family Residential
- Multi-Family Residential
- Civic and Institutional
- Public Schools
- Religious
- Military
- Parks and Open Space
- Transportation
- Utilities
- City Boundary
- D & RG Rail Trail
- Streams and Canals
- Electrical Lines
- Railroads



## SUMMARY OF LAND USE DIRECTIONS

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

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



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

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



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

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



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

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



## 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

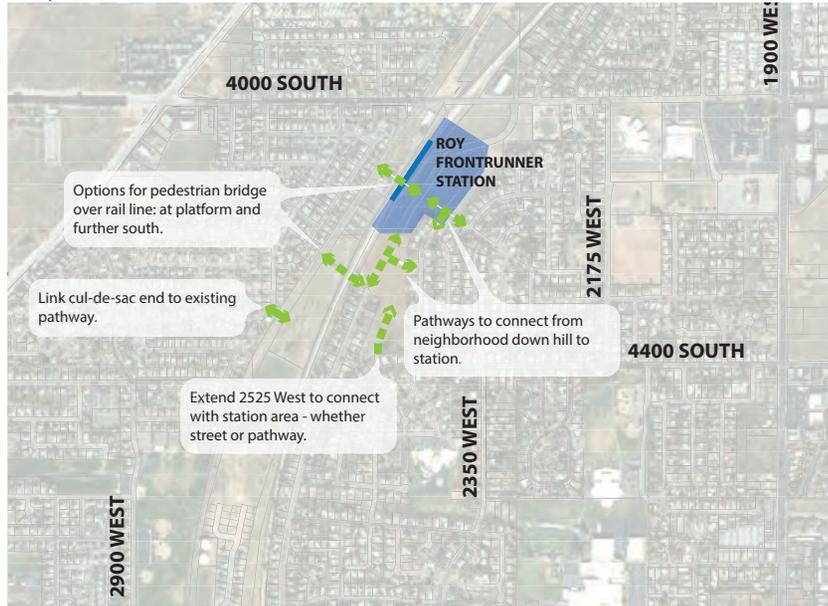
Carefully consider design of regional corridors to balance mobility with visibility, speed management, and community connectivity. Increase and improve crossings of major streets. Emphasize the human scale throughout the city, especially in residential neighborhoods, Downtown Roy, and in the FrontRunner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

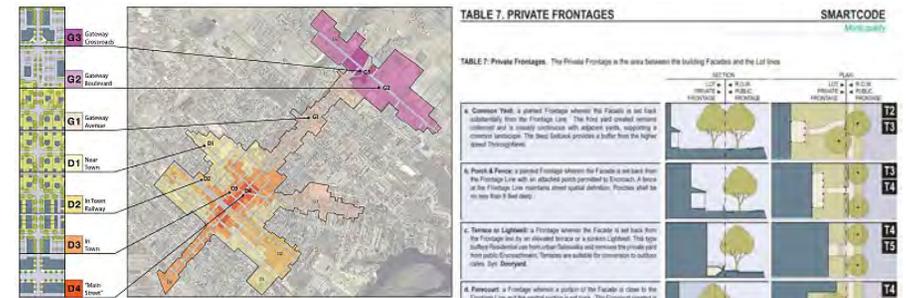
Economic development in Roy should concentrate on the city's strengths and opportunities, while avoiding weakness that will be difficult to overcome and threats to realizing a city with a robust economic future. For example, the unbridled zeal to redevelop Downtown Roy and Station Area should be careful 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>• Front Runner Station</li> <li>• Growing employment</li> <li>• Growing manufacturing and construction jobs</li> <li>• Affordable housing</li> <li>• Developable land</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>• Zoning limitations</li> <li>• Cumbersome permitting</li> <li>• Public opinion (Not-In-My-Backyard)</li> </ul>

## SUMMARY OF ECONOMIC DEVELOPMENT DIRECTIONS

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

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



### STRATEGY 2: ENHANCE STREET AND TRAIL CONNECTIVITY

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



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

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



### 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 is currently exploring the creation of three new Community Reinvestment Areas (“CRAs”), two in the downtown area and one near the FrontRunner Station. These plans would include a tax increment set aside for affordable housing.

## HOUSING ACTION PLAN

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

## SUMMARY OF HOUSING DIRECTIONS

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

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

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



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

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

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



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

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



# 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.

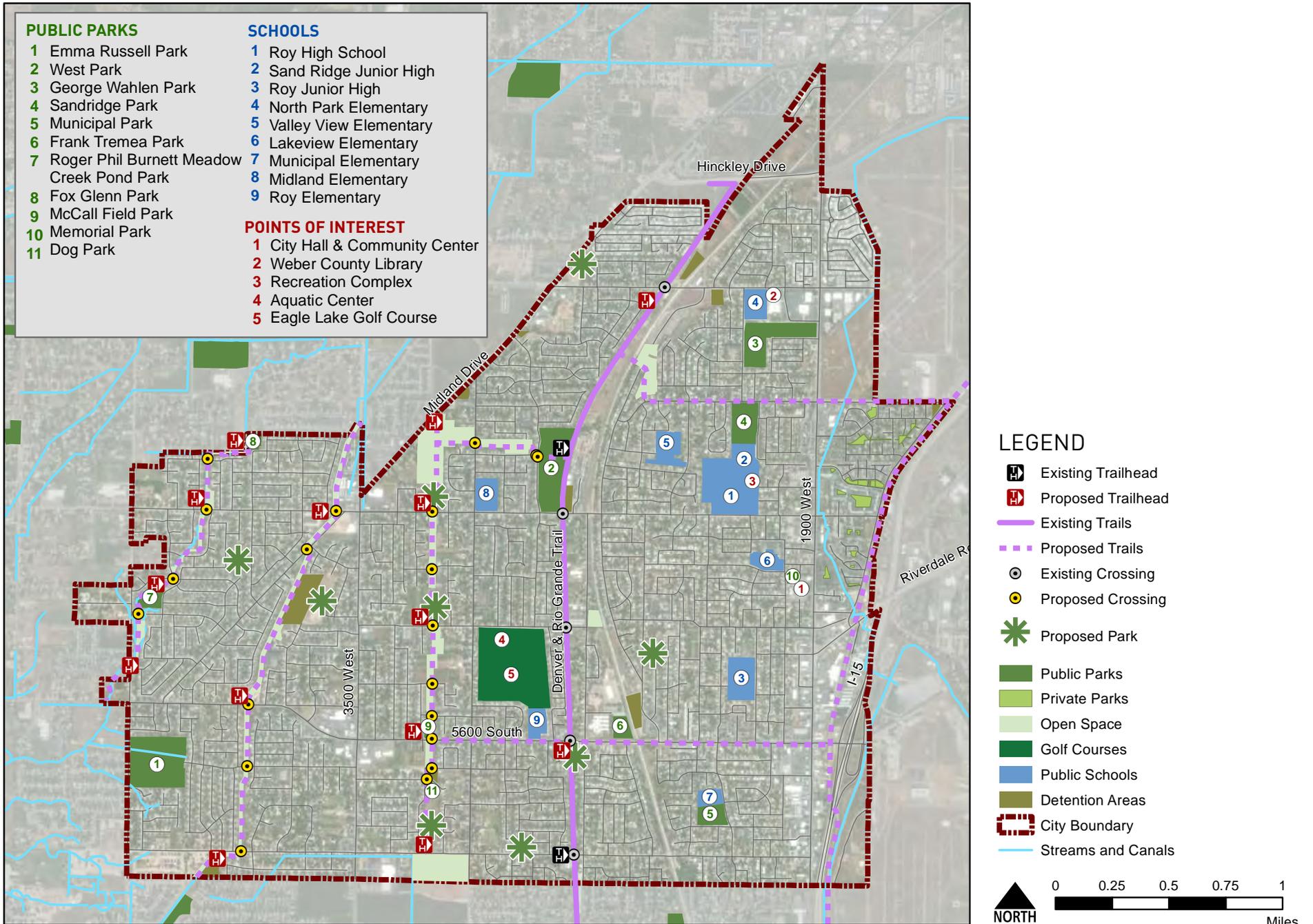


Special attention should be paid to bicycle and pedestrian safety at major street crossings, with specific guidance for trail and on-street bicycle facility crossings. This should include the development of a decision-making matrix for appropriate crossing types based on roadway classifications.

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**

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

**Traditional vs Modern**

**Bold vs Subtle**

**Steel vs Wood**



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

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





## NEIGHBORHOOD CLEANUPS

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

### 1. Pick the Right Project for Your Neighborhood

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

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

### 2. Make a Detailed Event Plan

A specific plan for the cleanup event should include:

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

### 3. Find Enthusiastic Leaders

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

### 4. Recruit Volunteers Early

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

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

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

### 5. Get Supplies Donated

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

### 6. Assign Specific Tasks During the Cleanup

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

### 7. Make a Plan for Debris Removal

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

### 8. Reward Your Volunteers

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

## 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 and school outreach program. A school tree planting grant is also available.



### Street Trees Program

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



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

### Hazard Tree Removal

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



## NEIGHBORHOOD WATCH

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



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

## PORCH LIGHT PROGRAM

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



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



## BLOCK PARTIES

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

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

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

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

## STREET TYPES SYSTEM

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

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

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

The Roy Street Types include:

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

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

### Regional Highway

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

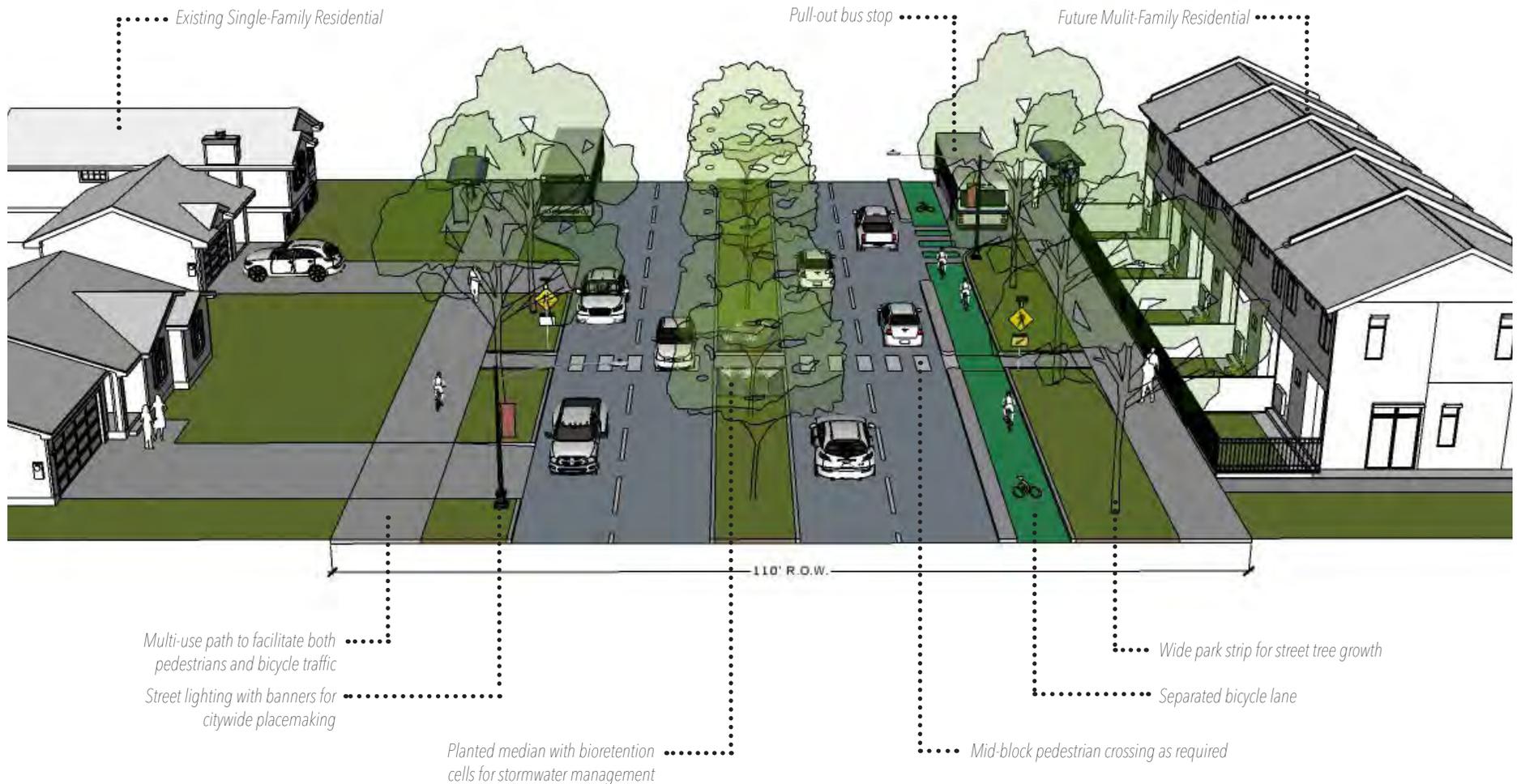
- Overall transportation level: Regional
- Context: Regional commercial/industrial
- Transportation Master Plan: Arterial
- Focus Roy: No designation
- Modal emphasis: Autos

## 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

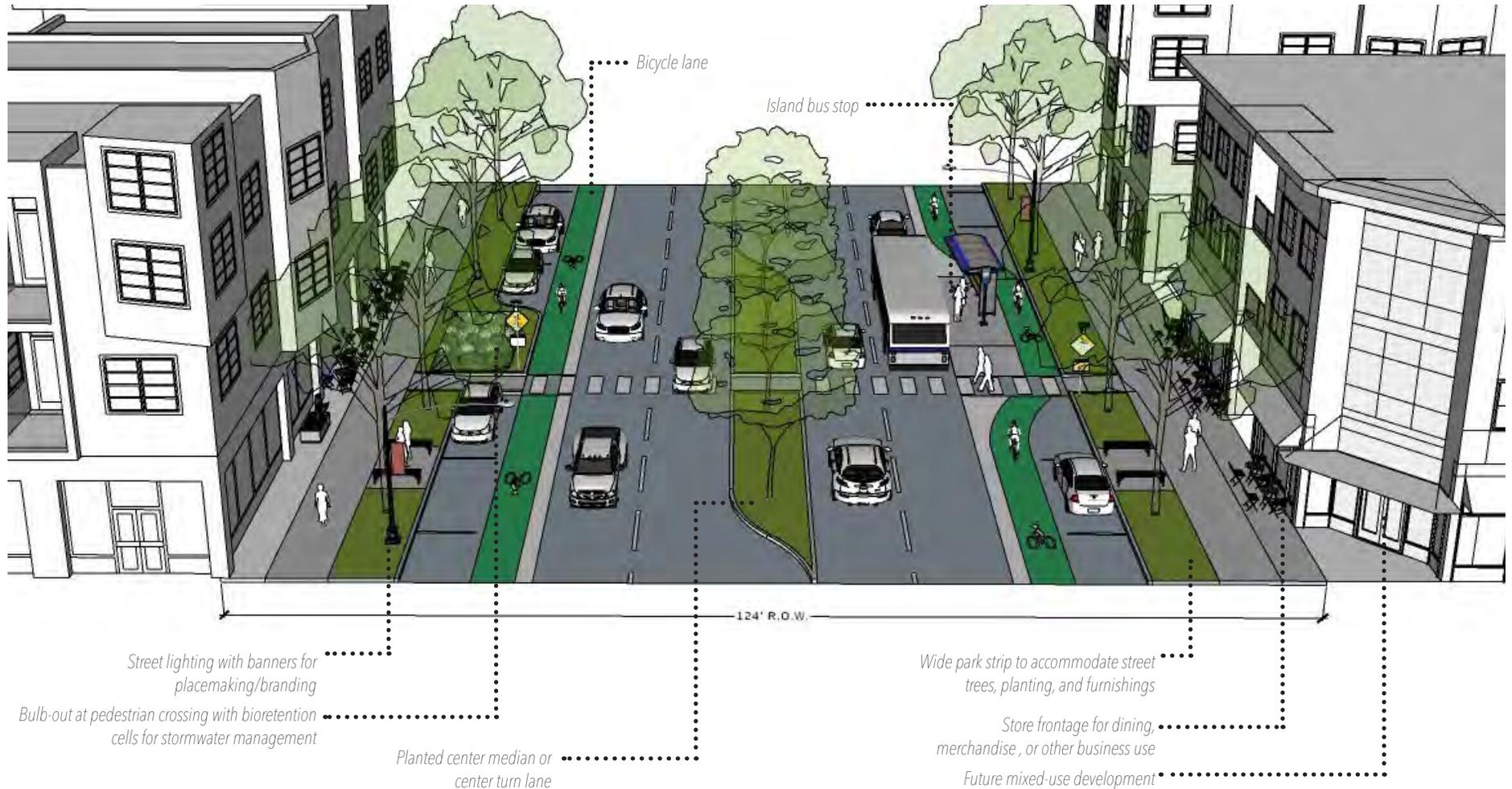


## Town Center Boulevard

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 North 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 buttress 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

