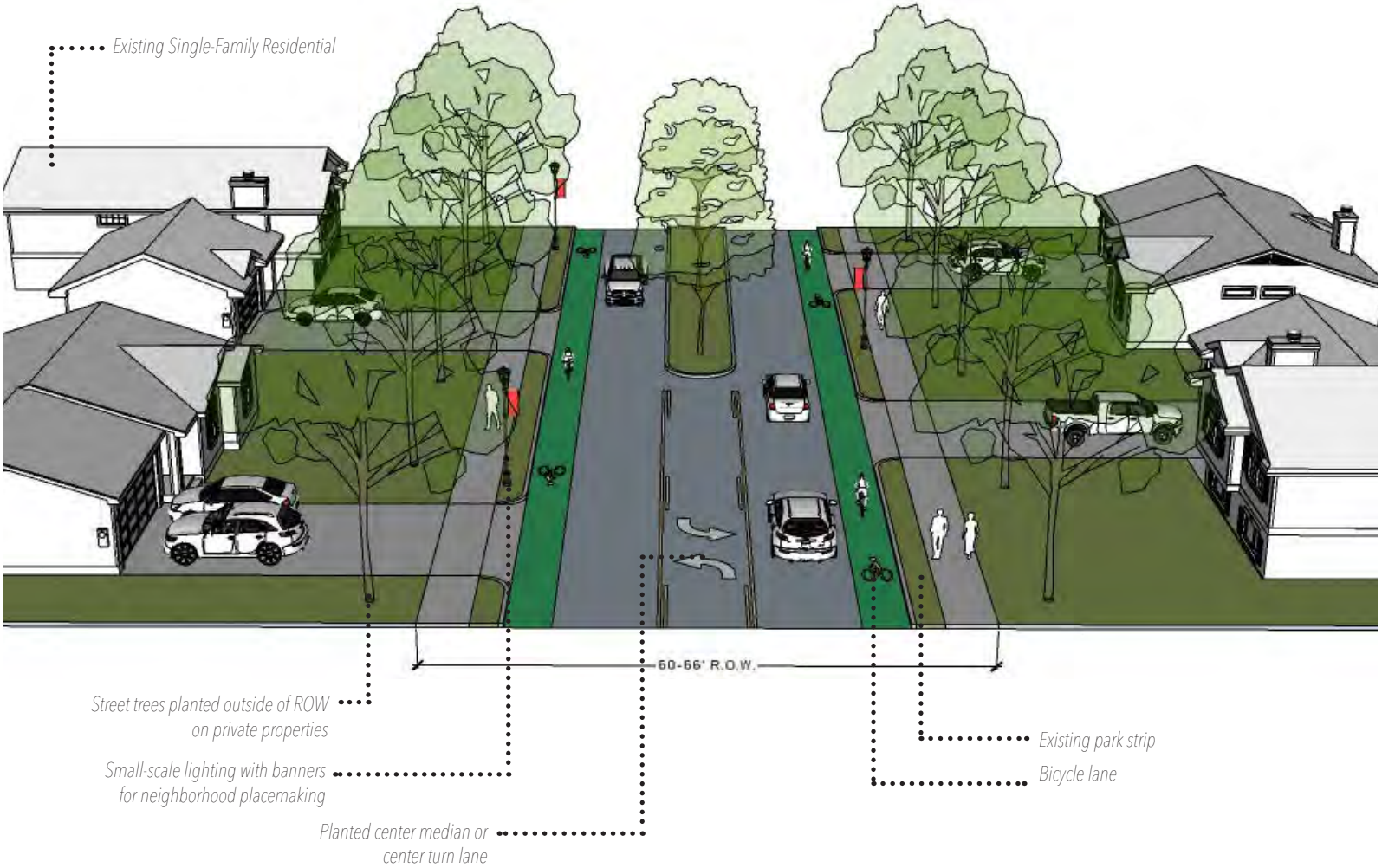
Neighborhood Connector

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 CONNECTOR

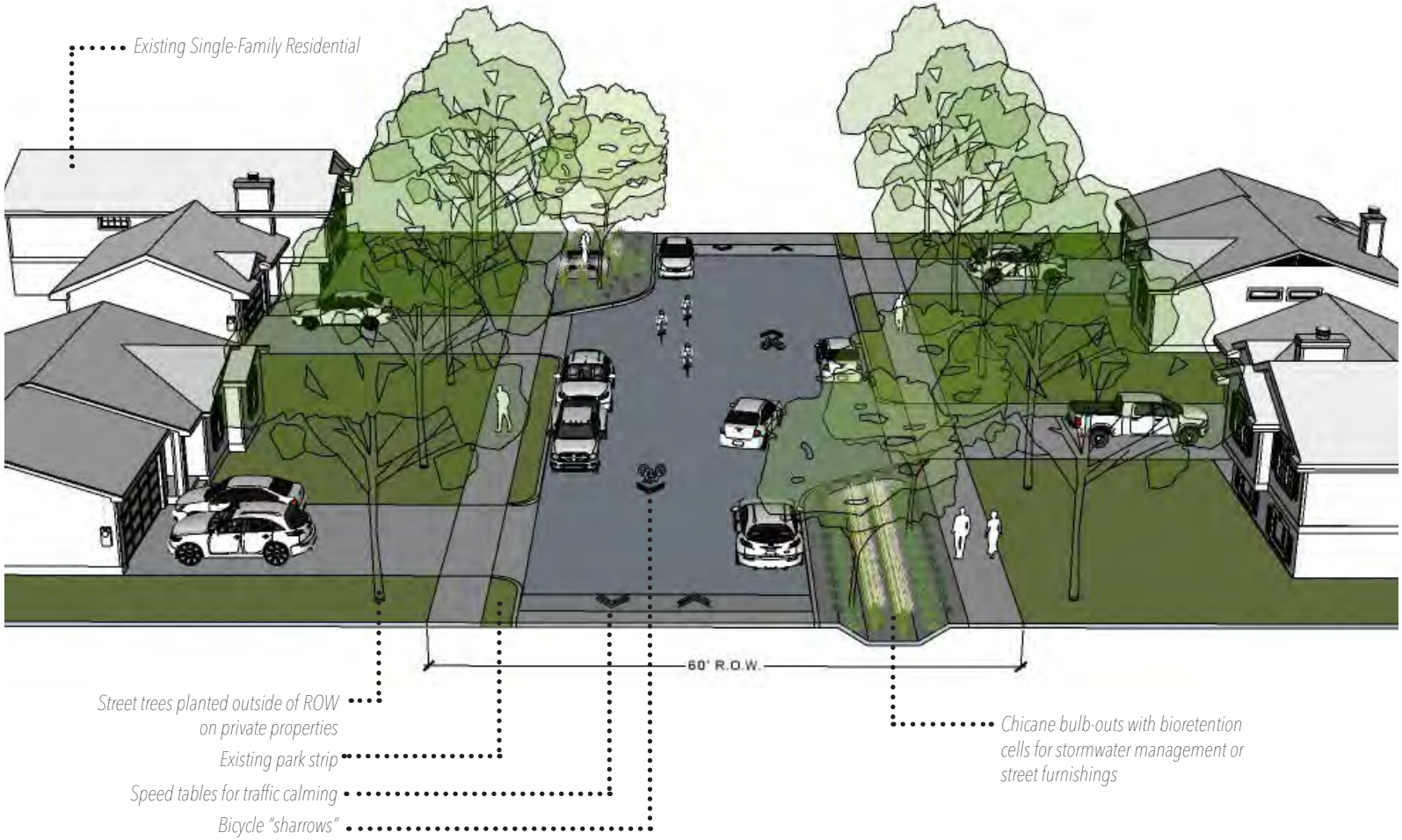


Neighborhood Greenway

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

NEIGHBORHOOD GREENWAY



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, and making small links through properties 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 like showers also 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.

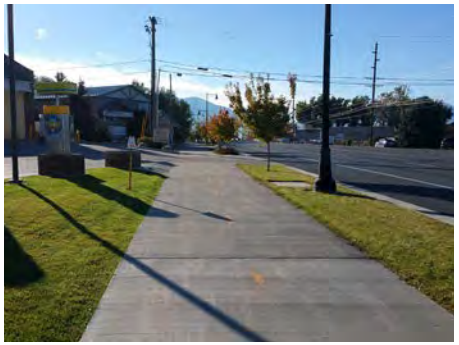
Most appropriate Street Types for corridor pedestrian realm: Regional Complete Corridor, Citywide Connector

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. Street lamps along main routes may incorporate banners to establish the city or neighborhood brand. Street lamp style may differ from neighborhood to neighborhood in order to help further distinguish neighborhood identity.

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

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
- Pervious 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 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.

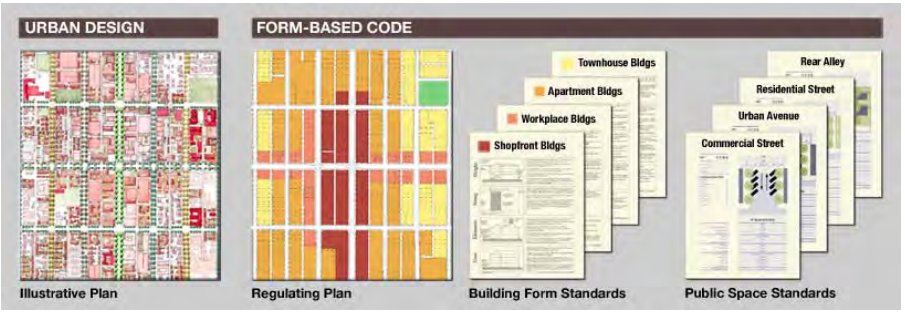
Pros	Cons
• Euclidian zoning is familiar to zoning administrators and applicants. • It can protect property values. • It can prevent mixing of incompatible land uses.	• Euclidian zoning lacks flexibility – it can be seen as too restrictive by property owners. • Does not comprehensively regulate design. • 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.

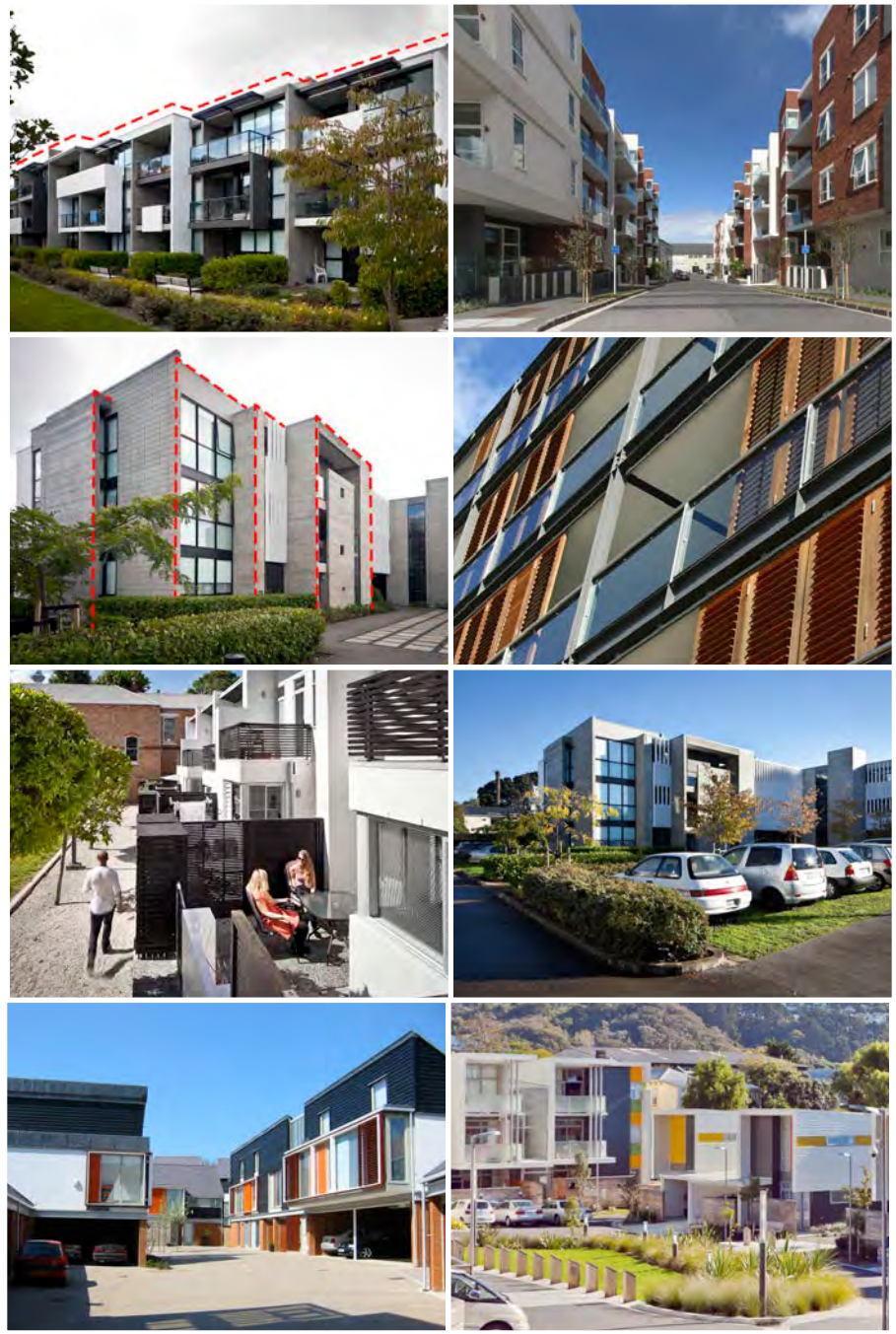
FORM-BASED CODES

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:

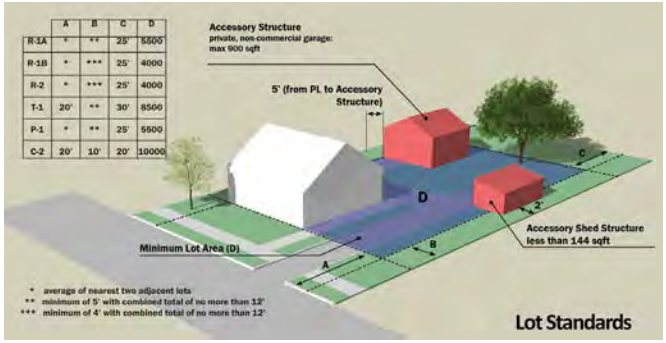
"Form-based codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. Form-based codes are an alternative to conventional zoning."





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.



	A	B	C	D
R-1A	*	**	25'	5500
R-1B	*	***	25'	4000
R-2	*	***	25'	4000
T-1	20'	**	30'	8500
P-1	*	**	25'	5500
C-2	20'	10'	20'	10000

Pros	Cons
• Gives landowners flexibility about how to use their property. • Gives jurisdictions greater control over how buildings will look and feel. • Directly addresses design with a clearly defined set of design standards. • More prescriptive on urban design and less focused on land use. • Achieves a more predictable physical result – predictable urban form. • More control in shaping Transit-Oriented Development (TOD). • Better at illustrating community plans and vision. • Regulating plan provides specific guidance for small areas and corridors. • Building and street design are coordinated. • More gradual transition between adjacent areas with different development intensity is easier to achieve. • High density development is more carefully designed. • Ability to easily enable conformity among signage throughout districts with a graphic and table based code that is easy to read. • Landscape and pedestrian plans give detail based on graphics and illustrations. • Code is user-friendly and easy to read with plenty of graphic illustrations and tables.	• May be unfamiliar to conventional code users and administrators. • Neighborhood interest groups, elected officials and property owners may still want to control land uses. • Lack of standardization of allowed uses. • Requires understanding of architectural and material standards. • May have to maintain two concurrent codes during a transition phase.

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.

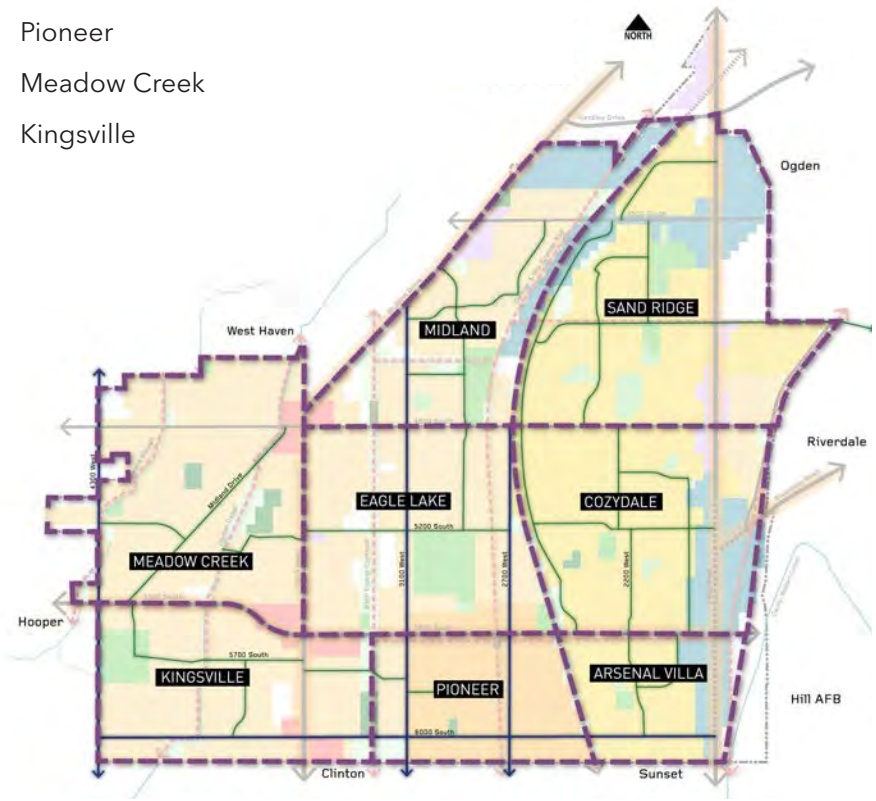
The decision to expand use of form-based codes, create targeted hybrid codes or simply let the existing Euclidian codes remain are all options to be considered as Roy continues mature and transform.

Pros	Cons
• The placement and form of buildings establish the character of the built environment. • Integrates into the existing zoning ordinance. • Preserves basic standards that are aligned with specific needs and routines of each community. • Allows continued control over land uses. • Offers greater potential to mix land uses by integrating compatible land uses into development patterns. • Places higher priority on site and building standards. • Creates zoning districts with multiple components making it easier to zone property for compatibility with adjacent properties.	• Multiple regulations on form and use may be too complex or challenging to implement. • May require inordinate amount of staff and review committee input. • Has the effect of a series of overlays which can add complexity and impacts that discourage development.

NEIGHBORHOOD APPLICATIONS

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

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



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
- Neighborhood Cleanups
- Urban Forestry Program
- Neighborhood Watch
- Porch Light Program
- Block Parties

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


Neighborhood Cleanup Events


Neighborhood Greenways

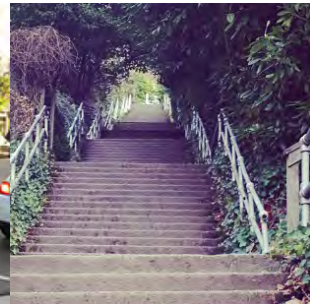

Urban Forestry


Porch Light Program


Block Parties


Pedestrian Crossings

Wayfinding Signage


Pedestrian Access

SAND RIDGE NEIGHBORHOOD

Legend

- Pedestrian access
- 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
- Neighborhood Cleanups
- Urban Forestry Program
- Neighborhood Watch
- Porch Light Program
- Block Parties

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


Neighborhood Cleanup Events


Neighborhood Greenways


Urban Forestry

Neighborhood Watch

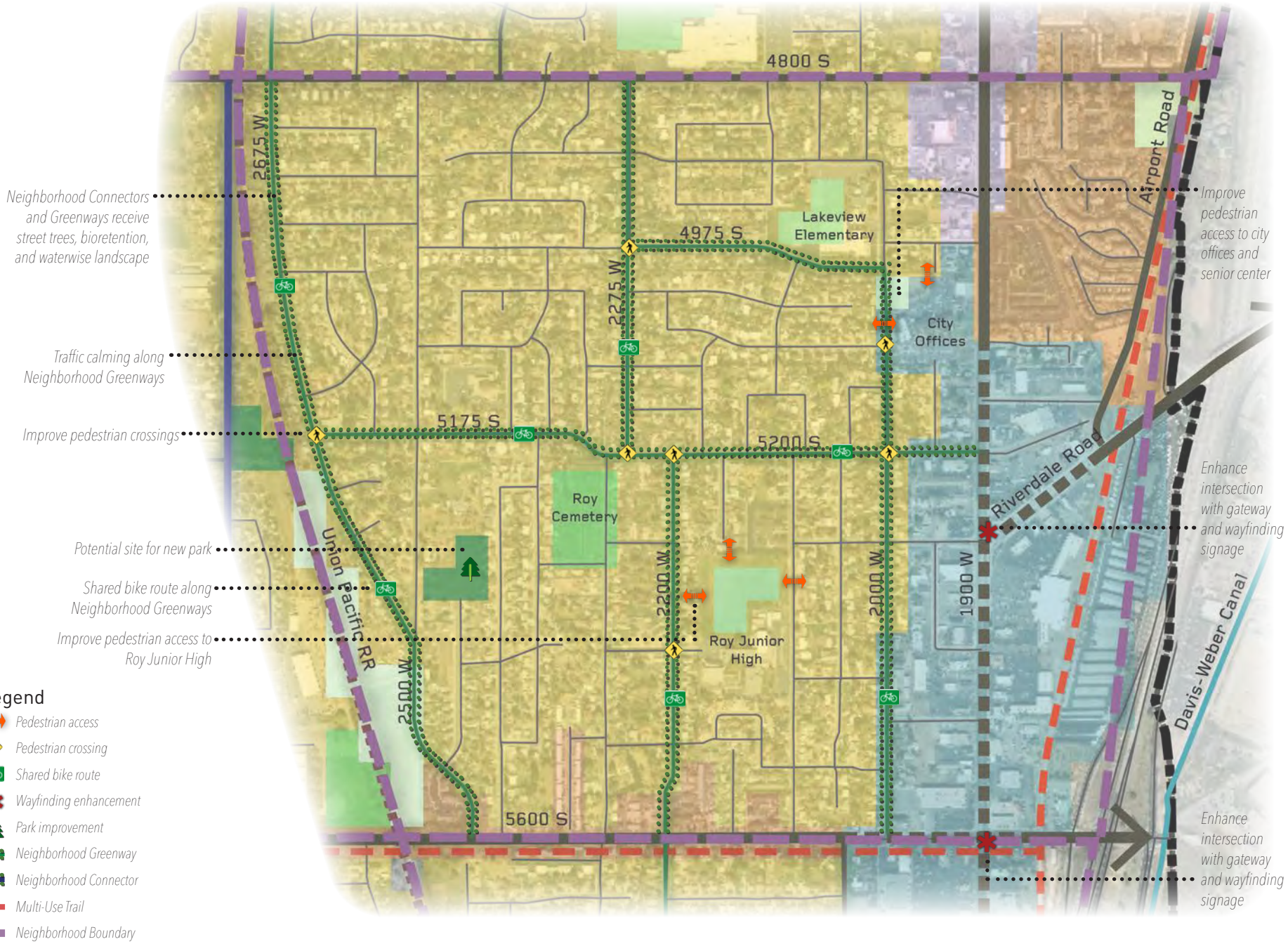

Block Parties


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
- Neighborhood Cleanups
- Urban Forestry Program
- Neighborhood Watch
- Porch Light Program
- Block Parties

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


Neighborhood Cleanup Events

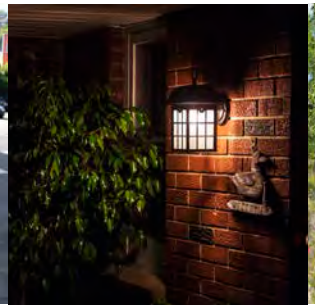

Neighborhood Greenways


Urban Forestry

Neighborhood Watch

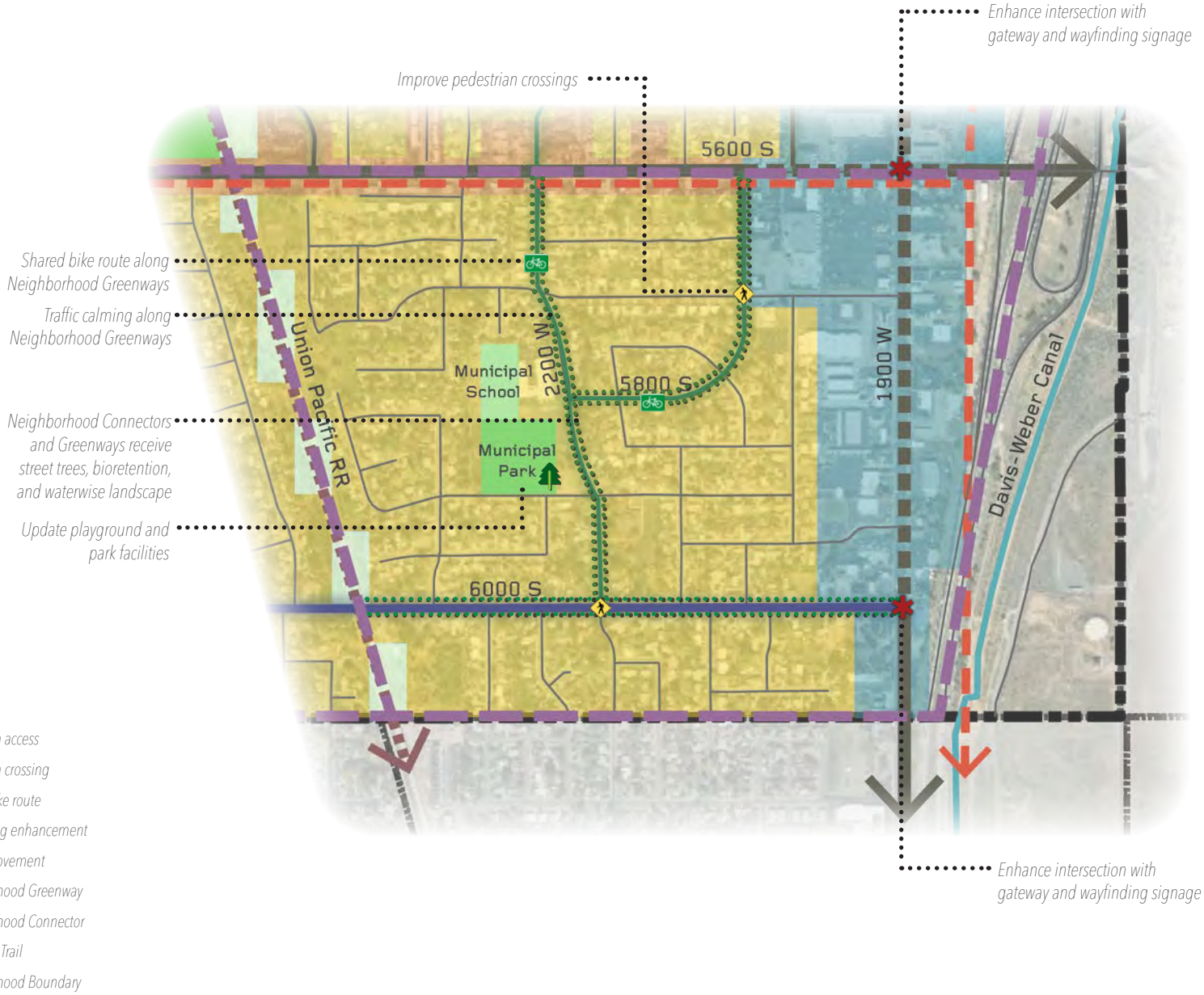

Block Parties


Pedestrian Crossings


Porch Light Program


New Park

ARSENAL VILLA NEIGHBORHOOD



Legend

- Pedestrian access
- 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
- Block Parties

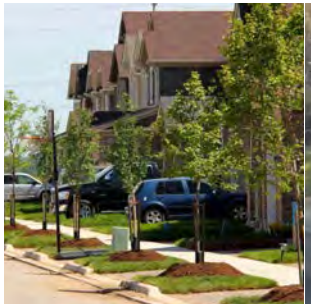
PHYSICAL ENHANCEMENTS

- 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 pedestrian alleyways at cul-de-sac ends to better facilitate pedestrian movement
- 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


Block Parties


Pedestrian Alleys


Pedestrian Crossings

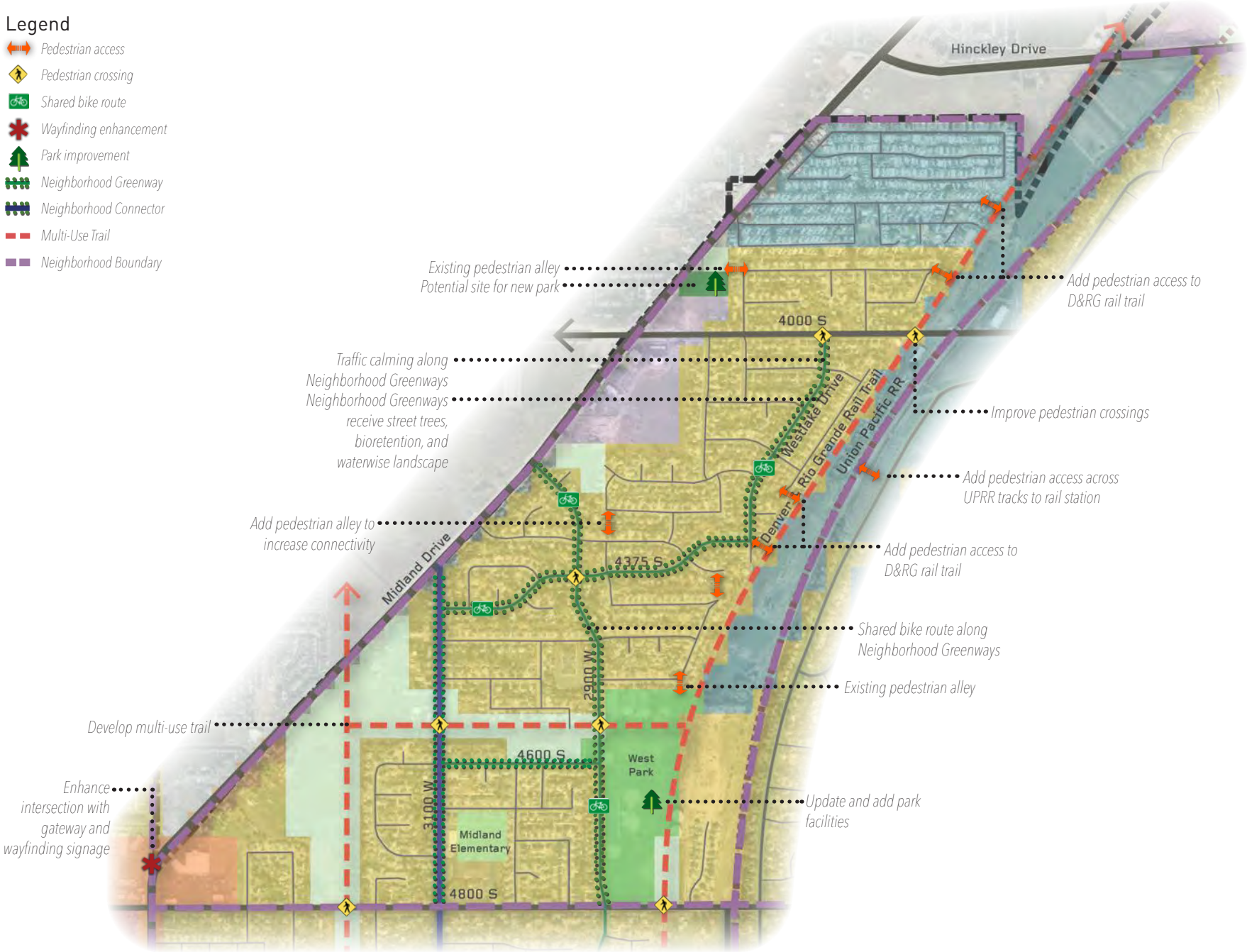

Multi-Use Trails


New Park

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

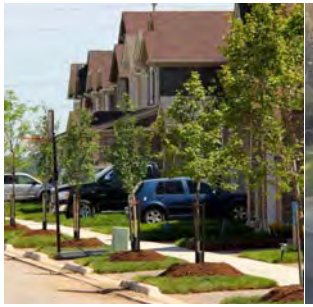
PHYSICAL ENHANCEMENTS

- 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

Neighborhood Watch


Neighborhood Greenways


Urban Forestry


Block Parties

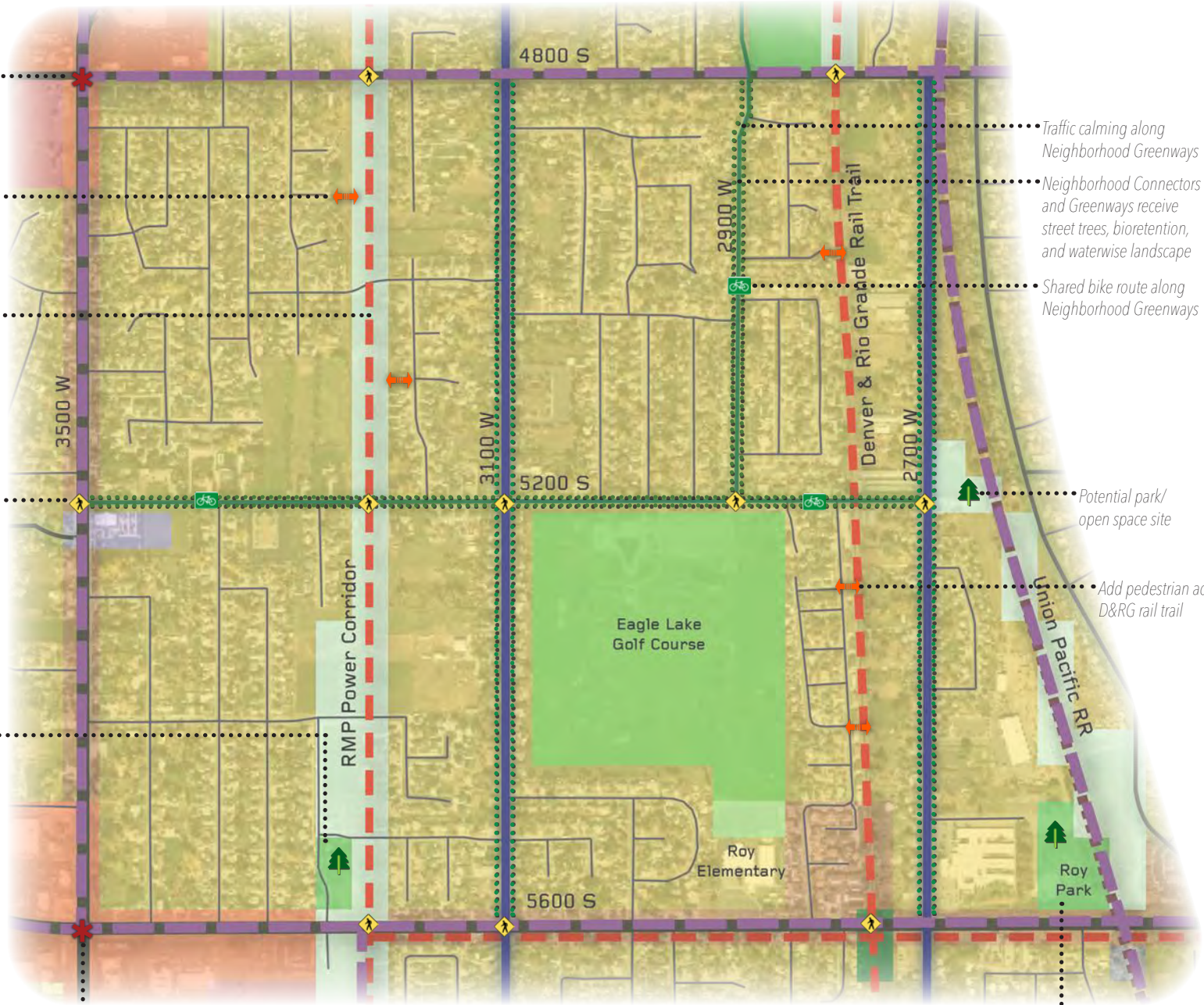

Pedestrian Alleys


Pedestrian Crossings


Multi-Use Trails


Park Enhancements

EAGLE LAKE NEIGHBORHOOD



Enhance intersection with gateway and wayfinding signage

Add access to multi-use trail

Develop multi-use trail

Improve pedestrian crossings

Add park facilities/ play equipment

Enhance intersection with wayfinding signage

Traffic calming along Neighborhood Greenways

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

Shared bike route along Neighborhood Greenways

Potential park/ open space site

Add pedestrian access to D&RG rail trail

Add park facilities/ play equipment

Legend

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

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
- Neighborhood Cleanups
- Urban Forestry Program
- Neighborhood Watch
- Porch Light Program
- Block Parties

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

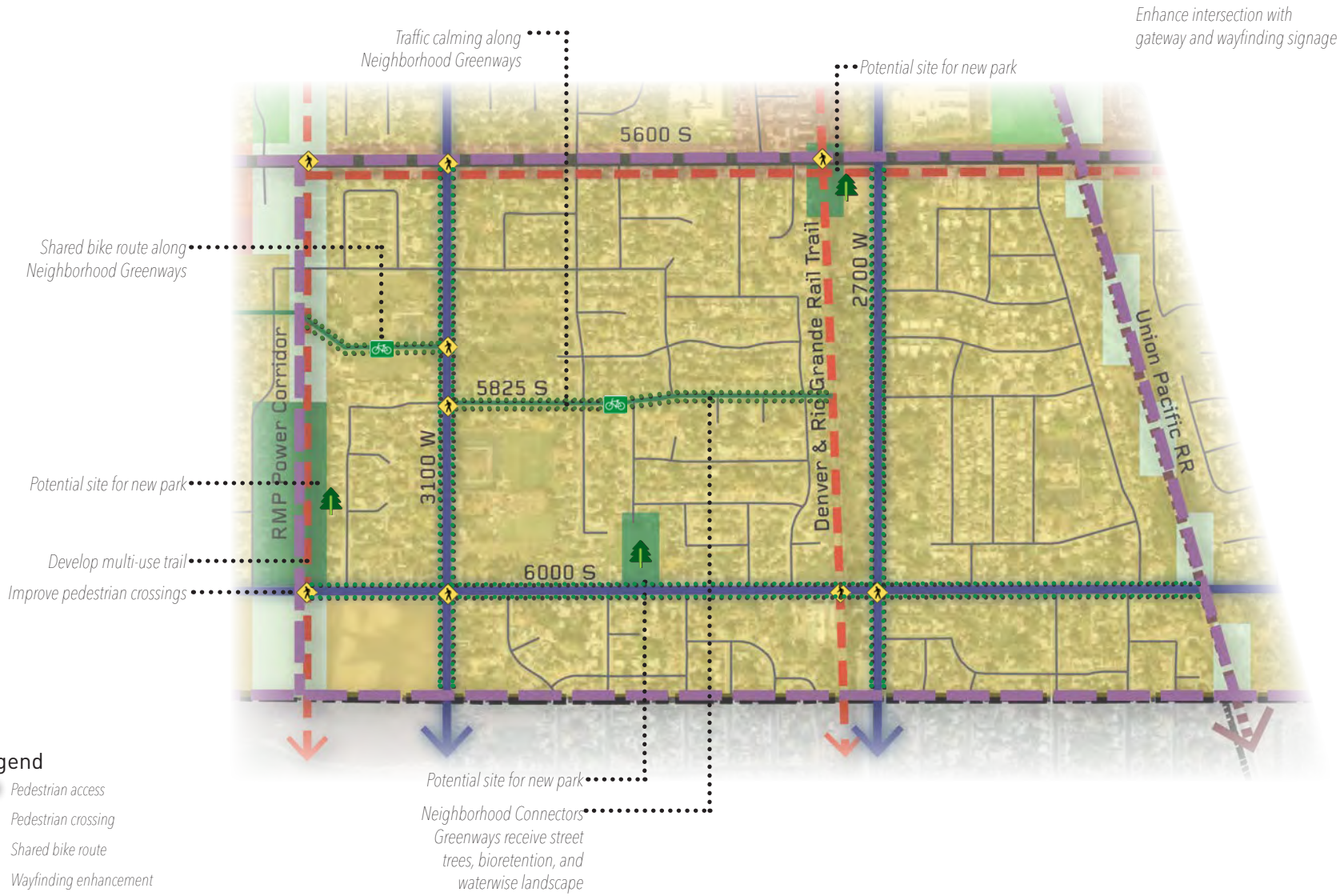

Block Parties


Pedestrian Crossings


Multi-Use Trails


Park Enhancements

PIONEER NEIGHBORHOOD



Legend

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

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
- Block Parties

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 pedestrian alleyways at cul-de-sac ends to better facilitate pedestrian movement
- 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


Gateway Signage

Wayfinding Signage

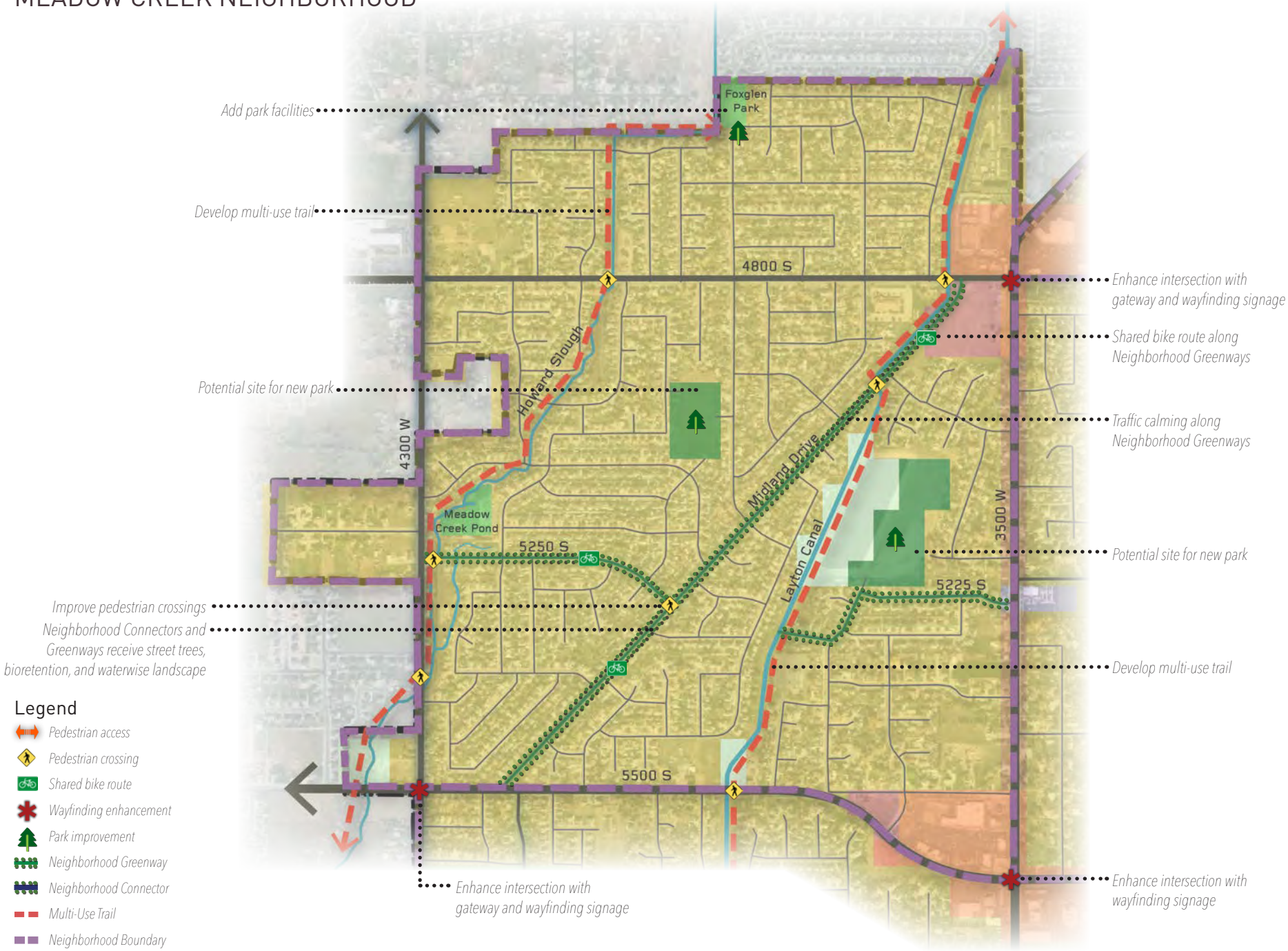

Pedestrian Alleys


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:**

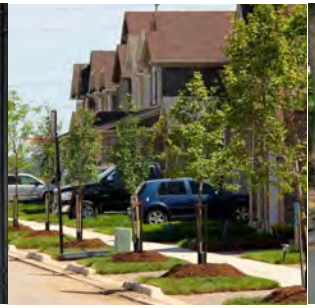
PROGRAM ENHANCEMENTS

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

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
- Add pedestrian alleyways at cul-de-sac ends to better facilitate pedestrian movement
- 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

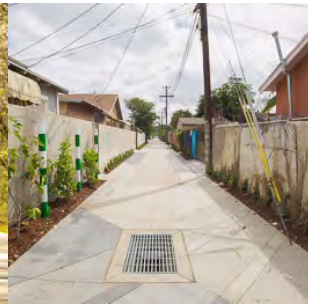

Gateway Signage

Wayfinding Signage

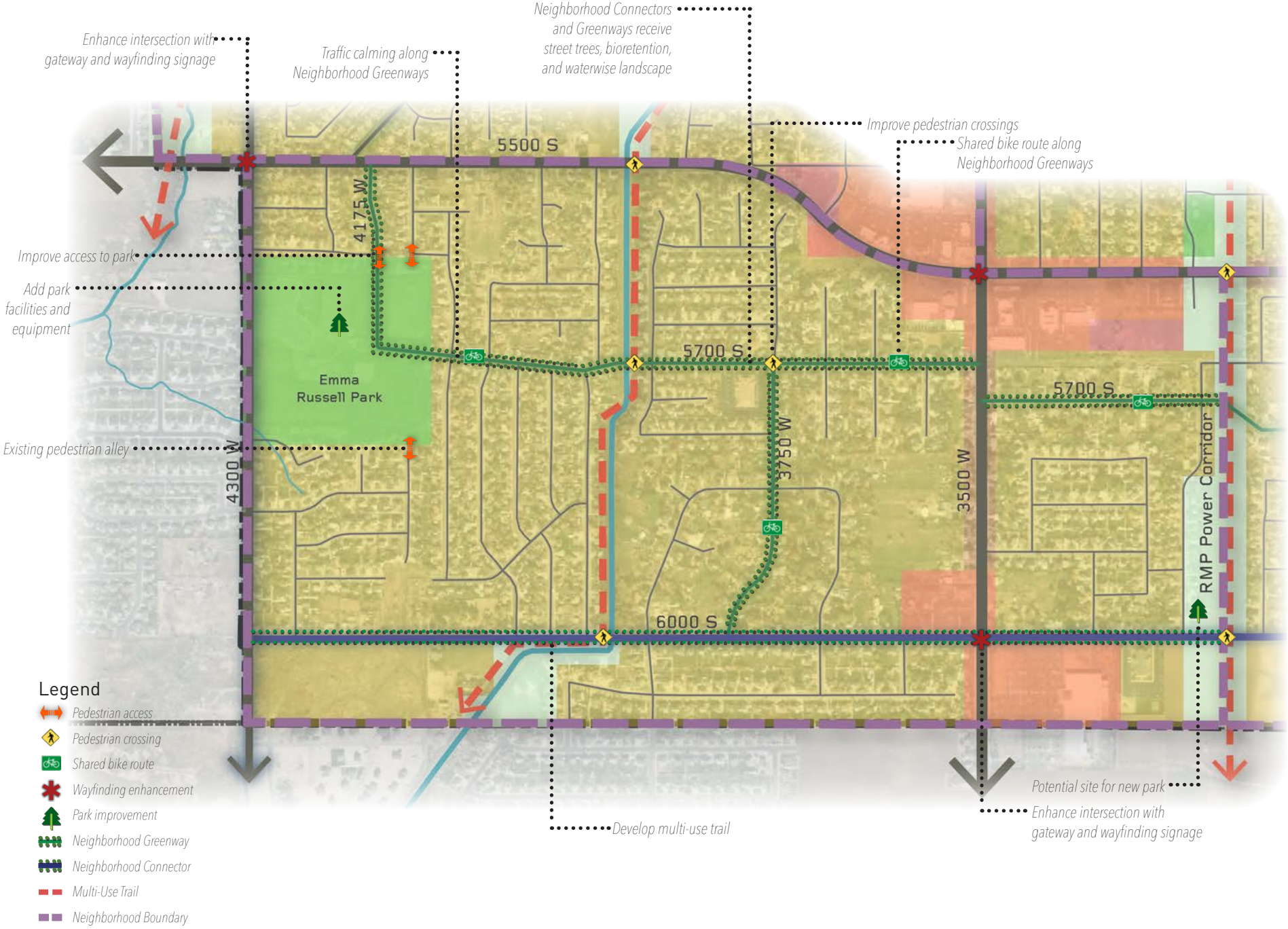

Block Parties


Pedestrian Crossings


Multi-Use Trails


Pedestrian Alleys

KINGSVILLE NEIGHBORHOOD



APPENDIX A - EXISTING CONDTIONS & 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).

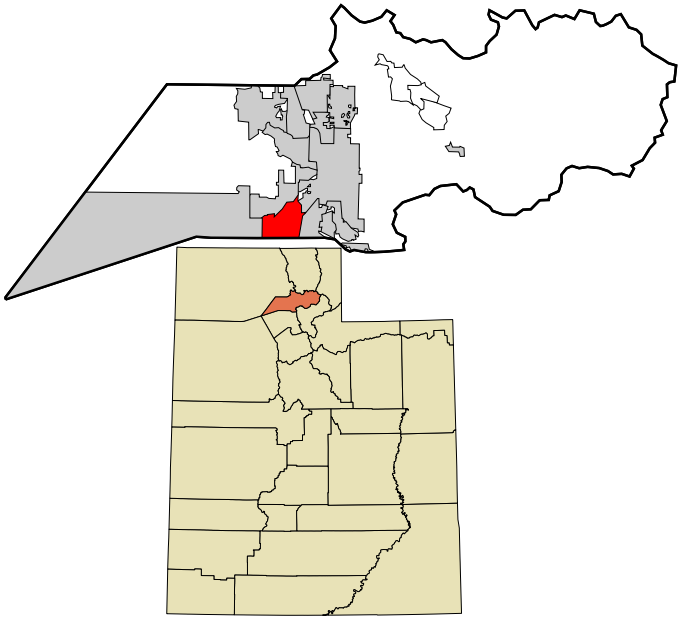


Figure A1-1. Location of Roy in Weber County and the State of Utah.

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.

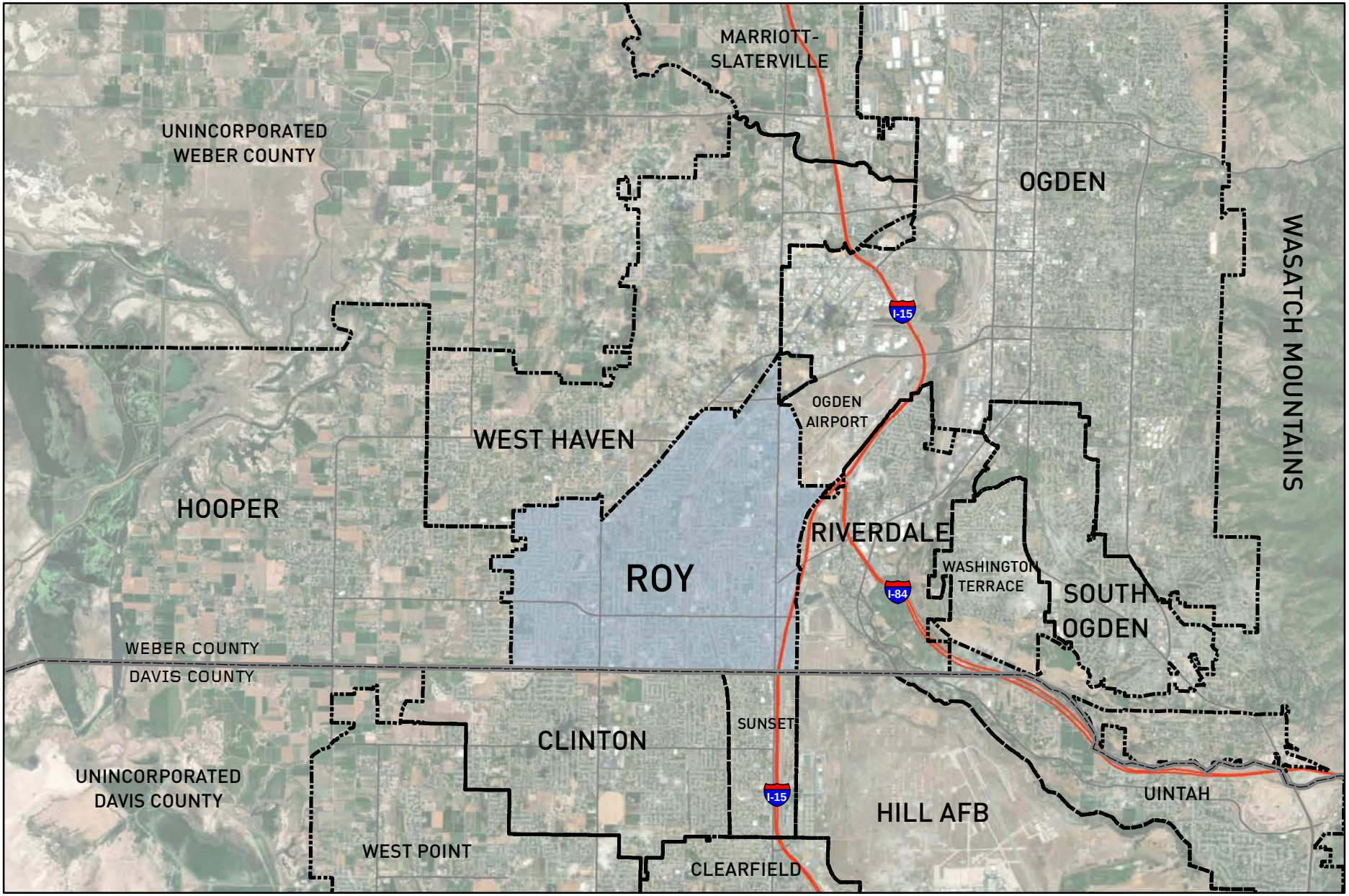
As shown in Map A1-1, the city has a single direct connection to Interstate 15 at 5600 South, and an indirect connection further to the north. Other major roadways include SR-126 / 1900 West (which also serves as the city's "main street"); 5600 South, which has emerged as a major east-west connector 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



NORTH

0 0.75 1.5 2.25 3

Miles

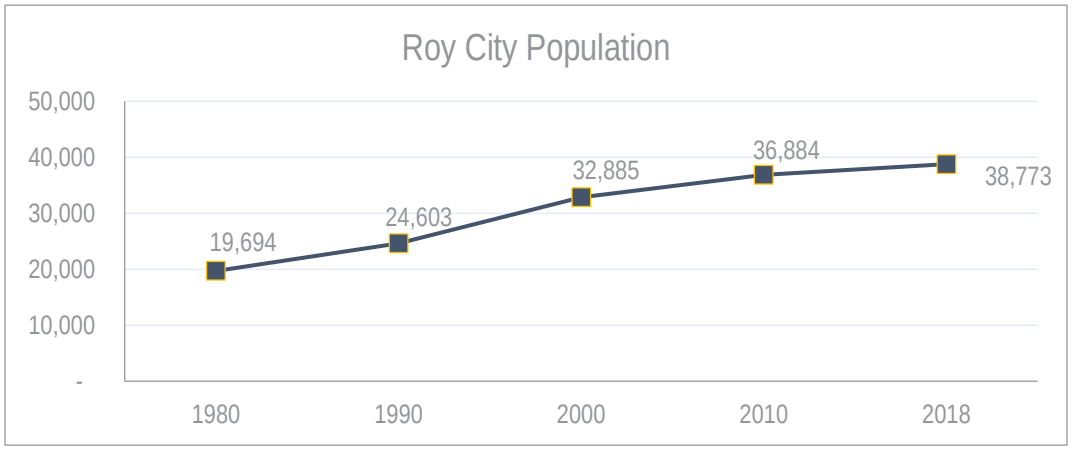
HISTORIC POPULATION

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

TABLE A1-1: POPULATION GROWTH IN SIMILAR SIZED COMMUNITIES

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

FIGURE A1-2: HISTORIC POPULATION



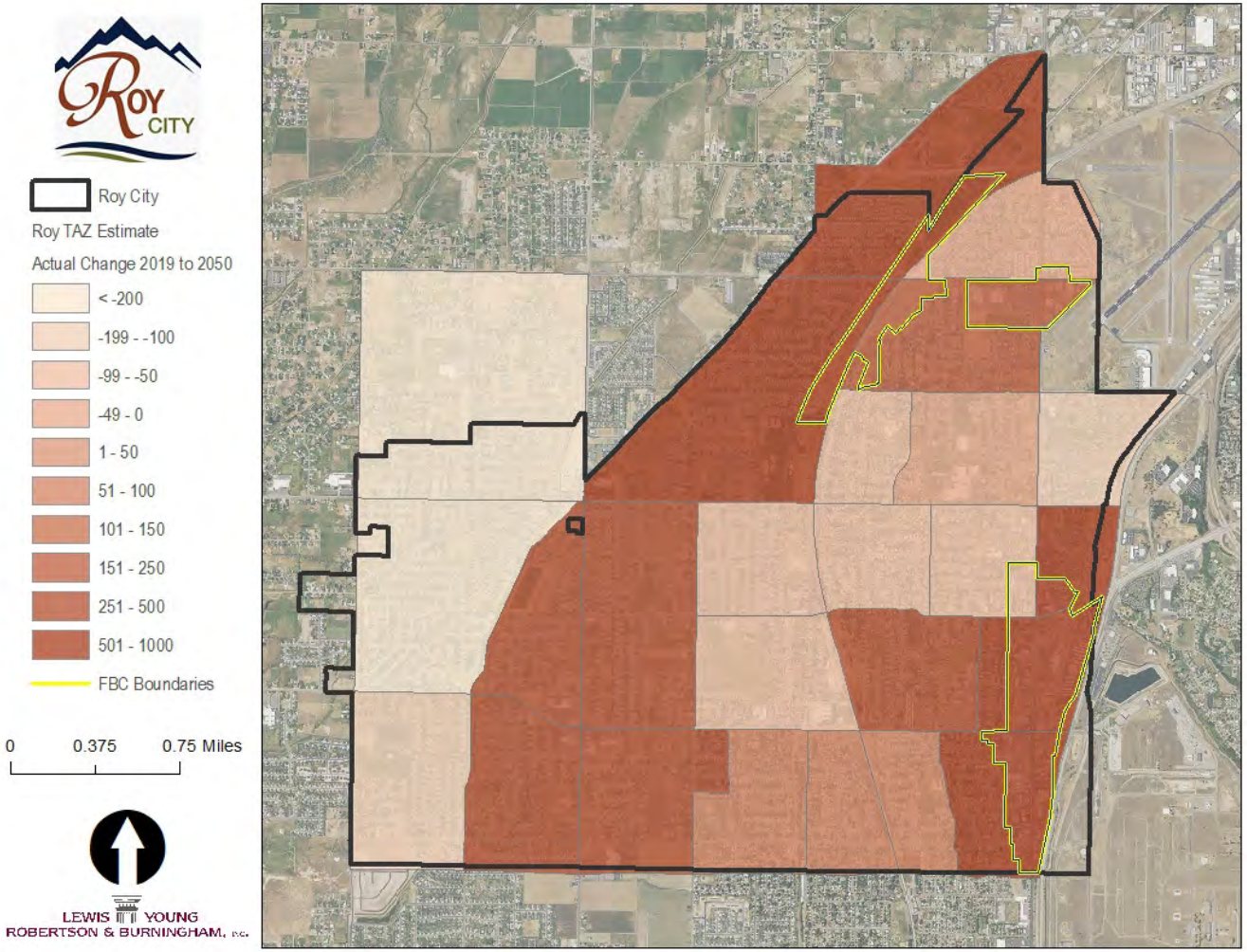
POPULATION STATISTICS 2010-2018

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

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

STATE OF UTAH
AVERAGE ANNUAL GROWTH = 1.69%
TOTAL INCREASE = 397,220

MAP A1-2: ROY CITY PROJECTED GROWTH



Based on the historic Census Bureau AAGR, the 2019 population estimate is 39,016. An analysis of the 2019 Traffic Area Zone data compiled by the Wasatch Front Regional Council results in a 2019 population estimate of 40,818. 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 270276 was included in the population estimate.

While the TAZ projections start higher than the census estimate of 39,016 in 2019, the AAGR utilized in the TAZ data from 2019 to 2030 is 0.37 percent whereas the Census Bureau AAGR is 0.63 percent. In 2030, the population estimates from the Census Bureau and the TAZ data diverge by 710 residents as shown in **Table A1-2**. The TAZ AAGR from 2030 through 2040 is 0.25 percent and the AAGR from 2040 through 2050 is 0.30 percent.

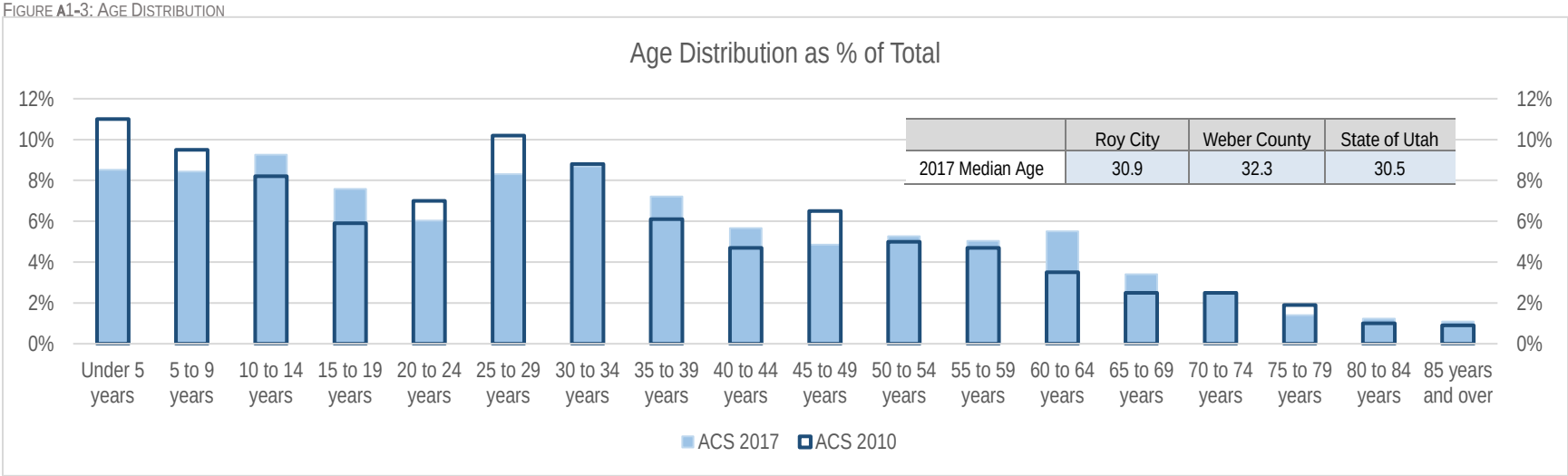
TABLE A1-2: POPULATION PROJECTIONS

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	AAGR
Census Bureau	39,016	39,260	39,506	39,753	40,002	40,253	40,505	40,759	41,014	41,271	41,529	41,789	0.63%
TAZ	40,818	40,968	41,119	41,270	41,421	41,574	41,726	41,880	42,034	42,188	42,343	42,499	0.37%
Variance	(1,802)	(1,708)	(1,612)	(1,516)	(1,419)	(1,321)	(1,221)	(1,121)	(1,020)	(917)	(814)	(710)	

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 2017. 2010 data illustrates a younger population, with a concentration in the zero to 9 years of age and 20 to 29. In 2017, 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 2017 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



	Roy City	Weber County	State of Utah
2017 Median Age	30.9	32.3	30.5

FIGURE A1-4: AGE DISTRIBUTION BY GENDER 2017

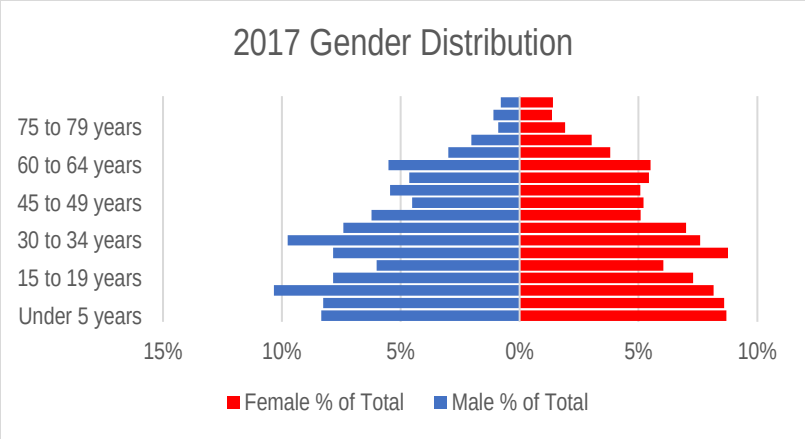
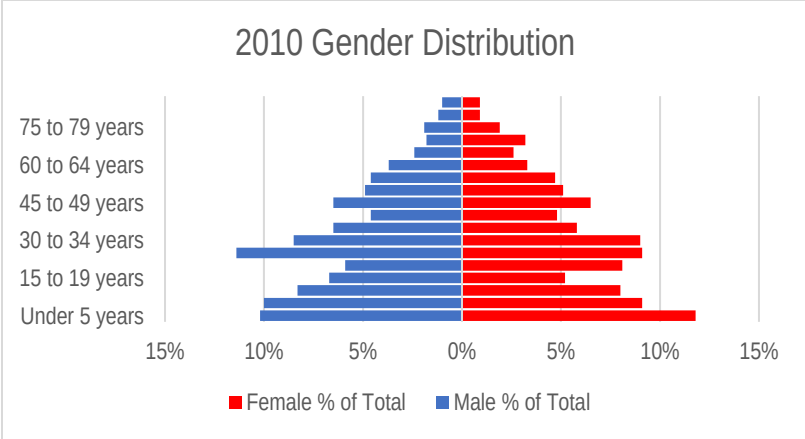


FIGURE A1-5: AGE DISTRIBUTION BY GENDER 2010



HOUSEHOLDS

The total number of households in Roy at the time that the 2017 American Community Survey is 12,543. Of the total housing units, 97.4 percent are occupied with 2.6 percent unoccupied. Weber County has approximately 90.8 percent housing occupancy rate, compared to the State at 89.7 percent. The 2019 TAZ estimates the total number of households as of 2019 as 14,236.

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 2018. New non-residential value was also volatile with spikes in 2009 and 2014 as shown in **Figure A1-7**.

FIGURE A1-6: RESIDENTIAL VALUE AND PERMITS

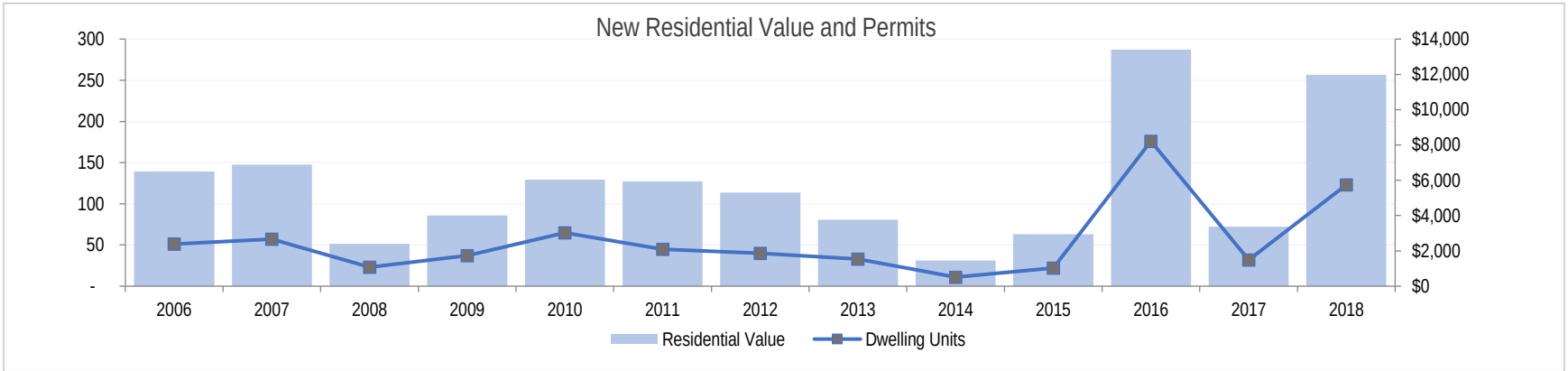
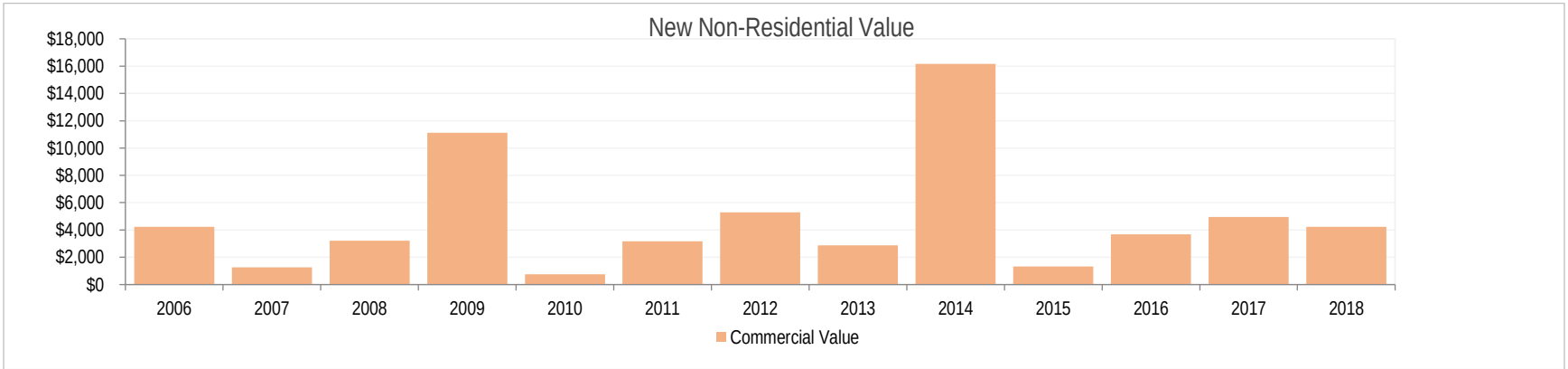


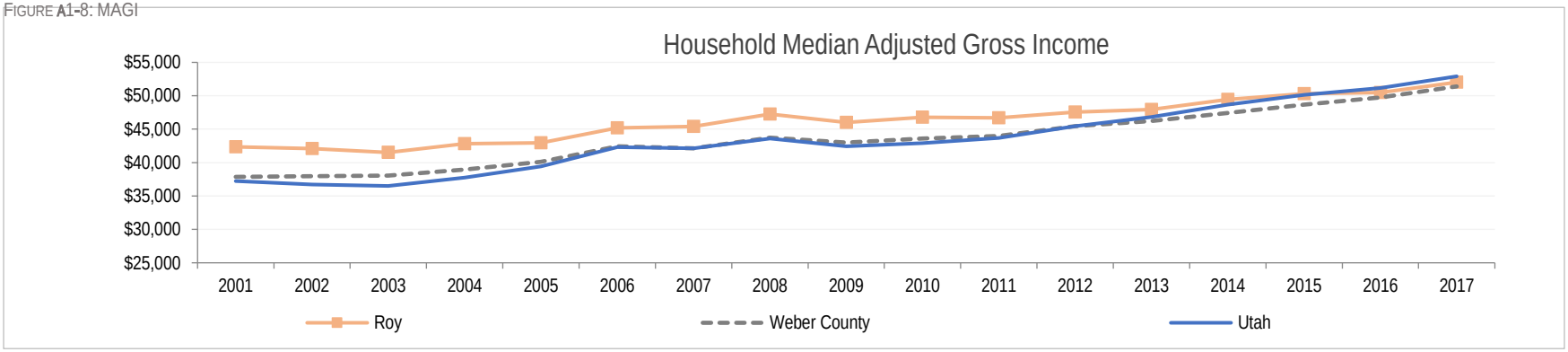
FIGURE A1-7: RESIDENTIAL VALUE AND PERMITS



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 2017, the Roy MAGI was $52,024. The Roy MAGI was slightly higher than Weber County's $51,404. The State MAGI was slightly above Roy at $52,914.

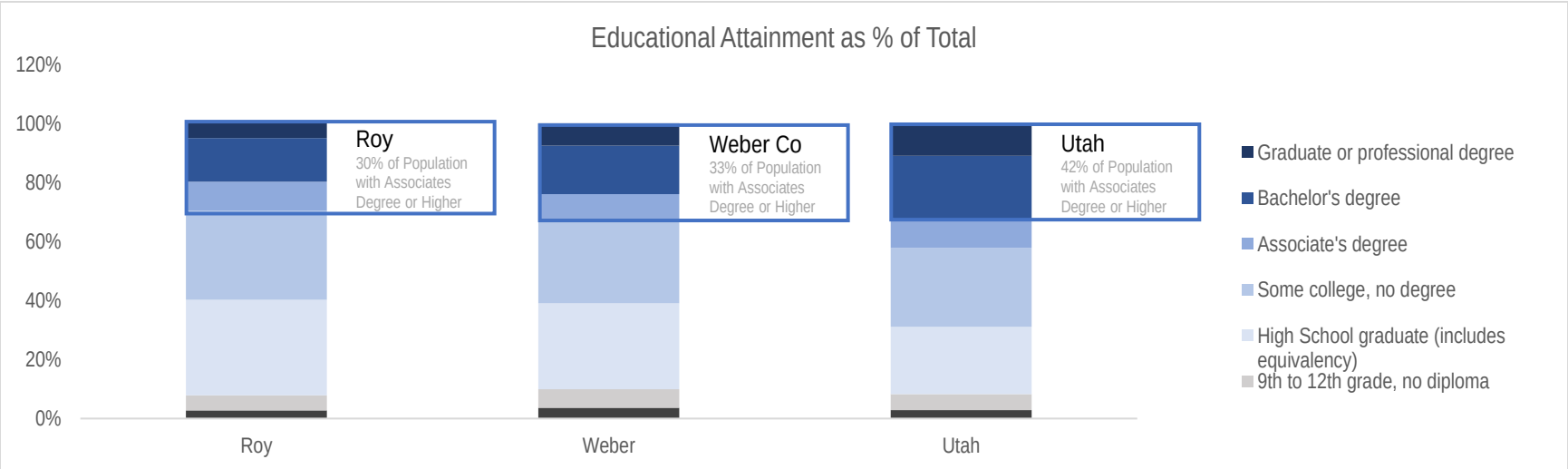
FIGURE A1-8: MAGI



EDUCATION

According to the US Census 2017 ACS 2013-2017 five-year estimates, approximately 30 percent of Roy's population has an associates degree or higher, compared to Weber County with 33 percent and the State of Utah at 42 percent.

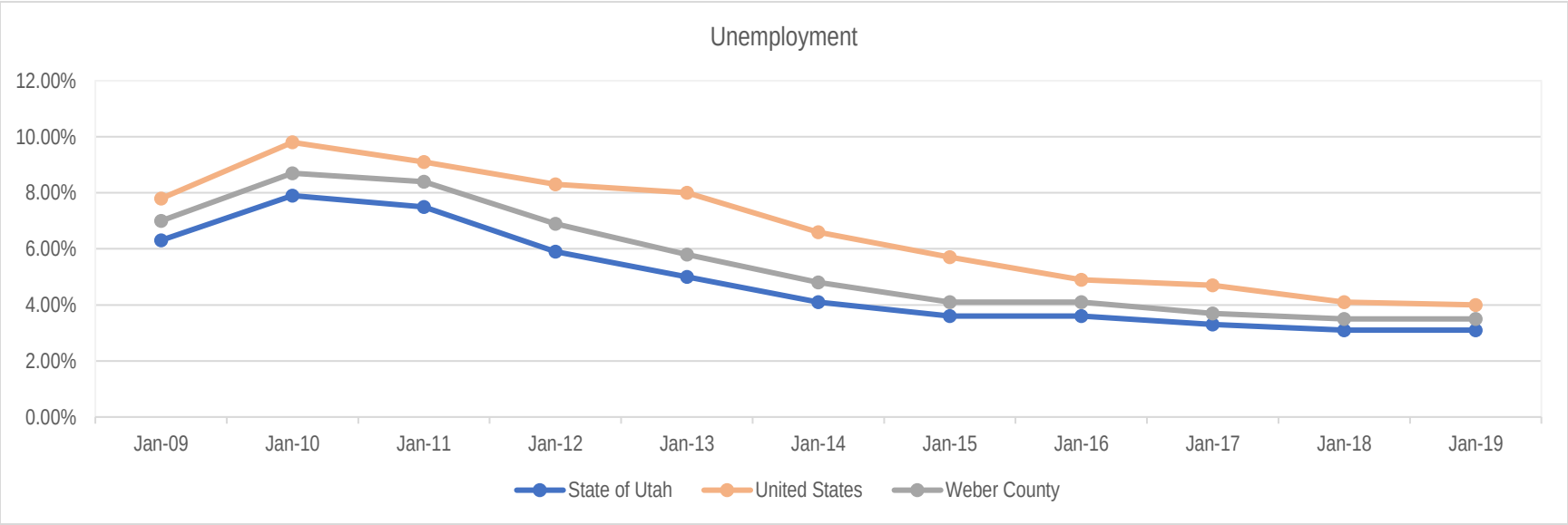
FIGURE A1-9: EDUCATION ATTAINMENT



EMPLOYMENT

As of April 2019, the unemployment rate in Weber County was 3.2 percent as shown in **Figure A1-10**. This is lower than the national average unemployment rate of 3.6 percent. The State of Utah's unemployment rate is far more favorable at 2.9 percent.

FIGURE A1-10: UNEMPLOYMENT



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 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.

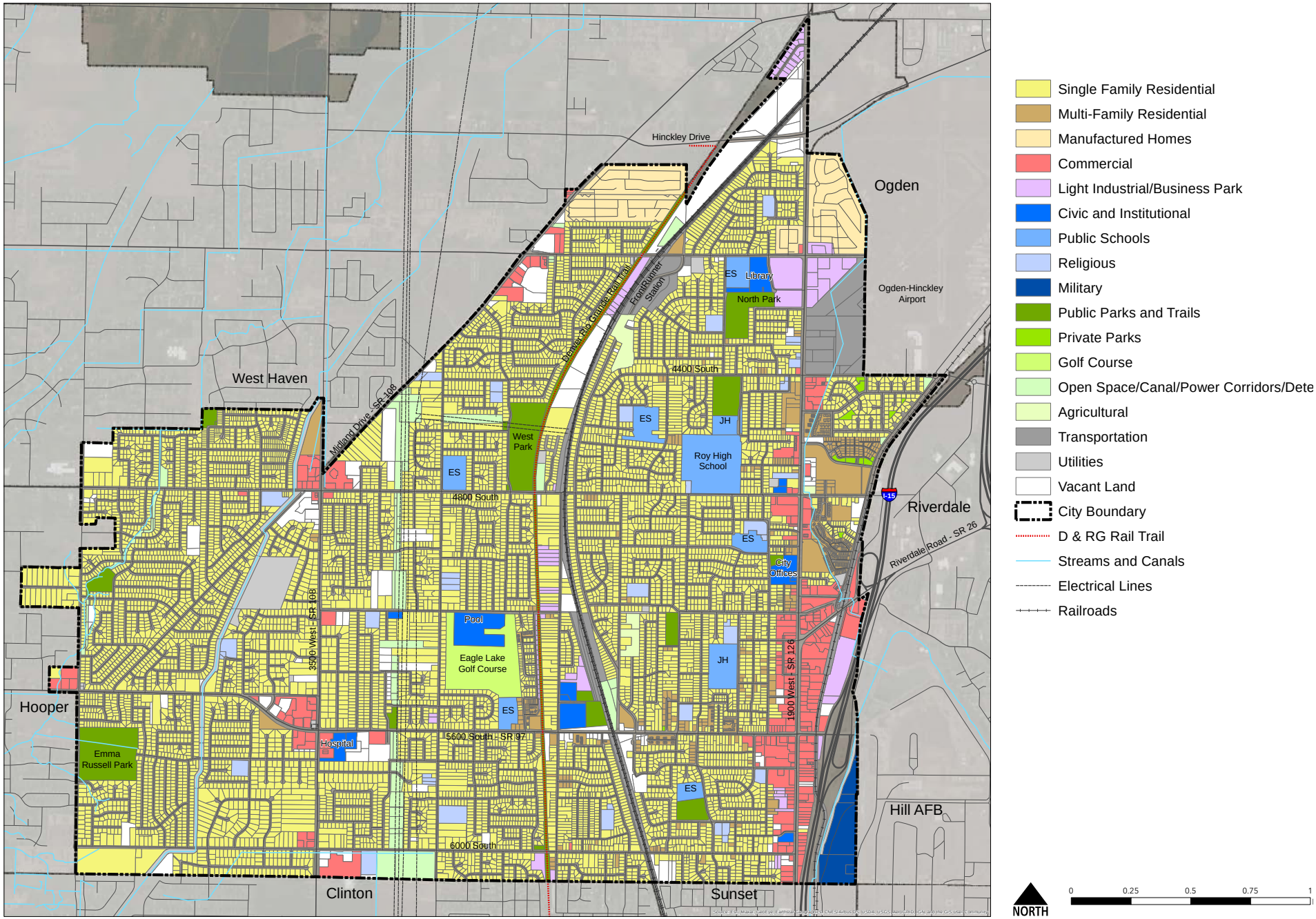
Trees not only provide shade and beauty, they also filter particulates from the air, helping to mitigate air pollution and improve overall air quality. This function is most effective if the trees are hardy species with hairy leaves and a large leaf circumference and surface area.

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

Table A1-2: 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%
TOTAL	**4881**	**100%**

Map A1-3: Existing Land Use



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

Efficient Storm Water Infrastructure

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

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

Focusing on Unique Features

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

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 thorough a system of road, trail, corridor and streetscape enhancements.

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

POLICIES & RECOMMENDATIONS

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

2 - TRANSPORTATION AND STREETS

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

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

EXISTING POLICY ANALYSIS

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

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

2002 General Plan Transportation chapter

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

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

Goals, objectives, and policies include:

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

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

Focus Roy City (2017)

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

Focus Roy presents a vision and set of community values.

The vision:

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

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

Community values:

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

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

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

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

Results of the three scenarios analyzed include:

- Balanced growth
- Regional destination
- Vibrant downtown
- Active street fronts

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

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 than 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.

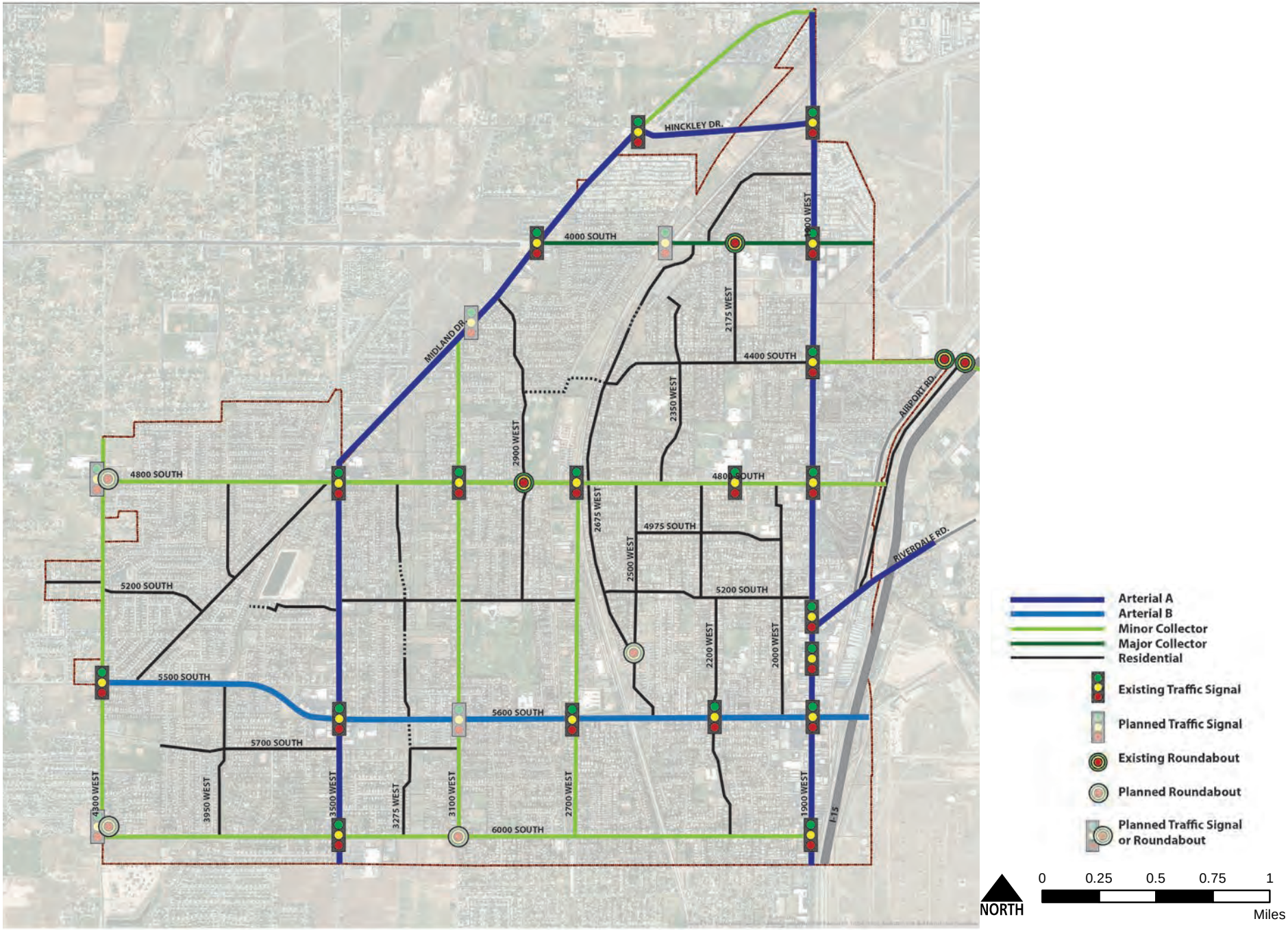
Designations

- 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

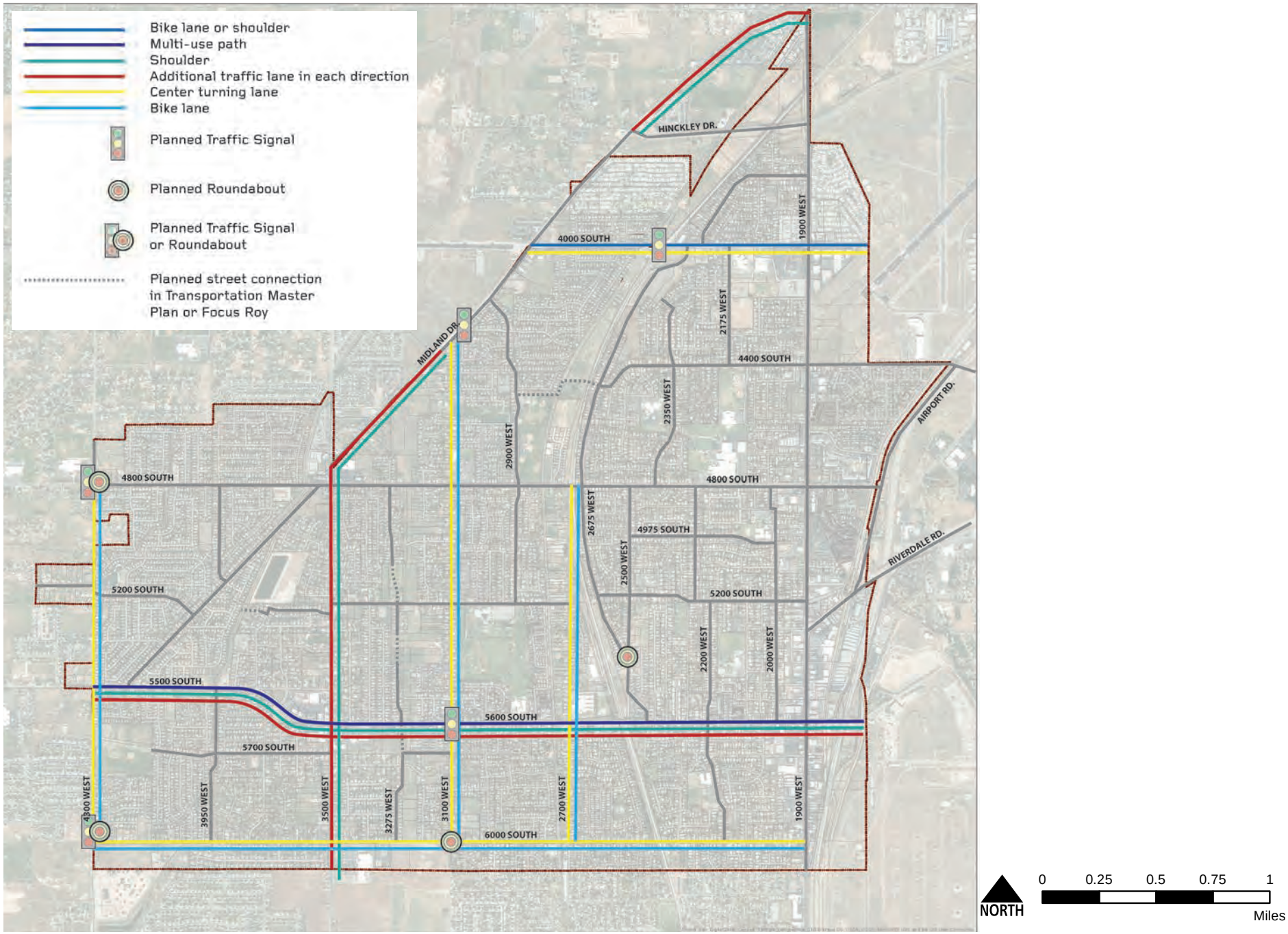
Transportation projects

- Roadway
    - 2 to 4 widening: 5600 South widen west of 1900 West
    - 5 to 6 widening: east of 1900 West to interchange
    - 2 to 4 widening on 3500 West
    - Grade separate 2600 West rail crossing
- Transit
    - 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 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:

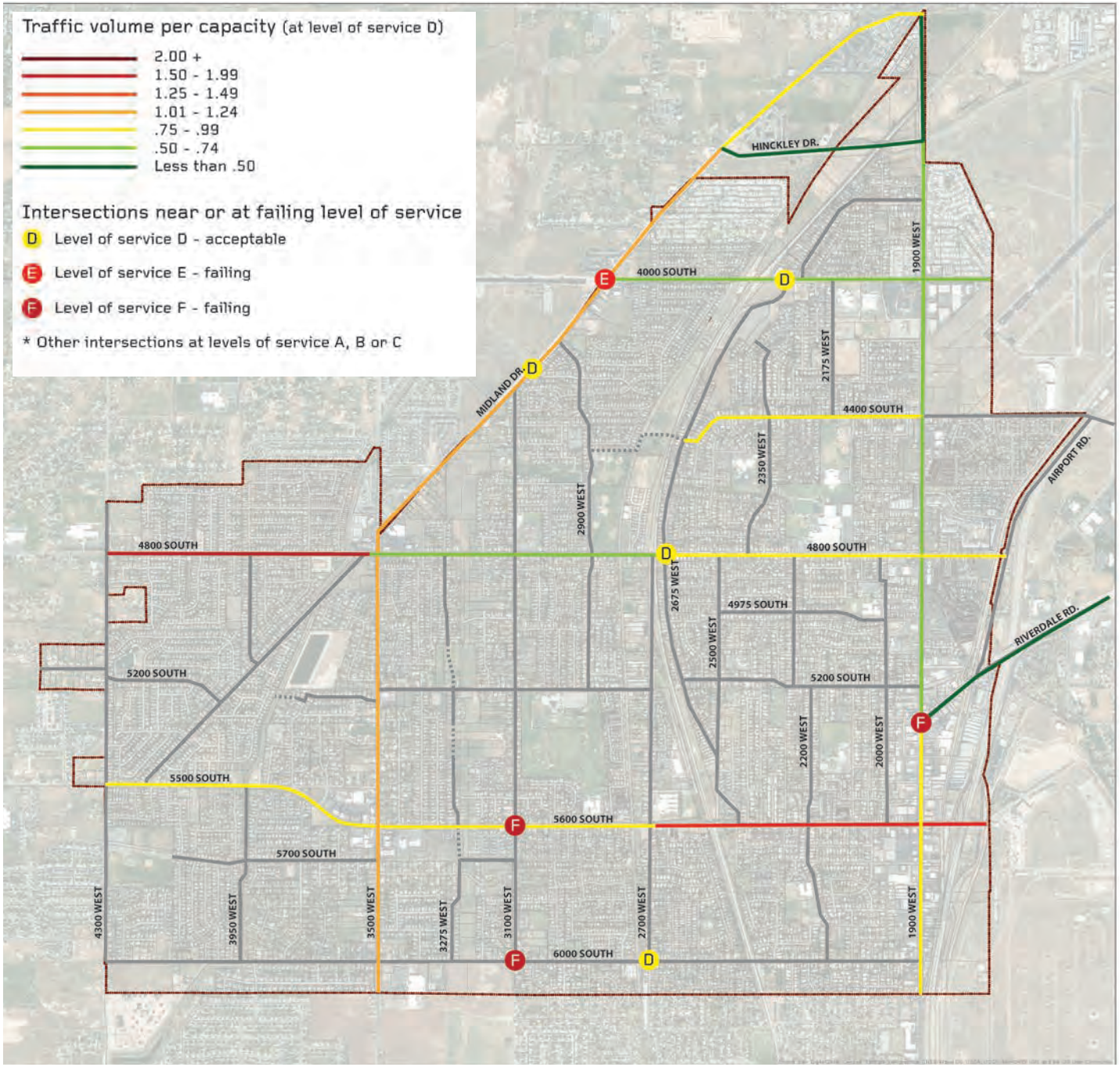
- Focus Roy - Regional Bicycle and Trail Network, Complete Streets corridors, and Neighborhood Greenways
- WFRC planned projects
- Transportation Master Plan - bike lanes

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

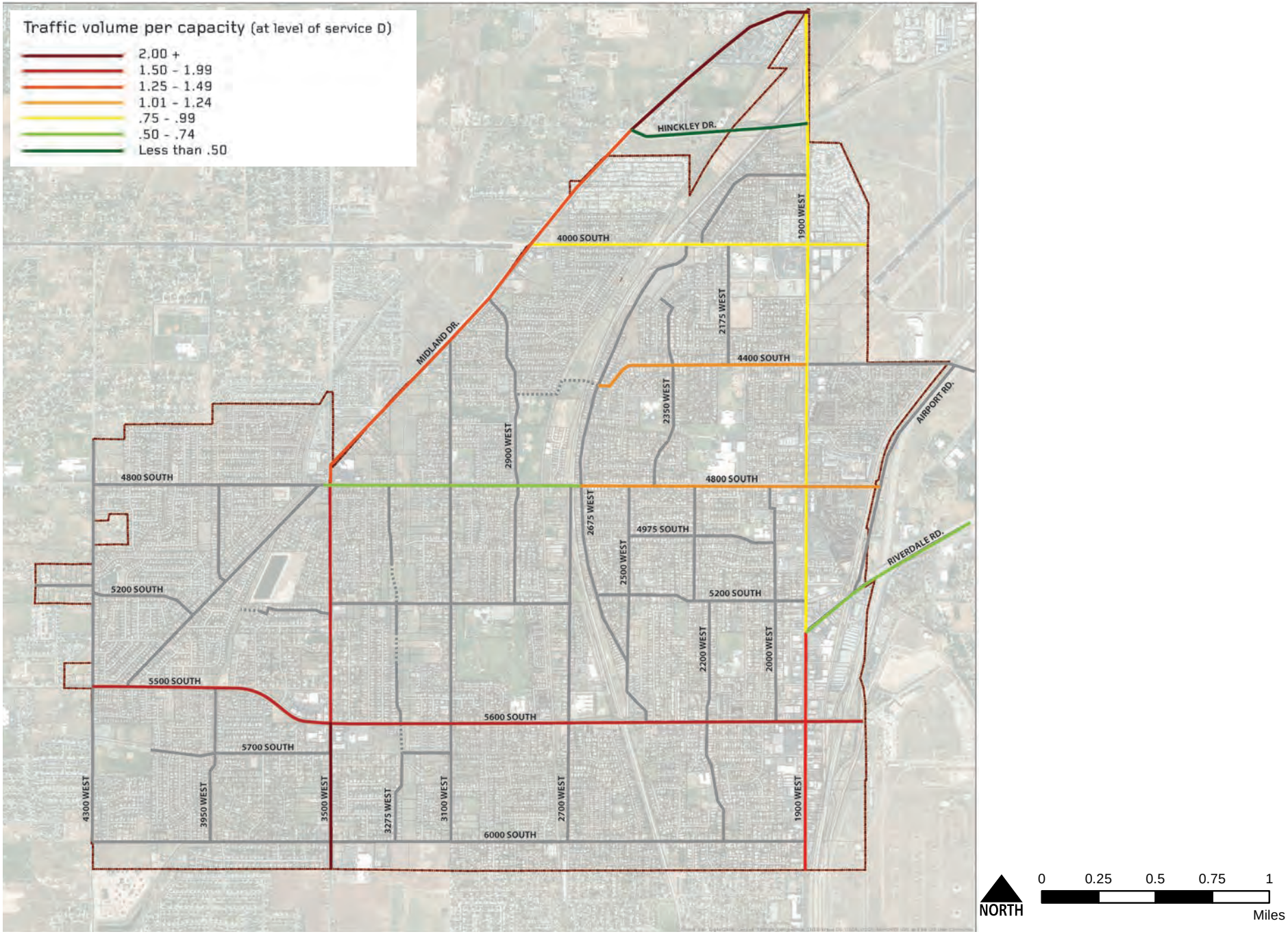
Map A2-3: Existing Traffic Performance



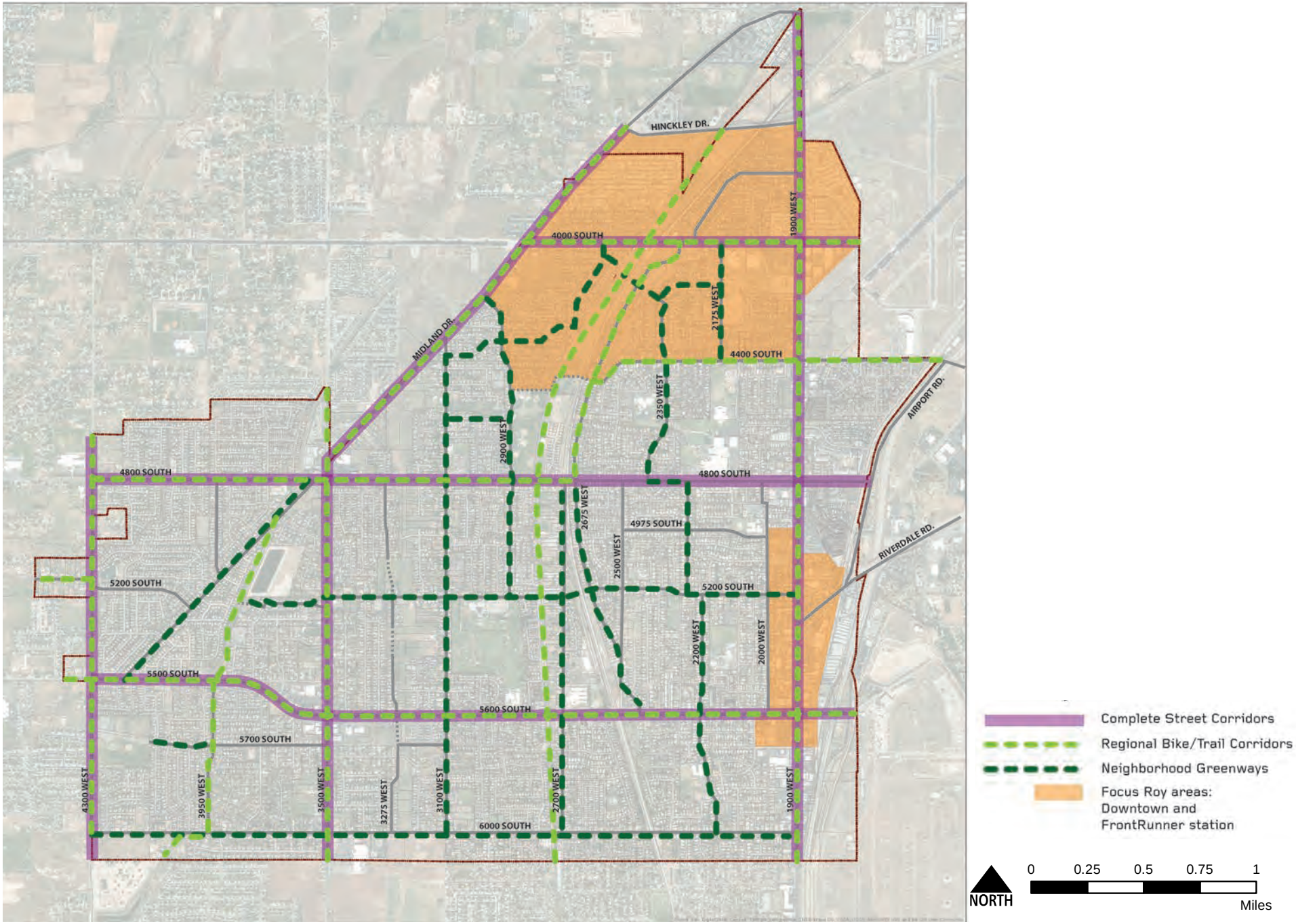
NORTH

0 0.25 0.5 0.75 1 Miles

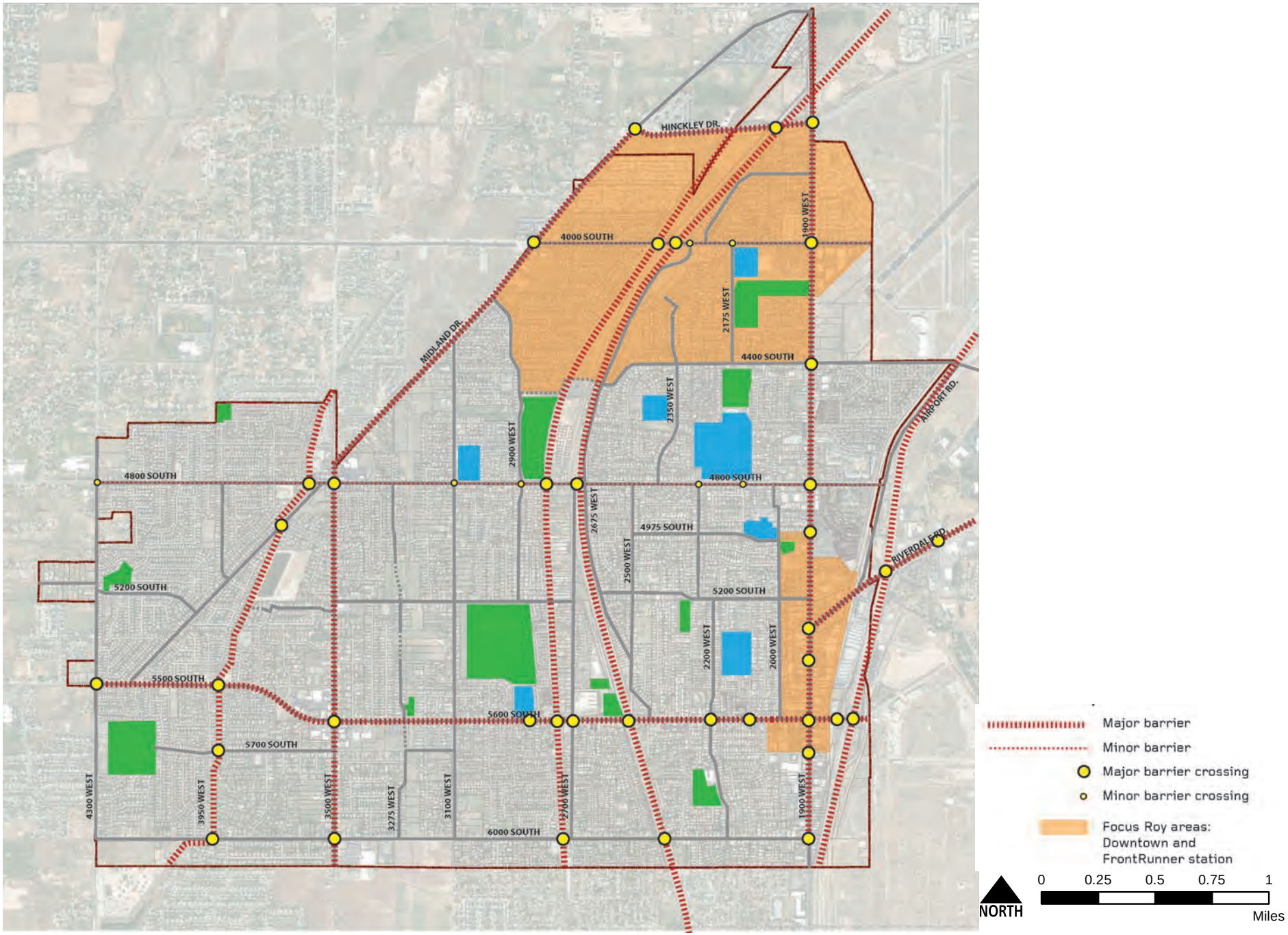
Map A2-4: 2040 Projected Traffic Performance



Map A2-5: Focus Roy Planned Network



Map A2-6: Active Transportation Barriers and Crossings



in 5600 South.

- Increase level of protection of 1900 West bike facilities.

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 microtransit. 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 microtransit. 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 microtransit 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

Map A2-7: Existing Transit Network