

Introduction

Background: Roy City is required by state law to prepare a general plan to conserve the natural resources of the city, to ensure efficient expenditure of public funds, and to promote the health, safety, convenience, and general welfare of the public.

There are many values held by the residents of Roy City. Each is reflected in the unique character of our city. Residents have generally indicated a relatively high level of satisfaction with the quality of life Roy has to offer based on past surveys conducted in the City. Quality of life is a generic term that can be defined by a variety of factors that are unique to a community. Statistical information including economic indicators, vital statistics and population data, educational and health figures, and data from the U.S. Bureau of the Census describe only part of the total quality of life of an area. The opinions and experiences of the community define the essence of the total quality of life.

The Roy City planning process is structured to emphasize public involvement and incorporate comments, ideas, and direction from the public into the General Plan. Quality of life is determined by the values of a community, which can be determined through public opinion surveys and public involvement. In order to maintain or improve overall quality of life, these underlying community values must be maintained and respected.

The overriding vision for Roy City is to foster a strong sense of community identity and pride with a government that is responsive to residents. The City should have a healthy, clean and safe environment. The City should maintain controlled growth, allowing for a variety of housing alternatives and convenient commercial uses. The City should create and maintain useable open spaces for recreation, and encourage educational and cultural opportunities. The City should ensure reasonable and convenient traffic flow throughout the city.

This plan seeks to create a strong and vibrant community by encouraging orderly development while creating a healthy environment and a healthy economy. By accommodating new growth in areas that can sustain additional development, the plan endeavors to conserve scarce resources, build strong neighborhoods, maintain an efficient transportation system, protect environmental resources, and foster a strong, diversified economy. The plan's elements reflect the character of the city's population, while the policies will serve as a guide in implementing the elements.

The “General Plan”: American city planning has evolved in response to the problems and challenges resulting from a growing population and the population shift to urban neighborhoods. As our nation has become more urban over the last 100 years, the need for city planning has become more pronounced.

State statutes related to General Plans for Utah municipalities are found in the Utah Code in Article 1, Section 10-9-1 and 10-9-2. Pursuant to these statutes the general plan should provide for the present and the future needs of the municipality as well as the growth and development of the municipality. The purposes of the plan are listed, along with considerations for health, general welfare and safety issues, the inefficient use of resources that result from excessive congestion or scattering of population, and the efficient use of energy resources and the protection of air quality. Utah State law also provides for the creation of a planning commission whose duty it is to prepare and recommend to the legislative body, a general plan for development of the municipality.

The terms “master plan,” “comprehensive plan” and “general plan” are often used synonymously to describe a policy document with accompanying maps identifying the goals a community

wishes to accomplish and the direction to be taken towards accomplishing those goals. The term “General Plan” is used in the State’s planning statutes and has become the accepted term in Utah.

Purposes of the General Plan may vary from community to community, but the following are some of the functions of the General Plan:

- (1) To be an expression of the community goals based on the expressed desires and the needs of the citizens.
- (2) To serve as a guide for rational development which will protect property values and neighborhood character in the present and the future.
- (3) To act as a guide for appointed and elected officials in making decisions affecting Roy City and for courts in judging fairness and reasonableness in land use regulations.
- (4) To help establish priorities for the widest use of limited government resources.
- (5) To establish sound policies for development.
- (6) To assist developers in understanding where, when, what, and how their development will best fit the needs of Roy City.
- (7) To establish a legal basis for land use controls (i.e., zoning ordinances and subdivision regulations).

Planning Process Considerations: The following questions should be considered in the adoption of Roy City’s General Plan:

- (1) What is the vision for Roy City to be in 5 years... 10 years... 25 years..?
- (2) What kind of atmosphere is desired to be achieved?
- (3) How will transportation demands be addressed?
- (4) What Roy City values should be reflected in the Plan?
- (5) Does the General Plan adequately address the City’s goals?
- (6) What are the budget implications of this Plan?
- (7) Are the Plan recommendations sustainable?

The Planning Process: The planning process is based on the following concepts:

- (1) Citizen participation and existing organizations representing a wide range of interests should be the primary means of citizen involvement in the planning process. State law provides for the specific process for the actual adoption.
- (2) City departments should be represented in the Plan development process. The departments should not only provide technical assistance but should express opinions to help develop the Plan. Open dialogue between the interest group representatives and departmental representatives during the preparation of the Plan should exist. The resultant ownership and identification with the Plan will assure greater understanding and implementation of the policies by the City departments.
- (3) The department responsible for planning in the City should assume the role which pertains to local planning. The City Planner(s) coordinate(s) and facilitate(s) the planning process and researches and collects the necessary data and information needed by the decision-makers for the City in its preparation of a final Plan.

Adoption: The General Plan is adopted and revised by Ordinance. Once adopted, the Plan should be reviewed regularly to meet changing needs. In order to maintain the Plan’s flexibility, relevancy and effectiveness, it is recommended that a General Plan Committee be established to

periodically review existing and new policies and provide recommendations to the Planning Commission and City Council.

The steps to adopting the General Plan are as follows:

- (1) A report is prepared by staff at the direction of the Planning Commission or City Council;
- (2) A presentation is given to the Planning Commission;
- (3) Public hearing is held by Planning Commission;
- (4) Proposed Plan adopted by the Planning Commission;
- (5) A joint meeting is held with the Planning Commission and City Council to discuss the proposed General Plan;
- (6) City Council holds a public hearing; and
- (7) City Council makes changes and adopts the General Plan by ordinance.

Amendments: The General Plan should be revised as community needs change, new community plans are proposed, elements initiated or statistics change. The General Plan is a long term guide and should not be changed without a considerable thought process. The General Plan should be a consistent and reliable source for future planning and should be reviewed for major updates at least every three years.

There are typically four ways a Plan Amendment can be requested:

- (2) The City Council proposes an amendment be considered,
- (3) The Planning Commission proposes an amendment be considered,
- (4) The city staff proposes an amendment, or
- (5) A private property owner or citizen of the City petitions to request a change.

When the Planning Commission is considering the Plan amendment, it evaluates whether the proposal meets the goals of the Plan. In determining this, the Planning Commission should consider the following:

- (6) Whether there have been substantive changes since the Plan was originally adopted;
- (7) The proposed amendment fundamentally changes the intent of the Plan; and
- (8) Those affected will be allowed to give input to changes.

Implementation: The General Plan is a working document, it should be reviewed before each decision is made related to growth and development of the City. The City staff will work at the direction of the Planning Commission and City Council, to develop information consistent with the Plan to help make planning decisions. The Planning Commission and City Council should adopt “findings of fact” related to the Plan and other City ordinances in making their decisions. Their decisions should implement the intent of the Plan.

Once the General Plan is adopted, the most important part of the planning process begins. This involves interpreting the provisions and policies of the General Plan, and translating them into city-wide policies and ordinances. The General Plan by itself cannot implement the various provisions and policies of the Plan. Only city ordinances and adopted policies can accomplish this task. Therefore, the City’s planners, administrators, and Council will need to work together to formulate the implementation strategies and in crafting specific city ordinances and policies that will implement the Plan.

Policies, Procedures and Rules: (1) Policies - are defined as the general guides. (2) Procedures are the steps to accomplish the policies, strategies, and objectives. (3) Rules are the specific requirements which govern actions.

Duties and Responsibilities of Planning Decision-making Bodies

City Council: Sets budget, establishes policy and law, administers City affairs, approves Zoning Ordinance and Zoning changes, approves Site Plans, approves Preliminary and Final Subdivisions, and approves Conditional Use Permits.

Planning Commission: Develops General Plan, acts as an advisory board to the Mayor and Council, hears zoning petitions and subdivision requests, makes recommendations to the Mayor and Council, and performs other duties as assigned by ordinance.

Board of Adjustments: Hears and decides appeals of administrative officials, grants or denies special exceptions, and grants or denies variances.

Major Considerations of the Plan: The following are significant issues to be considered in all decisions affecting the General Plan:

- (9) **Overall Community Benefit** - The Plan is intended to provide an overall benefit to the community and can also be seen in the mutually supportive relationships of the Plan's various elements.
- (10) **Compatibility** - The Plan's emphasis on compatibility between the uses of land represents a concern for the collective interests and rights of individuals to live, work and enjoy recreation in an urban environment where the physical components are in harmony with each other.
- (11) **Safety** - The protection of the general health, safety and welfare of the public is recognized as the purpose and intent for planning.
- (12) **Neighborhood Preservation** - Neighborhood preservation and protection is another consideration to be addressed in the Plan.
- (13) **City Infrastructure** - Utilization, preservation and maintenance of the City's infrastructure are significant features in the Plan. Significant natural, historic, and architectural features are also emphasized.
- (14) **Planning** - Land use planning is emphasized as a preferred alternative, rather than simply reacting to land use requests.

Urban Growth and Land Use

Existing Conditions/Background

Demographics: Since the incorporation of Roy City in 1937, the city has grown from a population of 998 (1940 Census) to 32,885 persons (2000 Census). Since 1950, the city's growth has been fairly constant, and has increased by about four or five thousand people each decade (see Table 1). Past and current growth of Roy City can be attributed to its location relative to large nearby employment centers, which are easily accessible from the city. Some of these are Hill Air Force Base, the Freeport Center, Internal Revenue Service, Defense Depot and the Ogden City Industrial Park. Readily available municipal services, facilities, and the availability of land for development to the west of the existing city core, have made Roy attractive to growth.

Table 1
ROY CITY POPULATION
(US Census)

Year	1940	1950	1960	1970	1980	1990	2000
Pop.	998	3,732	9,239	14,356	19,694	24,603	32,885

Roy's 1980 Comprehensive Master Plan noted that there were 3.3 persons per dwelling unit. In 1996 the Wasatch Front Regional Council (WFRC) estimated that there were 3.2 persons per dwelling living in a total of 8,521 dwelling units. At the end of the year 2000, the WFRC estimated 2.91 person per dwelling in the Weber County area, and 2.95 persons per dwelling units in Roy.

There were an estimated 11,289 dwelling units in Roy at the end of December, 2000. This estimate is based on the billing records of the City's Water Department.

Urban Growth: As of the end of the year 2000, there were 422 approved subdivision phases in Roy with 727 improved residential lots available to build on. There were also 286 residential acres that remained undeveloped within the city limits. There were 149 residential acres of unincorporated county islands that are yet to be developed, either in the City or in the County (see Figure 2, Existing Land Use). This part of unincorporated county land is an area that the City should extend service to, and annex when appropriate. Considering this acreage in the county and that which is still undeveloped in the City, it is projected that the City will be able to accommodate between 40,000 to 42,000 people when it reaches its build-out capacity.

Existing Land Use: The following three maps of Roy City show the existing zoning districts (see Figure 1), existing land use (see Figure 2), and the projected future land use (see Figure 3). These maps can serve as a general guide to members of the City Council and Planning Commission as they consider requests for rezoning and proposed land use changes.

The map showing existing land use (see Figure 2, below), was prepared to give a graphic look at the City to determine the distribution of various existing land uses. The map reflects the distribution of residential single-family, multi-family, commercial, industrial, public, open space / recreation, and vacant land uses.

The following table (Table 2) indicates the proportions of the City's current land uses and the

amount of acreage in each zone.

Table 2
Zoning District Land Use Acreage

C-2 Zone - 3.73 % or 178.86 acres	R-1-7 Zone - 5.88 % or 282.45 acres
CP-1 Zone - 0.02 % or 0.80 acres	R-1-8 Zone - 52.07 % or 2,505.42 acres
CP-2 Zone - 2.02 % or 97.33 acres	R-2 Zone - 2.20 % or 105.75 acres
M-1 Zone - 1.95 % or 93.79 acres	R-3 Zone - 1.99 % or 93.50 acres
MP-1 Zone - 4.23 % or 203.41 acres	R-4 Zone - 2.61% or 125.46 acres
O-1 Zone - 1.36 % or 65.29 acres	RE-15 Zone - 1.89 % or 90.80 acres
R-1-10 Zone - 1.27 % or 61.06 acres	RE-20 Zone - 9.65 % or 464.25 acres
R-1-6 Zone - 6.58 % or 316.50 acres	RMH-1 Zone - 2.64 % or 127.20 acres
Total Acreage:	4,811.87 Acres

Figure 1
Existing Zoning

Figure 2
Existing Land Use

Figure 3
Future Land Use

Planning Considerations

Projections: Population projections have been developed for the City of Roy by the Wasatch Front Regional Council (WFRC), which is a regional planning agency with primary responsibility for long range transportation planning for the Salt Lake and Ogden Urbanized Areas. The Governor's Office of Planning and Budget (GOPB) prepares population projections for Utah's counties. The county totals are further stratified to the city level through a cooperative effort between the local jurisdictions, the WFRC, and the GOPB. Table 3, below, shows the projections from the year 2000 through 2030.

Table 3
ROY POPULATION PROJECTIONS

Year	2000*	2005	2010	2015	2020	2025	2030
Pop.	32,392	34,186	37,693	41,266	44,786	45,493	46,023

*Bureau of the Census estimate

Land Use: The land use policies in the Land Use Element of this Plan are intended to guide the basic land use patterns of the City. Compatibility and safety are a major concern of the General Plan, and can be achieved through land use planning.

The projected land use, as shown in Figure 3, reflects future land use conditions. This map should be used as a general guide to consider applications for zoning and land use changes. The purpose of the map is to reflect existing land use conditions and using the goals and policies to project future land use development. This map will guide citizens, City officials and staff, developers, property owners, realtors and others as they consider development throughout the city.

Residential uses have been classified by density in units per acre from single-family, or low density to multi-family, or high density. An explanation for these density classifications is as follows:

- (1) Low Density - (RE-15, RE-20 Zones): This designation represents a smaller portion of the single-family detached homes. These lots are on 15,000 or 20,000 square feet of land and above. A proportionate amount of large animals and some fowl are allowed with larger lots and have an average of 2 units per acre.
- (2) Medium Density - (R-1-6, R-1-7, R-1-8, and R-1-10 Zones): This classification is representative of most of the traditional single-family detached homes on 6,000 or 10,000 square feet. This type of housing accounts for the majority of the housing in Roy and the density averages approximately 4 units per developed acre.
- (3) High Density - (R-2, and MH Zones): This designation describes housing which can be developed to a density up to double that of regular single-family housing. Examples of this type of development are small lot subdivisions, twin homes, zero lot line, townhouses and mobile home parks. Density traditionally is in the range of 8 units per acre.
- (4) Very High Density - (R-3, R-4 Zones): This classification describes development which may contain up to 20 units/acre. Examples of this type of housing include those listed under single-family medium density along with the more traditional uses of condominiums and apartments buildings.

Non-residential, or other, land uses (zones) are listed and defined below:

- Park and open space:
- Public Buildings:
- Commercial: CP-1 (Planned Neighborhood Commercial), CP-2 (Planned Community Commercial), C-1 (Neighborhood Commercial), C-2 (Community Commercial).
- Manufacturing: Light Manufacturing Use
- Vacant Land: This may be undeveloped land within the City or outside Roy's current boundary limits but within the proposed growth area. The developable land area remaining is very limited which makes the need to identify desirable future land uses for the remaining vacant land very important.

Annexations: As of the end of the year 2000, the City of Roy covered approximately 4,812 acres of land. About 91.84% (or 4,419 acres) is developed or has been approved for development, with 286 acres remaining as vacant land or available space for residential development within Roy. There are about 36 acres in the Commercial Zone and 71 acres of Manufacturing Zone within the City still vacant and considered developable. Roy City appears to have the potential to annex about 397 acres with 149 acres of that as space likely to be considered for residential development. There are about four acres of potential Commercial Zone and 71 acres of Manufacturing Zone the City intends to annex. The policies of the General Plan are intended to assure that the City's quality of life will not be adversely affected by the assumed growth and annexations.

Landowners outside the corporate boundaries of Roy City have consistently petitioned to annex to the City to receive services which the City can provide. The preferred method of planning and guiding growth on the urban fringe is through annexation to the City. The General Plan should contain annexation guidelines which are intended to control the timing and suitability of development, and the provision of City services in order to assure that annexations are a logical and efficient extension of the City's boundary.

Goals, Objectives and Policies

Goal 1: To have the General Plan serve as a guide to all land use and growth decisions, particularly the Future Land Use map (see Figure 3) and relevant goals, objectives and policies of the Plan.

Objective 1: To regularly review and update the General Plan, keeping in mind the General Plan's long-term integrity.

Policy A: Re-evaluate provisions of the General Plan as needed for their relevancy and currency, annually, to coincide with the City's budget process.

Policy B: Establish and maintain an orderly process for the review, evaluating, and updating the General Plan, which is a process that involves elected, appointed and city staff officials, as well as the citizenry.

Policy C: Make all existing zoning districts, and those to be adopted in the future, consistent with the Future Land Use map of the General Plan.

Goal 2: To encourage a reasonable land use balance of the major land use categories of residential, commercial, manufacturing and open space within the City.

Objective 1: To evaluate the City's existing land use in determining land use ratios that are deemed of most benefit.

Policy A: Determine the highest and best use of the vacant land in, and that which will become a future part of the City.

Policy B: Assess the opportunities for redevelopment in the city, and make the best use of this tool for implementing the most beneficial changes in the City's land use.

Goal 3: To strive to make the City's land uses as compatible with other adjacent and/or neighboring land uses as possible in order to minimize the potential adverse effects of adjacent incompatible land uses.

Objective 1: To follow good, up-to-date land use planning principles in avoiding and/or minimizing the adverse effects of incompatible uses.

Policy A: An appropriate and effective buffer, or buffers, should be established between various uses to avoid, or minimize, incompatibilities as needed.

(1) The Planning Commission may choose to use multiple family and professional office zoning, or some other means, to serve as a buffer to the commercial, transitioning the neighborhood from commercial to apartments to single family developments.

(2) Any non-residential zone abutting residential zones should be a planned zone (e.g., CP-2, MP-1) to help minimize the impacts on residential zones.

Policy B: Zoning should reflect the existing use of the property and the General Plan's Future Land Use map to the largest extent possible, unless the area is in transition to another use.

Policy C: Where possible, properties which face each other across a local street should be the same or similar compatible zones or uses. However, collector and arterial roads may be sufficient buffers to allow for different uses or zones to be established.

Policy D: Zoning boundaries should not cut across individual lots or developments (i.e., placing the lot into two separate zones). Illogical boundaries should be redrawn to follow along property or established geographical lines.

Policy E: The primary frontage and land uses should be considerations when establishing zoning boundaries on corner lots.

Policy F: The City's Zoning Ordinances should be enforced regularly, systematically, and without discrimination, and should include follow up on "fix-it" ticket program and citizen education of the zoning ordinances.

Policy G: Efforts should be made to coordinate with adjacent cities, towns, counties, the Wasatch Front Regional Council, and the state, on land use, growth, and transportation issues.

Policy H: Create new, and re-evaluate and update existing ordinances, such as

the Zoning and Subdivision Ordinances, in a timely fashion when provisions in the ordinances are deemed inadequate, or antiquated in achieving the land use, growth, and development goals of the City.

Goal 4: To have land use decisions properly balanced between individual property rights and the overall needs of the community.

Objective 1: To encourage and foster citizen participation, input and educational opportunities on all community issues.

Policy A: Provide ample notification on all land use and growth issues where citizen participation is desirable and/or required.

Policy B: Provide educational opportunities for citizens to learn about the principles of planning.

Goal 5: To strive to achieve responsible and well managed growth within the City.

Objective 1: To allow development to occur on parcels of land most suitable for and capable of supporting the kind of development being proposed.

Policy A: Development should be channeled into areas where existing infrastructure is already in place or planned in the near future.

Policy B: Development should provide adequate on-site and off-site improvements necessary to support the development and mitigate its effects on or beyond the immediate site.

Policy C: Development should be permitted only to the degree the City of Roy has capacity to provide the necessary municipal services.

Goal 6: To improve the development review process to ensure that all development related applications submitted to the City comply with all of the City's adopted ordinances, rules, policies and procedures.

Objective 1: To maintain and improve the planning expertise needed to review development plans to ensure accurate interpretation of the City's ordinances and plans.

Policy A: The development review process should be periodically evaluated to ensure that it is adequate as a mechanism in evaluating site development and other plans.

Policy B: The City should maintain competent professional and citizen planners in the community, and offer on-going educational and other opportunities for improving and maintaining state-of-the-practice planning capability of all those involved in the City's planning process.

Goal 7: To annex unincorporated areas adjacent to, and within, the City when feasible and when this is not adverse to the community; and strive for logical and effective City boundaries.

Objective 1: To determine areas that should logically and practically be considered for annexation, to amend City boundaries that are illogical and/or impractical.

Policy A: Establish criteria to serve as a guide in determining areas to be annexed and where City boundary adjustments are needed.

Policy B: Make efforts to negotiate logical and effective City boundaries with neighboring cities.

Policy C: Exercise the right to extraterritoriality in the unincorporated areas of Weber and Davis Counties, that are adjacent to, or in relatively close proximity to, the City, regarding issues related to land use, zoning, service extensions, annexations and/or other pertinent issues.

Policy D: Develop and maintain an annexation policy declaration map as required by state law.

Transportation

Existing Conditions/Background

Land use and transportation are inextricable, since land cannot be developed without access to adequate transportation facilities. Also, the need for transportation does not occur unless land is developed with uses that generate travel demand.

The street patterns of Roy were developed over a relatively recent period of time, as Roy has only been incorporated for about sixty years. The City received significant growth when Hill Air Force Base, which was established during World War II, became a major employment center. The street layout that was used was primarily a grid system for the arterial and collector streets. The arterial streets were spaced approximately one mile apart, and collector streets were spaced every quarter mile apart. The local streets were developed within this collector/arterial street grid system, but were developed to not necessarily follow the grid pattern. Today's street pattern generally follows a mixture of a modified grid and curvilinear pattern with the incorporation of numerous cul-de-sacs, which is typical of contemporary subdivision design. Two railroad tracks, both owned by the Union Pacific Railroad (UP), the Layton Canal, the Howard Slough, and the Utah Power & Light power corridor (all generally oriented in a north-south direction) bisect the City and form barriers to local transportation and neighborhood interaction. Also, between I-15 and 1900 West lies the UPRR track (spur), which is currently in use and serves Hill AFB. Farther to the west (between about 2700 West and 2800 West at 4800 South) are the two UP-owned tracks: the old Denver and Rio Grand Railroad (D&RGR), and the UP main line. The D&RGR track was acquired by the UP when the two railroads merged. This track has not received any traffic for many years, and is currently in the process of being acquired by the State of Utah. It will likely be converted to open space, which could be used for pedestrian, bicycle, and/or equestrian trails in the future. The old D&RGR track is part of a package that also includes the right of the state to use UPRR's main line right-of-way as a right-of-way for the proposed commuter rail. The Layton Canal is located roughly at 3800 West and Howard Slough a few blocks farther west. The power corridor, which has a north/south orientation, is located about 3250 West.

The City's most significant north-south arterial highways include I-15 (freeway), 1900 West, and 3500 West/ Midland Drive (arterial streets). Some of the more important north-south collector streets are 2700 West, 3100 West, and 4300 West. The most significant east-west arterial streets are 5600 South, which serves as the major access road to I-15, Riverdale Road (U.S. 91), 4800 South, 4000 South, and Hinckley Drive. Both Riverdale Road and Hinckley Drive connect with 1900 West, and provide access to Roy's neighboring communities. The most important east-west collector street are 4400 South and 6000 South.

Figure 4
Existing and Future Transportation

Figure 5
Bicycle Routes, Lanes and Paths

Roy is served by the Utah Transit Authority with bus service. There are several routes that use Riverdale Road, 1900 West, 5600 South, 6000 South, and other roads in Roy. This bus service provides direct access to Ogden in the north, and Layton and other destinations in the south in both Davis and Salt Lake Counties. Transfers are available in Ogden and Layton if a rider wishes to travel farther, either north or south. During rush hours (between about 7 and 9 a.m. and 4 to 6 p.m.), service is every one-half hour, and during other times it is every hour. There is express bus service from Ogden to Salt Lake City which serves Roy on week days. There is no Sunday or holiday bus service.

Existing Transportation Related Problems/Needs: City officials have expressed concerns regarding the relatively rapid, continuing growth of traffic on the City's streets, along with the associated problems of traffic congestion and safety. Some of the perceived needs that have been mentioned are listed (not according to priority) as follows:

(1) There are concerns about the safety of school children traveling along many of the City streets to school. Because of growing traffic volumes, the safety of school children has become a much greater issue. Some of the streets where the worst problems are perceived are: 2200 West/4800 South (no crosswalk), 2700 West/4800 South (no sidewalks), 4800 South between 4000 West and 4300 West (intermittent sidewalks), and 5600 South between 2400 West and 2700 West (overpass has relatively narrow sidewalks which are close to travel lanes). It has been suggested that these situations be studied to develop solutions to the problem, such as more warning signs, flashing lights, crossing guards, and student pedestrian safety education programs.

(2) Traffic flow problems have been observed at the intersections of 3100 West/4800 South, and 3500 West/5700 South. Currently, these intersections are controlled by stop signs. At the 3100 West/4800 South intersection, the stop sign is on 3100 West. Located in the north-east quadrant of the intersection is the Midland Elementary School. In the morning and afternoon peak traffic periods there is a considerable amount of congestion due to pedestrian and vehicular conflicts. Also, 4800 South is a two lane roadway, and when a driver of a vehicle makes a turning movement, other vehicles are impeded and most slow down or stop until the vehicle has completed its turning movement. This situation could be remedied by providing left and right turning lanes at the intersection. At 5700 South and 3500 West, there are a considerable number of vehicles waiting to get onto 3500 West from 5700 South, which is a local collector street. To minimize conflicts here, a left turning median and acceleration lane could be helpful.

(3) The Union Pacific Railroad has an active rail line in the City, which carries a considerable amount of train traffic throughout the day. Much of this train traffic occurs during peak vehicular traffic hours, which causes considerable delays and congestion for the vehicular traffic on the east-west arterial and collector streets. This situation will require more study in order to determine what possible and practicable solutions to this problem are available. The ideal is to separate rail and street traffic. However, there are costs which may make solutions to the problem less likely, or not feasible.

(3) During peak periods, there are very low levels of service on the south bound off-ramp of I-15 at 5600 South. There is inadequate storage capacity on 5600 South between the I-15 off-ramps and 1900 West. As a consequence, the vehicles waiting to get through the 5600 South 1900 West intersection, or make a turning movement, are not cleared with the normal single signal cycle. This causes heavy congestion on 5600 South and impedes traffic from getting onto 5600 South even when the signal at the end of the ramps is green. A solution for this situation would be to increase the storage capacity on 5600 South, and give 5600 South traffic a longer signal cycle time to enable the traffic to clear

out and allow I-15 off-ramp traffic to get on. It has been suggested by City officials that a one-half interchange on I-15 at either 4400 South or 4800 South, serving south-bound traffic, would help alleviate some of the problems on 5600 South. Also, there is a project being planned by UDOT to connect Midland Drive with Hinckley Drive at about 3100 South. This should also help alleviate some of the problems on 5600 South.

(4) There are several locations on the City's streets where a problematic number of traffic accidents have been reported over the past five years, from 1996 through 2000 (see Figure 6). A great majority of these accidents occurred on 1900 West. This is to be expected, considering the amount of traffic, and the left and right turning movements related to the strip commercial retail development on both sides of the street. During the five year period, more than 100 accidents were reported at the following locations (most of which were at intersections) on 1900 West: 5650 South, 5600 South, 5400 South, 5350 South, 4800 South, 4400 South, and 4000 South. Another location with 100 or more accidents was on 4800 South at about 2150 West, by Roy High School.

Other problematic accident locations in the City where between 20 and 100 accidents over the 5-year period occurred, include: 4800 South and the intersections and/or locations of 2700 West, 3100 West, 3450 West and 3500 West; 5600 South and the intersections of 2050 West, 2700 West, and 3500 West; and 6000 South and 3500 West (see Figure 6, Accident Locations).

The above accidents were attributed to a variety of different factors, but have not been evaluated to determine if anything could be done to reduce the number of accidents and to make the above accident locations safer. A traffic safety analysis for the most problematic locations in the City could be done to reduce the number of accidents and improve safety.

Figure 6
Accident Locations in Roy, 1995-2000

Planning Considerations

Transportation Planning: Generally, there is relatively high community interest in, and identification with, traffic problems due to the widespread use of the automobile as a means of transportation. In the development of this Transportation Element, it is assumed that the private automobile will continue as the primary means of transportation resulting in higher traffic volumes

and more traffic problems as the City and surrounding areas grow. This means that mass transit and other alternative means of transportation will need to be explored. Regional long range transportation planning is provided by the Wasatch Front Regional Council. It has identified (in the Ogden 2020 Long Range Transportation Plan), and will identify in the future (in the 2030 Plan), the location and function of new major streets and other transportation facilities, such as the Commuter Rail, bikeways, and the like, that will affect the City of Roy.

As Roy City grows, an efficient multi-modal system will require development patterns that advance alternatives to automobile travel for work and non-work trips. This is particularly true as employment is dispersed throughout the county and regional densities approach the scale of the central metropolitan area. To meet this challenge, the Intermodal Surface Transportation Efficiency Act (ISTEA) has reinforced the necessity for regional planning efforts aimed at creating a better union of transportation and land use planning.

The most significant arterial streets in Roy, I-15, 1900 West, 5600/5500 South, Midland Drive, and 3500 West are under the jurisdiction of the Utah Department of Transportation (UDOT). The state is, therefore, responsible for road maintenance, snow removal, traffic control, access management, and for enhancing capacity improvements when needed. It is important that the city continues to coordinate with UDOT on the needs of the City with regards to capacity, safety and other needs. The City should continue to communicate the needs of the community to UDOT regarding transportation, and that whenever possible, the city and UDOT should make efforts to cooperate in the development and maintenance of the roads over which UDOT has jurisdiction.

In the future, a major transportation facility (North Legacy Transportation Corridor) that has recently been studied is anticipated to have improvements constructed to the west of Roy, possibly near 5100 West. In the future, efforts will be made to preserve the corridor to accommodate the planned improvements. The improvements, in all likelihood, would include, at a minimum, a roadway of possibly 2 to 4 travel lanes. The major east west routes through the City would be affected by an increase in the east-west travel demand caused by both I-15 to the east and a new major arterial to the west. Since there are a limited number of east-west routes, the City will need to apply proper access management principles, such as land use controls, land access limitations, and other measures, in preserving the existing and future travel capacities for those streets, particularly, over those for which it has jurisdiction. Provisions should also be made in the city's long range transportation plans for preserving a wide enough corridor for these east-west streets through the use of its subdivision ordinances, which require appropriate setback of new urban development. Similar actions can be taken for major north-south routes as well.

According to the Ogden Urbanized Area Long Range Transportation Plan, the most congested streets in the next 20 years are projected to be 5600 South, 4800 South, 1900 West, 3500 West, and 4300 West. Many of the other arterials and collectors in the City are also expected to have congestion problems to a lesser degree than those mentioned above.

In Roy, the regional Long Range Transportation Plan calls for transportation improvements to be made to Midland Drive, Midland Drive-Hinckley Drive Connection, 3500 West, and Riverdale

Road. The Plan also calls for the Legacy Transportation corridor (Parkway), to be constructed. These improvements are recommended to be implemented between now and the year 2010. Other improvements in Roy that are being recommended to be implemented between the years 2010 and 2020 are: 4800 South, 5500 South, and 4000 South.

Roadway Functional Classification: All roads in Roy City have a current and future functional classification. The classification, which categorizes streets ranging from a principal arterial street to a local street, is based on a combination of some or all of the following: traffic volumes, inter-connectivity and typical trip lengths, type of land use being served, and general planning criteria. Also, this classification is used as a planning tool which helps link land use with transportation, allowing for the preservation of sufficient right-of-way to be able to implement road improvement in the future as travel demand grows for streets that are planned for the future.

Arterial streets are generally considered to be major streets. They typically handle major traffic volumes and relatively long trip lengths, and have higher speeds. They normally have four to six lanes and may average traffic volumes of 6,000 - 45,000 vehicles per day. In general, arterials are designed and managed for through, or regional travel. On-street parking is often restricted on these routes and would remain so for future planning considerations. Also, arterial streets that act as regional connectors may be candidates for widening, possible speed limit increases, or other capacity increases. They may also be suitable for additional transit opportunities such as busways or bike lanes. Access management should be a policy for all arterial streets to preserve the transportation function for which the street was intended. This means that direct driveway and commercial/residential access, and local side streets connections, should not be allowed, or should be minimized.

Collector roads are generally designed as two lane roads with average traffic volumes that carry 500-18,000 vehicles per day. Traffic movement along collector roads serves intra-community travel. Since collector roads are less critical to regional commuting, they may be suitable candidates for traffic calming, parking, pedestrians, and bicycle lanes. Speed and road standards should be kept consistent with the character of the neighborhood. Access management should also be a policy for collector streets to preserve the street's ability to maintain its transportation function and an acceptable level of service. Direct residential driveway access should be minimized.

Local roads (also known as residential streets) differ primarily by design characteristics and land use. Both are designed to serve primarily local traffic, have only two lanes, and have average traffic volumes of less than 1,000 vehicles per day.

Access Management: The City and UDOT have a great investment in its streets. They need to be preserved for the transportation purpose for which they were intended. Indiscriminate land use development of parcels of land fronting on and adjacent to collector and arterial streets, as well as numerous driveways and local street connections, can greatly increase traffic conflicts, side friction and other problems, resulting in the diminishment of the streets' level of service. This problem can be greatly reduced with the adoption and enforcement of good access management standards. Both the City and UDOT have responsibility for certain collector and arterial streets in the City. They can be most effective in preserving the transportation function of streets by coordinating and working cooperatively together to adopt and implement good access management standards, good site plan design, and land use planning principles in the City's existing arterial and collector street corridors.

Public Transit (Bus and Commuter Rail): There are many reasons why the use and development of mass transit should be encouraged, including improving air quality and reducing

congestion on the streets. There are many who are dependent on mass transit as their only means of travel, because they may not know how or be able to drive, or may not have the resources to afford an automobile.

Existing and future roadways should be, or should be made, compatible with public mass transportation. Particularly, the City's arterial street network should be well suited for accommodating a high degree of public transit use. For example, one option to enhance bus service is the development of a bus network that places emphasis on community circulators to provide more cost-effective bus service to areas of the city using smaller, neighborhood-friendly vehicles. Other options would be to extend the hours of daily bus service, add Sunday service throughout the metropolitan area, implement new routes and trips, use alternative fuel vehicles, and expanded passenger bench and shelter programs.

The City will need to coordinate with the Utah Transit Authority (UTA) with regard to issues and problems concerned with bus, park and ride lots, commuter rail and other transit services. The needs and problems of the City should be communicated to UTA on a continual basis, providing necessary solutions that can be implemented and the transit needs of the community are met.

Commuter rail has been studied as a mode of transportation in the densely populated areas of the Wasatch Front in both the Commuter Rail Study and the Inter-Regional Corridor Study. These studies have considered the feasibility of implementing this mode of transportation within the next two or three years. The route of the commuter rail line would use the existing Union Pacific rail corridor which traverses through about the center of Roy. If feasible, a commuter rail station would need to be located somewhere in Roy, possibly on 4000 South, 4800 South, or 5600 South. Roy City's preferred site location for the rail station is the south side of 4000 South. Ogden Urbanized Area Long Range Transportation Plan calls for a regional commuter rail system to be implemented in the Union Pacific rail corridor by the year 2020. It also calls for a commuter rail station to be implemented on 5600 South adjacent to the railroad tracks. There would be some opportunities for some land use planning and redevelopment to enable compatible and supportive land uses adjacent to and near the station.

Park and Ride Facilities: Park and ride facilities are an important component to the success of car pool programs and increased bus ridership. Roy City should explore the development of park and ride facilities, to promote vehicular trip reduction. There are several large stand alone park and ride facilities throughout the Wasatch Front Region, and many smaller facilities incorporated into existing parking lots. Continued growth will increase the need for more of these facilities, especially where they can support the growing public transportation network. The regional Long Range Transportation Plan recommends the implementation of two park and ride lots by the year 2020: one located at I-15 and Riverdale Road (which has been implemented), and an other one at 4800 South and Midland Drive.

Pedestrian/Bicycle Facilities: Provisions for pedestrians/bicycles are encouraged in this Plan. With adequate facilities and appropriate urban design, walking can be used as a mode of travel for school, convenience shopping, recreation, social, and even work trips. Pedestrian facilities can be accommodated as enhancements with new road construction or maintenance. However, urban design issues allowing short walk trips must be addressed before significant walk trips will occur. For example, subdivisions designed as "enclaves" and homogeneous land uses are often not favorable to pedestrian activities.

The plan supports interconnected routes for bicycle travel within and through the City. Bicycle facilities that should be included in a route system are on-street bike lanes and signed bicycle

routes. Off-street multiple use, or multipurpose paths, are most suitable along existing canals, the UP&L power corridor, in the old D&RG Railroad corridor, Howard Slough, and in parks in the urbanized area.

Bicycle projects can be funded with various federal, state, local, and private programs. Many jurisdictions are today implementing local bicycle and pedestrian facilities, because of the increased demand for them. Whenever new roadway construction takes place, provisions should be made to include bicycle and pedestrian facilities in order to increase opportunities for those who choose these modes of transportation. The regional Long Range Transportation Plan identifies multipurpose facilities (paths for pedestrians/bicycles, and possibly equestrian) to be implemented along the Hooper, Layton, and Davis-Weber canals, and in the old Denver and Rio Grande Railroad corridor. The Plan calls for a Class II bicycle facility (lane) on 5600 South, and Class III facilities (routes) on Midland Drive, 3500 West, 4000 South, and 5500 South, and on segments of 4400 South, 4800 South, and 2700 West.

Telecommuting: With the arrival of new technology and socioeconomic changes, telecommuting has become a viable option for many employers and employees. Telecommuting allows employees to connect to a central office through a personal computer, modem, or fax machine. Some workers telecommute full time, while others only part time. The transportation advantages of telecommuting are trip reduction, reduced single occupancy vehicle usage, and reduced roadway congestion. These types of programs also have the potential to contribute to improved air quality.

Goals, Objectives and Policies

Goal: To Plan and develop an efficient, cost effective, integrated, accessible, environmentally sensitive, and safe city-wide multi-modal transportation system that addresses the existing and future roadway network, mass transit, and bicycle/pedestrian travel.

Objective 1: To provide good and efficient local transportation access to all areas of the City where needed, and to make provisions for interfacing local transportation facilities with regional transportation systems.

Policy A: Develop a comprehensive inventory of existing transportation improvement needs, and plan for new transportation facilities needed in the future.

Policy B: Develop, or acquire, a greater capability to monitor and evaluate existing traffic volumes, safety, and levels of service and congestion problems for the City's streets.

Policy C: Set city-wide priorities for transportation improvements. These improvements could include 4800 South (overpass), Midland Drive, 3500 West, extension of Hinckley Drive that connects with 1900 West and Midland Drive, 5200 South, completing the collector and local street system for improved inter-connectivity, and other improvements.

Policy D: Make provisions in future transportation plans that are sensitive to the secondary traffic effects resulting from the implementing of the Legacy Parkway in Weber County. These provisions would primarily address the effects of future increased traffic on the city's major east-west streets, and would provide for increasing the capacity of these streets at some point in the future.

Policy E: Conduct an impact fee study to determine the feasibility of impact fees

as a source of funds for funding transportation projects.

Policy F: Establish and promote policies which will upgrade the existing substandard local streets and private accesses to meet desired development standards.

Policy G: Provide sidewalks and crosswalks along busy streets that are under the city's jurisdiction.

Policy H: Develop and adhere to a functional hierarchy, or classification, of streets for the city, which includes arterial, collector, and local streets.

Policy I: Encourage and work with UDOT and UTA to take action as soon as possible to correct capacity, safety, service, and other deficiencies on streets where UDOT has jurisdiction, in the areas where UTA provides service.

Policy J: Develop a streetscape and traffic calming Master Plan for the City.

Policy K: Clearly identify the City's street entryways and improve their appearance.

Objective 2: To provide for the existing and future needs of the City's transportation system by planning for the anticipated transportation demand.

Policy A: Incorporate transportation planning as an integral part of the land use planning process.

Policy B: Identify and preserve street rights-of-way to meet future travel demands in the City whenever possible.

Policy C: Discourage direct land access (driveways) to collector and arterial streets in the City; require new development to comply with good transportation access control principles; and adopt access management standards and incorporate them into the City's ordinances.

Policy D: Generally, establish and/or maintain close relationships and cooperation with organizations that have transportation implementation/planning responsibilities, such as UDOT, UTA, and the Wasatch Front Regional Council (WFRC) in order to stay informed of planned future transportation developments, and to communicate the needs of the community.

Policy E: Develop a city-wide Transportation Improvement Program, which covers the next five years' transportation needs or projects, is updated annually, or as needed, and identifies a means by which it can be funded.

Policy F: Require all new and existing streets being dedicated to the City to meet adequate engineering and construction specifications.

Objective 3: To work towards the establishment and development of alternative transportation modes serving the City.

Policy A: Consistently work with UTA to make needed improvements to facilities in, and services provided to, the City.

Policy B: Take an active role in encouraging commuters in the City to car or van pool whenever possible, and employers to make it possible for employees to telecommute.

Policy C: Establish facilities for pedestrians and bicyclists by planning for a network that will connect activity centers, such as major employers, commercial shopping, parks, schools, churches, public buildings, open space, and other recreational areas.

Policy D: Make provisions in transportation improvement plans and designs to accommodate pedestrians and bicyclists.

Objective 4: To adopt and implement good access management standards for all of the City's collector and arterial streets.

Policy A: Cooperatively work with UDOT and WFRC in the development of access management standards.

Policy B: Adopt and implement good access management standards that can be applied to the City's arterial and collector streets, and take measures to protect future transportation rights-of-way (corridor preservation).

Policy C: Conduct studies of the City's most congested and problematic streets to determine what kind of access management improvements could be implemented to solve existing problems.

Policy D: Incorporate appropriate land use planning, subdivision design, and site planning criteria into the City's development review and approval process.

Parks, Recreation and Open Space

Existing Conditions/Background

Parks, golf courses, cemeteries, and preserved natural areas are forms of secured open space that provide the foundation for a coordinated outdoor recreation system and contribute to the City's quality of life. Existing categories of the City's open space system include publicly- and privately-owned facilities. These are: neighborhood parks, community parks, regional parks, a golf course, and cemetery. These facilities provide both active and passive recreational opportunities for the residents of Roy as well as visitors from adjacent and other communities.

The City of Roy is a fairly compact community, since a majority of its developed lots range between 6,000 to 8,000 square feet in size. It has the feel of an urbanized area, as there are few remaining open vacant and/or agricultural fields remaining in the City. However, there are vistas of the mountains on the east and some agricultural, or rural areas, and the Great Salt lake on the west that are available from the City, which engender a sense of spaciousness. These areas not only provide vistas, but within a relative short time of travel can be easily accessed and actively enjoyed.

Roy City has an extensive system of parks of various sizes, locations and types of facilities. This system includes neighborhood and community parks with and without organized league play. There is one 9-hole golf course which is privately owned. There are several opportunities which exist for linear park systems which could include the right of way associated with the old Denver & Rio Grande Railroad right-of-way, the canal roads, and the area beneath the high tension power lines (see Figure 7). Complementing open spaces and parks are visual resources. Scenic corridors and vistas offer city residents the opportunity to view the natural environment without man-made intrusions. Protecting open space provides regional environmental, economic, social, educational, and recreational benefits. Some of these benefits are more quantifiable than others, but they all have an influence on the lives of present and future generations.

Parks and Recreation Inventory: Listed below are the existing city parks and recreational facilities, as well as other city owned facilities, such as the City Cemetery, detention basins, the Roy Recreation Complex, and Parks/Recreation Administration facility.

Municipal Park - Municipal Park is located on the west side of 2200 West at about 5770 South. It has 9.24 acres and currently has the following facilities: soccer playing field, softball and T-ball playing fields, walking trail, bowery, restrooms, and parking facilities.

Sand Ridge Park- Sand Ridge Park, which is owned by the school district, is located in the southwest corner of 4400 South and 2100 West. It has 12.29 acres and is comprised of the following facilities: restrooms, lighted baseball diamond, soccer/football field, bowery, storm runoff detention basin, pond, creek, playground area, parking, and public address system. Plans call for the development of an amphitheater and gazebo in the future.

George Wahlen North Park- George Wahlen North Park is located on the east side of 2175 West at about 4150 South. It has 12.68 acres and is comprised of the following facilities: tennis courts, multipurpose basketball court (allows tennis as well) triplex T-ball field, softball field with backstop, sand volleyball, pavilion (bowery), parking facilities, and football field.

Frank Tremea Roy Park- Roy Park, the oldest park in the City, is located on the north side of 5600 South at about 2600 West. It has 5.60 acres and has the following facilities: a lighted baseball diamond, concession stand, restrooms, permanent bleachers, outfield fence, and

parking.

West Park- West Park is located on the northeast corner of 4800 South and 2900 West. It has 27.47 acres and is comprised of the following facilities: two T-ballfields, one of which is lighted; two softball/baseball fields, which are lighted, and have scoreboards and concession stands, three soccer fields with scoreboards, bleachers, restrooms, concession stand, storage facility; announcer's booth, and restrooms; two boweries; two tennis courts; one sand volleyball pit; skateboard park; and playground area.

Southwest Park- Southwest Park is located on the east side of 4300 West at about 5700 South. It has 9.8 developed acres, and 25.20 undeveloped acres. There is a detention basin, a grassy area where informal soccer is played, and an equestrian area. There are plans to further develop the park by adding the following improvements: a soccer complex, full-size baseball field, bowery, concession stand (s), walking path, and multi-purpose fields.

Foxglen Community Park- The Foxglen Community Park is located on the north side of 4600 South at about 3900 West. The park has 3.12 acres and consists of a T-ball field, playground, and bowery.

Meadow Creek Village Community Park- This park is located on the west side of 4200 West at about 5000 South and is 4.57 acres in size. It is primarily a detention basin with a pond, softball diamond with backstop, playground, walkway, and restrooms. This park also serves as the trail head for the Howard Slough Parkway.

McCall Fields Park- This park is located at 5600 South and UP&L power transmission line corridor (about 3275 West) and is about 1.58 acres in size. The park is planted in grass and is used mostly as a soccer field.

Howard Slough Parkway - This parkway will be developed into a multi-purpose trail 15 feet in width located on east side of the slough. Developers desirous of developing property adjacent to the slough are required to dedicate and improve 15 feet of trail.

Recreation Offices/Park- The facility is located adjacent to, and immediately north of Roy Park at about 5525 South 2626 West, and is 2.73 acres in size. Most of the site is improved. The Administration Building is approximately 2,500 square feet and accommodates the parks/recreation administrative offices, athletic equipment storage, restrooms, kitchen, and multipurpose room. The property is mostly in grass and a few trees, and has a small picnic bowery. There is enough property so that some picnic facilities, sandpit volleyball, and playground equipment could be added. A future maintenance shop could also be added just west of the Parks Department's administrative offices.

Roy Recreation Complex- The construction of the Roy Recreation Complex was started in 1973, completed in 1974. It is located at 2150 West and 4700 South adjacent to both Roy High School and Sand Ridge Jr. High School. The complex has 32,000 square feet of space, operates the entire year (Monday through Saturday), and includes the following facilities: A T-shaped indoor swimming pool with diving equipment, men's/women's lockers, showers, and saunas; a 7,000 square foot multi-purpose room; one full court basketball floor; indoor track, a 2,000 square foot weight training room; a 1,750 square foot aerobics room, and two racquetball courts. A variety of programs are offered at the complex, including: aerobic (step, toning, and water aerobics), swimming and gymnastics classes. The Roy High School swim team uses the swimming pool from 1:00 p.m. to 4:00 p.m. during the school year.

Roy City Cemetery - The cemetery is located in the northwest corner of 5300 South and 2300 West and is approximately 5 acres in size. The cemetery is comprised of four plats

consisting of a total of 2400 grave sites. As of Fall of 2000, about 458 (plus graves in old section) deceased persons were buried in the cemetery. The cemetery was first established in 1903, and there are gravestones that date back to the year 1907. The cemetery is essentially comprised of an old section, where most of the graves of the deceased are currently located, and a new section, where a considerable amount of capacity remains. The old section contains several mature trees, whereas the new section currently has no landscaping, other than grass.

City Building Complex - The grounds of the City Complex contains the administrative offices of the City of Roy as well as a police and fire station, and senior citizen's center. The site is located at about 1900 west and 5050 South and is 6.25 acres in size. There is an area on the City Complex site that is open or park space. It is covered with grass, trees, and other landscaping, and contains a detention basin. The trees were planted to commemorate the children in the city who have died of Sudden Infant Death Syndrom. During the Christmas season, the grounds are decorated with lights.

Eagle Lake Golf and Family Recreation Center (formerly Royal Green Golf Course) - This golf course is a privately owned facility located at 2885 West 5200 South and is 64.50 acres in size. The site contains a club house, a 9-hole executive golf course, miniature golf, a few ponds, trees, grass and other landscaping typical of a golf course. The golf course represents the single largest park and recreational facility in the City.

Private Parks/Recreation Facilities - There are a number of smaller recreation facilities in the city that are associated with private developments. An example of such a facility is the Herefordshire Subdivision recreation site, which is about 0.85 acres in size and located at about 4450 South 1700 West. The site is comprised of a swimming pool, two tennis courts, picnic and grassy area, restrooms and small storage facility, and RV storage. Another facility associated with this development is the Herefordshire Community Park. This park is located at approximately Airport Road and 4400 South, is about 0.79 acres in size, and essentially serves as a retention basin. It has a walking trail and connects to two other mini-parks in the area. The above facilities belong to the Homeowner's Association. There are many other smaller park/recreation facilities in other subdivisions in the city not mentioned here. Also, there are some private canal roads that are sometimes used by the public as walking trails.

Church Parks/Recreation Facilities - There are a number of LDS Church meeting houses that have a ball field and bowery associated with them, which are formally used by the LDS Church members, and others. There are occasions when the public may use these facilities on an informal basis.

School Parks/Recreation Facilities - Roy's public schools all have playgrounds, and playing fields that are available to the public. Many of these schools are next to City parks and recreation facilities, which makes it possible for the sharing of facilities on a cooperative basis. Those schools with parks and recreation facilities adjacent to them are: North Park Elementary (with 4.1 school-owned recreation acres), Sandridge Junior High (with 3.7 school-owned recreation acres), Roy High (with 36.6 school-owned recreation acres), and Municipal Elementary (with 3.6 school-owned recreation acres). Other schools that have playing fields and playground equipment are: Lake View Elementary (4.3 acres), Roy Jr. High (14.3 acres), Valley View Elementary (7.6 acres), Roy Elementary (7.1 acres), and Midland Elementary (5 acres). The total of the combined school-owned recreation acreage is nearly 86 acres.

Detention Basins - There are twelve or more existing detention basins located throughout the city. Some of these are associated with existing parks, others are by themselves. Those associated with parks are usually integrated with the park so that the detention basin can be used for multiple purposes, such as ballfields, playgrounds, and the like. Those that are so-

called stand alone basins, if suitable, could be further developed for recreational use.

Vern W. Thompson Heritage Park/Gardens - This park is located in the northwest quadrant of I-15 east frontage road and 5600 South, and is about three-quarters of an acre in size. This is the only park with Roy City ties which is not located within the city limits of Roy, since it is located just east of the city limits in Riverdale. This property is leased by the Roy Historical Museum from the Roy Water Conservancy Sub-District, which has its facilities adjacent to, and immediately north of, the Heritage Park. The park has a picnic bowery, a four fountain pond and crossing foot bridge, waterfall, flower beds, and other landscaping.

Existing Organized Recreation Programs: The City has a vibrant recreation program for youth as well as for adults. It offers BASKETBALL: Boy's basketball (grades 3-9), January through March; and girl's basketball (grades 3-9), October through December. Co-ed basketball (grades 1 and 2) is conducted in February and March. The City also offers the following sports programs beginning in June until August: BASEBALL/SOFTBALL AND T-BALL - Boys baseball (grades 3-9); girl's softball (grades 3-9), which is part of a recreation league in which teams play twice per week; T-ball (4 yrs old -grade 3), which is designed for skill development and fun. SOCCER - girl's and boy's soccer. ORGANIZED REC/ADVENTURE PROGRAM - This program is designed for children ages 5-15 years. The participants meet daily with adult supervisors and play games, do arts and crafts and attend a weekly field trip. TENNIS - Participants are 5-15 years of age and work with qualified tennis instructors twice per week. FOOTBALL - This program is for grades 2-9, and is associated with the Wasatch Football League. ADULT ACTIVITIES - Designed for all citizens. SOFTBALL - Men's and co-ed softball for adults is offered in the spring as well as in the fall. FLAG FOOTBALL - The City hosts a tournament in the first weekend in November. SUPPLEMENTAL PROGRAMS - Also offered are snow skiing vouchers, snowshoeing rentals, and hunter safety programs. These programs are administered by either the City of Roy and/or the Weber County Recreation Department.

City Parks/Recreation Committee: The City has had a tradition of involving its citizens in the development of parks and recreational programs. The City has a standing Parks and Recreation Committee, which was established to advise the City's planners and leaders on parks and recreation issues. The Committee is comprised of two City Council members, the City's Parks and Recreation Director, several residents of the City at large, and a representative of the Weber County Parks and Recreation Department. Also, the City has in the past established specialized Citizen's Committees for the purpose of providing advice to the City on certain capital improvements being proposed for specific parks, or certain recreational programs the City is considering establishing.

Existing and Future Park and Recreation Needs: The City's Parks and Recreation Department noted several existing needs and problems/deficiencies, which, if resolved, could improve the quality of the City's recreational programs and operations. Many of these problems may be able to be resolved administratively in the future. These are as follows, but not according to priority:

(1) Open Space - There is not enough basketball court, or gym space to meet the current demand. School facilities are currently being used for basketball. There is a possibility that scheduling arrangements can be made with the public schools so that more of their facilities could be used. There is a need for the City to consider the purchase or construction of new gym facilities in the future.

(2) Grounds Personnel/Vehicles - There is a need for more full- and part-time personnel to help take care of the parks and recreation facilities. In the near future more parks will

be improved and made available for general use. West Park and Meadow Creek Village Park were recently completed, and Southwest Park will be improved in the near future and coming on line. As park acreage is improved and put into use, additional vehicles should be purchased.

(3) Maintenance Equipment - Additional mowing equipment is needed, and will be acquired as new park acreage comes on line.

(4) Transportation - A bus is needed to transport children to summer adventures and other uses. A used bus with a capacity of 60 would serve this need. Vehicles should be replaced on a regular basis in order to provide safe, reliable transportation.

(5) Administrative Personnel - As recreation programs expand, additional funding must be put into place to pay the cost of increased personnel needs.

(6) Needs Evaluation - Parks should be regularly evaluated to ensure the facilities and equipment are up to date and meet the needs of the community.

(7) Other - There is a need to develop existing, and acquire and develop new, parks acreage to keep up with the growth in population and associated growth in parks use. This would include the development and improvement of the Howard Slough Parkway, the old dump site, and the acquisition and development of other parks sites in areas of need.

Planning Considerations

Community Surveys: The City has used a variety of tools in the past in an effort to ascertain the satisfaction, wishes and wants of its citizenry regarding the City's services, including parks development and recreation programs. In the recent past the City has used surveys as a tool in obtaining citizen input. Two such surveys were conducted in 1992 and 1997. A portion of the survey questions dealt with parks and recreational programs. The results of these surveys are documented below.

1997 Roy Community Survey Results - The 1997 Roy City Survey was conducted in March of 1997. The sample size was 457, and the survey has a margin of error of plus or minus 4.3 percent.

The survey asked several questions about the City's parks and recreation facilities. The survey asked the respondents to rate the recreational activities listed below as either excellent, good, fair, or poor. The results by percent are as follows:

	<u>Exc.</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>
a. Recreational programs for youth	10	47	32	11
b. Recreational programs for adults	3	22	40	35
c. Quality of local parks for:				
1. Family outings	16	48	27	9
2. Picnicking	17	45	27	11
3. Group recreation	13	47	30	10
4. Playground equipment	10	41	33	16

The survey further asked: For each of the following services please indicate if you think the service should expand, stay the same, decrease, or be deleted.

(By percent of respondents)	<u>Expand</u>	<u>Same</u>	<u>Decrease</u>	<u>Delete</u>
k. Outdoor swimming pool	37	58	3	2

l. Indoor swimming pool	21	76	2	1
m. Other recreation complex services	41	56	2	1

The survey further asked: The Roy City outdoor pool is in need of repair. Should the City continue to spend its funds to:

(by percent of respondents)	<u>Yes</u>	<u>No</u>
a. Repair the pool?	48	52
b. Replace the pool?	60	40

In summary, the survey indicated that the citizens of the City were generally satisfied with the youth programs, with 57 percent rating these as excellent to good. However, the recreational programs for adults did not do as well, as only 25 percent rated these programs as excellent to good and an overwhelming 75 percent rated them as fair to poor. As far as the swimming programs were concerned, the majority of the survey's respondents did not desire any change from the existing programs. However, when asked about whether or not to replace or repair the outdoor swimming pool, the majority indicated they would like to see it replaced.

Roy City Strategic Plan for Leisure Services, 1992 - This Plan was concluded in June of 1992. The Plan study included a community survey of citizens and leisure services users to determine their opinions of and priorities for recreation services. In conjunction with the study, a Roy City Leisure Services Strategic Planning Committee was established, which provided direction to the Plan study effort. The planning process involved the following four phases or work tasks: Phase I - Assessment of Current Roy City Recreation Services; Phase II - First Strategic Planning Work Session; Phase III - Leisure Services Citizen/Users Survey; and Phase IV - Second Strategy Work Session.

In the Plan, leisure services included the following: (1) Concerts and Plays (2) Private Sports Clubs (3) Parks, Playgrounds, and Pavilions (4) Roy Recreation Complex (5) Library Services (6) Senior Programs (7) Youth Sports Programs, and (8) Community Outdoor Pool.

Based on the survey results (percent of at least one member of a household that has used a leisure service at least once per month), the most frequently used leisure services were: The Roy Recreation Complex, about 75 percent; Parks, Playground, Pavilions, about 72 percent; Library Services, about 65 percent; Youth Sports Programs, about 42 percent; and Community Outdoor Pool, about 33 percent. The frequency of use of concerts and plays, Senior Programs, and Private Sports Clubs was each under 18 percent or less.

The Strategic Plan concluded the following: (1) The profile and attitudes of a leisure services user mirror those of Roy's general citizens; (2) A large majority of the residents have used the city's leisure services and are satisfied with the service; (3) Survey respondents participate in and utilize the leisure services provided by: Roy, 35 percent of the time, Ogden, 26 percent of the time, and Clearfield, 9 percent of the time, because of easy access); (4) Roy City should continue as the primary provider of leisure services, but a strong consideration should be given to utilizing services from surrounding jurisdictions; (5) The cost of leisure services should be provided by a combination of user fees, private funds, and public funds; (6) There is strong support for allocating up to 15 percent of the Roy City budget to leisure services; and (7) There is a strong base of support for increasing city funds or a bond issue for leisure services in Roy (even though a bond election for new libraries was recently defeated).

Park Standards: Park standards are used as a guide to assess a community's existing and future parks needs. A very useful resource for park standards is the publication called *Urban Planning and Design Criteria* by Joseph DeChiara and Lee Koppelman published by Van Nostrand Reinhold Company. There are a number of standards contained in this publication promulgated

by the National recreation and Park Association, Washington, D.C., and in the publication by George Nez called *Standards for New Urban Development-The Denver Background* (Urban Land, Vol. 20, No. 5, Urban Land Institute, Washington, D.C.). These standards are the same as those used in Roy's 1980 Comprehensive Plan. The table below reflects the per capita space and radius standards for various park/recreation facilities:

Table 4
Standards for Recreation Areas

Type of Area	Acres/1000 pop.	Ideal	Size of Site	
			Minimum	Radius of areas served
Playgrounds	1.5	4	2	0.5
Neighborhood Parks	2.0	10	5	0.5
Playfields	1.5	15	10	1.5
Community Parks	3.5	100	40	2.0
District Parks	2.0	200	100	3.0
Regional Parks/Reservations	15.0	500/1000	varies	10.0

Based on the above park/recreation facility categories and the suggested size requirements, the City could not be considered to have any District or Regional Park facilities. Also, as far as Roy is concerned, there are few differences between Playground and Neighborhood parks, and Playfields and Community Parks. Therefore, these can be effectively combined into the categories of Neighborhood Parks and Community Parks. Also, from a technical standpoint, Roy's definition of a Community Parks does not meet the suggested minimum size standard, since all of Roy's Community Parks are less than 40 acres, except the 64 acre Royal Green Golf Course, which is a private facility.

By combining the acreage recommendation of Playgrounds and Neighborhood Parks, and Play fields and Community Parks, the following per capita acreage standard would apply: Neighborhood Parks, 3.5 acres per 1000 population; and Community Parks, 5.0 acres per 1000 population. Based on this acreage per population standard, the city would need 126 acres of Neighborhood parks, and 180 acres of Community Parks, or a total of 306 acres. This assumes an existing city population estimate of about 36,000 people.

Based on park size, there are three parks in the City that could be considered Community Parks: Southwest Park, West Park, and Royal Green Golf Course. These have a total combined acreage of about 113 acres. The remaining parks are considered neighborhood parks. These have a total combined acreage of about 65 acres. Of the school-owned recreation acreage, there are eight schools with nearly a combined 50 acres of land that could be considered as Neighborhood Parks acreage. As far as the Community parks are concerned, there is possibly only one facility that could be considered as community Parks acreage, and that is Roy High School, which has nearly 37 acres available for recreational use. The total of school-owned parks/recreation acreage amounts to about 86 acres. When the City/private and school-owned parks acreage is combined, Community Parks acreage in the City amounts to 150 acres, and Neighborhood Parks acreage 106 acres, or a total of about 265 acres.

A comparison of the City's existing Neighborhood and Community Parks acreage to the standards listed in the above Table indicates that the Neighborhood Parks acreage is about 9 acres short, or 95 percent of the standard, and Community Parks acreage is about 30 acres short,

or 83 percent, of the standard. Since the per capita parks standards are considered an ideal situation for a community, the amount of the city's existing parks acreage can be considered close to achieving that ideal.

If the built out population of Roy is projected to be about 42,000, and if the parks acreage standard is applied to the projected built out population, then the city should have 147 acres of Neighborhood Parks, and 210 acres of Community Parks, or a total of 357 acres. If the parks acreage standard were to be strictly applied, then the city would need to acquire and develop an additional 92 acres for parks. If the city's existing parks acreage to standard ratios were to be applied to the built out condition, then somewhat less parks acreage would be needed in the future. Using the City's existing parks to standard ratio, the city should have 127 acres of Neighborhood Parks, and 175 acres of Community Parks at built out, and the City would need a total of 46 additional acres for parks.

Trail Development Standards: The City to date has not adopted any specific trail design, construction, and planning standards. There are national standards that have been adopted by a number of local state and federal governments. The American Association of State Highway and Transportation officials (AASHTO) published a document in 1999 called *Guide for the Development of Bicycle Facilities*, which contains useful information about planning and designing bicycle and multipurpose trails. Other useful publications for the planning and designing of pedestrian and bicycle facilities by the Federal Highway Administration are: *Improving Conditions for Bicycling and Walking* (1998), and *Conflicts on Multiple-Use Trails* (1994).

Potential Future Sites: There are several open sites in the City that are owned either by the City or privately that could be acquired and/or developed in the future. These are as follows:

Property next to Parks/Recreation Offices - There is a parcel of open property about 100 feet by 200 feet in size which is owned by the City and located adjacent to and just west of the Parks/Recreation Shops.

Old Landfill (Dump) Site - This site is the old land fill site which is no longer in use. It is located east of 4300 West at about 5650 South. The site would need to be redeveloped. It has been considered as an equestrian facility.

D&RG Railroad Track Property - There is a strip of land about 100 feet wide on which the old Denver and Rio Grande railroad tracks are located just west of 2700 West in Roy. The tracks are essentially in disuse, as they have not been in service since 1983. In Roy, the land extends from the south to the north city limits, and is currently owned by the Union Pacific Railroad (UPRR). Currently, there are negotiations taking place between the Utah Transit Authority (UTA) and the Railroad to acquire a right-of-way for Commuter Rail in UPRR right-of-way. The old D&RG line right-of-way, overall, extends from 5th South in Bountiful to Roy's north city limits, is a part of the negotiations and would be a part of the UPRR right-of-way package acquired by UTA. This right-of-way has the potential to be converted to a trail, or a multiplicity of trails that could accommodate pedestrian, bicycle, and equestrian use.

5600 South Overpass Property - Adjacent to and just east of Roy Park is a vacant parcel of land about 0.60 acres in size, which is owned by the Utah Department of Transportation. This parcel has also been mentioned as a possible station site for a regional commuter rail, which is currently in the planning stages. However, the site may not be well suited because of poor accessibility.

Detention Basins - There are 10 or more new detention basins planned as a part of the City's storm drainage system. There are also several existing detention basins that are so-called stand alone basins, or not associated with an existing park. These new basins, and the existing ones, which consist of several acres, could serve as a resource for future parks development, if suitable. Many of these basins are of sufficient size so that if they were improved could serve as a small neighborhood park, playground, picnic area, and/or some other similar facility.

UP&L Power Transmission Line Corridor (3200 West) - There is a strip of land about 300 feet wide located at about 3200 West that runs from the south to the north city limits, which is either owned in fee simple, or for which use easements have been acquired, by Utah Power and Light Company (UP&L). UP&L's high power electrical transmission lines use this land as a corridor, which runs throughout all of the western side of Weber County.

Power Transmission Line Corridor (about 4600 South) - There is a strip of land with a variable width that runs intermittently, and slightly diagonally, east and west starting at 1900 West to the west city limits that serves as a corridor for an electrical power transmission line.

Potential Park (Patterson Property) - There is a parcel of land about 9 acres in size that is located at the southwest corner of 6000 South and 3100 West that may be a good site for a new park. There are few park facilities in this area of the City.

Hill AFB Railroad Spur - There is a railroad spur owned by the Union Pacific Railroad which is about 100 feet wide and located just west of I-15 . It extends beyond the city limits to the north, and crosses underneath I-15 to the south to Hill Air Force Base. The spur, which is not used regularly, may provide one of the only opportunities for some kind of a

Figure 7
Existing and Future Parks and Facilities

future east-west trail crossing of I-15. The spur runs immediately adjacent to and west of the Weber Davis Canal, and can potentially serve as a link with the canal, which has been identified as a future regional trail facility in Davis and Weber Counties.

Layton Canal - The Layton Canal is located about 3900 West in Roy and essentially has a north-south orientation. This and any of the other canals located within the City have potential for trails development at some point in the future.

Weber County Infirmary Graves: There is some potential to create a pocket park encompassing the twenty or thirty graves of the old “poor farm”, or Weber County Infirmary. There is currently a utility easement in the area of the graves, which are located about 2700 West and 5200 South.

Eagle Lake Golf and Family Recreation Center (formerly Royal Green Golf Course) - This is a 64-acre, nine-hole executive golf course that is currently privately owned. It is a part of the city’s inventory of open space, even though it is in private ownership. There was some discussion in the past on the part of the previous owners to turn the golf course into some other kind of use, such as condominiums, other residential, or even commercial. The golf course is currently zoned for open space. The Zoning Ordinance, as well as the General Plan, would need to be changed if a new use were to be implemented. The City should be very thoughtful about considering changing the use of the golf course. The City has become limited with regards to its spatial growth, particularly to the west of the City. In the recent past, the city has expanded into vacant and farm lands located west of the city in Weber County. However, this expansion area for the city has become foreclosed upon, as two new communities have recently incorporated in this area, Hooper and West Haven. As a consequence, the spatial extent of the City of Roy has now become fixed, with no hope in the future to annex lands for future expansion. Therefore, it has become ever more important for the City, at a minimum, to preserve the open space and recreation acreage that currently exists in the City, since there will be few, if any, opportunities for future open space expansion. In addition, residential development generally is a drain on the budget of communities and does not pay its own way. On the other hand, open space uses very few public services, and would, therefore, not present a drain on the City’s budget. Recently, the city made an offer, which was accepted, to buy 9 acres of the golf course on which the City’s new outdoor swimming pool, or “Aquatic Center” is planned to be constructed. Also, the golf course has been redesigned and reconstruction is underway. The golf course has been renamed the “Eagle Lake Golf & Family Recreation Center” by the current owners, which takes into consideration the new aquatic center and other new improvements the City has planned for the site.

Vern W. Thompson Heritage Park/Gardens - This is the only park facility with Roy City ties that is not located within the city limits of Roy, but rather, it is located in the City of Riverdale. There has been a desire expressed by some of the City’s leaders to bring this park into the city limits. In order to accomplish this, the City should negotiate with Riverdale to bring about a boundary adjustment between the two cities.

Howard Slough Parkway - The city needs to have a master development plan and design standards prepared and approved/adopted by the Parks Committee and Planning Commission for this parkway.

Roy Swimming Pool - Recently, an opportunity arose for the city to purchase 9 acres from the new owners of the Royal Green Golf Course (to be renamed “Eagle Lake Golf & Family Recreation Center”) on which to construct the new swimming pool, or “Aquatic Center.” Plans are underway for the design and construction of the new swimming pool as well as for the redesign and construction of new improvements to the golf course.

Goals, Objectives and Policies

GOAL 1: To provide opportunities for physical, recreational, cultural and educational activities that are safe and accessible to all residents of the city.

Objective 1: To strive to meet present and future recreational and leisure needs of the city.

Policy A: Strive to coordinate and integrate parks with other facilities, such as with school facilities, avoid duplication, and enable more efficient utilization.

Policy B: Strive to provide adequate quantity and quality of parks, open space, and other recreational facilities to all the city's residents.

Policy C: Explore the development of linear park or trail development in existing utility and canal corridors within the city.

Policy D: Develop a comprehensive plan for preserving existing and developing new trails and trail heads in the city for equestrian, bicycle, and walking purposes.

Policy E: Seek to develop a system of trails that could connect with existing future trails and parks in the city and those in adjacent communities.

Policy F: Provide adequate funding programs for the maintenance of existing, and development of future parks, trails, and recreation facilities, which could include the consideration of impact fees, and the pursuit of grants from federal, state, and other sources.

Policy G: Establish standards for parks, open space, and trails development.

Policy H: Combine flood control and water quality efforts with parks and open space development.

Policy I: Wherever possible, require subdivisions, both existing and new, to provide easements or right-of-ways for non-motorized access to trails, parks, and other open space.

Policy J: Require new developments to make provisions for parks, and the City should set reasonable impact fees for use in future parks development.

Policy K: Establish an active program for the acquisition of property to accommodate future parks, trails, open space, and recreational needs.

Policy L: Strive to provide intra-and inter-city connectivity or linkages between various parks, trails, and other recreational facilities.

Policy M: Periodically evaluate and upgrade the programs and facilities of all recreation programs, including the Roy Recreation Complex, to ensure that they continue to meet the needs of the community.

Policy N: Strive to maintain the integrity and the total spatial extent of the city's existing open space and recreation lands, and to add, whenever possible, to the city's inventory of open space and recreation lands, so that the city can continue to meet the open space and recreational needs of its residents in a quality manner.

Policy O: Revise the city's land use/zoning maps so that all parks, trails, school playgrounds, private parks, detention basins, utility corridors, and golf courses are shown as Open Space (O-1 Zone).

Objective 2: To strive to include the citizens of Roy and other stakeholders in maintaining and improving of existing facilities, and in the planning and development of new parks and recreational facilities

Policy A: Promote cooperation between all parks/recreation stakeholders, such as the city, county, private land owners, and others in an effort to make it possible for new lands to be made available and their improvement for parks/recreation purposes.

Policy B: Increase citizen volunteer program to assist the city in maintaining and improving existing and future parks/recreation facilities.

Policy C: Establish and maintain a Trails Committee to advise the city on existing and future needs, policies, and plans.

GOAL 2: To enhance the city's "urban forest" as the city continues to grow and develop by promoting the planting and maintaining of trees in parks, along streets, and other public places, and on private property.

Objective: To strive to establish plans, strategies, and programs for the maintenance and development of the city's "urban forest".

Policy A: Develop, adopt, and implement an urban forestry management plan for Roy City.

Policy B: Assure that there are a diversity of trees in the city, and that they are well suited for the physical and cultural environmental conditions in which they are, or will be, located.

Policy C: Establish a regular replacement program for diseased, hazardous, and/ dead trees.

Policy D: Make provisions in the city's subdivision and zoning regulations for trees to be incorporated, where appropriate, into the landscape or site plans of new developments.

Historic Preservation

“Remember the first settlers were the flint upon which we have tried our own steel. Everything in the world happens because something else has happened before.”

Emma Russell - Roy Historian and
Author of *Footprints of Roy*

Existing Conditions/Background

Historical Setting: A barren, sagebrush dotted ridge, aptly known as Sand Ridge, was settled by a small number of hardy pioneers in 1873. Roy was first homesteaded in 1873 by William Evens Baker. He was followed shortly after by his three brothers-in-law, Henry Field, Richard Jones, and Justin T. Grover. Each laid out 80 acre parcels and the land between them eventually became 6000 South, originally called “Cousin Street”.

At first called “Sand Ridge” and “Central City”, Roy was permanently named for the deceased son of Congregational Minister David Peebles, the only non-Mormon in the settlement, by the Post Office Department. Reverend Peebles was very active in the community “and had a concept of progress and community spirit. Besides being ‘a man of letters’, he had had his fingers in the mail problems before. He spent several years as a mail messenger to Sessions Settlement or Bountiful as it was later named.” The few people that lived in the area respected Peebles and “looked upon his wisdom with awe and obedience.” When Peebles suggested that the community needed a post office, he and the few settlers in the area met to decide on the post office as well as an official name for the community. They all agreed that they wanted a post office. However, it was somewhat more difficult deciding on an official name for the community. One name that was suggested was “Lake View”, as well as others, such as “Sand Ridge” and “Central City”. Peebles drafted a letter to Washington wherein he conveyed the opinions of the settlers, as well as his own, concerning the name for the community. Peebles suggested “Roy”, in honor of his recently deceased son who had never lived in the area and was buried in Salt Lake City’s Mt. Olivet Cemetery. The decision was left to the postal officials to make a choice. The Post Office Department preferred the shortness of the name “Roy”. “Thus, Roy became the first town to be named officially by the United States Post Office Department”. (The above quotes were all taken from *Footprints of Roy*, 1979, by Emma Russell).

Water for the community was obtained from “Muskrat Springs” three miles away. As a means to provide a more adequate water supply, William E. Barker was said to have dug the first well in the tiny community. A small frame school was soon built. A canal, construction of which started in 1881 and was completed in June of 1883, furnished irrigation water for settlers’s animals and crops.

Water again played a major part in the development of Roy in 1937 when a meeting was called for the purpose of discussing the possibilities of obtaining a culinary water system. Incorporation of Roy was first necessary. A petition with 200 names and an organization plan were submitted to the County Commissioners. The plan was approved and James Davis was appointed as Town Board President, and on March 23, 1937, Roy City was incorporated.

Since the arrival of the pioneers more than a 127 years ago, Roy City has become a viable city in Utah with population of about 32,000 residents for the year 2000, making it the second largest in Weber County. With retail, office, and industrial business development having occurred over the past several years, the city is starting to realize a growing, and relatively far-reaching competitive business atmosphere.

Geographic Setting: Roy is located approximately two miles southwest of Ogden City, 30 miles from Salt Lake City, and directly west of Hill Air Force Base. Roy has easy access to I-15, as well as to I-84. The topography is a small and hardly noticeable flat plateau which drops quite sharply eastward to the Weber River Valley floor. To the west the topography lowers gently to the level of the Great Salt Lake. On the north end of Roy, the west slope becomes steeper as it swings in a northeast direction until the elevation differential of approximately 125 feet resembles a hillside grade. The city comprises approximately 4,620 acres of land or about 6.5 square miles.

To the west and northwest, rolling farm and pasture land captures the eye while on the east, urban development and military complexes together with the Weber River Valley limit the growth of Roy. The cities of Sunset and Clinton (Davis County), border Roy on the south, while the relatively new cities of West Haven and Hooper border the city on the West. While not located adjacent to the mountains, Roy enjoys a panorama of rugged mountain scenery to the east. The relative distance from the Wasatch Range enables Roy residents to gain a perspective of the extent of the mountain range with its majestic snow-capped peaks from north to south.

The Union Pacific Railroad bisects the city from north to south. Airport facilities are provided by the Ogden Municipal Airport, which is situated on the north east corner of the city. A network of county roads at one mile intervals connect the adjacent communities of West Haven, Hooper, and Clinton.

Existing Historical Resources: The City of Roy has a rich history. There have been several residents who have individually contributed toward preserving the community's historical traditions, collecting photographs, artifacts, letters and other written material. There are just a few areas of the city which could be considered old and that may have some historical value. However, the city has had relatively rapid growth since the Second World War. This has resulted in the redevelopment of some of the older areas of the community, which has not been particularly sensitive to historic preservation. Currently, there are only a handful of older buildings remaining in the city which may have enough historic and architectural value to warrant preserving for posterity.

Roy Historical Museum - In 1955, longtime resident of Roy, Emma Russell, began collecting historical artifacts and storing them wherever space would allow. When she and her husband ran out of space, they decided they would build a museum. Emma Russell sought out funds from individuals and foundations until there was enough money to start construction on a building. A 3,000 square foot log building, which was built at George Wahlen Park with funding principally from the Swanson Foundation, was completed in 1993. However, the location at George Wahlen Park was considered too remote to attract very many tourists, and the museum was moved to a new site in 1995. The new site was owned by the Roy Water Conservancy Sub-District, which was, and is currently, located just north and adjacent to the Hill Aerospace Museum, immediately east of I-15.

The Roy Historical Museum houses a variety of memorabilia and historical artifacts. On display are early farming implements, homemaking items, clothing, furniture, guns, photographs, cameras, sleigh and buggy, military uniforms, and many other items. The Museum is owned and operated by the Roy Historical Foundation. It is a privately owned, nonprofit organization, which is committed to preserving the history of the pioneers and their descendants.

Pioneer Cemetery - This cemetery site is located at 2700 West and about 5200 South. It was formerly a part of the Weber County Infirmary, and contained between 20 and 30

graves of the residents of the old “poor farm”. “These residents were indigents and most had no remaining relatives or friends.” (Emma Russell, *Footprints of Roy*). The graves were marked with a two-by-four, or other wooden markers, which soon fell victim to farm implements and, generally, the ravages of time. Today, there is nothing which marks these graves. Also, there is a 20-foot city utility easement which crosses the site. A plaque has been erected somewhat south of 5200 south on the city’s public works property in commemoration of those were buried there between 1881 and 1906.

Roy Cemetery - The Roy cemetery is considered to be an history book by many, as “each stone is a leaf of another time. One by one they tell of chapters gone by. Most of those who gave Roy its hard, difficult birth are there.” (Emma Russell, *Footprints of Roy*). The first or original cemetery of the community was located at 3055 West 6000 South. Some were buried there, but were later moved to the Roy Cemetery after it was established in 1903. Many of the headstones are inscribed with the last names of people who played a vital role in the founding of the community, such as Baker, Field, Jones, Hardy, Garner, Stoker, Starkey, and Hammon.

Old Sand Ridge (Sandridge) Town Site - Early in Roy’s history, the community was known as “Sand Ridge”. Other names had also been used or suggested by the early settlers, such as “Lake View”, and “Central City”. Most of the earliest and most significant buildings were constructed along what is today 6000 South, and about 2700 West. The area was first permanently settled by William Baker, who filed for homestead rights (80 acres) in 1873 “on that place full of sand and burrs and yet unnamed”. (Emma Russell, *Footprints of Roy*). In the Fall of 1874, he finished building a house, which was constructed of rough limber slabs and consisted of two rooms.

There are several older buildings still standing and currently in use on “Main Street “ (6000 South) and along the street now called 2700 West, which was the hub of the old “Sand Ridge”, or Roy town site. The most prominent of these buildings is the “Old Cannery”, originally the Jones Canning Company, located just west of the Oregon Short Line Railroad, now the Union Pacific. Later, it was also known as Varney’s Canning Factory, and Stevens Canning Factory. Today, the cannery building is used for storage, and as a work shop. Much of the building’s floor space is not in use, and the building is in general disrepair. There are several houses, perhaps between 12 or 15, both brick and frame, which are still occupied, which give this part of the city a distinctive character.

Post Office - The first post office of the city which served Roy, Sunset, and Clinton, was granted to Roy in 1894. The post office was operated out of the kitchen of the home of Orson Field, who was the first postmaster appointed in Roy. Orson Field’s home and Roy’s first post office still stands, is currently occupied, and is located about one-quarter block north of 6000 South on 2700 West. A new postmaster was appointed in 1896, and subsequently many others thereafter. In each case, between 1894 and 1943, the Roy post office was essentially operated either out of the postmaster’s home or personal business.

Planning Considerations

Historical Survey: Preservation of a community’s heritage is important to the value system of most people. Roy should pursue the goals as stated in this document. Of primary importance for the city would be to acquire professional assistance for an historical survey of the buildings of Roy to determine their historical value. The survey would identify historic structures and sites which should be preserved. Funds for this activity could be made available from the Division of State History, the Utah Heritage Foundation and the National Trust for Historic Preservation.

Roy Historical Museum: The Roy Historical Museum is a wonderful resource for the city. It was a tremendous accomplishment for the individuals responsible to be able to establish the Roy Historical Foundation, the private non-profit organization which raised the funds to build the Museum, and the volunteer effort to maintain and operate it. The city, when it is capable, should support the efforts of the Roy Historical Foundation by cooperating with the Board of Directors, and providing services and/or financial assistance when needed.

The Roy Historical Museum is located immediately adjacent to the Hill Aerospace Museum. Both are very visible from I-15, which provides substantial exposure to the thousands of travelers on the freeway. The Hill Aerospace Museum receives a considerable number of visitors throughout the year, substantially more than the Roy Historical Museum. However, many of the visitors of the Aerospace Museum see the Roy Museum next door, and take the opportunity to visit the facility. There is a chain link fence and gate between the two museums. The gate is normally open during visiting hours, which allows visitors to the Aerospace Museum access to the Roy Museum, and vice versa. For a person not familiar with the parking arrangements, access to the Roy Museum from either the Aerospace Museum and/or I-15, there is a tendency to get disoriented. It would be helpful to have some additional signage, which is readily visible from the Aerospace Museum, with specific directions for pedestrian access to the Roy Museum, and automobile access to parking set aside for visitors to the Historical Museum and/or Thompson Heritage Park/Gardens. Also, just west of the Museum, between the East Frontage Road and the Canal, there is a vacant strip of land which is a natural parking area for the Museum. However, it is undeveloped, covered only in dirt, and looks unkept. The real problem is that this strip of land is not a part of the Historical Museum and Heritage Park/Gardens grounds, but it looks as if it could be. As a consequence, this vacant strip of land detracts from the attractiveness of the Museum/Park/Gardens. The appearance and functionality of the Museum and Park/Gardens would be substantially improved, if this strip of land were developed into some parking with landscaping, or some other more attractive use, since it is essentially the front of the Museum.

Roy Cemetery: The Roy Cemetery should be given more attention from the standpoint of historical preservation, and landscape design. The cemetery has a great deal of capacity remaining and has the potential to be made into a very attractive and peaceful open space area.

Old “Sand Ridge” Town Site: The city has some historical resources in the old “Sand Ridge” town site, located approximately at 6000 South and 2700 West, in Roy. There is an industrial building, several homes, and other buildings which could be considered for preservation. There are currently very few remaining old buildings in the city. It would be beneficial to future generations of the community if something of historical character and significance could be preserved. For this to be realized, the city would need to organize and support an Historic Preservation Committee, and establish a preservation program. This effort and support of it, in some cases could be coordinated with the city’s redevelopment, and other programs.

1997 Roy Community Survey: In the survey, it was asked if the City should use funds to financially support the Historical Museum. Forty five percent responded yes, and fifty-five percent responded no.

GOALS, OBJECTIVES, AND POLICIES

GOAL 1: To preserve Roy’s historic legacy.

Objective 1: To maintain and enhance the historic values of the community.

Policy A: Conduct an historical survey of Roy, which would include sites and older, architecturally unique structures, particularly those built in the early 1900s and before.

Policy B: Continue to build on the work already accomplished with the history of Roy, and the assembling of historic artifacts, photographs, and oral histories.

Policy C: Establish a City Historic Preservation Commission, or determine the possibility of the Roy Historical Foundation serving as such, which would serve as a working and advisory body, as well as a resource and repository for the city's history.

Policy D: Continue to support the Roy Museum with city funds and through the solicitation of private donations for proper maintenance and operations of the museum.

Policy E: Establish educational opportunities for Roy's citizens and school children for purposes of raising public awareness of, and engendering a greater appreciation for, Roy's historic legacy.

Policy F: Develop an effective historic preservation program which identifies specific work tasks, activities, and responsibilities.

Policy G: Whenever possible and appropriate, require that new developments be compatible with and/or preserve historical buildings and sites which may be affected by the development.

Policy H: Seek federal, state and other funds to help support the City's historical preservation programs.

Policy I: Strive to preserve the historic values of the old section of the Roy Cemetery, and to memorialize the City's outstanding citizens in the City's parks.

Policy J: Determine the feasibility of preserving the old buildings of architectural and historical significance in the old "Sand Ridge" Town site in the area of 6000 South and 2700 West.

Residential Development

Existing Conditions/Background

Past Residential Growth: Residential development in Roy began with the construction of the first home built and completed by William Evans Baker in 1874. Shortly after, many of his relatives also came to what was then known as “Sand Ridge”, which was primarily centered on 6000 South (originally called “Cousin Street”) and 2700 West. Later, other locations were sought out for residential development. As with most other communities, residential development in Roy followed the development of roads, such as 6000 South, 5600 South, 4800 South, 4000 South, Hinckley Drive, 1900 West, 2700 West, 3100 West, and 4300 West. Homes were generally built along, and adjacent to, these existing streets, which initially resulted in a strip pattern of development. The interiors of blocks were generally left vacant or in agriculture. Until the 1950s, there were few residential developments constructed as a part of a planned subdivision with its own streets. Since then, the trend has been to build homes in subdivisions rather than on single lots located adjacent to existing streets.

Recent Residential Growth: As of the end of the year 2000, it was estimated, on the basis of the water hook-up records, that the City of Roy had 9,342 (82.5 percent) single family, 1,129 (10.0 percent) multi-family (includes duplexes and more units, and condominiums), and 818 (7.3 percent) mobile home residential units. When the above are added together, the current total number of residential units in the city amounts to 11,289. Also, there were 24 motel rooms.

The City of Roy has grown substantially over the past ten years. The building permits records indicate that during the 1990s, there were 2,851 single family, 326 multi-family, and 227 mobile home dwelling units (or a combined total of 3,404 dwelling units) added to the City’s housing inventory (see table 5, below). In comparison, in the 1970s there were 1,397 single family, 519 multi-family, and 97 mobile home units added for a total of 2,030. In the 1980s there were 1,845 single family, 6 multi-family, and 218 mobile home units, for a total of 2,069, added to the housing inventory. As is apparent with these statistics, the city’s residential growth has been expanding at a higher and higher growth rate each decade. In the year 2000, the city approved 429 single family building permits. If this trend were to continue, the city would reach build out by about the year 2010.

Table 5
BUILDING PERMITS

Type of Structure	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Single-family Units	135	116	176	203	233	284	370	362	465	507	429
Multi-family Units	0	6	0	0	0	0	0	320	0	0	0
Mobile Homes	24	25	20	32	11	24	78	12	1	0	0

Housing Characteristics: There are a variety of housing characteristics which can serve to describe the nature of the City’s housing, and to serve as indicators of the prevailing residential

quality of life in the community.

Residential Lot Size/Zoning - Based on the City's zoning districts, about 52 percent of the City's current 7.5 square miles, or 4,812 acres, is comprised of single family residential development with lots of 8,000 square feet in size. Almost 7 percent of the City's area is comprised of residential development of 6,000 square foot lots, and about 6 percent of 7,000 square foot lots. The residential zones of R-2, R-3, R-4 (duplex, triplex and fourplex units, or multifamily) comprise about 7 percent of the City's area. A very small proportion of the City, 1.17 percent, is comprised of lots that are 10,000 square feet in size. Almost 13 percent of the City's area is comprised of larger residential lots, ranging in size from 15,000 to 20,000 square feet. Mobile homes comprise 2.63 percent of the City's area. The total of the residential zones amounts to 86.77 percent of the City's area, about 6.52 square miles, or 4,175 acres.

Dwelling Unit Sizes - Mobile homes and apartments generally have the smallest unit sizes. Typically, a mobile home size may average only about 700 square feet. Apartments are estimated to be somewhat larger with an average size of 900 square feet. Many of the homes that were built during the Second World War, and in the 1950s, were relatively small in size. It is estimated that the size of these homes on the main floor only amounts to about 800, or 900 square feet. Most of these homes also have finished basements, which are comparable in size to the main floor and increases the total livable square footage of these homes. Since the 1960s, homes have become gradually larger. Today, the average home is a multi-, or split level (3-4 levels), ranging in size between 1,200 to 1,400 square feet. Some smaller homes, which range in size between 900 to 1,000 square feet, are still being built, as well as some larger ones ranging size between 2,200 to 2,400 square feet. There are very few homes in Roy that exceed the size of the larger homes described above.

Housing Density - The average dwelling unit density of the City in areas considered to be residential zones is about 2.63 units per acre. This density appears relatively low, considering that a majority of the single-family lots range in size between 6,000 and 8,000 square feet. However, the residential zoning districts in Roy also include schools, churches, parks, and roads, which lowers the overall residential density. If all of the land in the residential zones that are not directly in residential use were eliminated from these zones, the housing or dwelling unit density would be much greater. For example, when the nonresidential uses are eliminated from a 6,000 square foot lot size residential zone, the number of lots, and dwelling units, would amount to about 5.4 per acre.

Home Ownership/Value - According to the 1990 Census of Population, the City's owner occupied housing amounted to 80.5 percent, and it is assumed that home ownership is at least as high, or higher, today as it was in 1990. It is estimated that the current value of an average home in Roy is about \$135,000. According to the Greater Ogden Realtors Association, 116 homes were sold in the first quarter of 2000 in zip code areas 84067 and 84315 (Roy and Hooper) at an average sales price of \$119,194. In comparison, the Greater Ogden area average was \$130,371. In 1999, a total of 589 homes were sold at an average sales price of \$123,817 in the Roy/Hooper area. In comparison, in 1998 a total of 144 homes were sold at an average sales price of \$122,161 in the same area.

Rental Housing: The City currently has 1,110 multi-family dwelling units, of which some are owner occupied (condominiums). The vast majority of the multi-family dwelling units are renter occupied. In addition, there are an undetermined amount of single family homes that are currently being rented in the city. Currently, the typical rent

for a 2-bedroom apartment ranges between \$550 and \$700, and for a 3-bedroom apartment it ranges between \$600 and \$750.

According to the 1990 Census, about 19.5 percent of the dwelling units in Roy were renter occupied. It is not known if renter occupied housing has increased or decreased since the 1990 Census, because of conflicting indicators. County-wide, the 1990s was a decade of very substantial growth in single-family construction and relatively low home mortgage rates. This would tend to increase home ownership. On the other hand, Utah's housing prices increased 74.7 percent from 1992 to 1997. During this 5 year period housing costs increased at a faster rate than most incomes. The consequence of this is that homes become less affordable, and home ownership remains only a dream to many.

Housing Age - It is estimated, based on the City's building permit records, that about 30 percent of the City's total housing unit inventory is 10 years old, or less, as 3,404 units, a much greater amount than in any of the previous decades, were constructed in the 1990s. About 19 percent of the housing units were constructed in each of the decades between 1970-79 and 1980-89. According to the Bureau of the Census estimates, less than 2 percent of the City's housing units were constructed in 1939, or before, as the City only had 223 dwelling units by that time. About 71 percent of the City's housing stock is 30, or less, years old (see Table 6, below).

Table 6
Age of Residential Structures

1939+before	1940-49	1950-59	1960-69	1970-79	1980-89	1990-99	Aug. 2000
2%	2%	13%	13%	18%	18%	30%	3%

Source: City building permits and Bureau of the Census

Housing Vacancies - Based on the City's water disconnection records, there are currently 71 homes, or 0.64 percent of the City's total housing stock, that are not receiving water, and are assumed to be vacant.

Change of Use - Periodically, a change in residential to some other use will occur. This is relatively uncommon for most of the City's residential areas. However, there are a few areas in the City more susceptible to a change in residential use, or conversion of a residential dwelling, to a commercial office or retail use. The areas that are most affected by the change in use or conversion of a dwelling, are those where existing business districts are expanding, and where previously residential zones have been re-zoned to commercial or other non-residential use. One area which serves as an example of this kind of change in use is 1900 West in Roy. Here, there are several older homes which were built prior to the re-zoning of the properties adjacent to 1900 West to commercial, which have been converted to commercial office or retail use. There may be one or two homes per year that may be converted in this fashion in the City.

Housing Condition/Blight - Based on what can be observed while driving through several neighborhoods, most of the homes appear in good condition, and the yards are generally uncluttered and maintained. There are some areas, however, where "blight" is perceived to be a problem. "Blight" in this Plan is defined as yards and homes that are kept below the standards of the City as set forth in the City's Zoning and other Nuisance Ordinances. There are several conditions mentioned in the Nuisance Ordinance that are considered a violation of this ordinance, such as weeds, junk cars, garbage, manure, rodents, unkept landscaping, open storage, odors, dilapidated structures, and other similar

conditions. Some of the areas of the City where improvements relative to the conditions described in the Nuisance Ordinance are located in the older parts of the City, such as some residential properties located next to the UPRR and Old D&RGRR tracks where large lot horse properties predominate. The City has a code enforcement officer who generally enforces the Nuisance Ordinance only on the basis of the complaints received by the citizenry.

Of the 71 homes that are currently considered to be vacant, most of these are being offered for sale by the owners. Of these vacant homes, there may be some that could be considered abandoned and/or dilapidated. However, the City's Nuisance Ordinances will be enforced to remedy safety hazards, blighted conditions, or other problem, that may exists.

Subsidized Housing/Rehabilitation Programs - The City of Roy does not directly administer any subsidized housing, or housing rehabilitation programs. However, these programs are provided by the Weber County Community Development Department (housing rehabilitation loans), and the Housing Authority of Ogden (rent subsidies) for the benefit of Roy's residents.

Special Needs Housing/Homeless - The City has one nursing home, or skilled nursing facility called the Heritage Park Care Facility. It is currently licensed for 176 beds. The Weber Valley Detention Center is a youth correction facility, which is also located in Roy. This state youth corrections facility has 35 beds. Also there are a number of group homes, such as Sweet Charity on 2700 West. The City has no programs for the homeless. However, the City of Ogden has a homeless program that serves the greater Ogden area.

Water and Sewer Service - All dwelling units in Roy have access to water and sewer and are required to be connected to these facilities.

Household Income: Household, or family, income information was obtained from the Economic and Statistical Unit of the Utah State Tax Commission. The income statistics are based on the completed 1999 Income Tax forms filed with the Tax Commission. Statistics were compiled by state, county, City, and by zip code.

The mean household, or family, income in Weber County was \$46,321. In comparison, the State mean household income was \$50,769. In Roy, the mean household income was \$46,181, based on 11,758 returns filed. The City's mean household income was about the same as that of the County's.

Table 7
Adjusted Gross Household Income

<u>Adjusted Gross Income Class</u>	<u>Number of Households</u>	<u>Percent</u>
\$ under \$1	22	0.2

\$ 1-5000	415	3.5
\$ 5001-10000	570	4.8
\$ 10001-15000	673	5.7
\$ 15001-20000	807	6.9
\$ 20001-25000	841	7.2
\$ 25001-30000	832	7.1
\$ 30001-35000	804	6.8
\$ 35001-40000	900	7.7
\$ 40001-45000	824	7.0
\$ 45001-50000	758	6.4
\$ 50001-75000	2,775	23.6
\$ 75001-100000	1,034	8.8
\$ 100001-250000	476	4.0
over \$250000	27	0.2
Total		100
		11,758

Table 8
Adjusted Gross Income by Zip Code (84067) and Filing Status, 1999

<u>Filing Status</u>	<u>No. of Households</u>	<u>Av. Adj. Gross Income</u>
Single	3,220	\$24,814
Head of Household	1,522	\$30,075
Married Joint	7,252	\$59,578
Married Separate	167	\$36,901

For purposes of determining low/moderate income, usually state and federal agencies use median, rather than mean household incomes. In most cases, there is a fairly significant difference between mean and median income statistics. For example, Weber County's mean annual household income in 1999 was \$46,321, whereas the median income was \$36,021. The difference amounts to slightly more than \$10,000. In Roy, the mean annual household income was \$46,181, whereas the median amounted to \$40,153. The difference between mean and median income is smaller in Roy than in the County, with the difference amounting to about \$6,000.

The *Community Development Block Grant Application Guide* prepared by the Utah Community and Economic Development Department contains several income tables (prepared in 6/30/2000) which show income limits with regards to persons of low and moderate income. These tables were developed by the Department of Housing and Urban Development (HUD) for determining grants that would benefit persons of low and moderate income. For a household of three living in Weber County, the annual low income limit amounts to \$38,450, and for a household of four it amounts of \$42,700.

Planning Considerations

Residential Quality: Much of the quality of life in a community is dependent on the nature of its housing. The image of a city is to a large degree conveyed by the type, quality and appearance of its residential developments. Also, it is important to the City's financial well being (property tax revenue) that residential development in the community be of the highest quality and valuation as possible. This can be achieved by striving for excellence in subdivision and architectural design, a relatively wide mix of house sizes within a neighborhood, and high

quality home construction. The value of trees and other landscaping in residential developments cannot be over emphasized. After the initial stage of development, the proper maintenance of yards and structures should be emphasized in the City's residential standards and zoning codes.

Density: The density and location of residential development heavily influences the cost of housing, the type and level of services required, and the impacts on the natural environment. Residential development within the city should promote a variety of residential densities to address these considerations while promoting a diversity of housing choices for residents within the community. A range of housing densities should be allowed within the city, promoting various opportunities for social and economic success.

Higher density residential development should have good access to transportation routes, mass transit, commercial centers, and public facilities. Also, there should be direct access to open space, wherever possible, and schools, commercial and other activity centers, should be within walking distance, or a short bike ride to encourage alternative modes of transportation and reduce automobile usage.

1997 Roy Community Survey Results: The Roy Community Survey of 1997 had four questions that dealt with housing, and residential neighborhoods. The questions and the responses are as follows:

Higher Density Housing - There was a question which asked if higher density housing would be favored in the respondent's neighborhood. As far as duplexes, twin homes, and condominiums were concerned, a range between 14 and 17 percent said yes, and a range between 83 and 86 percent said no. As far as apartments were concerned, 7 percent said yes, and 93 percent said no. According to the above results, the overwhelming majority of the respondents would not favor high density housing.

Single-Family Residential Zoning - This question asked what kind of zoning the new single-family residential subdivision lots in the City should be assigned. Fifty-one percent said R-1-10 (10,000 square foot minimum lot size), 29 percent said R-1-8 (8,000 square foot minimum lot size), 15 percent said R-1-7 (7,000 square foot minimum lot size), and 5 percent said R-1-6,000 (6,000 square foot minimum lot size). According to the above statistics, it appears most of the respondents favored zoning that required larger, rather than smaller, residential lots.

Physical Appearance of Homes and Yards - The people who responded to the question on the physical appearance of the homes and yards in the City provided a positive rating. Seven percent rated the appearance of homes and yards as excellent, 62 percent rated them as good, 27 percent rated them as fair, and 4 percent rated them as poor. It can be concluded from the above statistics that poor physical appearance of homes and yards is not perceived to be a problem for a significant majority of the respondents.

Neighborhood Public Safety - The question of how safe people felt in their neighborhoods during the day and during the night was responded to as follows: During the Day - (a) very safe, 35 percent; (b) safe, 53 percent; (c) undecided, 10 percent; (d) unsafe, 2 percent; and (e) very unsafe, 0 percent. During the night - (a) very safe, 11 percent; (b) safe, 42 percent; (c) undecided, 26 percent (d) unsafe, 18 percent, and (e) very unsafe, 3 percent.

During the day most of the respondents felt very safe, or safe (88 percent). During the night, a smaller percentage (56 percent) felt very safe, or safe. At night 47 percent of the respondents said that they felt undecided, unsafe, or very unsafe. Generally, the vast

majority of the respondents felt safe during the day, but only a small majority felt safe during the night.

Residential Building Lot Inventory: As of the end of the year 2000, the City had 727 lots available in approved subdivisions. Most of these are in residential zones with lot sizes of 8,000 square feet or less. In addition, there are 308 lots that will be made available in the near future and which are in the approval process. Most of these lots are either in R-1-10 zones and smaller, or RE-15. With the lots that are currently available, and those for which approvals are being sought, the number of lots total 1,035.

Future Residential Expansion: It is estimated that there are about 286 vacant acres in the City that could be developed for residential use. Of this acreage, about 77 acres would be in low density areas (2 units per acre), which would accommodate about 154 residential units. About 188 acres are projected to develop into medium density (4 units per acre) residential developments, which would accommodate 752 living units. There are about 6 acres projected to develop into high density (8 units per acre) residential developments, or 48 units; and about 15 acres that are projected to develop into very high density (20 units per acre) residential developments, or 273 units.

There are about 149 acres currently in Weber County which are projected to be annexed into the City at some time in the future. About 56 acres are projected to develop into low density (2 units per acre) residential use, or 112 units; and about 93 acres are projected to develop into medium density (4 units per acre) residential use, or 372 units.

When the currently available residential lots in approved subdivisions, and future projected lots on vacant land, both inside and outside the city, are added together, the total residential lots and/or units that could be built on in the future amounts to 2,746. If it can be assumed that the population per dwelling unit ratio is 2.95, then the total build out population would amount to about 41,400. At the current rate of growth, this current and projected residential lot inventory would last about seven years (see Figure 2, Existing Land Use).

Problems/Needs: High water table, small lot zoning, proper drainage, urban design, subdivision design, dead end cul-de-sacs, street connectivity landscaping (landscape park strip width), code enforcement, bus stops, neighborhood commercial impact on residential areas (buffering), traffic in residential areas 3500 West, 5600 South, 4800 South (6 schools located here), arterial road, intersections, congestion. Need more green or open space in new residential areas. Need neighborhood revitalization, and home rehabilitation programs for the aging homes in the city.

Affordable Housing: The Utah State Legislature (H.B. 295/UCA 10-9-307) requires that municipalities provide a reasonable opportunity for their low/moderate income individuals and/or families to live in housing they can afford. The law directs the communities to provide low/moderate income housing and encourage its development to further allow persons earning in the low/moderate income category the opportunity to reside in the community.

Affordable housing defined as housing that can be occupied by persons whose household income is 80 percent or less than the county's median income. In order to be considered affordable, housing costs must not exceed 30 percent of a household's gross monthly income. The 30 percent includes taxes and insurance for both owner occupied and rental units.

In Weber County, generally, low income for a family of three is considered to be \$38,450, and for a family of four is considered to be \$42,700 according to the Department of Housing and Urban Development. Low income family income in Roy is considered to be about the same as for Weber County. Also, a great majority of the families in Roy range between three and four

members in size. Based on these income statistics, a family of three would be able to afford, at a maximum, a monthly mortgage payment (includes taxes and insurance), or rent, of about \$1,009 per month. A family of four would be able to afford, at a maximum, a monthly mortgage or rent payment of \$1,252. Considering these monthly income statistics and a mortgage interest rate of 7 percent, a family of three could qualify for a house valued at \$129,800, and a family of four could qualify for a house valued at \$144,100.

Existing Supply - In January, 2001, the Multiple Listings for Roy indicated that there were 266 active listings, of which 80 were considered new (one year old or less), and the remaining being older than one year. The 4th Quarter of 2000 statistics for Roy (zip code 84067) indicate that the average selling price was \$118,852. There was essentially no change in average selling price, either up or down, compared with the statistics of the 4th Quarter of 1999. In the 4th Quarter of 2000, the average selling price for Weber County, generally, was \$131,813, or almost \$13,000 higher than the average selling price for Roy.

The City of Roy has a fairly substantial inventory of existing improved residential building lots. As of December 31, 2000, there were a total of 727 residential lots available in approved subdivisions. This inventory would last just a little under two years considering the city's current growth of about 1000 people per year. Of these 727 lots, about 51 percent, are zoned R-1-8, (single family-minimum lot size of 8,000 square feet). About 15 percent of the lots are zoned R-1-7 (single family-minimum lot size of 7,000 square feet), about 1 percent of the lots are zone R-1-6 (single family-minimum lot size of 6,000 square feet), 20 percent are zoned RE-15 and 20 (single family-minimum lot sizes range between 15,000 and 20,000 square feet).

Five-Year Need - The City's population is growing at about 1000 people per year. If it can be assumed that the City's current population is about 33,300, and there are 11,289 housing units, then the population per dwelling unit would amount to about 2.95. If the City adds another 5,000 people in 5 years, then using the population per dwelling unit ratio above, the City would need another 1,695 dwelling units, or 339 units per year. Using 1999 Utah State Tax Commission adjusted gross income statistics, and adjusting them to 2000, it is estimated that about 57 percent of the households in Roy could be categorized as low income. Therefore, if the future income characteristics remain unchanged, then about 57 percent of the projected future housing, both new and used, would need to be priced at \$144,100, or less. If all new move-ins (from outside the City), or move ups (from within and without the City), were to purchase new homes, or used ones, it would be assumed that 57 percent of the homes would need to be within the price range which a low income family of four could afford. Annually, 193 homes would need to be available at \$144,100, or less. With the average price of a home selling at about \$119,000 in Roy over the past year, it is assumed that there would be more than an ample opportunity for a low income family of four to be able to find a suitable and affordable home in the City. In Roy, during all of the year 2000, 310 homes (out of 494) sold at a selling price of \$125,000, which is well within the upper limit of what a low income family of four could afford.

Total Residential Zoning - The total of the City's residential zones amounts to 89.11 percent of the entire area of the City. The great majority of the City is zoned for single family residential with lots of 10,000 square feet or smaller. Only 13 percent of the City's area is zoned for larger lots, or lots between 15,000 and 20,000 square feet. About 7 percent of the City's area is zoned for multi-family residential.

Effect of Existing Zoning - The City of Roy's existing zoning districts accommodate a very broad range of uses and densities. The residential zones range from one-half acre

estates to mobile home parks and apartments. As a result of this diversification of residential zoning districts, the City provides ample opportunity for families and individuals with incomes categorized, or considered, as low income to live in housing that they can afford. There is nothing in the City's Zoning Ordinances, or in the range of residential districts that could be considered to be discriminatory to lower income families or individuals. The great majority (89 percent) of the residential zoning districts allow for 10,000 square feet lots or less, which keeps land costs associated with housing to a minimum. Also, there are no minimum house (floor area) sizes specified in the Zoning Ordinances that might result in an unreasonable increase in the cost of housing.

City Programs - The City does not have any specific programs that deal with low income housing. The City does not have a housing authority, nor does it have a housing rehabilitation, or rent subsidy programs. However, the Ogden Housing Authority, and Weber County, provide these programs to the various local city governments, including the City of Roy.

Goals, Objectives, and Policies

Goal 1: To promote and encourage high quality, well planned, safe, and aesthetically pleasing residential development in the City.

Objective 1: To develop, implement, and abide by good residential development standards which will establish and maintain high quality residential development in the City.

Policy A: Review, evaluate, and update all of the City's development related ordinances, such as the Zoning Ordinance, Subdivision Ordinance, Planned Residential Unit Development Ordinance, Impact Fee Ordinance, etc., to ensure that the City's residential quality standards are implemented, and reflect the values of the community.

Policy B: Adopt residential design standards that will promote attractive and well planned and aesthetically pleasing residential developments.

Policy C: Promote infill development (including flag and right-of-way lots) that is compatible with adjacent and surrounding neighborhoods, has a high quality of design, is functional, and incorporates various innovative characteristics.

Policy D: The City's policies should encourage the development of a diverse range of housing types, styles, and price levels in all areas of the City.

Policy E: The City's policies should encourage and support equal housing opportunities in the City.

Objective 2: Encourage innovative and varied approaches to development.

Policy A: Encourage high quality residential developments.

Policy B: Require master plans for developments with more than ten lots.

Policy C: Provide for density bonuses for cluster development which provides substantial open space or common area.

Policy D: Consider a variety of ways that buffers could be provided between high and low residential density, and other incompatible uses.

Policy E: The use of energy conservation and innovative home building techniques in order to reduce construction and/or operating costs without sacrificing safety or desirability of the housing should be encouraged and supported.

Policy F: Planned Residential Unit Development regulations should be used as a tool to promote quality residential developments of innovative design, and that offer a good social and economic mix for it's residents.

Policy G: Consider zoning the remaining residentially suited vacant and future annexed land R-1-10 (10,000 square feet minimum lot size) or greater to broaden the existing choices of housing types, size, and diversity.

Objective 3: To adequately enforce the City's existing ordinances, and adopt new ordinances and support the establishment of programs, that are designed to improve housing and neighborhood quality.

Policy A: The City should consider and encourage neighborhood watch programs.

Policy B: The City should support more code enforcement efforts that result in effective code enforcement and educational programs.

Policy C: The City should complete a community survey of visual assets and liabilities, and other neighborhood problems so that corrective measures can be implemented.

Policy D: The City should conduct a survey of housing quality and condition, and become more aware of, and take a more active part in, the housing rehabilitation programs offered by Weber County and other organizations.

Goal 2: To preserve existing housing stock and revitalize existing housing and neighborhoods when appropriate and feasible.

Objective 1: To redevelop and rehabilitate housing and neighborhoods which have deteriorated in quality and livability.

Policy A: The City's housing stock should be maintained according to adopted standards, and substandard housing should be improved to standard condition, if economically feasible.

Policy B: Any housing units in the City that are dilapidated and unsuitable for rehabilitation, should be removed by the property owner, or those having the authority, in a timely fashion..

Goal 3: To meet existing and future moderate income (affordable) housing needs of the City.

Objective 1: Provide realistic opportunities to meet the objectives of the State Moderate Income Housing Law.

Policy A: The infrastructure needs, if any, should be provided for, particularly if the improvements enable improvements in the quality and availability of affordable housing and the neighborhoods in which they are found.

Policy B: Ensure that the City's Zoning Ordinance does not create barriers for implementing affordable residential developments.

Policy C: Encourage the rehabilitation of existing uninhabitable housing stock, when feasible, and make them available to moderate income families.

Policy D: Consider waiving a portion of the fees generally required by the City's building and other permits.

Policy E: The City should find ways in which greater utilization of local, state, and federal funds could be used to promote the development of moderate income housing.

Policy F: The City should make greater use of programs offered by the Utah Housing Finance Agency, and the Utah Department of Community and Economic Development, for the development of affordable housing.

Policy G: The housing needs for low and moderate income families and senior citizens in Roy City shall be determined by the City on a regular basis, or as the need arises.

Policy H: The City should support affordable housing programs that include the construction of new units, the utilization of existing units, as well as the renovation of sub-standard units.

Commercial/Industrial Development

Existing Conditions/Background

Commercial Development

There are several nodes, or districts, in the City either comprised of commercial development, industrial development, or a mixture of both. Most of the commercial development is comprised of retail activities. There is a limited amount of office development. Industrial activities are also fairly limited in the City, with only one major employer, and a few other smaller industrial operations. As with most communities, the population base is required to reach a certain critical mass before commercial, and possibly industrial, developments are attracted to these communities. The population of Roy has grown quite consistently and substantially during the past decade, which has stimulated the growth in commercial/industrial development during the same time period.

The City's principal commercial district is located along 1900 West from the south city limits to about 5100 South. Because 1900 West is an important north/south transportation route with a considerable amount of traffic, businesses have found this location favorable from the standpoint of accessibility and business exposure to a considerable amount of potential customers. The business district is considered to be a commercial strip, since development is basically limited to the areas immediately adjacent to, and both sides of, the street. The exact amount of commercial square footage that has been built in this district is not known, but it likely amounts to several hundred-thousand square feet. The largest businesses in the district are grocery stores, such as Harmon's and Albertson's. There are numerous smaller businesses in the district as well, such as fast food restaurants, convenience stores, used car dealerships, professional offices, and the like.

There are four smaller, or neighborhood commercial, districts that have been developed more recently. These districts are mostly anchored by grocery stores, and the total square footage is estimated to be less than 100,000 square feet. These districts are located at the following intersections: 4800 South and 1900 West (convenience store and fast food restaurant), 4800 South and 3500 West (Winegar's Grocery Store and some smaller shops), 4400 South and 1900 West (U and I Grocery Store and some smaller shops), and 3500 West and 5600 South (Kent's Grocery Store and some smaller shops).

The City's commercial districts are zoned either, C-2 (General Commercial), CP-1 (Neighborhood Commercial), or CP-2 (also, General Commercial). The C-2 Zone is the largest with 181 acres, or 3.76 percent of the zoned land in the City. The CP-2 Zone has about 90 acres (1.87 percent), and the CP-1 Zone has less than 1 acre. In total, the City has about 272 acres, or 5.63 percent of the City's zoned land, that are zoned Commercial.

Industrial Development

The City's industrial districts are located in the northern part of the City. There is a relatively large area on 1900 West and 4000 South (south side) next to the Ogden Airport. This industrial area, Zoned MP-1 (Manufacturing) is occupied by one owner, Iomega, which specializes in information storage devices. There is another industrial area located between the Union Pacific Railroad and old Denver and Rio Grande Railroad tracks. This area, which is somewhat larger than the Iomega area, is bounded on the south by 4800 South, and on the north by 1900 West (State Highway U-84) and the D&RG Railroad tracks. There are a number of smaller businesses located here, in contrast to the one user (Iomega) in the area on 1900 West and 4000 South.

The total acreage of the Industrial Zones amount to about 203 acres, or 4.23 percent of the zoned land in the City.

Employment

Commercial and industrial employment figures for Roy as categories are not readily available. However, existing and projected total employment statistics are available from the Governor's Office of Planning and Budget and the Wasatch Front Regional Council (WFRC). The statistics are approximate, since they are organized according to traffic analysis zones, a geographic unit utilized for transportation planning. In 2000, the city had a total non-agricultural employment of 6,150 (WFRC estimate), of which a majority are estimated to belong to the commercial and industrial categories. Projected in the year 2005, Roy is expected to have a total of 8,249 employees, which is the second highest amount in Weber County. Only Ogden exceeds Roy in the number of employees projected for 2005 with 77,798 employees. These projections, however, do not consider the currently planned downsizing of Iomega, which will likely reduce the city's employment numbers. In the year 2030, about 15,000 employees are projected for Roy, an increase of about 82 percent. Much of this projected employment growth is expected to occur through the development of unused capacity, and the intensification (redevelopment) of existing industrial/commercial development.

Problems and Needs

Strip Commercial/Side Friction - The largest and most intense industrial/commercial area in the city is located along the 1900 West corridor. The area has grown in a piecemeal fashion, with little consideration for site planning and access management principles, and complimentary land use types. The 1900 West corridor is one of the busiest streets in the City, because it is a major transportation facility west of I-15, and the numerous businesses that are located there. Because of numerous egress and ingress movements of vehicles related to the commercial/industrial development in the corridor, the flow of traffic has slowed considerably and presents greater traffic safety problems. This situation causes traffic congestion not only for through traffic, but also for traffic desiring to access the businesses along the way. In the strictest sense, this is a traffic related problem, but it also affects the economic viability of the businesses in the 1900 West corridor. If people perceive traffic congestion that results in difficulty in gaining access to these businesses, they will tend to stay away and frequent businesses that do not have this problem. Some thought will need to be given to possibly implementing some access management programs in the future to correct or minimize the problem.

Land Use Incompatibilities - There are a number of businesses, both old and new, that seem out of character with many of the other businesses in the 1900 West corridor. There is a mixture of well planned and designed, and well maintained businesses, and poorly planned and designed and poorly maintained businesses. This presents a problem, particularly to the well maintained businesses, since poorly maintained business adjacent to well maintained businesses have a tendency to diminish the economic viability and value of these businesses. The best solution would be to give some consideration to involving areas that are poorly maintained, are old, and/or that have undesirable land use, in the redevelopment process. Currently, there are a five redevelopment districts that were established in the past. It is possible that new districts could be established to help solve some of the existing problems in the area.

There are neighborhood commercial areas emerging in other parts of the city, outside of the 1900 West corridor, such as along 3500 West. There has been some concern with regard to impacts of the neighborhood commercial on adjacent existing residential development. To address this problem, it has been suggested that the scale and design of the proposed commercial

developments be thoroughly evaluated so that they will be as compatible as possible with adjacent residential developments. This could be accomplished by establishing and making provisions for neighborhood commercial zoning districts and Zoning Ordinances.

Commercial Organizations - Currently, Roy does not have an active organization, such as a city-based Chamber of Commerce, promoting commercial activity, or assisting existing businesses with problems or other issues. There is a Greater Ogden Area Chamber of Commerce, but it is not clear how many businesses from Roy actually participate in this organization, and what effect this organization has had on the business community of Roy. It may be worthwhile for the city to look into forming a local Chamber of Commerce, as this may improve the cohesiveness and vitality of Roy's business community.

Planning Considerations

The opportunity for residents to work close to their home should be an important objective of the General Plan and the Land Use element. In creating a "jobs to housing" balance, residents of the community will have a shorter commute time and distance, while having the option to use alternative modes of transportation. An economic base within the community, located in local employment centers, will result in a growing sense of community and greater quality of life. Even though most residential neighborhoods are not expected to include employment centers in their plans, service and retail employment in such communities could consider similar alternatives.

The City should encourage small businesses within the community, including home-based businesses, as appropriate. As employment in the city continues to grow, the city should encourage options for telecommuting, flexible schedules, and other innovative techniques to decrease work trips.

The City should consider 1900 West as a commercial corridor and encourage retail centers to locate along this corridor.

1997 Roy Community Survey Results - With regards to the opinions of the Roy public, the 1997 Survey asked about the development of commercial districts in the City. Majority (62 percent) indicated that it was about right. The same result was obtained when asked the same question about the development of retail businesses. With regard to the development of light manufacturing, 53 percent said that it was about right, and 41 percent said that it was not enough. A majority of those surveyed believed that the development of home-based businesses was about right (57 percent), and 32 percent felt that it was not enough. Also, the survey asked about expanding the existing primary commercial district along 1900 West. About 38 percent said that the district should expand north to the city limits, 11 percent said that it should expand south to the city limits, 30 percent said that it should expand both north and south, and 18 percent said that it should not expand (see Appendix A, 1997 Community Survey, for more information).

Goals, Objectives and Policies

Goal 1: To encourage well designed and attractive commercial/industrial environments at appropriate locations in the City.

Objective 1: To require, maintain and enforce high development standards at all commercial/industrial locations.

Policy A: Encourage commercial development to locate along 1900 West whenever possible.

review.

Policy B: Enforce high site plan and design standards during development

Policy C: Develop comprehensive entry way policies to provide direction for appropriate entry way identification.

Policy D: Create a city beautification plan to enhance the street scape within the central business district.

Policy E: Develop a street and building lighting policy or plan.

Policy F: Locate commercial/industrial zones adjacent to collector and arterial streets, avoiding local streets which serve residential zones.

Policy G: Existing businesses on collector and arterial streets should be allowed to expand while providing an adequate buffer with adjacent residential zones.

Policy H: Encourage commercial uses to be developed in centralized nodes rather than as strip commercial whenever possible.

Policy I: Consider expanding the city's primary commercial district along 1900 West as much as possible in order to maximize the city's business potential and tax base.

Policy J: Consider expanding the city's light industrial areas whenever feasible or practical in order to maximize the city's employment base and the opportunities for the city's citizens to work within the community.

Policy K: Require new businesses in the city's commercial and light industrial areas to be compatible with, and complimentary to existing business, and develop new and/or pursue existing programs that will correct existing incompatibilities and other problems, such as through redevelopment and other programs.

Goal 2: To establish an effective commercial revitalization and development plan and implementation programs.

Objective 1: To effectively manage the existing redevelopment districts, and establish and effectively manage new ones where economically feasible and prudent.

Policy A: Create an economic development master plan for the City, which would include the development of commercial/light industrial land use.

Policy B: Work with the Ogden/Weber Chamber to develop a marketing strategy for commercial development.

Policy C: Explore the pros and cons of establishing a Roy Chamber of Commerce, and consider establishing a business organization for the benefit of the Roy businesses.

Policy D: In areas where redevelopment may be feasible and a solution in solving existing problems associated with commercial/industrial development, an action plan should be developed that would identify specific tasks and time lines for implementing proposed and/or new redevelopment districts and projects.

Economic Development

Existing Conditions/Background

Background

The City of Roy started its economy with agricultural activities, as most Utah communities did in the latter part of the 19th Century. As businesses became established in Ogden and environs, the demand for workers and places for them to reside increased. This was particularly true in the 1940s, during the Second World War. At that time, Hill Air Force Base (HAFB) was established, which is located adjacent to, and just east of Roy. The Base became an employment magnet fairly quickly for much of the Ogden area. Since Roy was conveniently close to the base, the city became an ideal place for employees of HAFB to live. Over the years, the Base became one of the largest employers in the State, which provided the impetus for Roy's residential growth. Since then, Roy has experienced significant residential growth, becoming basically a bedroom community for the Base and other employers in the Ogden area. Home construction boomed during good economic times, which provided employment opportunities for laborers and skilled craftsmen in the construction and related industries. As Roy's residential developments and population grew, it soon became obvious that there was a market and employment base for commercial retail, services, and industrial development. Today, most of the work force residing in the City is employed in the defense, education, commercial retail/service, and high tech manufacturing sectors.

Most economic indicators show the Ogden area and the region as a whole will continue to benefit from business expansions and relocation, tourism, retail trade, services, construction, and value-added agriculture. City residents have expressed an interest in an economic climate that can expand business opportunities in the face of new challenges. Therefore, the region must expand its economy on the basis of available resources, ensuring that development is balanced with the surrounding environment. Under this scenario, Roy can become economically better established or revitalized, and improve the balance between jobs and housing within the city in the future, which would reduce the need to travel long distances for jobs, goods, services and recreation.

The Weber Economic Development Corporation (WEDCOR) in association with the Ogden/Weber Chamber of Commerce, and the State of Utah all provide a certain amount of economic development services to the city. WEDCOR is funded by the State of Utah, Weber County, and other funding sources. The organization has an Executive Committee and an Economic Development Planning Committee (WEDC). These Committees meet regularly to undertake economic development evaluations and formulate strategies to guide economic development in Weber County. The organizations regularly revise and update goals and action steps annually in order to sustain future economic growth.

Redevelopment Districts

The City has an active Redevelopment Agency, and currently has five redevelopment districts. Two of the districts have a debt of about one million dollars, each. All of these districts are located in the 1900 West commercial/industrial corridor. Two additional districts are being studied to determine if they are financially feasible, which are also located in, or near, the 1900 West commercial/industrial corridor (see Figure 8, page 75).

Market Place District (No. 186): This district includes numerous parcels beginning at a point on 1900 West at approximately 5400 South. The district runs east to the Union Pacific Railroad tracks, north along the tracks to Riverdale Road, west to 1900 West, and then south to the beginning point. This, and Iomega East, were the first districts established in the City in

1981. Originally, the areas of the district included the Harmon's Market Place Plaza north to 4000 South along 1900 West. It was established to stimulate retail growth, specifically a grocery store and several small retail stores. The north end of the district included an area that is now known as Iomega East, which was included to stimulate industrial growth. In 1990, the district was split into two separate districts: the southern district retained the name of Market Place, and the northern district was named Iomega East. The two districts will expire in the year 2011.

Wasatch Executive Park (No. 254): This district is also commonly known as Iomega West, and was formally established in 1997, with the completion of the Iomega Headquarters Building. The northeast border of this district begins at the northwest corner of 1900 West and 4000 South. It extends west to 2175 West, south along 2175 West to 4200 South, east along 4200 South to 1900 West, and north to the beginning point. Iomega officials report that they plan to move all remaining Utah employees into the two buildings in the district over the next several years, with possible plans to build a third building in the undeveloped area of the district located between 2025 West and 2175 West. The expiration date of this district is 2027.

Iomega East (No. 271): This district has a triangular shape and contains several parcels that comprise the older Iomega complex. The northwest border of the district begins at the southeast corner of 1900 West and 4000 South. It extends east to the Ogden Airport property, southwest to 1900 West at approximately 4200 South, and north along 1900 West to 4000 South. With the relocation of Iomega headquarters in 2001, several of the buildings in the district are vacant and new tenants will need to be found.

City Centre (No. 272): This district was established in 1990 to simulate retail development in this area. The intent was to develop a retail center, which included a new and expanded grocery store (Albertson's) and several smaller tenants. The northeast border of this district begins on the southwest corner of 1900 West and 5600 South. It extends west to 2050 West, south along 2050 West to 5700 South, east along 5700 South to 1900 West, and north to the beginning point. There are seven small parcels that were included in the district. The district expires in the year 2020.

Eastside 1900 West (District No. is pending): This district was established in 2001. The district was established with the intent to reduce and eliminate blighted areas, facilitate new development, and encourage current businesses to renovate and beautify the area. The district runs south from the current Harmon's Market Place District at 1900 West and 5400 South along 1900 West to the Roy City boundary. All the land between 1900 West and the Union Pacific Railroad tracks to the east is in the district. This district will expire in the year 2031.

Problems and Needs

The City of Roy needs to expand the commercial tax base if the City is to continue to provide the services at a reasonable cost to its citizens. This could be accomplished by the creation of more jobs, offering a better variety of goods and services in the community in order to minimize the leakage of sales tax revenue from the community, and/or establishing additional taxes, such as on tourism and restaurant establishments, if feasible. There is a perception in the city that there are too many fast food restaurants and not enough larger, higher quality retail stores in the city. Mentioned as desirable new commercial developments are: a "nice" motel, good sit-down restaurants, a movie theater, clothing stores, and a new car sales establishment. Also, a "large box" retail establishment, such as a Target, Wal-Mart, or a K-Mart was mentioned as types of retail businesses that would be an asset to the City.

The City derives most of its revenues from sales taxes, property taxes, and franchise taxes. Smaller amounts of revenue are received from the state (B & C Funds for highway

maintenance), motor vehicle fees, impact fees, liens and permits, and Weber County paramedical. There is a high reliance on sales taxes, which amounts to about 42 percent of the city's total revenue. Only 30 percent of this is generated from within the city at the point of sale, and the rest is provided by the state, which receives this revenue from sales tax surplus-producing communities. Property taxes account for about 24 percent of the revenue generated by the city, which, for the most part, comes from residential valuation. Franchise taxes account for about 18 percent of the City's revenue.

There is still not enough high quality commercial retail or service developments in the City. The only prospects for significantly increasing the commercial tax base in the near future is in the 1900 West commercial corridor through expansion onto vacant lands or redevelopment. This will help to increase the City's sales tax revenues, which are currently being subsidized by the state as the point of sale revenues are deemed to be below average for the city. The City also relies heavily on property and franchise taxes for its revenue. Therefore, it will be very important for the City to adopt policies and programs which will maintain and increase the potential for the highest possible

Figure 8
Redevelopment Districts

residential, and commercial/industrial valuations.

There are some that believe there has been some residential and business district deterioration, and that not enough is being done about this. The tools that have been identified to deal with this problem are redevelopment, implementation of higher standards of design for new development, and better ordinance enforcement.

The City does not have a proactive plan or strategy for economic development. It is currently relying on a limited amount of WEDCOR and the Ogden/Weber Chamber of Commerce for economic development services and/or programs. Also, there has never been a comprehensive economic development study conducted for the City of Roy, which some of the city's officials believe needs to be accomplished in the future. The City would be well served in beginning an economic development program by the establishment of an Economic Development Committee. Better use of the the Ogden/Weber Chamber of Commerce could be made, generally, and by asking for assistance in establishing a comprehensive economic development program, specifically. As a part of any economic development program, the feasibility of providing economic incentives to expanding and/or new businesses, such as a deferred loan grant program, needs to be explored. Also, the pros and cons, or feasibility, need to be determined of establishing a local Roy Chamber of Commerce.

The loss of Iomega's manufacturing division, headquarters, and hundreds of jobs associated with them can be perceived as a relatively serious problem to the city, at least in the short term, as Iomega is the largest employer in the City. Effort will need to be made to help Iomega to expand its remaining research and development division, sublet unused building space, and complete the development of Iomega's site, which is currently vacant.

Some concerns have been expressed with regard to what is perceived as negative influences on the City's commercial growth. These concerns are based on the following:

(1) There are a number of commercial parcels in the 1900 West commercial/industrial corridor that are thought to be relatively small and/or lacking sufficient depth for meaningful and effective commercial development, and in order for this problem to be overcome, they must be consolidated, or enlarged, to create larger sites for future commercial development. In some cases the problem of depth can be overcome, but in many others there is no apparent solution.

(2) Congestion in the 1900 West corridor has been mentioned as a problem. The intersections throughout much of the day are very congested and have very low levels of service. Also, 1900 West is heavily traveled, and there is little control of traffic ingressing and egressing the businesses along 1900 West and its intersections. This problem could be addressed through the development of an access management plan and improved site plan design standards for the 1900 West corridor.

(3) There are some isolated areas where businesses are rundown, are not aesthetically pleasing to look at, and seem incompatible with many of the adjacent businesses. It would seem that the City's redevelopment programs could resolve this problem. Some of the uses in the redevelopment districts need to be evaluated, or re-evaluated, for better potential uses that could be developed in them. More attention needs to be paid to cleanup and beautification. Also, some thought may need to be given to the establishment of a special improvement district (SID), which could be used for clean up and the development of infrastructure, and establishing decorative street lighting in all business areas.

(4) There is some concern that some of the new neighborhood commercial development

outside of the 1900 West commercial/industrial corridor are intrusive to the surrounding residential developments. The city is grappling with the question of what this commercial development should look like, and how to make it less intrusive to, or impose less impact on the adjacent residential developments.

(5) The Union Pacific Railroad spur and a power easement in the area between 1900 West and I-15 in Roy present some particular problems for the commercial areas west of 1900 West. The spur and power easement are divisive to the city's primary commercial district, and many of the commercial parcels are short in depth because of the presence of these facilities, which are directly behind these parcels to the east. As the railroad spur is infrequently used, consideration should be given to evaluating the spur as to the feasibility of eliminating or relocating it. The same should be accomplished with regard to the power easement. Elimination or relocation of the spur and the power easement would greatly benefit this commercial/industrial area of Roy, and the city in general, since there are few other options available in expanding and making more viable this particular commercial area.

Planning Considerations

The goal of a diversified and healthy economic base is rooted in the desire to maintain and improve the community's standard of living, or quality of life, with less reliance on a few major industries. A diversified local economic base is intended to provide greater stability in the area's income and employment in the event that any one sector of the local economy experiences a slowdown in its activities. The General Plan policies for economic development should identify the role the City should play in determining the composition of the economic base and be reflected in its public policies. The major role of the City is in providing infrastructure and services in a fiscally prudent manner, which creates the proper environment for economic development to occur. A sound economy is important to the livelihood and well-being of Roy City residents and communities. Defining a vision for economic and community development requires a thorough assessment of the area's economic potential, needs, opportunities, and constraints.

The overall business climate in the region can be enhanced through state, county, and local actions and initiatives, primarily through tax and business incentives policies, the availability of capital, and the deployment of infrastructure and services. To enhance the city's economic development opportunities, the area should continue to make housing an affordable commodity, and improve the city's infrastructure, community facilities, and cultural and recreational amenities.

The policies for Economic Development should be related to methods and incentives for attracting compatible businesses and industries which contribute to the diversification and enhancement of the City's economic base. Businesses and industries which are compatible are also desirable and should be subjects of recruitment and promotion on a cooperative basis between the public and private sector.

Policies should support the role of the central business district (CBD) as the City's largest and most important activity center. The CBD should play the role of a downtown, as the center for business, government and cultural activities. Policies encourage the creation of an environment which reflects the unique opportunities that exist in the CBD. Issues regarding parking, pedestrian access, congestion, access management, and zoning should be addressed in policies that will enable the coordination of physical development in the CBD.

The City of Roy should play a significant role as catalyst or facilitator for quality development

and/or redevelopment in the City. Thoughtful land use decisions, comprehensive transportation planning, and sensitive environmental controls, combined with economic development opportunities should aid in generating quality jobs and contribute to the enhancement of the quality of life of the City's residents.

The City should give consideration to, and expedite the creation of, (if feasible) new redevelopment districts. Two proposed districts that have been studied are the "Riverdale Road" District, and the "northwest corner of 5600 South and 1900 West" district.

The Riverdale Road District has been identified as having possible future retail and entertainment development potential. The district would begin at the Roy/Riverdale border on Riverdale Road, and extend west to 1900 West along Riverdale Road, along 1900 West to 5150 South, east along 5150 South to Airport Drive, and south to Riverdale road.

The 5600 South 1900 West District has been identified as having possible future expansion of existing retail development potential. There is an older grocery store owned by Smith's Inc., which no longer fits the needs of the company. The existing site is currently not large enough to accommodate a Smith's "superstore", which the company may be considering for this site. Also, the buildings directly west of the Smith's building are older and not organized well for a full service complex. The buildings to the north are made up of numerous small rentals, with no frontage and poor access. The proposed area would run from the corner of 1900 West and 5600 South, west to 2000 West, north to 5500 South, east along 5500 South to 1900 West, and south to the beginning point.

The Ogden Airport is located immediately adjacent to the City's north boundary. This airport primarily serves small aircraft, but has the capacity of accommodate larger, commercial jet aircraft as well. The City should evaluate the potential of the airport, and try to take advantage of this resource for economic development purposes, even though the airport is not located within the City's limits.

Residential property values can be maintained and improved by fostering and stimulating the development of quality of life amenities in the City, such as a first class golf course, equestrian facilities, parks, trails, municipal or private swimming pool, a spa, an amphitheater and other cultural facilities. Reasonably good access to public schools and other educational facilities and to shopping and services also plays an important role in enhancing residential property values. These amenities help to maintain the City's property values, and livability.

The city should strive to attract high quality residential and commercial/industrial developments for the remaining vacant land and redevelopment areas. In addition, the planting and maintenance of street trees, the implementation of minimum urban and building design standards, and landscape planting and maintenance standards can significantly influence the quality and value of the City's residential, and commercial/industrial developments.

1997 Roy Community Survey Results - The Roy survey asked the following questions: *How would you rate the following economic conditions in Roy?* The question dealt with several conditions, which included: (1) job opportunities (2) City government's promotion of economic development (3) Roy City's success in attracting new businesses to the city (4) Roy City's success in encouraging local business development and expansion, and (5) General direction of economic development in Roy. With regard to question one, 78 percent said job opportunities were fair to poor, and 22 percent said they were excellent to good. With regard to question two, 76 percent said that the city was doing a fair to poor job in promoting economic development, and 24 percent said it was excellent to good. As to Roy's success in attracting new businesses, 72 percent said it was fair to poor, and 28 percent said it was excellent to good. With regard to

the City's success in encouraging local business development and expansion, 70 percent said it was fair to poor, and 30 percent said it was excellent to good. Lastly, as far as the general direction of economic development was concerned, 70 percent said it was fair to poor, and 30 percent it was excellent to good. Generally, the survey respondents did not give high marks in the area of the city's economic development opportunities and programs.

Goals, Objectives and Policies

GOAL 1: To improve and make possible the realization of a high quality of life for the city's residents through the pursuit and implementation of good economic development practices.

Objective 1: To promote and encourage commercial, industrial and other economic endeavors to strengthen and improve the city's tax base and quality of life.

Policy A: Coordinate closely with, and make better use of, private, county, and state economic development organizations, such as WEDCOR, Ogden/Weber Chamber of Commerce, and Economic Development Corporation of Utah (EDCU).

Policy B: Establish a local Economic Development Advisory Committee.

Policy C: Promote a positive environment (infrastructure, services, availability of capital, business-friendly tax structure, development incentives, and the like) for the growth and development of economic activities which will enhance the City's quality of life.

Policy D: Determine the amount of public financial resources required to support the desired life-style choices of the City's residents.

Policy E: Provide adequate infrastructure to support the anticipated needs of commercial, industrial and residential development.

Policy F: Make full use of the locational advantages of freeways, arterial streets, and other transportation facilities (Ogden Airport, and Commuter Rail) in planning for commercial/industrial development.

Policy G: Be proactive in the recruitment of businesses that are desirable and needed by the city, such as a "large box" retail establishment, a quality motel, good sit-down restaurants, a movie theater, clothing stores, and a new car sales establishment.

Policy H: Evaluate the City's current and future commercial retail land uses to assure that the city's commercial retail development reaches its full potential.

Policy I: Focus and establish programs and/or ordinances that will improve the urban design, land use, quality of construction, and existing aesthetic qualities of the city's commercial and industrial areas.

Policy J: Develop realistic and practicable economic development plans and/or strategies that will enable the city to meet its economic development goals and objectives.

Policy K. Become and remain informed about the city's economic development problems, such as commercial/industrial vacancies, underutilized land, traffic

congestion and safety, run-down or poorly maintained areas, and like problems in order that they might be systematically addressed and resolved.

Policy L: Evaluate the uses of the existing redevelopment districts in order to maximize, or improve, the potential uses within them.

Policy M: Be proactive in efforts to assemble and consolidate small, or constrained, parcels for development and/or redevelopment whenever possible in order to maximize their potential uses.

Policy N: Keeping in mind the various interests, needs and values of the City as a whole, protect the interests of the existing business community, and strive to make or keep the existing commercial/industrial areas vital by being supportive, and not promote or engage in counter-productive actions.

Objective 2: To promote and encourage the conduct of a variety of cultural activities or events within the City to improve the quality of life amenities and to make the city a more desirable place to live and do business.

Policy A: Provide financial and/or other support to the City's cultural organizations.

Policy B: Continue to encourage and support the City's theatric activities, through the development of an amphitheater and other investments in theatric activities.

Policy C: Establish and make successful an unique annual event which will identify the City and provide it with a good image.

Policy D: Encourage and support the visual and performing arts as much as possible.

Objective 3: To become familiar with and utilize a variety of economic development tools which are available to the City.

Policy A: Utilize the full array of economic development tools, such as "redevelopment", special improvement districts, and other tools for assisting in the establishment and maintenance of desired commercial/industrial and residential development in the City.

Policy B: Determine the kind of incentives the City could offer to attract desirable economic activities.

Roy City General Plan

Completed in 2002 by

**Roy City Development Services Division
Planning Commission
Administrative Staff
and
City Council**

List of Officials

Mayor

Mayor Roger Phil Burnett
Glade Nielsen (Past Mayor)

City Council

Margie Becraft
John Cordova
Tommy Smith
Dan Tanner
Dave Tafoya
Patsy L. Donehoo (Past Council Member)
Charles E. Duncan (Past Council Member)
Alan Nakayu (Past Council Member)
C. Brent Saxton (Past Council Member)

Planning Commission

Larry Peterson, Chairman
Douglas Allred
Larry Brown
Brad Hilton
Genevieve Kirch
Roy Watts (Past Chairman)
Karlene Yeoman
Ray Alvey (Past Member)
Brad Beyeler (Past Member)
Sharalee Hall (Past Member)
Dean Martinez (Past Member)
Al Poppell (Past Member)
Tommy Smith (Past Member)
Anna Williams (Past Member)

City Staff Who Assisted With General Plan

Andy Blackburn, City Attorney
Christopher G. Davis, City Manager
Michelle Drago, Planning Assistant
Mark E. Larson, City Planner
Ryan Lewis, CAD Specialist
G. Blake Wahlen, (Former City Manager)
Chris Zimmerman, Community Development Director

Technical Assistance by

George Ramjoué, Wasatch Front Regional Council

**The City of Roy, Utah
A Municipal Corporation**

Ordinance #

An Ordinance Adopting The General Plan

Whereas, Section 10-9-204, Utah Code Annotated, 1953 as amended, provides that it shall be the function and duty of the Planning Commission, after holding public hearings, to make and adopt and certify to the legislative body, a General Plan for the physical development of the municipality; and

Whereas, as required by Section 10-9-302, the General Plan with the accompanying maps, plats, charts, and descriptive and explanatory material, shows the Planning Commission's recommendations for the physical development and includes, among other things, the general location and extent of streets; and

Whereas, on July 9, 2002 the Planning Commission adopted and certified the General Plan to the City Council;

Whereas, public hearings were held by the Planning Commission and the City Council;

NOW THEREFORE, BE IT ORDAINED by the City Council of Roy, Weber County, Utah as Follows:

Section 1. Repealer. The Comprehensive Master Plan of November 24, 1981, which was previously adopted by the City, is hereby repealed.

Section 2. Enactment. The document entitled, *City of Roy General Plan, 2002*, is hereby adopted as the General Plan for Roy City.

Section 3. Implementation. The City administration is directed and authorized to begin the staff work and procedures necessary to bring the ordinances of the City into compliance with the General Plan.

Section 4. Conflict. In the event of conflict between an ordinance and the General Plan, the provision of the ordinance will prevail. The adoption of this General Plan shall not be a limitation or restriction upon the discretion or judgement of the City Council, or any member thereof, present or future, in adopting, proposing to adopt, or refusing to adopt an ordinance providing for a text amendment or a map amendment in the Zoning Ordinance.

Section 5. Amendments. The Planning Commission may, as frequently as needed, or at a minimum every three years, re-evaluate and amend, extend, or add to, the Plan or carry any part of subject matter into greater detail, except that such changes shall not be effective until approved by the City Council.

Section. 6. Effective Date. This Ordinance shall take effect immediately upon posting as required by law.

PASSED AND APPROVED this August 6, 2002.

CITY OF ROY

ATTEST

Recorder

Mayor

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Urban Design and Aesthetics

EXISTING CONDITIONS/BACKGROUND

The City of Roy is a relatively mature or developed community as most of its vacant spaces have been used for urban development. There are numerous buildings and other structures that have been built over the years with a wide variety of designs and appearances. Most impressions of the City will be obtained as people travel through the City using the city's streets. Therefore, the appearance of the street scape and adjacent buildings will naturally create the first impressions of the community. Also, when the natural environment is observed, such as the foothills and mountains located primarily to the east, but some are also located to the northeast and southeast, and the Great Salt Lake, primarily located to the west, this can become a very prominent component of the aesthetics of the community. Broad vistas generally to the east, where nearly 60 miles of a very imposing Wasatch Mountain Range, are visible on a clear day. The natural beauty and high aesthetic qualities of the environment are unique and clearly provide the community with its most valuable aesthetic assets. Every effort should be made to preserve these qualities and count them as a part of the City's quality of life.

Problems and Needs

In spite of vast amounts of natural open space and natural beauty relatively close by, the city is not without its problems, which hopefully can and will be remedied with the adoption and enforcement of good design, development and redevelopment standards. There are pockets in the city which have grown over the years that did not have enough development control and enforcement of standards. Therefore, some commercial/industrial and residential developments were allowed to be built with less than desirable site planning, design, and implementation of improvements. In some cases, plainly visible outside storage of equipment, (sometimes known as junk and trash) have accumulated on certain properties, primarily because of a lack of enforcement knowledge and capability, and inadequate development and design standards. In addition, there are several roads with weedy park strips and otherwise unkept landscaping in the public right-of-way. This problem is not unique, and occurs often in small developing communities. Even though the community may have a desire to rid itself of the blight, it is many times quite difficult to do, as code enforcement is fairly labor intensive and sometimes involves lengthy legal processes.

PLANNING CONSIDERATIONS

The Urban Design and Aesthetic Element should focus on the end result of the land development process. What the community looks like and whether the man-made environment fits with its physical setting is of primary concern. The General Plan has many policies that are concerned with the need to consider physical development within a community-wide framework that recognizes the unique aspects of the City's setting and development character. Future development can build on and enhance significant characteristics that have resulted from past practices.

The City could improve its existing codes by adopting and implementing more innovative and stringent development standards, zoning, sign and other ordinances, and its enforcement of them. The City should apply the necessary professional expertise to the development review process in the hopes that this will result in meaningful recommendations with regard to site, building, design, aesthetics and other aspects of development. The City may want to consider an urban design theme that can be used in the City in order to minimize conflicts between various designs, colors, and the like, of buildings.

Some City leaders have said that the City should create a main entry to Roy in order to give its residents and other travelers “a sense of place”, which could be accomplished with welcome signs, landscaping, wider setbacks, decorative lighting, street trees and benches, and other methods. These could be located along the main streets in the City, such as 1900 West, 5600 South, Riverdale Road, 3500 West and Midland Drive.

Also, with regard to the creation of a sense of place, some consideration should be given to create a community or town center, which could include City Hall and other associated governmental facilities in the area, and a concentration of commercial development.

The City should consider having an urban planning and design assessment accomplished for the City. One way this could be accomplished would be through the assistance of the American Institute of Architects (AIA) which conducts what is called a Region and Urban Design Assistance Team (R/UDAT). This program has been conducted by the AIA for more than 30 years for cities all over the United States. It is a highly effective program that results in a city strategy and recommendations for addressing community concerns relating to urban planning and design.

Some have observed that some areas of the City do not have enough greenery, or trees and shrubs, which could improve the aesthetic qualities of these areas. Areas where this situation currently applies are between Harmon’s and Taco Time on 1900 West on both sides of the street. It is believed that this problem could be remedied by the city adopting some streetscape and urban forestry standards which would include the planting of trees and shrubs along streets and private residential yards and commercial sites. In addition, a program that the City could consider in order to improve the use of greenery, including trees and shrubs, is an education program. This education program could offer classes or information to the City’s citizens on how to maintain plants, trees, and create suitable and attractive yard landscape designs, not just with traditional plantings, but also with xerophytic plants which conserve water.

Since there is a considerable amount of land currently within existing redevelopment districts in the City (1900 West corridor), more could possibly be done by the City to clean up and improve the visual appearance of the City through the use of redevelopment as a tool. In conjunction with Roy’s Redevelopment Agency (RDA), the idea of adopting streetscape design standards has also been mentioned.

The idea that the City expand a tax-payer supported program that periodically provides dumpsters to the City’s various neighborhoods upon request has been mentioned. The program could be expanded so that dumpsters can be routinely provided in various neighborhoods for spring and fall cleanup as a means to encourage more areas of the City to be improved from an aesthetic, as well as from a public health standpoint.

Some have suggested that the tradition of setting up Christmas lights in the City during the holidays could be improved by adding to the lights and improving their quality, particularly in the main commercial areas, City entry ways, on utility poles, and City Hall.

It has also been suggested that the City establish, or re-activate, a formal City Beautification Committee to serve as an advisory body to the City Council in the areas of urban design and aesthetics. The Committee could also offer recommendations to the Council on existing and proposed ordinances and city programs. The Committee could sponsor neighborhood clean up projects that could be conducted by its citizens, or other organizations, such as scout troops, church organizations, and school groups as service projects. The Committee could offer annual awards for yards, neighborhoods, and business sites that have been excellently and aesthetically maintained, or have made the most improvements in beautifying their surroundings. Also, the Committee could also establish and administer a city fund that could receive voluntary donations

that would be used for acquiring and planting trees, shrubs and other plantings in the City's parks and cemetery.

1997 Roy Community Survey Results - The Community survey asked the following questions relating to the appearance of the city: (1) "How would you rate the physical appearances of the following in Roy? a. homes and yards b. public building c. public parks d. cemetery e. downtown; (2) Should City funds be used to improve the appearance of the downtown area? (3) Should local businesses be expected to contribute financially to improve the appearance of the downtown area? The choices that were provided as far as responses are concerned were: excellent, good, fair, and poor.

Public buildings, parks, and the cemetery were rated quite high as far as appearance was concerned. For homes and yards, 69 percent rating this category as good to excellent; public buildings, 75 percent as good to excellent; and cemetery, 78 percent as good to excellent. The downtown area, however, rated the lowest, with 42 percent rating this category as good to excellent. In contrast, a majority, 58 percent, rated this category as fair to poor.

GOALS, OBJECTIVES AND POLICIES

GOAL 1: To encourage, promote, and implement innovative and effective programs which will improve and maintain the aesthetic qualities, cleanliness, and orderliness of the City.

Objective 1: To encourage and actively promote the beautification of the City's residential, commercial, and industrial areas.

Policy A: Reevaluate existing, and implement and promote new development standards as necessary, which encourage and provide for well maintained yards and structures.

Policy B: Establish standards and policies for improving and maintaining aesthetically pleasing entrances to the City, and streets rights-of-way.

Policy C: Establish a community pride program for maintaining the appearance of public streets and yards.

Policy D: Improve and make effective the City's code enforcement activities.

Policy E: Educate the City's residents and businesses concerning proper maintenance of their properties possibly through the use of a newsletter that could be included with the City's utility billings.

Policy F: Reevaluate existing and/or establish and enforce outside storage standards.

Policy G: Preserve the City's scenic vistas.

Policy H: Water permitting, encourage the establishment and maintenance of trees, shrubs and other desirable and appropriate vegetation on City-owned and other public property, private commercial, industrial and other property.

Policy I: Encourage creative design of the City's remaining residential areas which will preserve natural areas, landscaped open space, and generally as many existing trees and shrub as possible.

Policy J: Encourage, and/or establish policies, programs, and incentives that will result in the conservation of water in the City.

Objective 2: To establish standards and programs which will improve and maintain aesthetic qualities on all local, collector, and arterial streets in the City.

Policy A: Communicate the pride of the City through the attractiveness of its streetscapes and the cleanliness and orderliness of the properties adjacent to the streets leading into the City.

Policy B: Make provision for the establishment of landscaping, berming and increased setback of development to serve as buffers on the City's arterial and other heavily traveled city streets.

Policy C: Street trees should be encouraged on local residential streets, and on arterial streets.

Policy D: Ensure that all street signage is properly maintained and visible to the traveler, and establish directional signage for the City's parks.

Policy E: Billboards and other off-street signs should not be allowed in the City, except in areas zoned and being used for commercial or industrial purposes.

Policy F: Create a main entry or entries into the city, such as on 1900 West, 5600 South, and Riverdale Road , using a variety of ways to accomplish this, such as signs, landscaping, wider setbacks, decorative lighting, street trees, benches, and other methods.

Policy G: Develop city-wide lighting standards, and a functional, as well as an aesthetically pleasing, lighting plan for residential and commercial/industrial areas of the City

Policy H: The Redevelopment Agency should consider establishing and adopting streetscape and building design (includes materials) standards, and support clean up and other aesthetic improvements within the city's redevelopment districts.

Policy I: Consider a city tax-payer supported program that provides dumpsters to the city's residential neighborhoods for Spring and Fall cleanup.

Policy J: Consider the establishment and adoption of some streetscape and urban forestry standards.

Objective 3: To encourage and actively promote beautification efforts in commercial, industrial and residential areas.

Policy A: Promote and support Spring and Fall clean-up campaigns through advertising, incentives, and other community pride activities.

Policy B: Initiate an annual award program for the most beautiful and/or improved appearance of residential, commercial, industrial and other properties.

Policy C: Encourage existing, and require new, development to appropriately landscape and maintain their yards, particularly those areas readily visible from

the street.

Policy D: Establish a City Beautification Committee to serve as an advisory body to the City Council in the areas of urban design and aesthetics, and to help establish and oversee city beautification programs.

Physical Environment and Hazards

EXISTING CONDITIONS/BACKGROUND

There are a variety of physical or natural characteristics which can strongly influence the physical development of urban areas. Natural or topographic features, soils, surface and subsurface hydrology, seismic hazards and other physical attributes of the land can determine if development is economically feasible or possible from a public safety standpoint. Therefore, the physical environment of Roy and its hazards will be generally described in this element of the General Plan so that it may serve as a foundation upon which development policies can be based.

Climate: Roy, and generally the valleys west of the Wasatch Range, are classified as a middle latitude Steppe which is a semi-arid, continental type climate. Precipitation, which mostly falls in the Winter and Spring months, on an average amounts to about 15 inches, annually. The average temperatures for the coldest and warmest months range between about 27 degrees F in the winter and 76 degrees F in the summer. The minimum daily temperatures can sometimes fall below 0 degrees F in the winter, and summer maximum temperatures can reach 100 degrees F or slightly more. The surrounding mountains usually receive substantially more precipitation and can build up a significant amount of snowpack. The growing season can last between 185 and 230 days.

Physiography: The Roy area has some distinct physical features. The valley in which Roy is located is in the Basin and Range Province, which is dominated by intermittent valleys and fault block mountains. The city, which has an elevation ranging between about 4400-4500 feet, is situated on a bluff overlooking the Great Salt Lake to the west. A few miles east of the City is the imposing Wasatch Mountain Range, which rise to about 9,700 feet in this area. The valley in which the greater Ogden and other areas are located is situated on the floor of a former lake of ancient Lake Bonneville, which was created as the last Ice Age came to an end. The ancient lake's shorelines left clearly defined benches, or terraces, as a result of wave action, which are plainly visible at various elevations on the slopes of the mountains to the east of Roy. Over the years, alluvial material has been washed into the valley by streams from the nearby mountains, creating alluvial fans near the mouths of the canyons.

Floodplains: Floodplains have been identified in the city by the Federal Emergency Management Agency (FEMA). According to the FEMA map, which is dated October 10, 1978, the city has been divided into two zones: Zone A and Zone C. Zone A, which identifies the 100 year flood plain or elevation, is relatively small and is located just south of 4400 South between 2100 West and about 2300 West. Part of this flood plain is located in Sandridge Park where currently most of the flood plain is comprised of an existing storm water detention basin. The flood plain also affects a small portion of a residential neighborhood, which is located directly to the west of the detention basin. The remainder of the city has been categorized as a Zone C, which means this is an area of the City with minimum flooding. However, there has been some recent flooding of the Howard Slough, which is located on the west side of the city and not noted on the FEMA maps. This flooding has occurred primarily during unusually heavy precipitation periods and has affected residential developments adjacent to and along the Howard Slough.

Soils: Soil characteristics are extremely important to both agriculture and development. Soils with the proper chemical composition can make agriculture extremely productive and soils with the proper shear strength and other favorable characteristics can be a good medium on which to build structures of all kinds. Conversely, soils with poor nutrient values and low shear strength, high shrink-swell potential and other problems, can cause much difficulty. It is important to recognize soil limitations, if they exist, so that proper planning and engineering can mitigate site problems prior to construction. Generally, most of Roy's soils are considered to be relatively

free of limitations. However, the west side of Roy is affected by a shallow water table and the soils in this area may be saturated with ground water. Proper engineering designs need to be considered in this area of the City, and, if there are problems, incorporated into any buildings that are constructed in this area in order to minimize structural failure, basement leakage, and liquefaction problems.

Sensitive Lands: Wetlands are the only lands that Roy should consider as sensitive lands, since the City has few, if any, other lands that could be categorized as such. They serve important ecological functions and play a major role in purifying polluted water. They are protected by the federal government and cannot be disturbed without a permit from the Corps of Engineers. Within Roy, there are a few small areas that could be considered to have wetland potential. These areas are primarily associated with the City's low-lying areas that have a shallow ground water table, and are located on the west side of the City. The Howard Slough is located on the west side of the City and may have some wetlands associated with it.

Potential Natural Hazards: The valleys to the west of the Wasatch Range are generally susceptible to earthquakes and their associated effects, because of the Wasatch and other faults nearby. Some of these affect ground shaking, surface fault rupturing, and liquefaction. Roy does not have any known surface fault zones within its boundaries, but all of the city to a greater or lesser degree is exposed to the potential hazards of ground shaking and liquefaction. Liquefaction can cause a great deal of damage to utilities, storage tanks, building foundations and other improvements, which results in ground failure and loss of soil bearing strength beneath structures. According to the Utah Geological Survey, the liquefaction hazard potential in Roy ranges between high and medium. The high liquefaction areas are located primarily in the low-lying areas below the bluff that have a high ground water table. Areas that lie on higher ground above the bluff that are well drained have been classified as medium, which indicates a lower potential for liquefaction. Other natural hazards include landslides, and debris flows. These are generally associated with steep slope. Since Roy has very little, if any, steep slope, there is not much evidence of, and present exposure to, landslides and debris flows in Roy. These potential hazards do not, therefore, present much of a danger at the present time.

Potential Industrial Pollution Hazards: In 1999, contaminated shallow groundwater was discovered in Roy, as part of an ongoing investigation by Hill Air Force Base in the area. Subsequent investigations linked the contamination to a disposal area on the base. The chemical identified in the shallow groundwater is trichloroethene (TCE), a degreasing solvent commonly used on base between the 1950's and 1970's. At this time, it is believed that an indiscriminate disposal of TCE took place sometime in the 1970's in an area that was being used for disposal of construction debris, that is at the edge of the base boundary and adjacent to Roy City. Some of the chemical has made its way to the shallow groundwater in the area, and subsequently has developed into a plume that extends into Roy. The plume is located approximately in an area between Hill AFB and 2900 West, and 5800 South and 6000 South.

In order to be affected by the contaminant TCE, one must be exposed to it. There are several ways this exposure can take place. Exposure can take place by drinking contaminated water, breathing vapors coming off of the plume, or by absorption through skin contact. Drinking water supplies for Roy City do not come from shallow groundwater and are unaffected by the TCE contamination. Absorption from skin contact is considered a minor hazard, because there are few if any surface springs in the area. Recent air sampling in homes located above the groundwater contamination has identified TCE vapors in a few residences at the far west end of the plume. The concentration of vapors found so far could pose a health threat to individuals if they were exposed for a period of 30 years. Hill AFB is currently taking actions to ventilate these homes and prevent the TCE vapors from entering the homes. Hill will continue to test homes in the area and take actions where warranted.

Based on current data, Hill has identified one area within the contamination plume that is of particular concern. In the area of contamination west of 2575 West, contaminated water is close enough to the surface to allow chemical vapors to enter the easements of homes in the area. This condition does not exist east of 2575 West, because the contaminated water is much deeper.

Empirical data determining how much the plume will expand, if it expands, will take several years to collect. However, computer modeling has been done and suggests the plume will continue expanding to the west at a rate of 150 feet per year.

A final cleanup plan will be proposed by Hill AFB in 2004. Hill is continuing to coordinate and communicate with the City and public on this problem.

Figure 9
Natural Hazards

Problems and needs

The City does have some natural hazards of which it needs to be more aware, particularly as they relate to proposed and existing developments. City officials need ordinances and development review procedures that will require the incorporation of precautions into building designs and construction. Residents need to become more aware of the fact that there are areas of high liquefaction risk in the City, and that if a major earthquake occurs in the area, the high risk areas of the City will be affected and structures within the area are at risk of structural damage.

Certain areas of the City are at risk of flooding, particularly areas adjacent to the Howard Slough. Future developments in this area need to take on-site precautions, as well as make sure that the area's food control systems are functioning properly in order to protect against potential future flooding episodes. Also, related to flooding is the high ground water table that exists in the low-lying areas of the City, particularly below the Bluff. Precautions need to be taken to avoid problems in the future, such as water seeping into basements, ground settling, and the like.

There are some areas of the City that have sensitive lands. These lands include such areas as flood zones, wetlands, habitat areas, high ground water table, steep slope, recharge areas, and the like. The City needs to become more aware of its sensitive lands, identify them, and make appropriate provisions for their protection and/or making development compatible with them.

Over the years, an unnatural hazard has found its way into the shallow ground water of certain parts of the City. The source of this hazard is Hill Air Force Base, which has allowed industrial waste material to pollute, or contaminate the shallow ground water. The contaminant is called trichloroethene (TCT) and poses a health risk if one is exposed to it in great enough quantities. The City needs to be vigilant in monitoring this problem, continuing to coordinate with Hill Air Force Base, and cooperate in future efforts to clean up the contamination.

PLANNING CONSIDERATIONS

Earthquakes have the potential of presenting one of the most devastating natural hazards to Roy's residents and properties. The potential danger and damage from earthquakes can be minimized or even eliminated when proper precautions are taken.

There are at least two fundamental ways of dealing with ground shaking caused by earthquakes. One is to not build or put improvements in areas of high risk. Another is to build structures in high risk areas which are designed and constructed in such a way that they can withstand the effects of earthquakes. Therefore, the city should make sure that buildings are designed and built in compliance with the Uniform Building Code's Seismic Zone III requirements.

The liquefaction potential in Roy is categorized as either moderate or high, depending on which area of the city is being considered. There are areas in the city, such as the low-lying west side below the bluff, that has a high risk potential. Particular attention should be paid to development proposed in high risk areas. Site specific studies for liquefaction should be conducted for all critical facilities, such as fire stations, schools, hospitals and other like facilities, regardless of which liquefaction zone they are proposed in. For industrial, commercial and residential development site specific studies should only be required in areas of high risk potential.

With regards to the flood hazard, development should not be approved below the level of the 100 year flood plain unless it is flood proofed. Generally, the City should discourage development in flood plains and areas having severe drainage problems. Even though the Howard Slough has not been determined by FEMA to lie in 100 year flood plain, it has been known to flood during

high precipitation periods, and homes adjacent to the slough have been flooded. Stringent policies should be adopted which protect and preserve natural and other drainage ways and require drainage easements in subdivisions and other developments in the City. It may be beneficial for the City to re-evaluate the FEMA maps based on some of the more recent flooding that has occurred in the City, such as the Howard Slough, especially if this flooding is determined to be a reoccurring event.

Before development is approved by the City, the developer should be required to do site specific studies on soil suitability. For example, areas of low soil permeability are poorly suited for septic tank development, and poorly drained soil are ill suited for basements. Areas of high shrink-swell potential can totally destroy a structure which has not incorporated proper foundation design into building plans. Therefore, the City should not approve development until it can be assured that soil hazards do not exist or that proper precautions will be incorporated into building plans.

In order to reduce the risks and liabilities associated with developing in areas of high ground water, aquifer recharge zones, poor soils, flood plains, wetlands, liquefaction and other sensitive lands or natural hazard areas, the city should adopt a sensitive lands and natural hazards ordinance. This will not only provide mitigation from hazard impacts, but reduces the liability of local officials who pass or enforce regulations on land use and development proposals.

The City should become more familiar with its sensitive lands. Even though there are not many sensitive lands in Roy, the City should undertake an inventory of these lands, and map them. An increased awareness of these lands will enable precautions to be taken by the City to protect them, either through the development approval process, or by some other means.

The city needs to stay informed about the groundwater contamination problem emanating from Hill AFB, and continue to communicate with the base on the status of study and clean up efforts being accomplished. It should participate fully in government-sponsored and citizen workshops and meetings concerning the problem so that the necessary cooperation with the base can take place in dealing with the problem. Also, the city should try to facilitate the dissemination of information to its affected citizens about this problem so they can become properly informed.

GOALS, OBJECTIVES AND POLICIES

GOAL 1: To respect and recognize the physical characteristics of Roy, both beneficial and hazardous.

Objective 1: To preserve some of the city's natural character, beauty and systems for the benefit of those who live and/or visit the city, as well as for wildlife resources.

Policy A: Protect wildlife in its natural habitat, along with the open space that they occupy, whenever possible and practical, for future generations to enjoy.

Policy B: Protect all natural waterways and drainage systems (including canals and sloughs to accommodate storm water runoff).

Objective 2: To plan for harmonious and compatible development that will avoid conflict with the environmental hazards which exist in the City.

Policy A: Identify and inform citizens of the various potential natural and industrial hazards which exist in the city, such as the flood plains, unstable slopes, liquefaction areas, high water table areas, and poor soils.

Policy B: Appropriately limit and control development in natural hazard areas for the protection of life and property.

Policy C: Determine suitable uses, such as open space and recreation, for areas where development is limited by natural hazards.

Policy D: Identify the city's sensitive lands, and develop and adopt sensitive lands and natural hazards regulations for the protection of the public and the City.

Policy E: Stay informed relative to the city's existing water, air, and land contamination potential, and take the necessary and appropriate actions that will protect the city, through ordinance and other means, from existing and potential hazards.

Public/Private Utilities

EXISTING CONDITIONS/BACKGROUND

Culinary Water: Culinary water is provided by the City's state approved water system which serves the entire city with the exception of a few areas served by the Hooper Water Improvement District. In addition, there are a few unincorporated county islands within the city boundaries that are also served by the Hooper Water Improvement District. Roy City is in the process of evaluating the potential purchase of those systems within its corporate boundaries. Today, all new subdivisions and homes, and newly annexed areas are required to establish connections to the Roy City water system.

Roy purchases some of its water from the Weber Basin Water District, and supplements the district's water with water from wells that the city owns. Roy City currently has four wells with a total water right of 13.4316 CFS which equates to 9,723 acre feet of water per year and 6,250,000 gallons of storage capacity. The Roy City water system currently has three pressure zones with various pressure reducing stations at the top of each zone. The system consists of 150 miles of various size water mains. The most recent main lines are made of C-900, Class 200, Poly-Vinyl Chloride. The older lines are typically made of Ductile Iron, Cast Iron, or Transite. Roy City currently provides metered culinary water to 9,450 residential and 325 commercial connections.

Roy City completed a Master Culinary Water Study in 1989, which was updated in 1997. This Study identified over \$6,000,000.00 in necessary capital improvements to the culinary water system in 1997 dollars. The system also has a considerable amount of iron pipe west of 3500 West street which is in need of replacement due to corrosive soil conditions. The estimated cost of these replacement lines is \$12,000,000.00. Some older areas of the city were constructed with water mains which no longer provide adequate fire flows. These lines are being replaced prior to performing street maintenance on these roads. The estimated cost to complete these upgrades is \$5,000,000.00.

Irrigation or Secondary Water: The City is also served by a secondary water system. The City contracts with the Roy Water Conservancy Sub-District for its secondary water service. Roy City owns 80 acre feet of water rights from the Weber Davis Canal Company, which it leases to the Roy Water Conservancy Sub-District in exchange for water that the company provides for park watering. The Roy Water Conservancy Sub-District is located just east of I-15 and north of 5600 South, where it has a storage facility with a capacity of 180 million gallons (133 acre-feet). Additionally, the secondary water system is comprised of a pump station, which provides ample pressure to all areas of the City most of the time, and distribution pipes throughout the service area. All new homes and newly annexed property are required to establish service to the secondary water system at the same time service is established for culinary water.

In 1996, a Capital Facilities Plan and Impact Fee Study was prepared for the Roy Water Conservancy Sub-District. This Plan was updated in 2001. The Plan contains a detailed analysis of the existing secondary water system and a design of future improvements that will most likely be needed for system expansion. Also, an impact fee study was conducted as a part of the Plan, which recommends fees that can be charged to future connections in order to fund capital improvements needed in the future.

Sanitary Sewer Service: Roy City is responsible for sewer service within its corporate boundaries. The sewer system consists of 110 miles of sewer main lines ranging in size from 8 inches to 12 inches in size. The majority of the existing sewer mains are 8 inches in size. The larger lines are used as collectors which collect sewage and discharge into main outfall lines

owned, operated and maintained by the North Davis County Sewer District. Even though Roy is in Weber County, it is a member of the North Davis County Sewer District (NDCSD). The city has a contract with the NDCSD for waste water treatment for areas of the city west of 1900 West. It has another contract with the Central Weber Sewer District for waste water treatment for areas east of 1900 West. Roy city operates a sewage lift station in order to serve areas west of 3500 West with sewer. All owners of new homes and annexed property are required to establish sewer service at the same time that culinary and irrigation water services are established.

In 1997, the City completed a Sanitary Sewer Master Plan and Impact Fee Study. The Study evaluates and documents the city's sanitary sewer system, showing the existing sewer facilities and future sewer facilities required as part of city growth. The Study also estimates the cost of future sewer infrastructure needed to meet the demands of this growth and recommends an impact fee schedule to fund these required improvements.

Storm Drainage: The city has a storm drainage system consisting of 44 miles of various size main lines, 19 miles of subsurface drainage main lines, and various inlet structures and other necessary appurtenances. Storm water drains through these lines to various retention and detention basins, and finally to the Howard Slough.

Roy City falls under the auspices of the Clean Water Act (NPDES Phase II rules) which require the city's storm water system to be permitted, and requires those connected to this system to obtain permits from the city. As a result of this requirement Roy City has designated its storm water system as a public utility creating a Storm Water Utility which is a part of the Utility Operations Division of Public Works. The storm water utility charges a monthly fee to all city residences and businesses. The city is required to camera and inspect the system for illegal connections and monitor water quality for pollutants.

In 1997, the city developed the Roy City Storm Drainage Master Plan, which identified both existing system improvements, and future infrastructure needs to the storm drainage system. The Storm Water Plan includes project costs based on 1997 dollars, and a recommended impact fee schedule so that sufficient funds will be available for needed future storm drainage infrastructure. The total project costs for this system are estimated at \$8,256,422.00 in 1997 dollars.

Private Utilities: Questar Gas provides natural gas service to homes and businesses in the Roy area. A high pressure main supply line runs in a north/south direction through the city.

Utah Power and Light (UP&L) provides electrical service to Roy. There are four UP&L substations located in the Roy City limits. There are also major power transmission lines running through Roy city. Utah Power provides electricity and maintenance to the city's street lighting system. The city owns all of the light fixtures and mast arms and a large number of steel and wooden poles, while the majority of wooden poles are owned by the power company.

Telephone service is provided by Qwest Communications. Cellular service is available from all the major carriers, which have a number of tower sites situated at various locations throughout the city.

Cable television is provided by AT&T Broadband and is available throughout the city.

Two high pressure gasoline pipelines owned by Chevron Oil run through the city in a north/south direction.

As provided under Utah Code, Roy city determines the location and approves installation of any/all utilities placed in the public right of way within it's corporate boundaries.

Problems and Needs

Much of the City's culinary water system is relatively old and worn out. These older parts of the system are comprised of cast iron pipe, which will need to be replaced in the near future.

The City will need to make sure that its impact fees are up-to-date, and are adequate to pay for all of the needed capital improvements related to growth and expansion of the water, sanitary sewer, and storm drainage systems.

There has been periodic flooding in certain areas of the west side and low lying areas of the City during heavy storm runoff. The problems identified with the storm drainage and sanitary sewer systems will need to be corrected in the near future.

Some streets, such as 1900 West and 5600 South, have fairly sever congestion problems, particularly during the peak hours of the day. There is a need for the City to implement an access management program for the streets it has responsibility for, and cooperatively work with UDOT with regard to access management on streets for which UDOT has responsibility.

PLANNING CONSIDERATIONS

Roy has the responsibility to provide adequate provision of utility services to the community. Most important will be the services and utilities the City has direct responsibility: water, sewer and storm sewer. It will be very important for the City to properly evaluate and set development impact fees and rates, and to have adequate subdivision standards in place to ensure that new development will carry its fair share of services and utility infrastructure costs.

Sanitary Sewer: Almost all of Roy's homes, businesses, and public buildings are connected to the city's sanitary sewer system. There are some homes scattered throughout the city which are not connected to the sewer system and are still on individual systems, primarily septic tanks and drain fields. The City should make every effort to require homes within 300 feet of its sewer main lines to connect to its system when feasible.

The city repairs/renovates sewer line problems by non-destructive means whenever possible. The internal condition of the existing sewer system is relatively good. The City has a program of cleaning all sewer main lines at least once every two years. They camera and record conditions in any sewer lines that may have problems. In addition, the City cameras all sewer lines under roads to be resurfaced. It is the city's intent that all existing sewer mains be visually inspected so that internal conditions can be determined and used in the next Sanitary Sewer Master Plan Update.

Storm Drainage: As a general policy, the City should attempt to separate all storm water flows from irrigation system flows. The co-mingling of these flow always presents a problem in terms of controlling flow rates and providing adequate pipe capacity and control structures. In all future planning, the piping of irrigation systems should be kept separate from the piping of land and surface drainage systems.

All storm water, in order to address water quality and flooding issues, should be detained and stored for a sufficient time to allow for collection of sediment, loading and the removal of other objectionable materials prior to discharge into the major drainage channels.

In general, any new commercial/industrial development which is required to provide on-site storm water detention should have facilities sufficient to control outflows to meet the maximum allowable rate per acre of development area. Generally all commercial and industrial development parcels should be required to provide some form of on-site detention. Where possible, it is recommended that “regional” basins be constructed which would service larger combined areas. Also, it is recommended that these basins have a possible alternate use and have some form of landscaping so they do not become un-maintained “eyesores.” Small, on-site detention basins, often used with each individual subdivision, are only recommended in isolated situations.

Streets: Roy City maintains its streets according to national standards and re-evaluates roads each year for improvement projects and maintenance. A Roy City street master plan was completed in 1990. While many projects in this plan were completed, many additions need to be made based upon traffic studies, and growth both within and adjacent to Roy city. The city plans on completing a new street master plan within the next year or two in order to identify road projects to reduce congestion and improve traffic flow. Included in this study update is an analysis of the need for semaphores at various intersections within Roy.

Impact Fees: Impact fees on all new properties should be collected in order to provide system upgrades to the culinary water, secondary (irrigation) water, sanitary sewer, and storm drainage systems. These fees should be updated on a regular basis as each master plan is revised.

GOALS, OBJECTIVES AND POLICIES

GOAL 1: To protect water quality in the Roy area and to provide adequate water, sewer, and storm sewer service for residents, businesses and others at a reasonable cost.

Objective 1: To protect water quality in Roy by requiring and providing sewer services to existing development currently without sewer and new development wherever feasible.

Policy A: Require developers of all new subdivisions to install sewer lines.

Policy B: Require connections to existing sanitary sewer lines for all homes and businesses that are within 300 feet of a sewer line.

Policy C: All sewer mains should be televised so that their internal condition can be determined and a proper course of corrective action planned.

GOAL 2: To provide an adequate, safe water supply for Roy residents.

Objective 1: To provide water resources for culinary and irrigation use, taking into account both the existing and future needs of the community.

Policy A: Encourage residents to adopt personal practices that will reduce the demand for residential water use.

Policy B: Require that all new subdivisions be connected to the City water system.

Policy C: Require developers of subdivisions to make provisions that will enable future utilization of irrigation or secondary water systems for outdoor purposes.

Policy D: Require developers of subdivisions which have underlying water rights

to deed these rights to the City to hold for use in the event a secondary water system is developed in the City.

Policy E: Work closely with Weber Basin Water District and North Davis County Sewer District to ensure that adequate water supply/systems and sewerage facilities will be available to serve Roy residents as the community approaches its ultimate size.

GOAL 3: To provide safe streets and sidewalks for Roy city residents.

Objective 1: To maintain Roy city streets, curbs and gutters, sidewalk and street signs in such a way as to minimize traffic accidents and improve pedestrian safety.

Policy A: Utilize Class-C road money as effectively as possible to provide proper maintenance to all city streets.

Policy B: To use every opportunity possible to seek federal and state grants for use in improving high traffic roads and reducing congestion.

GOAL 4: To provide adequate storm drainage facilities.

Objective 1: To provide storm water drainage and retention to minimize the City's risks of flooding and to improve storm runoff water quality.

Policy 1: Implement measures to separate all flows and not co-mingle storm water flows from irrigation system flows, as this would improve the ability to control flow rates, and to provide adequate pipe capacity and control structures.

Policy 2: Detain all storm water and store it for a sufficient time to minimize flooding and improve water quality.

Policy 3: Construct "regional" detention basins which serve larger combined areas of the City, and landscape and provide alternative use of these basins, such as recreation.

City Services and Facilities

EXISTING CONDITIONS/BACKGROUND

Roy City is organized as a City of the Third Class and has a mayor-council form of government. It provides a limited number of services geared to the needs of its population. Its location in Weber County to the west of Ogden and Riverdale, and Hill Air Force Base has enabled the City to take advantage of opportunities for sharing services and to adequately meet responsibilities to its residents. The City Hall is located at 5051 South 1900 West and most city services and functions are conducted from that location. The City Hall is also used by its citizens as a community center for cultural and other events. Services provided directly by the City include police and fire protection (fire protection includes ambulance/paramedic service), public works administration (street maintenance, storm drainage/flood control, snow removal, equipment maintenance [City shops], and street lighting), culinary water supply, sanitary sewer, development services (planning, code enforcement, building inspection, business licensing, cemetery plot sales, and community/economic development), redevelopment services, a branch of the District Court, parks and recreation (includes the Roy Recreation Complex, outdoor pool complex, and cemetery maintenance), and animal control. Services received in whole or in part through contracts or other arrangements, including: pressurized secondary (irrigation) water (Roy Water Conservancy Subdistrict), garbage collection (Utah Waste Management), public health (Weber County Health Department), library services (Weber County Public Library), public education (Weber County School District), economic development (Weber Economic Development Corporation), state road maintenance (Utah Department of Transportation), and public transportation (Utah Transit Authority).

Many of the services which the City is directly or indirectly responsible for could not be provided without the help of its citizens. This is particularly true for police and fire protection, and EMT/paramedic services. The City also works closely with its citizens in providing many other services and in conducting various activities. Significant volunteer help is involved in the City's annual Roy Days celebration and parade, Christmas Lighting Committee activities, Neighborhood Watch program, and Beautification Committee activities.

Police Protection

The Roy City Police Department provides law enforcement services to citizens and visitors in the community. The department has 37 sworn full time officers and six volunteers, part - time reserve officers. The department is divided into two divisions: a Patrol Division and an Investigations/ Records Division. A civilian staff of eight individuals to handle records management, animal control, and walk in complaints.

The department is managed by a Chief of Police and two Captain / Division Commanders. The two divisions are divided into patrol / uniform responsibilities and investigations / records functions. One detective sergeant supervises five investigators and four detectives assigned to the nine schools in the city limits. Detective assignment / specialties include: Property crime, sex offenses, fraud, domestic violence, gang activities and intelligence, school resource functions, violent crimes, and narcotic suppression activities with a Metro squad affiliation.

The police department is located in the east end of the Roy City Municipal Building. The facility is currently utilized to maximum capacity. All expansion efforts have been made with no additional space for anticipated growth over the next twenty years. The department utilizes a "car per officer" policy. This is a generally accepted law enforcement standard that allows for the best and most efficient use of vehicles and equipment. Response times to critical incidents and added safety in neighborhoods where officers live are a couple of the benefits associated

with this policy.

All officers are assigned areas of the city to take ownership in. Pro - active community policing efforts are a department wide assignment. The Roy City Police Department strives to be an approachable department working with the community in problem identification and solution implementation.

Patrol/Uniform Division: The Patrol Division includes one Captain / Division Commander, five patrol sergeants, seventeen patrol officers, two police K9 officers, five volunteer part time reserve officers, two animal control officers and fifteen crossing guards. The patrol officers are assigned to rotating shifts according to a day / hour breakdown of work load. All shifts are supervised by a patrol sergeant or captain. A minimum staffing requirement of four officers at all times is maintained. Crews consist of one sergeant and up to four officers. Priorities of the Patrol Division include crime suppression, safety and health concerns and community involvement. The Captain works days and manages the overall operation of patrol activities, animal control, officer training, reserve officers, school safety concerns including safe walking routes for all students, and school crossing guard locations.

Investigations/Records Division: This division is supervised by a Captain / Division Commander. A sergeant is responsible for investigations and has four detectives assigned to handle felony investigations and follow up involving property crimes, forgery, fraud, robbery, assault, homicide, sex offenses, domestic violence, and crimes against children. A fifth detective is assigned to an undercover assignment with the Metro Narcotics Task Force. Four additional detectives are assigned as School Resource Officers. One officer is assigned to the high school with two additional officers, one in each junior high. One officer provides DARE education at the six elementary schools in the city.

Four officers assigned in the schools provide on site assistance to the nine schools located in Roy and four additional schools that Roy residents attend. Duties for these officers include investigating crimes occurring at the schools, or by students attending the schools. They are involved in helping students, strategic planning with educators and school administrators and in school activities such as dances and athletic events for added security. The officer assigned to Roy High School is a member of the Ogden Weber Metro Gang Unit, investigates all gang related crimes, and educates the community in gang awareness training. During the summer months when schools are not in session, two of the resource officers are assigned to patrol while the other two are assigned to criminal case investigation within the Investigation Division.

Civilian staff are involved in records management as well as community service activities. Assigned to this area of responsibility are two full time employees: one supervisor and one records clerk. The three community service clerks are all part time employees. These clerks assist in taking reports by phone and from people who come into the office to report crimes not needing immediate officer response. A third community service clerk has the responsibility as an evidence custodian.

Evidence/Dispatch: By contract, crime scene evidence gathering is provided by the Weber County Crime Scene Investigation Unit, and communication / dispatch services are by the Weber County Consolidated Dispatch Center.

Fire Protection

Personnel: The Roy City Fire and Rescue Department includes 29 full-time personnel. The Fire Chief, two Deputy Fire Chiefs, six Captains, an Administrative Assistant,

Administrative Clerk, 24 full time firefighters/EMT/paramedics, and 28 part time-paid firefighters/EMT/paramedics. The Fire Department is pro-active in adding full-time firefighters to meet the National Fire Protection Associations (NFPA) recommendations, as the City's budgetary process allows. The mission of the Department is to provide a program of quality fire prevention, protection, and suppression; to control hazardous material incidents and provide ambulance and paramedic service for the citizens of the community at a cost-effective level. The Department's primary objective is to prevent, or hold life and property losses to the absolute minimum. The resources available to meet this objective include personnel, facilities, and equipment. The Deputy Fire Chiefs oversee the operations, training, support services, and prevention and inspections programs. Both report to the head of the Department, the Fire Chief. Roy has mutual aid agreements for backup of medical and fire protection with the surrounding communities.

Facilities and Equipment: Roy City currently has two stations. Station #31 is located just east of City Hall at 5051 South 1900 West, and has recently undergone a major remodel and addition. The addition on the north side of the apparatus bays is where the administrative offices are located, which houses the Fire Chief, Deputy Chiefs, and the Administrative Assistant. The remodel provided for nine individual sleeping quarters with each room outfitted with three lockers. On the main level of the station, there was an additional restroom/shower constructed to accommodate female firefighters. Station #32, which was built in 1998, is located at 3271 West 5200 South. This station has six individual sleeping quarters, as well as facilities for female firefighters. With station #32 located in the western part of the City, and the completion of the over pass at 5600 South and the Union Pacific tracks, response times in the City and surrounding areas have been greatly reduced.

The Department has the following equipment located at headquarters, station #31: one 1988 Pierce 75' ladder truck, one 2000 Pierce pumper, one 2001 Ford F-350 paramedic squad, one 1994 GMC Suburban reserve rescue, one 1996 Ford ambulance, one 1994 Haz-Mat support vehicle, one 1992 Ford Crown Victoria (Deputy Chief 2), one 1991 Chevrolet S-10 Blazer (Deputy Chief 3). Station #32 has the following equipment: one 1992 Pierce pumper, one 1993 Dodge 1-ton brush truck/snow plow, one 2001 F-350 Ford ambulance, and one 1990 Ford reserve ambulance. Vehicles are replaced as per NFPA recommendations, as well as high miles and excessive maintenance cost, with consideration to the capital budget and General Plan.

Program and Training: The mission of the fire department is as follows: (1) keep fires from starting, (2) put fires out as quickly and safely as possible, and (3) provide BLS and ACLS care to all those that need this service. In order to fulfill the above mission, programs have been established to keep fires from starting, such as commercial and residential inspections, National Fire Prevention Week activities, elementary school and public education programs, and smoke detector support program. In addition, classes in CPR, CERT, and fire safety education safety are provided by the Department to various scouting, civic, religious, and other groups that request this service. In an effort to extinguish fires as safely as possible, pre-fire plan information on some of the more important and larger structures in the City is collected. This information is used to plan response routes, plans for suppression, alternative water sources, and procedures to handle different hazards and other situations.

Fire Suppression Rating: The current Fire Suppression, or Insurance Services Office (ISO) rating for Roy City is a six (6), based on a rating of one being the best and ten being the worst. The most recent rating was done in 1997. Some of the criteria used for the rating includes: Professional training of all personnel, ability to provide necessary fire flows for fires in structures, number of firefighters on duty, number of full-time firefighters, number of part-paid firefighters, type and amount of equipment, water supply (the department is currently working with Public Works to replace the remaining 4 inch with 6 inch lines), and whether an automatic

aid agreement is in place, or mutual aid system exists among local departments. Roy's rating is average for cities of Roy's size.

Ambulance/EMT/Paramedic Service: All personnel are cross-trained Firefighter/EMT or Firefighter/Paramedic, and can be assigned at either station. The paramedic program is subsidized by Weber County, and thus paramedics can respond to any emergency in the County. Ambulance #31's primary response area is the area between the railroad tracks and I-15, and the Davis/Weber County line and 2100 South. Ambulance #32's primary response area is the areas between railroad tracks and the shore of the Great Salt Lake, and the Davis/Weber County line and 2100 South. The stations are fully maned 24 hours per day, with the shifts starting at 08:00 hours and ending at 08:00 the following morning.

Dispatch: The Fire Department is dispatched by the Weber Area Consolidated Dispatch Center, which is located on the top floor of the Ogden City Public Safety Building at 2186 Lincoln Avenue, Ogden.

Public Works

Administration: The Public Works Administration Division is responsible for off-site inspections in new subdivisions, right-of-way permits, general office duties for all divisions of Public Works, and directing the daily operation of Public Works and various City projects.

Code/Zoning Enforcement: A part-time planner has the responsibility for code/zoning enforcement. This employee also assists with long-range planning activities and projects.

Water: Culinary water is provided by the City's water utility, with the exception of a few areas that are served by the Hooper Water Improvement District. Water is purchased by the city from the Weber Basin Water Conservancy District and from wells which the City owns. The Water, Sewer and Storm Sewer Utility is responsible for the safe, effective operation of the city's water system. For more information about the City's water system, refer to the Public/Private Utilities Element of the Plan.

Sewer: The City provides sewer service to its residents and businesses. The sewer lines extend, or can be extended, to all areas of the City. Sewer treatment is provided by the North Davis County Sewer District. The Water, Sewer and Storm Sewer Utility is responsible for the safe, effective operation of the city's sewer system. For more information about the City's sewer system, refer to the Public/Private Utilities Element of the Plan.

Road Maintenance: Roy shares responsibility for road maintenance in the City with the Utah Department of Transportation (UDOT). Both UDOT (for state roads) and the City (City streets) have a regular program for repairing, resealing, and upgrading the many local, collector and arterial streets that are located in the City. The City utilizes its State Fuel Tax allocation (Class-C Road Funds), and other funds for road repair and bridge replacement.

Flood Control: The Weber County Public Works Department is responsible for coordinating major flood control work throughout the County. The city reviews subdivision plats to ensure the adequacy of measures to control storm water runoff. The City has a Storm Drainage Master Plan, completed in 1997, and is currently working on its Master Flood Control Plan to ensure protection to flood prone areas within the city.

Snow Removal: Snow removal is provided by the Streets Division of the Public Works Department. Main roads are cleaned first, followed by subdivision through streets. Cul-de-sacs and knuckles are cleaned last. The city uses 3-ton trucks and 10 wheel dump trucks to clean

through streets and uses 1-ton trucks to clean cul-de-sacs and knuckles.

Street Lighting: See section under Public/Private Utilities.

Public Works Facility: This facility is located just north of Roy Park. There are several bays and work areas for the maintenance and repair of the City's vehicles and equipment, storage facilities, both inside and outside. This facility houses all Public Works Divisions except Facilities Maintenance, which is housed in the Municipal Building.

Parks and Recreation

The Parks and Recreation Department provides full service recreation services for youth, with adult recreation programs expanding in the past several years. The Department has a full-time director and two supervisors: one responsible for parks and the other for recreation. In addition, there are four full-time, and ten part-time seasonal positions assigned to the Parks Division, and there are four full-time and about 50 part-time seasonal employees assigned to the Recreation Division. Most of the seasonal employees are high school students who are employed by the city during the summer months (for more information on parks and recreation, refer to the Parks and Recreation Element of the Plan).

Recreation Complex

The Recreation Complex, which the City operates, has multiple facilities, which include an indoor swimming pool, track, basketball gym, weight room and other facilities. The Complex has a full-time director, and several other full- and part-time employees operating the programs offered by the facility.

Community and Economic Development

The Community and Economic Development Department employs four full-time, and two part-time employees. The Department has two divisions: Community Development and Development Services. The Development Services Division is responsible for current (development review) and long-range (general plans, special studies) planning, Planning Commission administration, building inspection, code/zoning enforcement, and business licensing/cemetery plot sales. The Community Development Division has responsibility for grant writing, block grants, business development/ economic development, re-development, and beautification.

Community Development Division: There is a full-time Community Development Director who has responsibility for directing the affairs of the Community and Economic Development Department. The Director has direct responsibility for grant writing/applications, community development block grants, city beautification, business/economic development, and redevelopment.

Community Development - This function includes grant writing, community development block grants, and beautification.

Economic Development - This function includes business development/economic development activities, and coordination with Weber County's and the State's business recruitment activities.

Redevelopment - There are currently five redevelopment districts in the City. The Community Development Director and City Attorney are assigned to provide staff services

to the City's Redevelopment Agency.

Development Services Division: The Development Services Division has responsibility for planning and zoning, code/zoning enforcement, building inspection, and business licensing/cemetery plot sales. This Division is headed by the Development Services Supervisor.

Planning and Zoning - The planning and zoning functions is headed by the City Planner (Development Services Supervisor), who is a full-time employee of the City. There is also a part-time Planning Assistant who assists with current planning, special projects, and long range planning functions.

Code/Zoning Enforcement - A part-time Enforcement Officer has the responsibility for code/zoning enforcement.

Building Inspection - A full-time building inspector, or Chief Building Inspector provides all of the City's commercial and residential building inspection services.

Business Licensing/Cemetery Plot Sales - A full-time Administrative Assistant/Office Manager has responsibility for cemetery sales and business licensing, and collects zoning application and building permit fee collection.

District Court

The City houses a branch of the Second District Court, which is headquartered in Ogden. This is a state court, which has two full-time Clerks assigned to the City. Once per week, a Judge from the Second District, who tries misdemeanor A and below cases, and a Commissioner, who hears traffic violations, conduct business at the branch. The City has a City Attorney as well as a Prosecutor who bring cases for prosecution to the court. Felonies are tried in Ogden.

Cemetery

The City Cemetery is managed by the Parks Division of the Parks and Recreation Department. All maintenance for the cemetery is provided by the Parks and Recreation Department. Cemetery plot sales are conducted out of the Development Services Division.

Hillside Senior Center

The Hillside Senior Center is housed in the same building as the City Hall. The Senior Center is supported by Weber Human Services. This agency is responsible for the management of the center and in providing staff to operate it. The center is headed by one full-time Director. There are seven part-time employees, and about 100 volunteers who provide staff services. The City provides the center with its physical facilities free of charge, and also pays for all utilities, except for telephone. The center has a capacity for about 120 patrons. Subsidized meals at a very nominal price are offered to the senior citizens, which primarily come from Roy, but other patrons use the center which come from other areas as well, such as Morgan and Davis Counties, and Ogden. A variety of classes are offered, which include ceramics, painting, quilting, tai chi, pinochle, computers, and other classes. Also, swimming, field trips, and speaking events are offered. The average participation for all of these programs at the center averages about 700 patrons per month.

Roy Historical Museum

The Roy Historical Museum is not directly associated with the City. However, the City has provided considerable support to the museum in the past, which has greatly assisted the museum. The museum is located just east of I-15 at about 5600 South, and uses property owned by the Roy Water Conservancy Subdistrict. The museum houses a variety of memorabilia and historical artifacts. On display are early farming implements, homemaking items, clothing, furniture, guns, photographs, and the like. Volunteers provide staff services to the museum, which is managed by a private, non-profit organization, the Roy Historical Foundation (for more information, see the Historic Preservation Element of the Plan).

Contract and Other Services

Solid Waste Management: Roy has a contract with a private hauler, Utah Waste Management, to provide residents with weekly curbside garbage collection service to all homes in the City. Residents are encouraged to recycle waste material, but the City does not have a formal curbside recycling program. The City does support cleanup efforts throughout the year by providing dumpsters at no charge to various neighborhoods upon request.

The City also has the Recreation Complex, which has been in operation for over twenty-five years. It provides the citizens of Roy with an indoor Olympic-size pool, saunas, racquetball courts, a basketball court, weight room, and an aerobic exercise area. The Complex employs a director, three full-time and twenty part-time personnel (for more information about parks/recreation, refer to the Parks and Recreation Element).

Secondary (Irrigation) Water: Roy Water Conservancy Subdistrict provides pressurized irrigation water to the City. The Subdistrict was organized by the City Fathers in 1965 to reduce the irrigation demands on the existing culinary water system. The purpose of the Subdistrict's establishment was to conserve precious culinary water for use in homes and to protect the water rights historically used in the community and surrounding properties. Secondary water was first delivered in 1977. The system originally cost \$8,400,000, and would cost more than \$30,000,000 to replace today.

Library - The Weber County Public Library system provides library services to the City. The library in Roy is located at 1950 West 4800 South.

Public Health: The County Health Department is responsible for providing public health services and enforcing health ordinances throughout Weber County.

Public Transportation: The Utah Transit Authority provides the City with regular bus service (see the Transportation Element for more information on transportation).

State Road Maintenance: The Utah Department of Transportation has responsibility for the road maintenance of state roads in the City. The City and UDOT work together closely in an effort to keep the roads well maintained.

Emergency Preparedness: Roy City's most recently updated Emergency Preparedness Plan was completed in November 1997. The purpose of this is to serve as a guide for municipal and community leaders to use when and if an emergency of significant magnitude arises. The philosophy of the plan is to identify resources and outline responsibility for the entire community.

A local emergency may be declared by proclamation by the Mayor of Roy City Corporation. It

shall not be continued or renewed for a period in excess of 30 days except by or with the consent of the Roy City Council.

The Roy City Manager, or someone designated by him, may authorize the expenditures of funds in support of the Roy City Emergency Operation Plan as deemed necessary to protect lives and property within Roy City.

Public Education/Schools: Roy lies within the boundaries of the Weber County School District. There are nine public schools in the Roy area ranging between elementary schools and high schools. Elementary age students attend the six elementary schools that are located in the City. These schools are: Municipal Elementary School (5775 South 2200 West), Roy Elementary School (2888 West 5600 South), Lakeview Elementary School (2025 West 5000 South), Valley View Elementary School (2465 West 4500 South), Midland Elementary School (4800 South 3100 West), and North park Elementary School (4230 South 2175 West). The junior high school age students attend the two junior high schools that are in the City. These are: Sand Ridge Jr. High School (2075 West 4600 South), and Roy Jr. High School (5400 South 2100 West). There is one senior high school in the City, Roy High School (2150 West 4800 South).

Based on the enrollment numbers provided by each of the above schools in December, 2001, the enrollment of students in grades K through 12 attending schools located in Roy was about 6,375. This does not include the enrollment of students in the pre-school and head start programs, which amounted to slightly more than 100 students.

A new elementary school (Freedom Elementary School) is currently being built to the west of Roy in Hooper, and is located approximately at 5500 South and 4600 West. The school is designed as a 5-section school, will hold between 700-800 students, and is anticipated to be open for business in the fall of 2002. Portions of west Roy will be served by this school. The amount of students coming from Roy that would be enrolled in the new school is currently estimated at about 500 to 540 students, which represents a vast majority of the overall student enrollment.

At the present time, there are no plans to build any new schools in Roy by the Weber County School District. However, there are currently three expansion/remodeling projects underway in the City by the Weber County School District. At the Municipal Elementary School, 6-8 classrooms are being added, and at the Lakeview Elementary School, four new classrooms are being added. At the Valley View Elementary School, two rooms are being added: a media room and a computer room.

Problems and Needs

1997 Community Survey: Much of the 1997 Community Survey that was conducted dealt with the provision of a variety of city services, such as police, fire, emergency medical, ambulance, utilities, development review/approval, and the like. Also, the survey dealt with the City government itself, such as the elected officials, Planning Commission, and other appointed officials. There were a number of questions asked in the survey that dealt with how well the City was being run, and the quality of services being provided. Some of these questions were responded to by a majority who were not entirely satisfied with the way the way city services were being provided. Based on these responses, one could assume that where dissatisfaction was expressed that there is a problem, and that something needed to be done to resolve the problem. As far as city services are concerned, the survey respondents perceived a problem and/or a need for improvement in the following areas:

Planning and Development

- Communication between elected officials and citizens.

- Citizen involvement in city affairs.
- The effectiveness of the Mayor and City Council.
- The effectiveness of the Planning Commission in planning and zoning.
- Control of quantity, quality, and rate of growth.

Public Services

- Streets and roads (were rated fair to poor, need to expand and consolidate service)
- Law enforcement (consolidate)
- Fire protection (consolidate)
- Paramedic service (consolidate)
- Ambulance service (consolidate)
- Snow removal (consolidate)
- Animal control (consolidate)

Police Protection: As of March 1, 2002, the department is at full staffing with 37 sworn officers and eight civilian staff utilizing existing office and work space. Current office space has been used to the maximum with the application of storage facilities being renovated into office space. Some functions in the department share work space and are crowded and cluttered. The most noticeable of these functions is with evidence and animal control sharing the same office space. It is the goal of this department to maintain adequate space to work professionally and efficiently, providing an atmosphere of comfort to citizens in crisis as well as a safe and secure environment for officers and staff.

Budgetary issues have changed drastically with the consolidation of dispatch services. The loss of the full time dispatch service at the Roy City Police Department has limited accessibility to the department after business hours. The function of dispatching calls has left the office but all functions of record management, clerical, data entry, answering phones, and receiving the public has not decreased but has increased due to call volume and growth in the city. A well staffed and trained Records Division needs to be in place to handle this work load and department function. The current circumstance is in need of an additional employee to handle the demand.

Changes need to be made in how dispatch services are being paid for. During the period of time that the Roy City Police Department maintained its own dispatch services, the cost was absorbed in the police budget. No costs associated with use of the service by the fire department were billed to the fire budget. In the new consolidated system, charges are determined based on use by an entity. This budget needs to be divided between police and fire or assumed in one city budget as a service to the city. Discussions are currently in the process with the 2003 budget. This will not decrease any costs associated with the service but will allow for the fire and police department to work on budgets within their control.

Capital issues with vehicles and equipment needs to have a solid plan of rotation. Car per man policy is in place within the department. Our current fleet is 38 vehicles. With growth we anticipate over the next ten years to have a larger fleet of vehicles. To maintain the fleet integrity, a rotation plan of replacing a patrol vehicle every five years and an unmarked vehicle every seven years needs to be implemented as part of fiscal policy. The benefits to this are measured in liability, maintenance and a general positive and professional presentation to the public.

Training plans to accommodate a current force of 37 sworn and 5 sworn reserve volunteer officers needs to be implemented so that an officer gets training specific to their assignment. This training needs to incorporate a solid presentation of communication skills, problem solving based methodology, and cultural appreciation elements.

Current pay and benefits have fallen below comparable agencies within the local area and state wide. A plan to adequately compensate police employees needs to be in line with current standards. The benefit of living in a great community alone will not meet the needs of an increasingly professional department. Moral issues are currently surrounding this issue. By adequately meeting the needs of the employees in a fair and consistent manner, we will maintain a highly motivated and increasingly professional staff.

PLANNING CONSIDERATIONS

In providing municipal services, the City should strive to cooperate and share services to the fullest extent possible with other jurisdictions. The economies of scale available through cooperative ventures will help the City to hold down costs. As time progresses, police, fire, road maintenance, and other services will require an ever-increasing proportion of the City's budget. The public will demand more and better municipal services, but will not want to pay for them. These conditions will present fiscal problems to the City which will at times be difficult to solve. The City should communicate with, and educate, its citizen's relative to the community's future financial needs, and take other steps necessary to protect and enhance its revenue stream.

The future will require the City to stay abreast of technological advances in providing services and information to its citizens. With individuals using personal computers for bill paying, purchasing, and banking, the City should be able to provide its citizens with the same scope of services as they relate to city services. Services including purchasing building permits, business licenses, and dog licenses on-line are available in many cities, and should be made available to Roy's citizens and those doing business in Roy. Accessing information about one's utility account on-line as well as making a payment on the account as also available. Over the next few years, Roy City has committed to assess it's ability to provide these types of services, and the hardware and software components needed.

An up-to-date web site should be well maintained to provide the citizens with information on current events, City Council, and Planning Commission minutes. The web site should also provide information on the various departments within the City and allow citizens to communicate on-line with the departments. Citizens should be able to download forms, applications, and other information and submit the information either on-line or in-person.

The City should explore and be aware of the technology available to the municipal environment and provide funding as available to assure that the technology is implemented whenever feasible.

The City should continue to coordinate planning with the Weber County School District to ensure that the future educational needs of the community will be satisfied. The school-aged population base in Roy is still growing and expansion of existing and new schools may be needed within the next several years. If new schools are needed, it will be important to determine a good location and set property aside in the community for future school needs. Schools in the community should be centrally located for easy access, away from busy arterial streets and barriers which might disrupt or divide the school attendance area. Also, the City should stay abreast of local school adequacy and conditions, such as overcrowding, lack of facilities and equipment, and the like, by periodically obtaining information about school conditions from the various school administrations and/or the district administration. If inadequacies or needs do exist, the City should communicate with the District to see what can be done to remedy them.

The City should provide adequate staffing of police, firefighters and emergency personnel, equipment, and the latest technological tools to meet the needs of the current population.

A goal of the City should be that all developed properties in the City have access and be

connected to the secondary (irrigation) water system so that the use of the City's culinary water can be conserved.

A goal of the City should be that all developed properties in the City have access and be connected to the City's sewer system, particularly those that are within 300 feet of an existing sewer line. In areas where existing lines do not exist, lines should be provided so that properties can access and connect to the lines.

The City should periodically evaluate its impact fees to determine their appropriateness (how they are used, reason for their use, and reasonableness of fee amounts), and to determine whether or not the objectives of the impact fee system are being met.

The City should have a greater awareness of various local, state, federal, and other grant opportunities, and make better use of grant funds in expanding and improving the City's services.

The Federal Emergency Management Agency flood plain maps should be updated so that they will reflect the most current flood plain information for the City.

The City should strive to always improve communications between elected officials and citizens (public involvement), the effectiveness of the Office of the Mayor, the effectiveness of the City Council, and the effectiveness of the Planning Commission.

The City should strive to do its best to properly manage growth or development activities in the City.

The City should work toward improving the development of the City's streets/roads and their maintenance.

The City should consider consolidating various city services, such as law enforcement, fire protection, paramedic service, ambulance service, streets and roads, snow removal, and animal control to achieve better economies.

The City should make a greater effort to do better coordination with regard to construction projects and utilities in order to minimize conflicts, unnecessary expenses, and disruption of the various utility services in the City.

1997 Roy Community Survey Results - The 1997 Roy Community Survey was fairly comprehensive. It asked many questions related to city services to determine the satisfaction level of the services being provided by Roy. Questions were asked in the Community Survey that dealt with the following services: law enforcement, fire protection, planning and development, business licensing, paramedic, ambulance, street maintenance, animal control, cemetery, garbage collection, water quality, and sewer. The results of the survey relative to these services will be discussed here. Other services that the city provides, such as economic development, and parks and recreation, are discussed in the respective elements which discuss these subjects.

Planning and Development: With regard to planning and development, the Survey asked this question: "How would you rate the following planning and development activities in Roy?" The responses in the Survey were structured so that the respondents had to choose either excellent, good, fair, or poor. What follows are the summarized responses (percent excellent/good; and percent fair/poor) to specific planning activities:

- Communication between elected officials and citizens: 21 percent, excellent/good; 79 percent, fair/poor.

- Citizen involvement in city affairs: 22 percent, excellent/good; 78 percent, fair/poor.
- Effectiveness of Mayor and City Council: 33 percent, excellent/good; 67 percent, fair/poor.
- Effectiveness of Planning Commission in planning and zoning: 30 percent, excellent/good; 70 percent, fair/poor.
- Control of quantity, quality, and rate of growth: 26 percent, excellent/good; 74 percent, fair/poor.

Public Services: With regard to public services, the Survey asked several questions. The first question asked on public services is as follows: “How would you rate the following public services in Roy?” The results are according to the services listed below:

- Law enforcement: 80 percent, excellent/good; 20 percent, fair/poor.
- Fire protection: 92 percent, excellent/good; 8 percent, fair/poor.
- Ambulance service: 91 percent, excellent/good; 9 percent, fair/poor.
- Streets and roads: 36 percent, excellent/good; 64 percent, fair/poor.
- Snow removal: 54 percent, excellent/good; 46 percent, fair/poor.
- Cemetery maintenance: 78 percent, excellent/good; 22 percent, fair/poor.
- Garbage collection: 84 percent, excellent/good; 16 percent, fair/poor.
- Water quality: 70 percent, excellent/good; 30 percent, fair/poor.
- Sewer system: 80 percent, excellent/good; 20 percent, fair/poor.

The second question that the Survey asked is as follows: “For each of the following services please indicate if you think that service should expand, stay the same, decrease, or be deleted.”

- Law enforcement: expand, 59 percent; stay the same, 38 percent; decrease, 2 percent; delete, 1 percent.
- Fire protection: expand, 34 percent; stay the same, 66 percent.
- Paramedic service: expand, 29 percent; stay the same, 70 percent; decrease, 1 percent.
- Streets and roads: expand, 60 percent; stay the same, 38 percent; decrease, 1 percent.
- Snow removal: expand, 34 percent; stay the same, 64 percent; decrease, 2 percent.
- Animal control: expand, 28 percent; stay the same, 68 percent; decrease, 3 percent.
- Cemetery maintenance: expand, 10 percent; stay the same, 87 percent; decrease, 3 percent.
- Garbage collection: expand, 13 percent; stay the same, 86 percent; decrease, 1 percent.
- Sewer system: expand, 12 percent; stay the same, 87 percent; decrease, 1 percent.

The third question asked by the survey on public services is as follows: “For each of the services below please indicate two things: 1ST, if you think that services should be consolidated among local governments; and 2ND, if you think that services should be contracted to a private business.”

- Law enforcement: consolidate - 61 percent yes, and 39 percent no; contract - 5 percent yes, and 95 percent no.
- Fire protection: consolidate - 63 percent yes, and 37 percent no; contract - 6 percent yes, and 94 percent no.
- Paramedic service: consolidate - 60 percent yes, and 40 percent no; contract - 17 percent yes, 83 percent no.
- Ambulance service: consolidate - 58 percent yes, and 42 percent no; contract - 27 percent yes, and 73 percent no.
- Streets and roads: consolidate - 59 percent yes, and 41 percent no; contract - 33 percent yes, 57 percent no.
- Snow removal: consolidate - 53 percent yes, and 47 percent no; contract - 37 percent yes, and 63 percent no.
- Animal control: consolidate - 62 percent yes, 38 percent no; contract - 35 percent yes, and 65 percent no.

- Cemetery maintenance: consolidate - 45 percent yes, and 55 percent no; contract - 37 percent yes, and 63 percent no.
- Garbage collection: consolidate - 47 percent yes, and 53 percent no; contract - 57 percent yes, and 43 percent no.

The Survey also asked those who participated to identify the methods of payment they would support for those services that they felt needed the most improvement. The methods of payment identified, and their answers (either yes or no) are as follows:

- Increase fees to users of the service: 28 percent yes; 72 percent no.
- Lease purchase arrangements: 20 percent yes; 80 percent no.
- Create improvement districts with taxing authority: 35 percent yes; 65 percent no.
- Pay as you go basis: 52 percent yes; 48 percent no.
- Borrow (through long-term bonds): 44 percent yes; 56 percent no.
- Increase taxes: 29 percent yes; 71 percent no.
- Other: 18 percent yes; 82 percent no.

Summary of Survey Results: With regard to planning and development, the respondents did not respond favorably in the way the City was handling communications with citizens, public involvement, and the effectiveness of the Planning Commission, City Council and Mayor. About two-thirds to three-quarters of the respondents rated the above as fair to poor. Only one-quarter to one-third rated the above as excellent to good.

With regard to public services, 92 percent rated fire protection as excellent to good, and 91 percent rated ambulance service as excellent to good. For garbage collection, sewer system, and law enforcement, a relatively high rating was given, with 84 percent, 80 percent, and 80 percent rating these services as excellent to good, respectively.

GOALS, OBJECTIVES AND POLICIES

GOAL 1: To improve and maintain a high standard of service for the administration of the affairs of City Hall.

Objective 1: To provide opportunities for public involvement in the administration of the affairs of the City.

Policy A: Offer opportunities for workshops, special meetings, hearings, and generally an open door policy to all of the City's stakeholders on issues that concern the health, safety, welfare, and generally, the quality of life of the City.

Policy B: Encourage the formation of citizen groups, or organizations on issues on which that the City would like to receive input that would be representative of the community.

Policy C: Consider communicating with citizens, businesses, and government organizations through the use of news letters or other written communications that could be included in the City's utility billings.

Policy D: Explore the possibility of establishing and/or expanding a City web site that could contain current information about city events, city calendar, hearings, surveys, and the like, that could serve to inform, as well as receive input on issues that concern the city.

Objective 2: To facilitate open channels of communications between the City's

administrative staff and elected officials.

Policy A: Establish procedures or policies that will allow open communications between the Mayor/City Council and City Manager, department heads, and other personnel of the City.

Policy B: Hold, at a minimum, an annual workshop involving the Mayor/City Council, Planning Commission, other representatives (as deemed appropriate), administrative and other City staff members, as deemed appropriate, wherein expectations, procedures, policies, and other issues concerning the City can be discussed.

Objective 3: To ensure that the proper tools of management are available and used in the administration of the affairs of the City.

Policy A: Develop and annually update a Strategic Plan that will serve as a guide for the Mayor/City Council and City administrative staff with regard to the Council's and management's mission and goals to be accomplished.

Policy B: Ensure that proper management philosophies and policies are used by management to enable empowerment, initiative, and creativity on the part of all of the City's employees.

Objective 4: To facilitate communications between the City Council and Planning Commission, and other organizations sponsored by the City.

Policy A: Assign a representative from the City Council to serve as a liaison to the Planning Commission and to attend its meetings.

Policy B: Assign a representative from the City Council to serve as liaison to other City organizations that have been established to assist in the affairs of the City.

GOAL 2: To provide police and fire protection, water and sewer services, garbage collection, streets, flood control, snow removal, street lighting, and other services and facilities as needed and desired by the citizens of the City.

Objective 1: To provide essential and desired services and facilities as cost effectively, efficiently, and as well as possible to the citizens of the City.

Policy A: Properly maintain and expand as needed the City's water and sewer systems.

Policy B: Provide for the proper planning and implementation of storm water facilities in areas of the City where it is needed.

Policy C: Insure proper police and fire protection, and paramedic/ambulance service by maintaining existing and/or establishing new programs, and adequate staffing and equipment in order to carry out the needed protection of the public.

Policy D: Identify major transportation and utility corridors that may be needed in the future so that the city can take actions to protect the corridors from development and proper land use planning can be accomplished adjacent to them.

Policy E: Provide the City's residents, businesses, and government entities an opportunity to recycle trash by establishing a city-sponsored recycling program in the City.

Policy F: In providing municipal services, the City should follow sound fiscal policies.

Policy G: Determine the adequacy of the operations of the various departments of the City and make changes as necessary to meet the needs of the community over the next 10 or 20 years.

Policy H: Provide support to the City's arts, cultural, and historic preservation organizations, and assist in providing physical facilities to properly house them.

Policy I: Provide additional opportunities for the City's civic and volunteer organizations to assist in keeping the community a clean and a wholesome place to live (see Urban Design and Aesthetic Element).

Policy J: Adopt the Weber County Health Department's environmental health codes as part of the City's codes.

Policy K: Where appropriate and cost effective, the City should consider the consolidating and/or contracting with other local governments for various municipal and other needed services.

Policy L: Ensure that all existing streets in the City are adequately maintained, and that new streets and other transportation facilities are provided as a need for these facilities arises and funds are made available to construct them.

Policy M: Continue to support the Roy Water Conservancy Subdistrict in its mission to provide pressurized irrigation water to the City.

Policy N: Continue providing thorough, timely, and quality development review in order to assure good service to the development community and high quality development in the City.

Policy O: Extend sewer services to all areas of the City, and require developed properties to connect to all existing sewer lines, particularly if they are within 300 feet of the line.

GOAL 3: To ensure and support adequate public educational programs, and an adequate number of schools within reasonable traveling distance for the City's residents.

Objective 1: To establish avenues of coordination and a spirit of cooperation between the Weber County School District, City government, and the City's sites which will serve the broad, community-wide needs of City residents.

Policy A: Encourage the Weber County School District to coordinate with the City on the expansion of existing schools, and/or the acquisition of any future school sites that may be located within the City, or that might be located outside of the City, but would be attended by students from Roy.

Policy B: Ensure that both public and private school sites, or expansion of

existing schools within the Roy are considered in the planning process to enable cooperation in resolving potential transportation, safety, and other problems.

GOAL 4: To provide for the safety of everyone in the City by being able to prevent, or adequately respond to public safety emergencies resulting from both manmade and natural disasters.

Objective 1: To protect the City's residents, and other public/ private entities and their employees from injury, loss of life, and property damage resulting from natural or manmade catastrophes, hazardous conditions, and through appropriate programs, ordinances, enforcement policy and procedures.

Policy A: Mitigate fire hazards, when appropriate, with proper policy enforcement, installation of fire restrictive materials, and the installation of early warning systems. Sprinkler systems are encouraged in multiple family and some other residential dwellings, especially those which are in high hazard areas and environment.

Policy B: Adopt the most recent fire codes for new and existing structures to reduce impact of planning growth of fire department capabilities.

Policy C: Fire prevention programs should include hospitals / nursing homes, home fire drills and fire safety training. This could be accomplished by the department.

Policy D: All existing buildings, excepting single-family dwellings should be inspected each year, if possible.

Policy E: Work toward establishing a 5 minute maximum response time for fire and medical apparatus, unless other approved fire suppression measures have been instituted.

Policy F: Fire prevention measures and policy measures will continue to be part of the site plan review process.

Policy G: Aggressive and well documented training programs will be attended by all employees of the fire department.

Policy H: The Emergency and Preparedness Plan should be reviewed and revised, if necessary, annually.

Policy I: Provide information to citizen regarding the availability of emergency preparedness classes and training.

Policy J: Consider the review of existing ordinances and making appropriate revisions, or establish new ordinances which govern use, storage, transportation and disposal of hazardous materials.

Policy K: Continue actively pursuing correction of code violations, such as weeds, junk cars, and debris.

Capital Improvements

EXISTING CONDITIONS/BACKGROUND

The purpose of the Capital Improvements element is to establish a close relationship between capital improvements programming (CIP) and the General Plan. The foremost reason for planning for capital improvements is to enable the availability of sufficient and continuous funding of projects for the maintenance and development of the City when it is needed. The City's CIP process, in conjunction with the City's budget, can establish priorities based on the degree of need, and resolve possible deficiencies in the capital improvements budget. A five year, or longer, Capital Improvements Plan is a needed planning tool which provides guidance to, and some predictability for budgeting in the future.

Based on input from the various department heads, the following information represents the anticipated capital improvement needs over the next several years.

Administration

The City has essentially outgrown the current building in which the administrative offices of the City (City Hall), District Court, and the Hillside Senior Center are located. Plans will need to be made within the near future for additional space that may be available as existing or new buildings. Another facility needs to be found for the Senior Citizens Center so that the space the Center is currently occupying can be made available to accommodate the growth of the City's administrative staff. The amount of floor space needed within the next five, ten, and twenty years and its cost will need to be estimated, and sources of revenue identified in the near future.

Public Safety

Police: Police squad cars and other vehicles need to be replaced, or rotated on a regular basis. Squad cars will need to be equipped with in-car video cameras and laptop computers. The cost for the above over the next five, ten, and twenty years will need to be estimated and sources of revenue identified in the near future.

Fire/Ambulance/Rescue: The Fire Department has estimated capital costs over the next twenty years. It has identified a need in the future for the following equipment: four ambulances, one ladder truck, four pumper trucks, three brush trucks, two Deputy Chief's trucks, and four paramedic trucks. The replacement schedule for the above vehicles was based on National Fire Protection Association (NFPA) recommendations, which recommends average replacement for front line pumpers every five years, and ladder trucks every ten years. Ambulances should be replaced every two to three years, brush trucks every ten to fifteen years, and rescue trucks every five years. Other vehicles are replaced as the budget allows, or when the current vehicle repair costs are too high.

The vehicles listed above are identified as replacement vehicles, which would enable the maintenance of the existing level of service. With future growth of the City, there would be an additional need to add to the fleet in the future.

Transportation

Streets/Bridges: Some widening of streets and other projects are needed in Roy in the future. The street widening projects are: (1) 5500 South (widening from 2 to 4 lanes) from 3500 West to the City's west city limits (LRP-Phase 2); (2) 4800 South (street widening from 2 to 3 lanes) from 1900 West to the City's west city limits, or 4300 West (LRP-Phase 2); (3) 4000

South (street widening from 2 to 4 lanes) from 1900 West to the west city limits, or Midland Drive (LRP-Phase 2); and (4) 3500 West (widening from 2 to 4 lanes) from the City's south city limits to Hinckley Drive (LRP-Phase 1). Costs and sources of funding will need to be determined for these projects in the near future.

There is another significant project proposed in the City which the Utah Department of Transportation is sponsoring. It is the extension of Hinckley Drive (SR-79, Hinckley Drive to SR-108) to Midland Drive. It will require the construction of a new roadway as well as a railroad overcrossing structure. It is scheduled for construction sometime between and including the years 2004 and 2006 at a total cost of about \$29,000,000.

According to the Roy City Public Works Capital Improvements List (Nov. 1, 2000), a total of \$5,185,423.70 of street and related improvements needs was identified to be spent over a 5-year period, ending with the year 2005. A majority of the funds were earmarked for regrading, resurfacing, curbs, gutters, and sidewalks for the Great Basin and Hal-Vern Subdivisions, the widening of 4800 South from 1900 West to 2675 West, and the widening of Airport Road from 4400 South to 4800 South. Of this total, projects costing a combined \$1,101,000 were either completed or under construction as of January 2002. These projects included primarily the widening and installation of improvements for 4800 South ((1900 West to Airport Road), the widening and installation of improvements for Airport Road (4400 South to 4800 South), and the installation of curb, gutter, sidewalk, and storm sewer on 6000 South (3100 West to 3500 West).

There may be a future need for a railroad over pass structure on 4800 West which crosses the UPRR tracks and possibly the old D&RGW Railroad tracks as well. If the overpass is comparable to the one constructed on 5600 South, the cost will be significant. Also, a bridge over the Layton Canal (6000 South) is included in the Public Works Capital Improvements List. It is estimated to cost \$85,000, and was scheduled for construction in the year 2001.

Mass Transit Facilities: Within the next five years (by the year 2007) it is possible that commuter rail service could be implemented between Ogden and Salt Lake City. The City needs to implement some policies that will be supportive of and/or enable the development of the station and related facilities. If, for example, the station were to be located at 5600 South and the old D&RGW Railroad tracks (circa 2730 West), several acres of land will need to be available for the construction of a station, park-and-ride lot, and other facilities. In addition, the existing, and/or future land use around the station will need to be re-evaluated so that existing development can be redeveloped, and future planned land use can be made to be compatible with, and supportive of, the station (transit oriented development). The role the city potentially, or eventually, could play relative to the commuter rail station still needs to be determined. Once things become more clear in the future, it is possible that the City may have some expenditures directly, or indirectly related to commuter rail development.

Bicycle Facilities: Provisions will need to be made to accommodate bicycle and pedestrian travel, particularly on state roads. It would also be advisable for accommodations to be made on City streets as well. With regard to bicycle facilities, there are several streets in Roy for which a bicycle lane, or expanded shoulder to accommodate a bicycle rider is called for by the regional Long Range Transportation Plan. These streets are: 5600 South (bicycle lane); Midland Drive, 3500 West, 4000 South, 5500 South, and portions of 4400 South, 4800 South, and 2700 West (wide shoulders). Also, the Plan identifies multipurpose paths (includes bicycles) along the Hooper, Layton, Davis and Weber Canals, and the D&RDW Railroad right-of-way, which is now owned by the Utah Transit Authority. The bicycle lanes, wide shoulders (routes), and paths are scheduled to be implemented sometime within the planning horizon of the Long Range Transportation Plan (the Plan includes the year 2030). It is anticipated that as street improvements are designed and constructed, the bicycle lanes and wider shoulders will be

incorporated into the street design and constructed at the same time the street improvements are made. As far as paths along the canals and other corridors are concerned, the City will need to make plans and develop designs to implement these facilities in the future. Once more detailed design information is generated about these facilities, it will be easier for cost estimates, budgets, and priorities to be determined for these facilities so that they can subsequently be included in the City's Capital Improvements Plan.

Utilities

Culinary Water System: The Hill Field reservoir, with a capacity of 2 million gallons, pump house, and other related facilities will need to be replaced by the year 2005 at an estimated cost of about \$1,825,000. Also, the reservoir capacity at the 5175 South reservoir facility will need to be increased with the addition of a 500,000 gallon water storage tank at an estimated cost of \$507,000. The old ductile iron pipe throughout west Roy from 4600 South to 5700 South, west of 3500 West will need to be replaced with PVC, because of significant deterioration due to the type of soils in the area. Also, the east area of central Roy still has four and six inch water lines, which are deficient as far as size is concerned. These water lines must be upgraded to an eight inch size in order to meet fire flow standards. All of these projects are planned to be constructed by the year 2005.

According to the Roy City Public Works Capital Improvements List (Nov. 1, 2000), a total of \$6,206,309.60 in water system improvement needs was identified to be spent over a 5-year period ending in the year 2005. A majority of the funds were earmarked for the Hill Field reservoir and related facilities, the water tank at 4000 South and related facilities, and the installation/replacement of water lines. Of this total, projects costing a combined \$1,797,000's were either completed or under construction as of January, 2002. These projects included primarily the water tank and related facilities at 4000 South, and the installation/replacement of the water lines.

Sanitary Sewer: Most of the sewer lines in the City are comprised of concrete pipe. Over time, tree roots have broken through the gaskets where the pipe segments are joined together, or connected. Concrete lines are no longer used, as all new sewer lines are now made of PVC. The old concrete lines need to be upgraded using a trenchless technology which lines the inside of the old concrete lines.

The Roy Public Works Capital Improvements List identifies six needed sewer projects totaling \$3,240,800. A majority of the funds for these projects was earmarked for lining the inside of old deteriorated sewer lines throughout Roy, a new wet well and sewage lift station at 4300 West, and the installation of sewer and storm sewer lines on 4400 South (2150 West to 2600 West). Of these funds, \$910,000's worth of projects were either completed or under construction as of January, 2002. These projects included primarily the new wet well and sewage lift station (4300 West), and installation of sewer and storm sewer lines (4400 South).

Storm Drainage/Flood Control: Roy's Storm Drainage Master Plan (1997), while recognizing the use of natural drainage channels and existing canal system in the community, has recommended numerous projects for resolving existing problems, meeting the demand of future growth, and generally making the system function effectively, which includes those listed below:

(1) **Compliance with EPA Standards:** New federal and state storm water regulations will require that the City provide a comprehensive Storm Water Management Plan which addresses both the quality and quantity of storm water generated within the City. The Phase II Storm Water Plan has provided new EPA standards that Roy City must implement. These

include grate replacements throughout the City. In addition , testing of water, installation of oil water separators, pre-treatment facilities for water testing, and the like.

(2) **Howard Slough:** A major reconstruction of the Howard Slough is planned for flood control and walking area. Planned are the construction of trails, maintenance road, benches, security lighting, wildlife habitat restoration, which includes the creation of more wetlands, and expansion of the slough's overflow capacity. The Capital Improvements List contains some projects and cost estimates for certain portions of the work proposed for the Howard Slough. The construction of the detention pond is estimated at \$366,894.00 (was scheduled for the year 2001), and the modification of the channel to accommodate overflow and the parkway are estimated to cost \$500,000 (scheduled for years 2002 and 2003). Army Corps of Engineers and State Division of Water Resources permits will be required before work on the Slough project can begin.

(3) **System Improvements:** The City's Storm Drainage Master Plan (1997) has identified 25 projects that need to be constructed in the near future. These storm drainage projects include 20 storm drains for various locations in the City, 3 detention basins (1900 West and 4400 South, Sandridge Park, and 6000 South and D&RGW tracks), inlet boxes (2500 West), and one land drain (west boundary of Royal Green Golf Course, or Eagle Lake Golf & Recreation Center). The cost of these projects is estimated at \$3,458,965. In addition to the above, new detention basins, storm drain piping, and other projects are planned in the long-term as part of the City's storm drainage system.

The Storm Drainage Master Plan contains a priority listing of all projects needed in both the short- as well as the long-term. Three priorities were listed. The estimated cost of Priority 1 is \$1,831,788; Priority 2, \$2,530, 564; and Priority 3, \$3,894,070. The combined cost of the projects on the priority list amounts to \$8,256,422. A majority of the funds for constructing the planned projects of the storm sewer/drainage system identified in the Plan can be expected to be provided by the City. However, cooperation and coordination with Weber County and other communities will be required to maximize the potential functionality of the storm drainage facilities identified in the Plan as a system.

The Roy Public Works Capital Improvements List identifies a number of projects with an estimated value of \$6,206,309.60 that are projected to be needed by the year 2005. A majority of these funds were earmarked for the installation of storm sewer lines, construction and/or enlargement of detention basins/ponds, installation of various sumps in "upper" Roy, and the Howard Slough Parkway and related facilities. The projects that come from the List that have been either completed or are under construction are estimated at a total costs of \$1,044,651.33. These project primarily include the sumps in "upper" Roy, and the installation of storm sewer lines on 6000 South (3100 West to 3500 West), 5500 South (3500 West to 3900 West), and 5700 South (4075 West to 4250 West).

Secondary (Irrigation) Water: The Roy Water Conservancy Subdistrict (RWCS D) technically is not a part of the City's government. However, the service the Subdistrict provides is almost exclusively to Roy. It charges the citizens of Roy monthly fees and impact fees, which pay for all of the capital improvements and maintenance costs of the water system. Also, some of the City's elected officials have representation on the Subdistrict governing board members, which directs the affairs of the Subdistrict. Therefore, it is appropriate that the planned capital improvements of the Subdistrict are included here.

The Subdistrict, based on the future growth of the service area, needs to develop additional water sources, and expand its distribution system and water storage capacity. The needs and costs of these improvements are listed below:

(1) **Water Sources:** The Subdistrict projects that it will need to develop an additional water source in order to serve 388 irrigable acres. The Subdistrict plans to perfect its drainage water rights, and better utilize Johnson's well, as these two sources are estimated to be adequate to meet future demands. The estimated cost of developing new water sources is \$1,133,940, and the estimated cost of Davis and Weber Canal water stock is \$888,000.

(2) **Distribution Lines:** Nineteen individual projects were identified the Subdistrict's capital Facilities Plan that will need to be constructed to expand the system, and ensure that it functions at acceptable service levels. The estimated cost for completing these projects is \$1,221,864.

(3) **Storage:** Plans are underway for the expansion of the existing reservoir. Also, plans call for an additional 24 acre-feet reservoir to be constructed. The total estimated cost for the required additional storage projects is \$959,160.

Parks and Recreation

Southwest Park, Phase 2: The development and construction of facilities in Southwest Park, which is located at 5300 South and 4300 West, is in the planning phase. Planned are soccer fields, leisure areas, ponds, streams, walking paths, pavilions, covered picnic areas, a baseball field, and the like. The project is scheduled for the year 2003, which is estimated to cost \$1,500,000.

Pocket Parks: Pocket parks in various subdivisions need to be improved and/or developed.

Existing Park Upgrades: Existing parks need to be upgraded and several new facilities added.

Roy City Aquatic Center: One of the larger capital improvements projects of the City is being planned on 9 acres of property purchased from Royal Green Golf Course,. The City has made plans to construct the City's Aquatic Center, or new outdoor pool complex, on this property. The multi-million dollar complex will consist of the following: (1) a 11,790 sq. ft. leisure pool and slide splash down; (2) a 4,470 sq. ft. lap pool and diving well; (3) a water slide; (4) a 2895 sq. ft. wading pool; (5) a 332 space parking lot; (6) a pool storage and equipment building; a building that will house men's and women's locker rooms, family change room, first aid/life guard room; (7) a building that will house ticketing, administration and concessions; five shade pavilions, and one group pavilion; (8) children's sand area; (9) sand volleyball area; and (10) landscaping. Construction is scheduled to begin on the above improvements in the year 2002, which is estimated to cost about \$2,000,000.

The City may need to add to its park acreage in some areas of the City where parks are not prevalent. One such area is the southern part of the city along 6000 South. There is a parcel of land (Patterson property) that is about 9 acres in size located at the southwest corner of 6000 South and 3100 West that may be a good site for a future park.

Building Improvements

Included in the Roy Public Works Capital Improvements List were three new building projects: the Roy Aquatic Center (new outdoor pool), new Senior Citizen's Center, and a new storage building for salt and road base. The Aquatic Center information is documented above. The Senior Citizen's Center is estimated to cost \$1,000,000, which is scheduled to be constructed in the year 2005. The storage building is estimated to cost \$150,000, and was scheduled for

construction in the year 2001.

Problems and Needs

The City of Roy does not have a formal capital improvements planning process. It needs to develop a process for developing a unified Capital Improvements Program in which various needed projects are identified and the time frame in which they are needed.

There may be some difficulty, and some funding sources have yet to be identified, in raising the funds needed to construct all of the projects that have been identified in the Public Works Capital Improvements List and other needed projects.

PLANNING CONSIDERATIONS

It is important for a rapidly growing community to plan for its future capital improvement needs. The City of Roy should ascertain its capital facilities/projects needs and financial requirements, establish a capital projects fund, and create a revenue stream through its annual budget process to replenish the funds as projects are constructed.

The City should not only adopt a formal 5-year program of capital facilities/projects, but also make an effort to look beyond 5 years to as much as 10, 15, or even 20 years into the future. In addition, it is always difficult to generate enough revenue to pay for all of the projects desired and/or needed by the City. It would serve the City well to project the City's revenue stream as accurately as possible, and if deficiencies of revenue are projected, to identify additional income sources to make up the shortfall.

Administratively, the City will need funding to integrate the individual department networking systems in one centralized network. Network software that will share information between related departments will need to be purchased. This will enable information to flow throughout the various departments, with the ability for it to be updated at any one point. Project information may be provided instantaneously rather than through the delivery of hard copy by mail or by hand. Connecting members of the City Council and Planning Commission to the City's network systems would allow information to be passed along to them faster and more often.

GOALS, OBJECTIVES AND POLICIES

GOAL 1: To establish and adopt a 5-year Capital Improvements Program for transportation, infrastructure, City buildings and other needed improvements.

Objective 1: To establish and adopt a plan which identifies, prioritizes, and schedules needed improvements over a 5-year period or beyond.

Policy A: Identify all the construction projects which the City needs to undertake and update the assessment of needs on an annual basis.

Policy B: Estimate construction costs of projects, identify sources of funding, and create a time frame for needed capital improvements.

Policy C: Investigate the feasibility of, and consider implementing programs, which will raise the revenue needed for capital improvement projects planned by the City.

Policy D: Explore creative ways of raising revenue to fund City capital

improvements.

Policy E: Make greater use of Community Development Block Grants (CDBG), and other state and federal grant programs.

GOAL 2: To establish a longer-range perspective, beyond the 5-year planning horizon of a Capital Improvements Program, of anticipated capital facilities needs.

Objective 1: To establish Capital Improvement Plans identifying facilities/projects needed between 5 and 10 years, and 10 and 15 years from the present.

Policy A: The City should project its future capital facilities/projects needs 5 to 10, and 10 to 15, years from the present.

Policy B: The City should set priorities for capital facilities/projects based on when improvements are needed, and the availability of funding.

Glossary

Agriculture: Any use of land for the growing and harvesting of crops or animals for sale for profit, or uses which are directly ancillary to the growing and harvesting of crops or animals, which is the exclusive or primary use of the lot, plot, parcel, or tract of land; or processing crops to the generally recognizable level of marketability; or the open range grazing of livestock.

Agri-business: Any business that deals with agriculture.

Agriculture/Industrial Land Use: Dairy processing, value added food processing, canning.

Aquifer: A saturated underground formation of permeable materials capable of storing water and transmitting it to wells, springs, or streams.

Best Available Control Measures: The maximum degree of emissions reduction of PM10 and PM10 precursors from a source which is determined on a case- by- case basis, taking into account energy, environmental, and economic costs.

Buffer: A method of separating incompatible uses; examples include opaque fencing, vegetated berms, and dense landscaping.

Capital Improvements Program: A City Council approved timetable or schedule of future capital improvements to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project.

Character: Distinguishing quality or qualities that make an area unique.

Cluster Development: A development design that concentrates buildings in areas of the site to allow remaining land to be used for recreation, common open space and/or preservation of environmentally sensitive features.

Community: A group of individuals living in a common location sharing common interests.

Conditional Use Permit: Permit given to a land use that is allowed in a zone if it meets additional standards specified in the zoning ordinance (e.g. setbacks, off-street parking).

Congestion Pricing: The policy of charging drivers a fee that varies with the level of traffic on a congested roadway. Congestion pricing is designed to allocate roadway space, a scarce resource, in a more efficient manner.

Dairy: An area of land on which cows are kept for the purpose of producing dairy products in commercial quantities, as well as the related buildings, equipment, and processes.

Density: A numeric average of families, individuals, dwelling units or housing structures per unit of land; usually refers to dwelling units per acre in the General Plan.

Density Bonus: Permitting additional development on a parcel in exchange for items of public benefit such as affordable housing, recreation sites, infrastructure expansion, etc.

Developer: Any person or group of persons or legal entity which builds improvements on land, including buildings, streets, parking lots, drainage structures, and or utilities to serve buildings.

Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking, and sanitation

facilities, but not more than one kitchen) that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement: An interest held by one person, party, or entity, in land of another, whereby that person is accorded partial use of such land for a specific purpose, such as access or utility extensions.

Ecosystem: Community of different species interacting with one another and with the chemical and physical factors making up its nonliving environment.

Effluent: Any material that flows outward from something (e.g. treated wastewater sewage discharges).

Endangered Species: A species of animal or plant that is listed as endangered in accordance with the federal Endangered Species Act.

Environment: All the factors, (physical, social, and economic), that actually affect a population.

Floodplain: The channel and the relatively flat area adjoining the channel of a natural stream or river which has been or may be covered by floodwater. Land immediately adjoining a stream which is inundated when the discharge exceeds the conveyance of the normal channel.

General Plan: The long-range Comprehensive Plan for the physical development of a municipality. The General Plan includes any unit or part of such plan separately adopted and any amendment to such plan or part thereof.

Goal: An ideal future end, condition or state related to the public health, safety or general welfare toward which planning and planning implementation measures are directed.

Groundwater: Water stored underground, beneath the earth's surface, . It is stored in cracks and crevices of rocks and in the pores of geologic materials that make up the earth's crust.

Incident Management: The coordination of information between the various respondents to an accident, disabled vehicle, spilled debris, and other traffic incidents. Respondents would include such agencies as police, fire, emergency medical service, highway maintenance, and traveler assistance.

In fill: The development of new housing or other buildings on scattered vacant sites or small groups of sites in an otherwise built up area.

Infrastructure: Facilities and services needed to sustain any type of development-residential, commercial or industrial activities. Includes water and sewer lines, streets, electrical power, fire and police stations, etc.

Inter modal: A system of moving goods that integrates several different forms of transportation methods (e.g. truck to rail).

Jobs-Housing Balance: An attempt to balance the number and types of jobs with the amount and cost of housing.

Land Use: The occupation or utilization of land or water area for any human activity or any purpose defined in the Comprehensive General Plan.

Leapfrog Development: Development or infrastructure extended by a municipality beyond land that could be developed.

Level of Service: A qualitative measure of traffic flow and driver satisfaction, with values ranging from A (free flow) to F (over saturation).

LRP: Regional Long Range Transportation Plan of the Wasatch Front Regional Council, an association of governments and Metropolitan Planning Organization.

Multi-modal: Capable of accommodating a variety of transportation modes, such as buses, automobiles, rapid transit, rail, bicycles and pedestrians. A multi-modal transportation hub is a facility for the transfer of passengers and/or goods between different modes of transportation.

Natural Resources: Elements relating to land, water, air, plant and animal life, and the interrelationship of those elements. Natural resource elements include soils, geology, topography, floodplains, vegetation, wildlife, surface and groundwater, and aquifer recharge zones.

Neighborhood: An area of a community with characteristics that distinguish it from other community areas and which may include distinct ethnic or economic characteristics, schools, or social clubs, or boundaries defined by physical barriers such as major highways and railroads or natural features such as rivers.

Non-Attainment Area: Areas that do not meet the National Ambient Air Quality Standards (NAAQS) for one or more pollutants. The pollutants included in these standards include lead, oxides of nitrogen, sulfur dioxide, ozone, carbon monoxide, and PM10.

Objective: A specific end, condition or state that is an intermediate step toward attaining a goal. An objective should be achievable and, when possible, measurable and time specific.

Open Space: A publicly or privately owned and maintained lands in their natural state and protected from development. Open Space lands are generally comprised of mountains and foothills, rivers and washes, canals, vegetation, wildlife habitat, parks, and preserves owned and maintained ground area that satisfies visual and physiological needs of the community for light and air; covered with vegetation, game courts, non-vehicular paths, or associated buildings.

Pedestrian Facilities: Physical infrastructure that allows for or promotes walking as a mode of travel. These facilities either support walking as a stand-alone mode of travel, or support walking between origins and destinations as an interface with public transit.

Point Source: A single identifiable source that discharges pollutants into the environment.

Policy: A specific statement that guides decision making. Policies are statements of intent for actions to be taken in pursuit of a given objective.

Planning: The establishment of goals, policies, and procedures for social, physical, and economic order.

Plat: A scaled drawing, developed from a survey performed by a surveyor, that contains a description of subdivided land with ties to permanent survey monuments.

PM10: Airborne particulate matter of 10 microns or less in diameter. PM10 is the result of agricultural and construction operation, suspended dust, tire abrasion from vehicles traveling on roads, and natural occurrences such as wind storms.

Potable Water: Water that meets state and federal drinking water standards.

Recharge Zone: An area in which water is infiltrated and added to the groundwater reservoir or

aquifer.

Regional Park: A recreation area of 20 or more acres that offer passive recreation opportunities for activities such as space in the form of trails, hiking, camping, picnicking, and climbing, but has no facilities for organized active forms of recreation.

Right-Of-Way: A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads and utility lines.

Riparian Area: An aquatic or terrestrial ecosystem that is associated with bodies of water, such as streams, lakes, or wetlands, or is dependent upon the existence of perennial, intermittent, or ephemeral surface or sub-surface drainage.

Rural Residential: Single family residence on a parcel of land with 1, 2, or more acres, which may include mixed residential and agricultural farmland use.

Streetscape: The character or scene that may be observed along a street as created by its natural and man-made components including its width, paving materials, plantings, lamp posts, traffic lights, benches and the forms of surrounding buildings.

Subdivider: Any person who offers for sale or lease six or more lots, parcels, or fractional interests in a subdivision, or who causes land to be subdivided into a subdivision for himself or for others, or who undertakes to develop a subdivision.

Subdivision: Improved or unimproved land or lands divided or proposed to be divided for the purpose of sale or lease, whether immediate or future, into two or more lots, parcels or fractional interests.

Traffic Demand Strategies: A set of programs aimed at reducing the volume of traffic and the distance of a trip by influencing the manner in which people travel to work. Examples of traffic demand strategies include carpooling, congestion pricing, and providing a financial subsidy for transit riders.

Transportation Mitigation Plan (TMP): A plan to show how traffic flows will be smoothed or diverted during construction. A TMP might call for installing ramp meters or upgrading parallel roads; boosting public transit service; aggressively marketing carpooling/vanpooling; and mounting a public information campaign.

Transit- Oriented Development: The Higher design and location density of land uses and activities of a density that are designed and located to encourages ridership on public transit. Transit-oriented design projects attempt to attract people to the transit system by creating an atmosphere which is safe, convenient, and easily accessible by foot, bicycle, or alternative transit mode.

Zoning: The division of a jurisdiction/municipality into parcel specific categories with regulations governing the use, placement, spacing, and size of land and buildings corresponding to the categories.

APPENDIX - A

1997 Community Survey

A.) Results of 1997 Community Survey

1.) A community survey was completed by the Roy citizens with the help of city staff and other city volunteers in September 1997. Utah State University Extension Service was hired to help develop the questionnaire used, coordinate the door to door campaign, survey collection and summary of the results.

APPENDIX - B
Planning Commission Meeting Minutes

APPENDIX - C
City Council Meeting Minutes

APPENDIX - A

1997 Community Survey

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ROY COMMUNITY SURVEY

N=457 ± 4.3%

March 1997

NOTE: This survey is sponsored by the Roy City Council, Roy Planning Committee, and Utah State University Extension. We appreciate your help and cooperation in completing this survey. To protect your confidentiality, do not put your name on the survey. Please circle the number of your answer on every question.

[Persons who did not answer or indicated they didn't know are omitted from the Number Responded.]

A. CULTURAL ENRICHMENT

1. How would you rate the following activities in Roy: [4=EXCELLENT, 3=GOOD, 2=FAIR, 1=POOR, 8=DON'T KNOW]

	EXC	GOOD	FAIR	POOR	Number Responded
a. Recreational programs for youth.	10%	47%	32%	11%	326
b. Recreational programs for adults	3%	22%	40%	35%	268
c. Quality of local parks for:					
1. family outings.	16%	48%	27%	9%	412
2. picnicking.....	17%	45%	27%	11%	413
3. group recreation.....	13%	47%	30%	10%	397
4. playground equipment.....	10%	41%	33%	16%	392
5. overnight services.....	1%	11%	30%	58%	248
d. Activities for senior citizens....	11%	41%	29%	19%	167
e. Educational opportunities for youth..	7%	38%	38%	17%	278
f. Educational opportunities for adults	5%	20%	45%	30%	224

B. PLANNING AND DEVELOPMENT

1. How would you rate the following planning and development activities in Roy? [4=EXCELLENT, 3=GOOD, 2=FAIR, 1=POOR, 8=DON'T KNOW]

	EXC	GOOD	FAIR	POOR	Number Responded
a. Communication between elected officials and citizens.....	2%	19%	42%	37%	365
b. Citizen involvement in city affairs....	2%	20%	45%	33%	339
c. Effectiveness of zoning enforcement.	3%	29%	44%	24%	286
d. Effectiveness of mayor and city council.....	2%	31%	48%	19%	330
e. Effectiveness of planning commission in planning and zoning.....	3%	27%	44%	26%	317
f. Control of quantity, quality, and rate of growth.....	2%	24%	37%	37%	364

2. Has development of the following in Roy been TOO MUCH, ABOUT RIGHT, or NOT ENOUGH?

	TOO MUCH	ABOUT RIGHT	NOT ENOUGH	Number Responded
a. Development of commercial district	12%	62%	26%	401
b. Development of retail businesses..	9%	62%	29%	409
c. Development of light manufacturing	6%	53%	41%	326
d. Development of home-based businesses...	11%	57%	32%	254

3. How would you rate the following economic conditions in Roy?

	EXC	GOOD	FAIR	POOR	Number Responded
a. Job opportunities..	1%	21%	51%	27%	356
b. City government's promotion of economic development...	2%	24%	46%	30%	317
c. Roy City's success in attracting new businesses to the city.....	2%	26%	38%	34%	362
d. Roy City's success in encouraging local business development and expansion.....	2%	28%	42%	28%	346
e. General direction of economic development in Roy.....	1%	31%	40%	28%	355

4. The commercial district in Roy is located on a portion of 1900 West. If Roy City were to extend the commercial district along 1900 West, in which direction(s) should it be extended:

[PLEASE CIRCLE ONLY ONE RESPONSE]

	Number Responded
a. North to city limit.....	38%
b. South to city limit.....	11%
c. Both North and South to city limits.	30%
d. Do not extend commercial district...	18%
e. Other (Please list _____)	3%

5. Should Roy City provide tax incentives to businesses so they locate in Roy?.....

YES	NO	Number Responded
53%	47%	360

6. Which of the following types of businesses or industries would you like to see expand or locate in Roy?

	YES	NO	Number Responded
a. Light manufacturing.....	56%	44%	369
b. Retail.....	72%	28%	394
c. Small business.....	80%	20%	385
d. Others (Please list).....	20%	79%	201

7. Would you favor higher density housing in your neighborhood of any of the following types:

	YES	NO	Number Responded
a. Duplexes.....	14%	86%	429
b. Twin homes.....	15%	85%	424
c. Condominiums.....	17%	83%	422
d. Apartments.....	7%	93%	419

8. There are four types of single-family residential zones in Roy. How should the majority of new single-family building lots in Roy be zoned? [PLEASE CIRCLE ONLY ONE RESPONSE]

	Number Responded
a. ZONE R-1-10 (MINIMUM 10,000 SQ. FT., MINIMUM LOT WIDTH 80 FT.).....	51%
b. ZONE R-1-8 (MINIMUM 8,000 SQ.FT., MINIMUM LOT WIDTH 65 FT. EXCEPT ON CORNER LOTS IT SHALL BE 75 FT.)....	29%
c. ZONE R-1-7 (MINIMUM 7,000 SQ. FT., MINIMUM LOT WIDTH 65 FT. EXCEPT ON CORNER LOTS IT SHALL BE 70 FT.)....	15%
d. ZONE R-1-6 (MINIMUM 6,000 SQ. FT., MINIMUM LOT WIDTH 60 FT. EXCEPT ON CORNER LOTS IT SHALL BE 70 FT.)....	5%

C. SERVICES

1. How would you rate the following businesses in Roy?

	EXC	GOOD	FAIR	POOR	Number Responded
a. Grocery stores..	44%	47%	8%	1%	451
b. Hardware and building supply.	11%	40%	35%	14%	430
c. Fast food eating establishments..	34%	46%	17%	3%	445
d. Restaurants.....	10%	34%	35%	21%	436
e. Medical Doctors..	10%	36%	38%	16%	371
f. Dentists.....	14%	41%	31%	14%	347
g. Clothing stores..	1%	5%	21%	73%	412
h. Auto repair.....	6%	31%	42%	22%	410
i. Appliances.....	2%	14%	39%	45%	389
j. Hotels/motels...	1%	7%	27%	65%	373
k. Night clubs.....	5%	9%	19%	67%	292
l. Other (_____)	7%	21%	21%	50%	14

2. How adequate are the Utah Transit Authority (UTA) bus routes?

a. VERY ADEQUATE....	20%
b. ADEQUATE.....	58%
c. INADEQUATE.....	14%
d. VERY INADEQUATE..	8%
Number responded	237

3. How would you rate the physical appearances of the following in Roy? [EXCELLENT, GOOD, FAIR, POOR, DON'T KNOW]

	EXC	GOOD	FAIR	POOR	Number Responded
a. Homes and yards	7%	62%	27%	4%	447
b. Public building	12%	66%	19%	3%	446
c. Public parks...	17%	58%	21%	4%	441
d. Cemetery.....	17%	61%	18%	4%	377
e. Downtown area..	4%	38%	44%	14%	439

4. Should City funds be used to improve the appearance of the downtown area?.....

YES	NO	Number Responded
65%	35%	380

5. Should local businesses be expected to contribute financially to improve the appearance of the downtown area?.....

YES	NO	Number Responded
89%	11%	405

6. How would you rate the following public services in Roy? [EXCELLENT, GOOD, FAIR, POOR, DON'T KNOW]

	EXC	GOOD	FAIR	POOR	Number Responded
a. Law enforcement	20%	60%	15%	5%	425
b. Fire protection	29%	63%	7%	1%	394
c. Paramedic service.....	34%	60%	5%	1%	366
d. Ambulance service.....	30%	61%	8%	1%	354
e. Streets and roads.....	3%	33%	43%	21%	438
f. Snow removal..	9%	45%	35%	11%	435
g. Animal control.	6%	40%	32%	22%	367
h. Cemetery maintenance....	18%	60%	19%	3%	303
i. Garbage collection....	25%	59%	12%	4%	437
j. Water quality..	16%	54%	23%	7%	436
k. Sewer system...	16%	64%	19%	1%	414
l. Outdoor municipal swimming pool..	8%	44%	36%	12%	242
m. Indoor municipal swimming pool..	15%	62%	19%	4%	296
n. Other recreation complex services	9%	56%	30%	5%	304

7. For each of the following services please indicate if you think that service should expand, stay the same, decrease, or be deleted.

	STAY DE- Number				Responded
	EXPAND	SAME	CREASE	DELETE	
a. Law enforcement.	59%	38%	2%	1%	410
b. Fire protection..	34%	66%	-	-	399
c. Paramedic service.....	32%	67%	1%	-	388
d. Ambulance service.....	29%	70%	1%	-	380
e. Streets and roads.....	60%	38%	2%	-	420
f. Snow removal	34%	64%	2%	-	419
g. Animal control.....	28%	68%	3%	1%	379
h. Cemetery maintenance.	10%	87%	3%	-	332
i. Garbage collection..	13%	86%	1%	-	424
j. Sewer system	12%	87%	1%	-	393
k. Outdoor swimming pool	37%	58%	3%	2%	299
l. Indoor swimming pool	21%	76%	2%	1%	320
m. Other recreation complex services.....	41%	56%	2%	1%	318
n. Other	29%	65%	-	6%	69

8. The Roy City outdoor pool is in need of repair. Should the city continue to spend its funds to:

	Number		Responded
	YES	NO	
a. repair the pool?.....	48%	52%	311
b. replace the pool?.....	60%	40%	309

9. For each of the services listed below please indicate two things: 1ST, if you think that service should be consolidated among local governments; and 2ND, if you think that service should be contracted to a private business?

	Consolidate service among local governments?			Contract service with private business?		
	Num.	YES	NO	Num.	YES	NO
a. Law enforcement.	329	61%	39%	256	5%	95%
b. Fire protection.	333	63%	37%	249	6%	94%
c. Paramedic service.....	321	60%	40%	241	17%	83%
d. Ambulance service.....	313	58%	42%	238	27%	73%
e. Streets and roads.....	306	59%	41%	245	33%	67%
f. Snow removal....	302	53%	47%	240	37%	63%
g. Animal control..	287	62%	38%	225	35%	65%
h. Cemetery maintenance.....	264	45%	55%	213	37%	63%
i. Garbage collection.....	292	47%	53%	250	57%	43%
j. Outdoor swimming pool...	247	43%	57%	221	49%	51%
k. Indoor swimming pool...	255	42%	58%	217	41%	59%
l. Other recreation complex services	245	45%	55%	210	39%	61%
m. Other	71	42%	57%	63	14%	86%

10. Will you please list the five public services which need the greatest attention in Roy City. List the one needing the greatest attention on the 1st line.

1st _____

2nd _____

3rd _____

4th _____

5th _____

11. If Roy City were to improve the service you listed on the 1st line of question 10, which of the following methods of payment would you support?

	Number		Responded
	YES	NO	
a. Increase fees to users of the service.....	28%	72%	159
b. Lease purchase arrangements	20%	80%	199
c. Create improvement districts with taxing authority.....	35%	65%	210
d. Pay as you go basis.....	52%	48%	226
e. Borrowing (through long-term bonds).....	44%	56%	224
f. Increase taxes.....	29%	71%	241
g. Other (List _____)	18%	82%	85

12. How safe do you feel in your neighborhood during the day and during the night?

	During the day	During the night
a. VERY SAFE.....	35%	11%
b. SAFE.....	53	42
c. UNDECIDED....	10	26
d. UNSAFE.....	2	18
e. VERY UNSAFE..	-	3
Number Responded	431	427

D. CITY FINANCES

1. Should all organized groups be charged a user fee for using City facilities?.....

	YES	NO	Number Responded
	76%	24%	355

2. Would you support the City's efforts if it were to bond (borrow money) for any of the following purposes:

	Number		Responded
	YES	NO	
a. To turn the old city landfill into a multiple use park?.....	56%	44%	411
b. To improve the municipal water system?.....	71%	29%	411
c. To expand municipal recreational facilities?...	55%	45%	413
d. To improve the appearance of the city through beautification programs?...	55%	45%	410
e. To expand the east/west and north/south traffic corridors (major streets)?..	80%	20%	412

3. Should city funds be used for financially supporting the:

	Number		Responded
	YES	NO	
a. historical museum?.....	45%	55%	361
b. air force museum by Hill Air Force Base?.....	26%	74%	375

4. Would you be willing to volunteer your time to participate in Roy City volunteer activities?.....

	Number		Responded
	YES	NO	
	54%	46%	306

5. If YES, how many hours per month would you be willing to volunteer?

a. LESS THAN 5 HOURS PER MONTH....	53%
b. 6 TO 14 HOURS PER MONTH.....	43%
c. 15 OR MORE HOURS PER MONTH.....	4%
Number Responded	181

6. Do you feel that Roy City's license charges or fees are TOO HIGH, ABOUT RIGHT, OR NOT ENOUGH for the following:

	Number			Responded
	TOO HIGH	ABOUT RIGHT	NOT ENOUGH	
a. Animal control...	21%	71%	8%	267
b. Youth activities.	16%	78%	6%	240
c. Reserving parks..	12%	79%	9%	205
d. Impact fees.....	19%	70%	11%	171

E. BACKGROUND

1. Are you:

35% Male	39% FEMALE	26% BOTH ANSWERED SURVEY	Number Responded	417
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2. Which category best represents the age of the head of household?

3% 18-24	22% 45-54	Number Responded	426
25% 25-34	14% 55-64		
24% 35-43	12% 65 AND OVER		

3. How many years have you lived in Roy?

36% 0-5 YEARS	11% 15-20 YEARS	Number Responded	430
13% 5-10 YEARS	32% OVER 20 YEARS		
8% 11-14 YEARS			

4. Are you renting, buying or do you own your own home?

11% RENTING	55% BUYING	34% OWN	Number Responded	424
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5. What is the occupation of the principal wage earner in your home? [PLEASE CIRCLE ONLY ONE CATEGORY]

32% PROFESSIONAL	11% TECHNICAL	Number Responded	409
11% MANAGERIAL	6% CRAFTSMAN		
5% CLERICAL	2% HOMEWAKER		
6% LABORER	19% RETIRED		
8% SKILLED LABORER			

6. Which of the following categories best represents your family's approximate gross income?

2% LESS THAN \$10,000	11% \$35,000-\$39,999	Number Responded	407
6% \$10,000-\$19,999	17% \$40,000-\$49,999		
4% \$20,000-\$24,999	18% \$50,000-\$59,999		
9% \$25,000-\$29,999	10% \$60,000-\$69,999		
12% \$30,000-\$34,999	11% \$70,000 AND OVER		

If you have additional comments about Roy City, please feel free to add them here.

APPENDIX - B
Planning Commission Meeting Minutes

Planning Commission Minutes
July 9, 2002
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7. DISCUSSION REGARDING ADOPTION OF THE UPDATED GENERAL PLAN

Mark Larson reviewed the minor changes to the General Plan which consisted of public comments and typographical errors.

Commissioner Kirch asked if the comment about the parks being used as memorials for citizens who had contributed to Roy City had been added. Mark Larson said it had been added under the Policies of ~~Parks and Recreation Section~~.

Commissioner Kirch asked if the General Plan's land use map would be changed to reflect the rezoning action just taken by the Planning Commission. Mark Larson said it would.

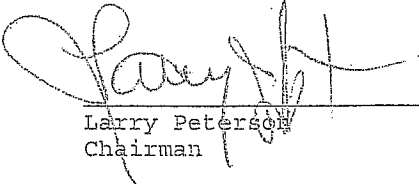
Commissioner Yeoman moved to recommend that the City Council adopt the final draft of the updated General Plan subject to the edited changes. Commissioner Brown seconded the motion. Commission members Allred, Brown, Hilton, Kirch, Peterson, and Yeoman voted "aye." The motion carried.

8. OTHER DISCUSSION

Mark Larson reminded the Planning Commission that there would be a work session on July 23rd to discuss the HAFB plume and the conditions that might be imposed on new development within the plume.

9. ADJOURN

Commissioner Allred moved to adjourn at 8:10 p.m. Commissioner Brown seconded the motion. Commission members Allred, Brown, Hilton, Kirch, Peterson, and Yeoman voted "aye." The motion carried.



Larry Peterson
Chairman

Attest:

Michelle Drago
Secretary
dc:pjul902

APPENDIX - C

City Council Meeting Minutes

Roy City Council Minutes
August 6, 2002
Page 5, 6

1. PUBLIC HEARING TO RECEIVE INPUT ON THE UPDATED GENERAL PLAN
AND TO CONSIDER ADOPTION OF SAID PLAN

Councilman Smith moved to open a public hearing at 6:46 p.m. Councilwoman Becraft seconded the motion. Council members Becraft, Smith, Tafoya, Cordova and Tanner voted "aye." The motion carried.

Chris Zimmerman stated that the Planning Commission, City Council, and Department Heads have all reviewed the General Plan as it has been put together for the past four-and-a-half years. The only new revision in the last four weeks is in reference to the plume. A section addressing natural and physical hazards, including a map, has been added. The "stamp policy" informs anyone who might purchase land on or near the plume that the property is in or near a physical hazard.

Councilman Tanner moved to close the public hearing at 6:55 p.m. Councilman Tafoya seconded the motion. Council members Becraft, Smith, Tafoya, Cordova and Tanner voted "aye." The motion carried.

6B Consideration of Ordinance No. 899 adopting the General Plan

Councilwoman Becraft moved to accept Ordinance No. 899 accepting the General Plan. Councilman Smith seconded the motion. A roll call vote was taken. Council members Becraft, Smith, Tafoya, Cordova and Tanner voted "aye." The motion carried.