



City of Roy

COMPREHENSIVE PLAN ROY CITY CODE TITLE 14

**AUGUST 24, 2015
SUBSTITUTE ORDINANCE NO. 928
in compliance with
Growth Management Act
periodic update requirements**

CHAPTERS

- 1 – Introduction
- 2 – Community Character Element
- 3 – Land Use Element
- 4 – Housing Element
- 5 – Transportation Element
- 6 – Park, Recreation and Open Space Element
- 7 – Capital Facilities Element
- 8 – Utilities Element



STATE OF WASHINGTON

DEPARTMENT OF COMMERCE

1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

June 22, 2016

The Honorable Michelle Walker
Mayor of Roy
Post Office Box 700
Roy, Washington 98580

RE: Completion of the GMA Review and Update for the Comprehensive Plan and Development Regulations.

Dear Mayor Walker:

Thank you for sending Growth Management Services adopted Ordinance No. 938, amending Roy's Critical Areas Code. This ordinance is the final item needed to complete the review and update of the comprehensive plan and development regulations required under RCW 36.70A.130. These items included:

- Ordinance No. 928, adopting an update to Roy's comprehensive plan, and adopting a number of amendments to Roy's development regulations on August 24, 2015, and identified with Commerce material ID number 21590.
- Ordinance No. 938, adopting amendments to the city's critical area regulations and Shoreline Master Program on May 23, 2016, and identified with Commerce material ID number 22460.

Your community has reviewed its comprehensive plan and development regulations to ensure the community is growing as envisioned and to bring your plan up to date with the latest laws and regulations. We hope you were able to address the issues that we covered in our comments on the proposed update, this letter is attached. By addressing the need for water and sewer services to serve a growing population, this update will also guide growth consistent with your community's vision of the future.

Congratulations to you and your staff for the good work these amendments represent. We recognize the substantial investment of time, energy, and resources that these documents represent, and we congratulate you, your planning commission, staff, and involved citizens for the good work represented by your update.

The Honorable Michelle Walker

June 22, 2016

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If you have any questions or concerns about our comments or any other growth management issues, please contact Anne Fritzel at 360.725.3064. We extend our continued support to the City of Roy in achieving the goals of growth management.

Sincerely,

A handwritten signature in black ink, appearing to read "David Andersen". The signature is fluid and cursive, with a large initial "D" and "A".

David Andersen, AICP
Acting Managing Director
Growth Management Services

DA:AAF:lw

cc: Mr. Jeff Boers, Contract City Planner
Debra Dearing, Clerk-Treasurer, City of Roy
Dan Cardwell, Pierce County Planning and Land Services
Jennifer Kropack, Office of Drinking Water, NW Regional Planner, Department of Health
Greg Zentner, Water Quality Program, Department of Ecology
Ike Nwankwo, Western Region Manager, Growth Management Services
Anne Fritzel, Growth Management Planner, Growth Management Services



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August 11, 2015

Mr. Jeff Boers
City Planning Consultant
216 McNaught Street South
Roy, Washington 98580

RE: GMA Periodic Update proposed amendments to the Roy Comprehensive Plan (RCC Title 14) and zoning regulations (RCC Title 11 Land Development)

Dear Mr. Boers:

Thank you for sending Growth Management Services the proposed amendments to Roy's comprehensive plan and development regulations that we received on June 04, 2015, and processed with Material ID No. 21327.

We appreciate the extra time to review the plan and provide comments, and we support Roy in planning for the community's future. We especially like that the Housing Element does such an excellent job of analyzing the housing in Roy. It appears that Roy has a great plan for the community. However, there are some infrastructure gaps that may keep Roy from attaining its goals.

Water System Planning

Page 8-9 of the Utilities Element discusses the 2005 Water System plan but does not provide the level of detail necessary to understand the facilities that exist, who is responsible for providing water, and whether Roy has adequate water to serve the 2035 population. We understand that Roy may be reaching the limits of water supply, but will be undertaking new water system planning this year. We recommend that this be integrated into the comprehensive plan upon completion.

Population Targets and Sewage Treatment

The Pierce County countywide population allocation process projects that Roy might expect to grow to 487 homes by 2030. The Puget Sound Regional Council's *Vision 2040* projects that Roy may continue to grow to 527 housing units by 2035, the twenty-year planning horizon required by the Growth Management Act (GMA). In sum, it is projected that Roy will grow by an additional 158-198 units over the twenty-year planning period, which raises some concerns.

Mr. Jeff Boers
August 11, 2015
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We understand that some adjustments have been made to ensure that Roy will be able to accommodate the 2030 projection, but would be unable to reach the 2035 projection. Even if Roy were able to work with the county to reduce the population targets, the problem is that all of these homes will be built with septic systems. This not only limits the capacity for reaching urban densities, but it does not meet the definition of urban growth under the GMA. For example, the description of the medium density residential zone on page 3-24 of the June 5th draft plan discusses that allowable building intensity is limited by a property's capacity to accommodate on-site sewage disposal. This will heavily strain the ability of this zone and the mixed-use area to realize its potential.

WAC 365-196-320 allows for the use of on-site sewer systems within urban growth areas in limited circumstances where there is no negative effect on basic public health, safety and the environment; and the use of on-site sewer systems does not preclude development at urban densities. Such circumstances may include:

- (i) Use of on-site sewer systems as a transitional strategy where there is a development phasing plan in place (see WAC 365-195-330) or
- (ii) To serve isolated pockets of urban land difficult to serve due to terrain, critical areas or where the benefit of providing an urban level of service is cost-prohibitive; or
- (iii) Where on-site systems are the best available technology for the circumstances and are designed to serve urban densities.

As sewage-related limitations appear to render sections of the comprehensive plan very difficult to achieve, it may make sense to think about the options available to Roy:

- 1) Adjust the vision and work with Pierce County to revise the population targets so that Roy will remain as it is today. This could fit within Puget Sound Regional Council's *Vision 2040*, which calls for slower growth in smaller centers, and more growth in larger cities. This, and Roy's proximity to I-5, gives you a real choice in how Roy develops in the long term. However, short term development should not preclude long term urban densities within cities. To avoid this, land should be "shadow platted" during development, to place septic fields in a way that development today will not preclude development at more urban densities in the future.
- 2) The other option is to invest in the capital facilities needed to support Roy's current comprehensive plan vision and meet obligations for compact urban development. The state has financial assistance available and works with communities over the long term to meet their obligations for compact urban development and water quality. Greg Zentner, of Ecology's Water Quality program (360) 407-6368 would be happy discuss options for sewage treatment and funding that might be available to Roy.

Mr. Jeff Boers
August 11, 2015
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Thank you for the opportunity to review this plan. If you have any questions or concerns about our comments or any other growth management issues, please contact me at 360.725.3064. We extend our continued support to the City of Roy in achieving the goals of growth management and moving towards your vision for your community.

Sincerely,



Anne Fritzel
Growth Management Planner
Growth Management Services

AAF:lw

cc: Debra Dearing, Clerk-Treasurer, City of Roy
Dan Cardwell, Pierce County Planning and Land Services
Jennifer Kropack, Office of Drinking Water, NW Regional Planner, Department of Health
Greg Zentner, Water Quality Program, Department of Ecology
Jeffrey Wilson, AICP, Senior Managing Director, Growth Management Services
David Andersen, AICP, Eastern Region Manager, Growth Management Services
Ike Nwankwo, Western Region Manager, Growth Management Services

**TITLE 14
COMPREHENSIVE PLAN**

Subject	Chapter
Comprehensive Plan Adopted	1
Comprehensive Plan Amendments	2

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**CHAPTER 1
COMPREHENSIVE PLAN ADOPTED**

SECTION:

14-1-1: Comprehensive Plan Adopted

14-1-1 COMPREHENSIVE PLAN ADOPTED:

The city council hereby adopts by reference an updated comprehensive plan for the city, dated August 24, 2015, in accordance with RCW 36.70A.130. (Sub. Ord. 928, 8-24-2015)

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**CHAPTER 2
COMPREHENSIVE PLAN AMENDMENTS**

SECTION:

- 14-2-1: Purpose
- 14-2-2: Types Of Amendments
- 14-2-3: Application Timeline And Review Period
- 14-2-4: Application Requirements
- 14-2-5: Exceptions To Yearly Amendments
- 14-2-6: Review Process
- 14-2-7: Review And Approval Criteria

14-2-1 PURPOSE:

The purpose of this chapter is to provide for amendments of the Roy comprehensive plan and to ensure those amendments are consistent with state, county and local laws and plans. (Sub. Ord. 928, 8-24-2015)

14-2-2 TYPES OF AMENDMENTS:

- A. Map amendments are any proposed amendments to the Roy comprehensive plan land use map.
- B. Text amendments are any amendments to the Roy comprehensive plan that do not constitute a map amendment. (Sub. Ord. 928, 8-24-2015)

14-2-3 APPLICATION TIMELINE AND REVIEW PERIOD:

- A. All amendments to the comprehensive plan shall be considered concurrently and no more frequently than once each calendar year except as provided for in RCW 36.70A.130.
- B. The city shall broadly disseminate to the public a notice giving the procedures and timeline for proposing amendments or revisions to the comprehensive plan. At a minimum, notice shall be given through the placement of a display ad in the official newspaper of the city. The city shall allow a reasonable time period for requests to be submitted. Except as provided for in subsections C and D of this section, amendment requests received after the deadline will not be considered during that year's amendment process unless the request satisfies one of the criteria identified in RCW 36.70A.130.
- C. Proposed amendments to the capital facilities element may be incorporated any time prior to the adoption of the comprehensive plan amendments because of the relationship of the capital facilities element to decisions made in the city's budget process.

D. Text amendment requests may be initiated any time during the annual amendment cycle process; however, text amendment requests received after the planning commission has forwarded its recommendation to the city council may be deferred for consideration until the subsequent amendment cycle if the city council so chooses.

E. Amendment requests may be submitted by private parties; however, requests for map amendments by private parties may only be submitted by the owner or an authorized agent. Amendment requests may also be initiated by the commission or council upon a formal motion and approval by the body.

F. Applications shall be considered as a group for purposes of analysis and processing. The planning commission shall set an estimated schedule for review of the applications, including the public hearing and special meetings, in order to prepare and forward a recommendation to council in a timely fashion.

G. Upon completion of the SEPA process, public meeting, state review, and council consideration, the council shall adopt an ordinance incorporating the proposed amendments, in whole or in part or as modified by the council, into the Roy comprehensive plan. At the same meeting, the council shall also adopt an ordinance for any concurrent rezones necessary for consistency. (Sub. Ord. 928, 8-24-2015)

14-2-4 APPLICATION REQUIREMENTS:

Applications shall include the following:

- A. A detailed statement of the proposed change and why it is to be changed;
- B. A statement of anticipated impacts of the change, including geographic area affected and issues presented;
- C. A statement of how the request is or is not consistent with the adopted Roy comprehensive plan, pertinent subarea and functional plans and countywide planning policies, and the goals of the GMA;
- D. A description of any changes to development regulations, modifications to capital improvement programs, subarea, neighborhood, and functional plans required for implementation so that these will be consistent with the plan; and
- E. A description of any zoning map amendment or development regulation amendment that is related to the comprehensive plan amendment. (Sub. Ord. 928, 8-24-2015)

14-2-5 EXCEPTIONS TO YEARLY AMENDMENTS:

A. There are four (4) exceptions to the rule of considering comprehensive plan amendments only once per year. The process for adoptions of these four (4) exceptions is the same as stated in section 14-2-3. These four (4) exceptions are:

1. For the amendment of the capital facilities element of the comprehensive plan occurring concurrently with the adoption or amendment of the city's budget; or
2. For an amendment to resolve a growth management hearings board appeal or other court order; or
3. In the event of an emergency; or
4. The adoption of comprehensive plan amendments necessary to enact a planned action under RCW 43.21C.031(2), as outlined in RCW 36.70A.130(2)(v).

B. Findings must be made indicating that the amendment is in the public interest and not detrimental to the public health, safety and welfare. The city planner shall prepare written findings for approval of the Roy planning commission.

C. Applications shall be considered as a group for purposes of analysis and processing. Staff shall present a brief description of each application. The commission shall set an estimated schedule for review of the applications, including the public hearing and special meetings, in order to prepare and forward a recommendation to council in a timely fashion. (Sub. Ord. 928, 8-24-2015)

14-2-6 REVIEW PROCESS:

The planning commission shall review applications for comprehensive plan amendments pursuant to Process Type V of section 11-4-3. The planning commission shall forward its recommendation to the city council for the final decision. (Sub. Ord. 928, 8-24-2015)

14-2-7 REVIEW AND APPROVAL CRITERIA:

The city council may adopt any comprehensive plan amendment if it (1) is in the public interest and complies with the Growth Management Act, and (2) is in the public interest and not contrary to the public health, safety and welfare. In making this determination, the council shall weigh the following factors:

- A. Whether the proposal is consistent with the adopted Roy comprehensive plan;
- B. Whether the proposal is consistent with pertinent plans for adjacent jurisdictions and

countywide planning policies;

C. Whether the proposal eliminates conflicts with existing elements or policies;

D. Whether the proposal establishes a logical, compatible extension of existing land use designations;

E. Whether the proposal clarifies or amplifies existing policy or accommodates new policy directives of the city council;

F. Whether a change of conditions has occurred within the neighborhood or community since adoption of the comprehensive plan, this title, and amendments thereto, to warrant a determination that the proposed amendment is in the public interest. (Sub. Ord. 928, 8-24-2015)



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CHAPTER 1

INTRODUCTION



Hops Harvest Celebration

ABOUT ROY

The City of Roy is located in South Pierce County on the densely forested plains of the Nisqually Basin. Roy is surrounded by open prairies and farmland as well as Joint Base Lewis-McChord military reservation.

The town was founded in 1884 by James McNaught and Dr. C. A. Warren and was incorporated as a City in 1908. The area on which the city was founded was originally inhabited by the Nisqually Indian tribe, although little of their legacy remains to be seen today. When the Northern Pacific Railroad was built in the area in the early 1870s, the township was known as "Media," named so because the town was the midway point between Tacoma and Tenino on the railway. When the town was incorporated, its official name became Roy, which was the name of the son of founder James McNaught.

Roy was one of the early communities in the area, a prosperous boom-town and a major stop on the railroad line. The city played an important role for the entire region. Roy was home to many saw mills that supplied lumber for the ever-growing Tacoma, and provided a water stop for the steam trains that needed to refill before making the climb into the Cascade foothills. Roy was also a prime growing region for hops, which are used in making beer. The hops were sold to many of the local breweries, such as Rainier and Olympia.

Roy has a deep sense of history, and many of its older buildings are still standing – in spite of a major fire that wiped out most of the downtown businesses just before the depression began in 1929. Its general store and other buildings were built in the early 1900s, and the water tower that supplied the steam trains still stands as a reminder of the community’s pioneering past.

Agriculture, including farming and cattle raising, are the community’s main industries. Both Wilcox Farms, Inc., and Silvaseed Company Foresters, are located in Roy and provide much of the local employment. The Roy Pioneer Rodeo Association hosts its rodeo twice a year, which draws thousands of people from around the country, as well as Canada.

Roy’s climate is like that of most of western Washington, with mild winters and warm, short summers. With the abundance of rainfall, it is not surprising that Roy is surrounded by many lakes and streams, or that fishing is a favorite pastime of the local residents. Salmon, trout, bass and catfish are plentiful in the nearby waters. Other popular recreations include baseball, horseback riding, hiking and swimming. The City also has a small independent library that encourages everyone to read and is the site of annual community events.

MISSION STATEMENT

This Comprehensive Plan exists to ensure that Roy:

- *Remains a distinctive place to live that respects its heritage and roots, and that preserves its rural, small town character*
- *Maintains a land use balance that serves residents' needs*
- *Has a sound economic base that ensures basic utilities and urban services are available as needed*
- *Provides a safe, healthy environment in which to live, work, and play*
- *Has “complete streets” that are designed for the safety and ease of people walking and riding bicycles, as well as people driving motor vehicles*
- *Encourages the increased availability and integration of housing and transportation to support flexibility, mobility, independent living, and services for all age groups and those with special needs*
- *Ensures that the basic needs for nutritional food, adequate shelter, and community-centered recreation that provides outlets for physical activity are met for all of Roy's residents*
- *Considers the needs of future citizens as well as current citizens*
- *Provides ample opportunities for all citizens to become involved with community life and participatory government*

PROFILE OF ROY

Table 1-1

POPULATION	
2010 Population*	793
2014 Population Estimate**	805
Median Age*	35.9 years
Population Under 20*	28.5%
Population 55 and Older*	18.8%
Population 75 and Older***	3.1%
Sex Female***	50.1%
Sex Male***	49.9%
RACE / ETHNICITY*	
White	82.0%
Black/African-American	3.2%
Asian	3.7%
Native Hawaiian and Other Pacific Islander	0.9%
Other	0.8%
Other – Two or More	7.2%
Hispanic or Latino of Any Race	3.8%
INCOME***	
Median Household Income****	\$71,979
Median Family Income*****	\$83,167
HOUSING CHARACTERISTICS***	
Number of Dwelling Units	326
Single Family Units (attached and detached)	82.9%
Multifamily Units	2.1%
Mobile Homes	15.1%
Owner Occupied Units	67%
Renter Occupied Units	33%
Average Household Size****	2.70 persons
Average Family Size*****	2.84 persons
Median Home Value	\$194,400
Median Rent	\$1,104
GEOGRAPHY	
Land Area in Square Miles	0.49

* U.S. Census 2010

** Washington State Office of Financial Management

*** U.S. Census American Community Survey 5-Year Estimates 2008-2012

**** A household consists of all people who occupy a housing unit regardless of relationship. A household may consist of a person living alone or multiple unrelated individuals or families living together.

***** A family consists of two or more people (one of whom is the householder) related by birth, marriage, or adoption residing in the same housing unit.

PURPOSE OF THE PLAN

The Comprehensive Plan is a broad statement of the community's vision for the future and contains policies primarily to guide the physical development of the city, as well as certain aspects of its social and economic character. The Plan steers regulations, implementation actions and services in a direction that supports the vision. The Plan reflects the long-term values and aspirations of the community as a whole and shows how various aspects, such as land use, housing, transportation, capital facilities and services work together to achieve the desired vision.

While the Comprehensive Plan is meant to provide a strong and constant vision for the future, it is also a living document that must be able to accommodate change, such as a new technology, an unforeseen impact or an innovative method of achieving a component of the vision. It is therefore regularly updated to account for changing issues or opportunities facing Roy, while still maintaining the core values of the community.

Roy's Comprehensive Plan considers mandatory elements of the Growth Management Act (GMA), regional and County-Wide Planning Policies, factors affecting land use, assumptions about future trends, and public opinion. Roy's Comprehensive Plan was initially developed and then updated through a public involvement process conducted by the Planning Commission. The Plan reflects a community vision of how Roy should grow and develop over a 20 year planning horizon. The Plan aims to protect residents' quality of life and equitably share the public and private costs and benefits of growth. The Plan establishes overall direction for residential, commercial and industrial growth in a pattern that maintains and enhances the character of existing neighborhoods.

The Plan comprehensively integrates "health and well-being" into its goals and policies. It protects public health and safety, while enhancing community character, natural beauty, environmental quality and economic vitality. The Plan guides Roy's efforts to achieve these ends by indicating where new housing, services, and commercial mixed use development should be encouraged and where open space should be protected. It emphasizes growth where adequate public facilities and services can be provided in a timely and cost effective manner. Finally, the Plan conserves open space, protects wildlife habitat and sensitive areas, maintains and improves the quality of air, water, and land resources.

COMPREHENSIVE PLAN SUMMARY

The Comprehensive Plan contains an introduction chapter and seven elements, including community character, land use, housing, transportation, park, recreation and open space, utilities, and capital facilities. Each element typically contains goals, policies, explanatory text and, in some cases, charts, tables and maps. The goals and policies are the guiding principles – the heart of the Plan; however, they are often preceded by explanatory text that describes the context of the goal or policy, or the reasoning behind it.

Each element presents part of the picture for managing change and guiding Roy’s growth. The Land Use Element provides the overall community vision and interconnections among the other elements. Certain planning objectives, such as health and well-being, are addressed in the goals and policies of multiple elements. Elements typically include the components summarized in **Table 1-2**, subject to variation as appropriate:

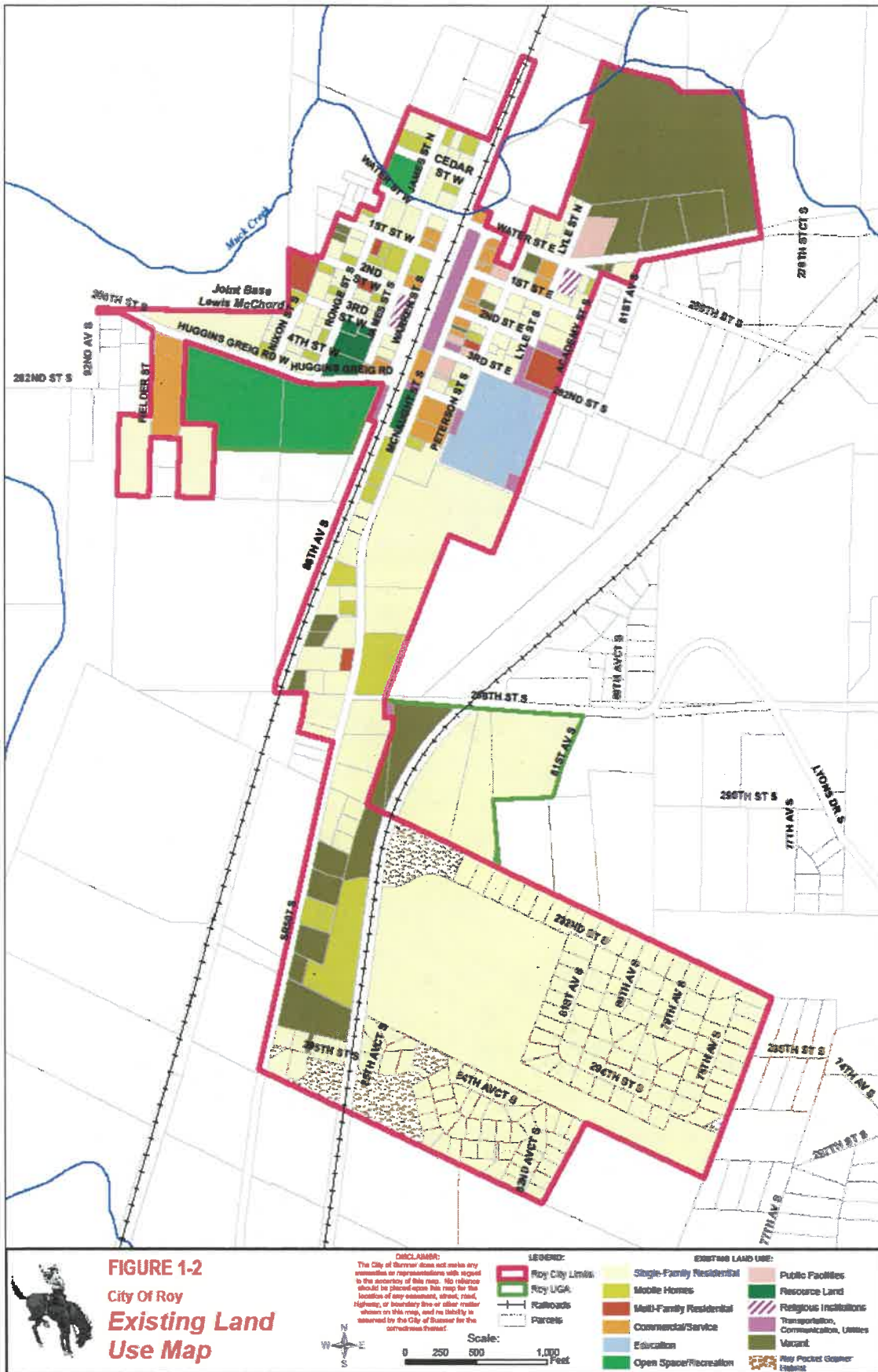
Table 1-2

COMPONENTS	INTENT AND PURPOSE
Introduction	Provides an overview of the planning issues and challenges to be addressed in each element.
State Planning Context	Provides an overview of GMA and PSRC goals, policies and objectives as they relate to planning issues and challenges
Regional Planning Context	Provides an overview of PCRC goals, policies and objectives as they relate to planning issues and challenges
Local Planning Context	Looking ahead 20 years, illustrates a vision of where the community would like to be positioned in responding to major planning issues and challenges
Goals	Define what the community wishes to achieve over a 20-year planning horizon
Policies	Provide guidance for creating and implementing development regulations and taking other actions to achieve the goals
Discussion	Clarifies the intent of the goals and policies and provides policy-specific context and explanation
Background Information	Provides factual data that help inform the statements, goals and policies

ROY'S PLANNING AREA

This plan includes planning information for incorporated Roy and its Urban Growth Area (UGA), designated by Pierce County and located outside of Roy's corporate boundaries. The UGA includes the Rodeo Grounds, and properties located on the south side of 288th Street South and east of SR 507. **Figure 1-1** shows Roy, its UGA and vicinity. **Figure 1-2** shows existing land uses within Roy and its UGA.





STATE PLANNING CONTEXT

GROWTH MANAGEMENT ACT

In 1990 Washington's Legislature passed the Growth Management Act (GMA), which established 13 planning goals and a system of planning for cities and counties that have experienced rapid growth. A 14th goal, shorelines of the state, was subsequently added. These goals, which guide development of the City's Comprehensive Plan, are listed below:

- Urban Growth - Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- Reduce Sprawl - Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- Transportation - Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- Housing - Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- Economic Development - Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capabilities of the state's natural resources, public services, and public facilities.
- Property Rights - Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- Permits - Applications for both state and local governmental permits should be processed in a timely and fair manner to ensure predictability.
- Natural Resource Industries - Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.
- Open Space and Recreation - Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.
- Environment - Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- Citizen Participation and Coordination - Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- Public Facilities and Services - Ensure that those public facilities and services necessary to support development shall be adequate to serve the development, at the time the development is available for occupancy and use, without decreasing current service levels below locally established minimum standards.

- Historic Preservation - Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
- Shorelines of the State. The goals and policies of the Shoreline Management Act as set forth in RCW 98.58.020.

REGIONAL PLANNING CONTEXT

VISION 2040 MULTICOUNTY PLANNING POLICIES (MPPs)

The Puget Sound Regional Council (PSRC) is the designated forum for collaborative work on regional growth management and transportation planning in Pierce, King, Kitsap, and Snohomish counties. VISION 2040, adopted in 2008 by the PSRC, promotes an environmentally friendly growth pattern that will contain the expansion of urban growth areas, conserve farm and forest lands, support compact communities where people may both live and work, and focus new employment and housing in vibrant urban centers.

VISION 2040 includes a set of multicounty planning policies that provide an integrated framework for addressing land use, economic development, transportation, public facilities, and environmental issues. Under the GMA, consistency between regional transportation plans, countywide planning policies and the transportation elements of local comprehensive plans is required. MPPs serve as the regional guidelines and principles used for the Regional Council's consistency certification of policies and plans within the four-county area.

VISION 2040 provides clear and specific guidance for the distribution of population and employment growth into types of places defined as "regional geographies." Roy is assigned to the small cities geography, which obligates the City to accommodate an assigned share of regional growth envisioned for this particular geography. Population, housing and employment targets for individual cities within each geography are set by Pierce County in consultation with municipalities.

VISION 2040 CONSISTENCY STATEMENT

Roy's Comprehensive Plan advances a sustainable approach to growth and future development. It has incorporated a systems approach to planning and decision-making that addresses protection of the natural environment. The Plan commits to maintaining and restoring ecosystems, through steps to conserve key habitats, protect groundwater, and reduce greenhouse gas emissions. The Plan includes provisions that ensure that a healthy environment remains available for future generations in the community.

The Plan has been updated based on residential and employment targets that align with the VISION 2040 growth strategy. Through the targeting process the City has identified the number of housing units to be accommodated in the City for the year 2035. Roy has also established an affordable housing goal for this planning period.

The Comprehensive Plan addresses each of the policy areas in VISION 2040. Roy has policies that address habitat protection, water conservation, air quality, and climate

change. The City advances environmentally friendly development techniques, such as low-impact development. The Plan calls for preserving the potential for higher density development when urban services will be able to accommodate it in the future and includes design guidelines for small lot and multi-family development. The Housing Element commits to expanding housing production at all income levels to meet the diverse needs of both current and future residents. The Plan supports economic development that includes creating jobs, investing in all people, creating great neighborhoods, and maintaining a high quality of life. The Plan's Transportation Element advances cleaner and more sustainable mobility, with provisions for complete streets, green streets, and context-sensitive design. The Plan supports strategies that advance alternatives to driving alone. Roy coordinates its transportation planning with neighboring jurisdictions, including level-of-service standards and concurrency provisions. The City commits to conservation methods in the provision of public services.

The Comprehensive Plan also addresses local implementation actions in VISION 2040, including identification of underused lands and housing targets

PIERCE COUNTY COUNTYWIDE PLANNING POLICIES (CPPs)

In accordance with the GMA, Pierce County has adopted, and the cities within the county have endorsed, the Pierce County Countywide Planning Policies (CPPs). The CPPs address issues that transcend city boundaries, such as setting Urban Growth Areas (UGAs), accommodating housing and job demand, supporting health and wellness, and addressing capital facilities that are regional in nature. The CPPs provide a framework to promote consistency among a multitude of municipal comprehensive plans within Pierce County.

Cities and counties are required to periodically update their plans to comply with updates in regional and state requirements, as well as changes in local conditions. The Roy Comprehensive Plan satisfies the 2015 GMA Periodic Update requirement. It ensures compliance with Washington State, regional, and Pierce County requirements for comprehensive planning.

CITIZEN INVOLVEMENT -- WHO PLANS AND HOW?

City of Roy residents, business owners, employees of businesses located in Roy, owners of property in Roy, or just about anyone who is affected by the Plan, are invited to help develop and update the Comprehensive Plan. Generally, planning begins with identification of the issues and of the stakeholders. Planning may be focused on refining the overall vision of the city, or for neighborhoods, or may be related to particular subjects such as community character. Participants may vary depending upon the scope of the particular issue.

The Planning Commission is charged with the responsibility for initially developing, and then reviewing proposed changes to, the Comprehensive Plan – taking into account the community vision. The Commission meets regularly and addresses planning issues on

an ongoing basis. It is the Planning Commission's job to hold public hearings, discuss updates and make recommendations to the City Council.

Over the years, the City has used a number of methods to encourage community participation in planning. These methods have included community meetings for citywide visioning, neighborhood meetings for smaller planning areas, and stakeholder meetings for topical interests such as shoreline management planning. Community forums and open houses have been, or may be, held to present ideas and to discover new ones. Surveys and questionnaires may be used to reach those who may not be able to make meetings. Roy's website has provided, and will increasingly provide, a way to advertise meetings and also to seek ideas on planning questions. Ultimately, all major planning decisions fall to the City Council, which is responsible for establishing regulations, programs and planning policies, and also for adopting the City budget.

HOW THE PLAN WILL BE IMPLEMENTED AND AMENDED

The Comprehensive Plan documents Roy's vision for the future and provides goals and policies that will facilitate achieving that vision. Goals and policies must be implemented in the city's regulatory documents and operational procedures. Plan implementation involves a variety of activities. New controls may be placed on development or land use activities through revisions or additions to the city code. More detailed plans may be developed for specific areas. Decisions about the allocation of funds to various projects and programs must be tested against plan goals and policies to ensure consistency.

ANNUAL REVIEW AND AMENDMENTS

Amendments to the Comprehensive Plan are necessary, from time to time, to respond to changing conditions and needs of Roy citizens. The Growth Management Act requires that amendments to a comprehensive plan be considered no more frequently than once per year. Proposed amendments to the Roy Comprehensive Plan shall be considered concurrently so that the cumulative effect of various proposals can be ascertained. In considering proposed amendments to the Comprehensive Plan, proposals will be evaluated for the extent to which they support the public interest, their intent and consistency with the Comprehensive Plan, the need for particular land uses, and the availability of land for specific uses. Amendments to the plan are reviewed by the Planning Commission, which makes recommendations to the City Council.

Implementation is monitored through a periodic review process during which the success of implementation is evaluated, changes to implementation strategies are developed as necessary, and proposed amendments to the Plan are reviewed and potentially adopted. Amendments to the Capital Facilities Element will ordinarily be coordinated with the City's budget process, which concludes in the fall of each year. More frequent amendments may be made only under emergency conditions. Any emergency amendment shall be made in addition to, and shall not count as, the annual review and amendment process.

Procedures for amending the plan will be in accord with Roy City Code as it may be revised to conform to the goals and policies of this Plan. Amendments and procedures will be consistent with the requirements of the GMA, *VISION 2040*, CPPs, and applicable environmental laws.

CONSISTENCY AND COORDINATION

The GMA requires that each comprehensive plan be consistent and coordinated with comprehensive plans adopted by neighboring jurisdictions. To ensure this consistency and coordination, Roy:

- Drafted goals, policies, and land use designations consistent with the goals and policies of the GMA;
- Consulted the regional growth strategy documented in *VISION 2040*; and
- Ratified the Pierce County CPPs and subsequent amendments thereto, and considered the policies of the CPPs during the development of, and updates to, this plan.

Conformance with the GMA, CPPs, and *VISION 2040* facilitates the consistency and coordination of Roy's Comprehensive Plan with plans of other jurisdictions. In addition, Roy's Plan identifies those areas for which interlocal planning and cooperation is desirable or essential during plan implementation. Roy has laid the foundation for interlocal planning within the context of the GMA through its participation in the Pierce County Growth Management Coordinating Committee (GMCC), a staff level committee that provides technical assistance to the Pierce County Regional Council (PCRC).



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CHAPTER 2**COMMUNITY CHARACTER ELEMENT**

Agriculture Fair 1912

INTRODUCTION

Roy was one of the early communities in the area, a prosperous boom-town and a major stop on the railroad line. The city played an important role for the entire region. Roy was home to many saw mills that supplied lumber for the ever-growing Tacoma, and provided a water stop for the steam trains that needed to refill before making the climb into the Cascade foothills. Roy was also a prime growing region for hops, which are used in making beer.

Three major events occurred to largely shape the community as it exists today. A major fire in 1929 wiped out most of the downtown businesses just prior to the start of the Depression. The railroad stopped using Roy as a main stop. And, the U.S. Army annexed most of the surrounding area to the north and west, thereby limiting expansion and the local tax base.

Today, Roy is planning for renewed growth that will continue to shape the character of the community. As growth occurs, there are characteristics that residents would like to retain, such as Roy's small town, rural character; a safe and friendly community; and some physical remnants of the past as reminders of its early history.

The Community Character Element provides a design framework for new development and redevelopment and addresses natural features and historic character preservation. The element is meant to address the goals of retaining and enhancing Roy's distinct character and creating gathering places and cultural opportunities for people of diverse backgrounds. It addresses Roy's desire to develop a more a successful business climate and to foster innovative thinking. It addresses the vision of respect for the natural environment. It is also intended to help carry out the vision of Roy being a safe, healthy, friendly and attractive community in the future.

This element is complementary to other elements of the Comprehensive Plan. Specific aspects of community character are addressed in other elements. For example, Roy's locations for various uses are addressed primarily in the Land Use Element. The Community Character Element focuses more closely on design goals and historic resource opportunities and challenges for the city over a 20-year planning horizon. It considers the following aspects of Community Character:

- People and Public Places
- Events and Community Building
- Entrances and Landmarks
- Buildings and Site Design
- Street and Pathway Linkages
- Urban Forest Management
- Streetscape Landscaping
- Residential Character
- Historic Resources

COMMUNITY CHARACTER VISION

Looking ahead 20 years...

Roy has maintained its distinctive character.

The quality design of new development is a reflection of the value Roy's community members place on the community's appearance. Care has been taken to create a distinctive main street with a historic western design theme and establish pathways that enhance the comfort, safety and usability of public places. Entryways that announce to residents and visitors alike that they have entered Roy have been enhanced. The city's historic roots are still apparent through preservation of special sites, structures and buildings. Interpretive signage has also been used to enhance the community's sense of its heritage.

Community gathering places are found throughout the city.

Spaces for parks have been acquired and improved by the City or developed by the private sector in conjunction with new residential development. Plazas are incorporated into larger new mixed use developments. Both public and private investment into place-making creates and maintains spaces where informal social gatherings and community building occur. A centrally located town commons

developed on land between the BNSF railroad line and McNaught Street (SR 507) accommodates a children's play area, farmers market, display area for artwork, staging area for a variety of events, restrooms, a ride share/transit park and ride, and other amenities. This community gathering place is connected to Roy's commercial core on the east side of McNaught by pedestrian crosswalks. The City and private partners sponsor a variety of community events in this area. Community members enjoy the Roy City Park, community gardens, other parks and plazas, and walkable and bikeable neighborhoods that support healthy lifestyles and a sustainable future.

Care has been given to preserve elements of the natural environment.

Landscaping regulations have ensured preservation of special natural areas and significant trees, especially the Garry Oak, which help define the character of the city. New landscaping has, when appropriate, incorporated native plants and low-impact development design elements. Areas of open space and forested groves have been preserved where possible through public/private collaboration. Through creative design, such as in combination with community entryways, public and private projects have incorporated natural features and enhanced natural systems. Roy continues to promote the value of the natural environment by supporting protection of elements that define the city's green character, including forested parks and open space.

GOALS AND POLICIES

This element contains the community character goals and policies for the City of Roy. The following goals represent the general direction of the City related to community character, while the policies provide more detail about the steps needed to meet the intent of each goal. Discussions provide background information, may offer typical examples, and clarify intent.

PEOPLE AND PUBLIC PLACES

Community cohesiveness develops in many ways. It can come from a shared vision for the community. It can be developed through the use of public places for interaction. Successful public places have the following qualities: accessibility, comfort or image, activity, a welcoming feeling and sociability. Accessibility means having good links from surrounding areas, by foot, bike or other means for people of all abilities. It also means visual accessibility. The comfort and image come from several characteristics, including a perception of safety, cleanliness and availability of seating, both formal and informal. Identifying features, such as a fountain, artwork or a unique building, may also enhance image. Activity may be a natural outcome from a collection of uses or may be programmed through music presentations, performing arts or other endeavors.

People typically feel welcome at public places that provide basic features, such as lighting, shelter and play areas for children, along with spaces for meetings or other gatherings. Sociability is when a space becomes a place sensitive to diverse cultural context for people to go or to meet, usually because it has elements of the first four qualities.

GOAL CC1

Secure BNSF Railroad property for a new Town Commons to be developed between the railroad line and SR507.

Policy CC1.1

Work with the BNSF Railroad to explore opportunities for donation, purchase and long-term lease of the BNSF site. Seek funding from the Washington State Recreation and Conservation Office (RCO) and other sources to help achieve this goal.

GOAL CC2

Facilitate the success of public places that foster community cohesiveness by ensuring well-designed spaces that support activity and community interaction.

Policy CC2.1

Provide community gathering places in recreation facilities and park sites throughout the city and encourage development of new community gathering places, especially in underserved areas of the community.

Discussion: Roy City Park represents an example of a publicly-owned and managed community gathering place in the historic core of the community. New larger-scale residential development in the southernmost area of Roy should be designed to provide neighborhood-scaled parks and open space areas to serve residents in this area of the community.

Policy CC2.2

Develop and enhance informal community gathering places such as plazas in mixed use centers that include local cafes and coffee shops with comfortable outdoor seating. This can be accomplished by:

- Providing seating opportunities with multi-seasonal amenities, such as canopies or other cover from the elements and heating during periods of cooler temperatures;
- Encouraging installation of art or water features;
- Installing outdoor plantings and other landscape features
- Providing visual access to sites;
- Providing for active uses in the space; and
- Promoting partnerships and implementing incentives where appropriate to create public places, such as plazas in combination with outdoor cafes.

Discussion: Future planning and project designs, especially for mixed use areas located on SR507 at the north end of the community, should explore opportunities for establishing new informal gathering places. Design standards and guidelines that support development of such gathering places should be enforced by the City.

Policy CC2.3

Ensure that public places such as a Town Commons are designed and managed to encourage high levels of activity by including:

- Multiple entrances;
- Flexible spaces;
- Linear urban park facilities;
- Focal points that create activity throughout the space;
- A signature attraction that provides a compelling identity;
- Multi-seasonal attractions; and
- Active management of space and activities.

Policy CC2.4

Incorporate and provide opportunities for art in and around public buildings and facilities. Encourage additional opportunities throughout the city for art as design elements or features of new development, as well as placement of significant art.

Discussion: The Pacific Northwest has an international reputation for displaying works of art in public settings. The City can contribute to this regional legacy by incorporating art in public projects and encouraging developers to incorporate art into their projects. Many items in the public environment – lighting, railings, walls, benches, etc. can be made more visually interesting through the participation of artists.

EVENTS AND COMMUNITY BUILDING

Community cohesiveness can also be nurtured by community events. Community events provide an opportunity to help foster people's interest in getting to know the diverse cultures of the community and their neighbors and form friendships and collaborative networks. These events can also enhance awareness of diversity, cultural traditions, and Roy's heritage throughout the community. By providing or supporting community events, such as the Hometown Heroes Community Day and Cleanup, 4th of July Parade with community potluck, and Christmas Tree Lighting and Open House, as well as a variety of other public activities, the City serves as a conduit supporting these interactions and possible community building outcomes.

GOAL CC3

Promote activities and events that enliven public spaces, build community, and enrich the lives of Roy citizens.

Policy CC3.1

Provide links to public places to encourage their use through such means as:

- Providing safe and convenient pedestrian walkways;
- Providing bikeways; and
- Designing for visual access to and from the site.

Discussion: The redevelopment of SR507 into a *complete street* will support access to public spaces, including a future Town Commons.

Policy CC3.2

Encourage and support a wide variety of community festivals or events, such as the Hometown Heroes Community Day and Cleanup, Junior Rodeo, Pioneer Rodeos, 4th of July Parade with community potluck, and Christmas Tree Lighting and Open House, reflecting the heritage and cultural traditions of the Roy community.

Policy CC3.3

Facilitate the development of a farmers' market, community gardens and school gardens that increase residents' access to fresh produce and other healthy food, support local and regional agriculture, and increase community interaction.

ENTRANCES AND LANDMARKS

People orient themselves by remembering certain features that include unique public views, defined entries and landmarks. These features also can set apart one community from another and are part of what defines the unique character of a place. Preserving key features and creating new ones can help define Roy and its neighborhoods.

GOAL CC4

Preserve and enhance key features and create new ones that can help define Roy and its neighborhoods.

Policy CC4.1

Identify and establish distinctive gateways or entryways into the city, support neighborhood efforts to identify and maintain unique neighborhood entryways, and emphasize these locations with design elements, such as landscaping, signage, art or monuments.

Discussion: Key entry points to the community include the northern and southern approaches to Roy via SR507. Development and enhancement of gateway features at these locations will help to define the sense of arrival for those entering Roy.

Policy CC4.2

Encourage schools, religious facilities and other public or semi-public buildings to locate and design unique facilities to serve as community landmarks and to foster a sense of place.

Policy CC4.3

Prohibit new billboards and other large signs, and use design review for new signage to avoid visual clutter and ensure that Western Design Overlay guidelines and other design standards are met.

Policy CC4.4

Require, when practicable, underground installation of utility distribution lines.

Discussion: Numerous above-ground utility lines and cables lining streets produce a cluttered effect and detract from territorial views of the community -- as well as more focused views of buildings, landscaping and open space areas. Use of underground lines should be required, when practicable, in accordance with rate, tariffs, and franchise agreements and/or regulations applicable to the serving utility. The City should work with utility providers, citizens and developers to find ways of funding the undergrounding of existing utilities.

BUILDINGS AND SITE DESIGN

Design standards and guidelines, in particular those supporting a western design theme, provide local guidance. Commercial, multifamily, mixed use, civic, and traditional residential design projects receive a higher level of scrutiny than detached single-family homes. Generally, these projects are reviewed at either an administrative or planning commission level using the City's adopted design standards and guidelines, which may apply to specific locations or to types of uses.

GOAL CC5

Implement design standards and guidelines, and form-based codes, that will achieve design excellence, desired urban form, and community character goals consistent with citizens' preferred design parameters.

Policy CC5.1

Apply design standards and guidelines, and form-based codes, through an administrative design review process to help achieve or accomplish the following:

- A human-scale character that creates a pleasant walking environment for all ages and abilities. Buildings should provide "eyes-on-the-street";
- Elements of design, proportion, rhythm and massing that are desirable and appropriate for proposed structures and the site;
- Places and structures in the city that reflect the uniqueness of the community and provide meanings to its residents;
- Building scale and orientation that are appropriate to the site;
- The use of high-quality and durable materials, as well as innovative building techniques and designs;
- The use of environmentally friendly design and building techniques, such as LEED, for the construction or rehabilitation of structures;
- Minimization of negative impacts, such as glare or unsightly views of parking;
- Incorporation of historic features, preservation of historic buildings, and maintenance of historic town center character whenever possible; and
- A design that fits with the context of the site, one that is sensitive to its surroundings and reflective of natural features and existing character.

Policy CC5.2

Apply Western Design Overlay design criteria to new development and exterior modifications to existing buildings, excluding detached single-family dwellings, located within the Western Design Overlay District, which generally is centered on SR507.

Policy CC5.3

Foster the natural environment and maintain and enhance the green character of the city, while integrating healthy built environments through techniques such as:

- Encouraging design that minimizes impact on natural systems;
- Using innovations in public projects that improve natural systems;
- Preserving key areas of open space; and
- Requiring the preservation, maintenance and installation of street trees and other vegetation in accordance with the City's design standards and guidelines, and landscaping requirements.

Discussion: As Roy continues to urbanize in the future, many features of the natural environment can be preserved, enhanced and restored. Design of landscaping and the built environment can reduce the impacts to natural systems. At the same time, well-thought-out landscape design can enhance a site and create unique character.

Policy CC5.4

Encourage design and installation of landscaping that:

- Creates character and a sense of place;
- Retains and enhances existing green character;
- Preserves and utilizes native trees and plants;
- Enhances water and air quality;
- Minimizes water consumption;
- Provides aesthetic value;
- Creates spaces for recreation;
- Unifies site design;
- Softens or disguises less aesthetically pleasing features of a site; and
- Provides buffers for transitions between uses or helps protect natural features.

STREET AND PATHWAY LINKAGES

Streets can be more than just a means of getting from one point to another. They can define how the city is viewed as one passes through it and create a sense of unique character. Elements of street design, such as width, provisions for bikes, pavement treatments, and street-side vegetation, affect the quality of a traveler's trip and the sense of place. These design elements also can affect the behavior of motorists, such as their speed, their decisions to yield or take the right-of-way, and the degree of attention that is paid to pedestrians, bicycles and other vehicles.

Linear urban parks that incorporate pathways and complement the street system, such as would be created through development of a Town Commons on BNSF property, can create a park-like setting for the community.

GOAL CC6

Pay special attention to street design in order to create a sense of unique character that distinguishes Roy from neighboring communities.

Policy CC6.1

Promote the conversion of SR507, originally designed primarily to move motor vehicles quickly, to a *complete street* that supports safe and convenient access for all users within a uniquely designed corridor that is visually differentiated from portions of this highway that are located outside of the Roy city limits.

Discussion: SR507 should be redeveloped to enable pedestrians, bicyclists, motorists, and transit riders of all ages and abilities to safely move along and across this *complete street*. The design for this street should be unique and respond to its community context. It may include a mix of design elements including sidewalks, bike lanes, comfortable and accessible public transportation stops (at such time as transit is extended to Roy), frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, and other traffic calming elements.

Policy CC6.2

Ensure that *complete street* designs result in an active urban street, accessible public spaces such as a Town Commons, and safe and convenient linkages for all users along SR507.

Discussion: A *complete street* will help create a more walkable community leading to increased street life, community vibrancy, and the development and preservation of a unique community character.

Policy CC6.3

Design and create trails, urban linear parks, sidewalks, bikeways and paths to increase physical activity and connectivity for people by providing safe, direct or convenient links between the following:

- Residential neighborhoods;
- Schools;
- Parks, open spaces, greenbelts and recreation facilities;
- Employment centers;
- Shopping and service destinations; and
- Civic buildings and spaces.

URBAN FOREST MANAGEMENT

An urban forest refers to the natural and planted vegetation in an urban area -- both public and private. A community's urban forest is comprised not just of trees and other vegetation in parks but also trees and other landscaping that line the roadways and vegetation on private property. A well-managed, healthy urban forest:

- Provides opportunities to develop community partnerships that benefit the participants physically, sociologically and psychologically;
- Can lessen the impacts of drought, tree diseases, insect pests, construction, storm damage and stormwater runoff;
- Benefits the entire community economically, aesthetically, and ecologically;
- Supports the conservation, protection and enhancement of Roy's watershed and promotes the health of fish habitat; and
- Has a positive effect on surrounding businesses and residences and people's sense of well-being.

Trees and other vegetation within the urban forest provide a unique green infrastructure that if maintained and cared for will continue to give back to the community. Trees also have great potential to shape the character of a community. A worthwhile challenge is to find ways to increase the tree canopy and enhance the health, properly maintain and diversify the urban forest while achieving, over time, the community character desired by Roy citizens.

GOAL CC7

Promote the planning, management and preservation of a safe and healthy urban forest that reflects community character goals by establishing effective practices and administering landscaping standards and guidelines.

Policy CC7.1

Require landscaping with a drought-tolerant native plant component (trees, shrubs and groundcovers) to be installed when significant development activities take place.

Discussion: Generally, landscaping requirements should apply to new construction and substantial alterations of existing structures, parking areas, streets and sidewalks. The use of native, drought-tolerant plants within landscaping can provide for an attractive urban setting; support the urban citywide tree canopy and wildlife; buffer the visual impacts of development; help reduce storm water runoff; and, contribute to the planting, maintenance, and preservation of a stable and sustainable urban forest.

Policy CC7.2

Landscaping should comply with applicable City standards and guidelines for plant retention, selection, installation and maintenance. These standards are intended to maintain existing trees when practicable, better ensure that plants survive and thrive, minimize conflicts with infrastructure, and in some cases provide a substantial visual screen or buffer.

Discussion: The City should periodically review the effectiveness of its landscaping and tree retention requirements and amend them as necessary to ensure they will achieve desired urban forest goals and objectives.

STREETSCAPE LANDSCAPING

Street trees and other landscaping treatments are essential for creating beauty and improving the quality of life within the SR507 corridor, mixed use areas, residential neighborhood settings and other areas of a community. Benefits include: providing shade and cooling effects; providing a sense of enclosure; providing definition and scale to the street; protection from wind; separation from vehicular traffic; and reducing airborne dust and pollutants.

Many opportunities exist for street tree planting and other landscaping treatments in existing neighborhoods and areas undergoing redevelopment in Roy. The most favorable locations in terms of making a positive visual and functional impact within the SR507 corridor are within future sidewalks and planting strips to enhance the streetscape environment -- and within future traffic medians to reinforce traffic calming measures.

GOAL CC8

Achieve community character and design goals through the preservation, installation and maintenance of street trees and other landscaping in accordance with the City's adopted street tree list, landscape regulations, and applicable design standards and guidelines.

Policy CC8.1

Periodically review and update, as needed, the City's adopted street tree list and associated landscape design standards and guidelines to ensure that they reflect current science as to tree selection, installation and maintenance.

Discussion: Proper management of the urban forest requires attention be paid to diversity of plantings, the arrival of insect pests and disease to an area that may affect existing trees and future selections, and the long-term performance of trees previously identified as being suitable for specific applications. As new selections are identified as being good candidates for street tree plantings in Roy, or as other trees on the current list are identified as being ones to avoid in the future, the list of approved street trees should be updated to reflect this new information.

RESIDENTIAL CHARACTER

The City's projected housing unit and population growth over the next couple of decades may be accommodated through construction of higher density housing in mixed use areas, infill development in established single-detached residential neighborhoods, and new single detached and attached housing units in larger scale subdivisions.

Today, factors such as an aging population, changes in family size and composition, and shifting generational preferences for different housing types and neighborhood designs and functions are contributing to changes in the social and economic factors relating to housing choices. These factors have the potential to influence the

character of the community. As such, it is important that the City guide future residential development in a manner that will be compatible with surrounding areas and build upon the positive aspects and character of the community.

GOAL CC9

Support residential infill development and redevelopment that responds to local preference and demand for innovative, high quality housing, that is sensitive to surrounding residential areas, and that supports community character goals and objectives.

Policy CC9.1

Periodically review and update design standards and guidelines and other zoning provisions that apply to commercial-residential mixed use development, single-detached infill housing, and new single-detached and attached residential subdivisions to assess their effectiveness in accomplishing design objectives and community character goals, and to assess the extent to which they successfully respond to neighborhood compatibility issues and concerns.

HISTORIC RESOURCES

Historic resources offer a way to connect with the city's past and provide a sense of continuity and permanence. Those resources represent development patterns and places associated with Roy's notable persons and community events. The historic fabric, together with unique qualities of new development patterns, defines the character of a community. It is essential to preserve some historic resources to maintain the character of Roy and to continue to honor its past. Adaptive reuse of historic structures also helps reduce the need to obtain additional resources for new building construction.

Roy has a deep sense of history, and many of its older buildings are still standing – in spite of a major fire that wiped out most of the downtown businesses just before the depression began in 1929. Its general store and other buildings were built in the early 1900s, and the water tower that supplied the steam trains still stands as a reminder of the community's pioneering past. Public and private projects can help foster this connection and build community awareness by incorporating elements of Roy's history into design features.

GOAL CC10

Support the preservation and active use of cultural and historic resources to enhance Roy's quality of life, economic vibrancy and environmental stewardship.

Policy CC10.1

Encourage preservation, restoration, and appropriate adaptive reuse of historic properties to serve as tangible reminders of the area's history and cultural roots.

Policy CC10.2

Incorporate features, such as interpretive signage and other elements reflecting original historic designs into park projects, transportation projects and buildings on historic sites, when feasible, as a means of commemorating past events, persons of note and city history.

Policy CC10.3

Work with the Washington State Department of Archaeology and Historic Preservation, Pierce County Landmarks and Historic Preservation Commission, and community members to explore establishing an ongoing process of identification, documentation, and evaluation of historic properties. Maintain and update the historic property inventory as new information arises to guide planning and decision making, as well as to provide reference and research material for use by the community.

Discussion: Identification of historic properties and archaeological sites is an essential step towards preservation. This includes evaluation of the historic and cultural significance of a property and the extent to which it has maintained its integrity. Property evaluation forms, deed documents, news articles and other information may all be used to evaluate a property. Knowing the history and significance of properties can foster stewardship by owners and the public.

Policy CC10.4

Encourage nomination of historic resources that appear to meet Historic Landmark criteria by individuals, community groups and public officials.

Discussion: A Historic Landmark designation is the most common method to identify which historic and cultural resources to protect. Designation of a property can occur at four levels: local, county, state or national. Pierce County, the State of Washington and the United States -- through the United States National Park Service (Secretary of the Interior) -- all maintain registers of Historic Landmarks. The City of Roy has not established a local historic landmark register but may consider exploring options for doing so.

Policy CC10.5

Emphasize the preservation of historic properties through methods such as adaptive reuse for promoting economic development and /or public use.

Discussion: Without special code provisions for historic or cultural sites, adaptive reuse (placing new uses in a building once intended for another use) or even modification of a building to make it more functional or economically competitive may trigger a requirement to bring the structure up to existing codes. The economics of bringing older construction types up to modern ones can be prohibitive to the point that the owners often choose not to make alterations. The resulting effect may be that owners allow the building to deteriorate because of its inability to draw sufficient income to cover adequate maintenance. Alternatively, the property owner may be inclined to tear down and replace the structure.

Policy CC10.6

Encourage restoration and maintenance of historic properties through code flexibility, fee reductions, and other regulatory and financial incentives.

Discussion: Historic resources reflect a use of certain materials, an architectural style, or an attention to detail. Improper alterations or additions can eliminate the very reason that the structure gave character to the area. Incentives actively encourage both preservation of existing structures and restoration of structures to more closely resemble the original style and setting.

Policy CC10.7

Protect Historic Landmarks from demolition or inappropriate modification.

Policy CC10.8

Protect Historic Landmarks and significant archaeological resources from the adverse impacts of development.

Policy CC10.9

Mitigate adverse impacts to the following by methods such as documentation of the original site or structure, interpretive signage, or other appropriate techniques:

- Landmark or archaeological sites; and
- Properties proposed to be demolished or significantly altered that are eligible for landmark designation, or are of sufficient age and meet a portion of the other criteria for landmark designation.

Discussion: There may be instances where alteration or demolition of a Historic Landmark is reasonable or necessary. In these cases it is valuable for later researchers to have records of the modifications or past use. New land uses and development can have adverse effects on historic resources. Sensitive design of new development can allow new growth, while retaining community character.

Policy CC10.10

Share survey and inventory information with Pierce County, the State Department of Archaeology and Historic Preservation, federal agencies, the public, historical societies, museums and other appropriate entities. Use technical assistance from other agencies as appropriate.

Policy CC10.11

Support efforts by residents, property owners, cultural organizations, public agencies and school districts to support the development of a more active historic preservation program, including:

- Brochures and plaques;
- Online information; and
- Educational efforts to foster public awareness of Roy's history.

Discussion: Survey and evaluation work is time intensive. It is not efficient to duplicate such efforts, and opportunities such as grants to foster preservation should be explored. There are financial or other limits to maintaining or contracting personnel with technical knowledge of preservation. It is important to maintain some resources to preserve the historic character of Roy and, through cooperation knowledge can be preserved and shared.

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CHAPTER 3**LAND USE ELEMENT****INTRODUCTION**

The Land Use Element is designed to help Roy achieve its vision for a city that has successfully accommodated growth and change, while ensuring that the community's high quality of life, cherished natural features, distinct places and character are retained. By the year 2035, Roy expects to grow to a future population of 1,120 and an employment base of 384 jobs. This element provides the basis for planning for this anticipated growth, including needs for transportation, parks and open space, and other public facilities and services to serve future growth. The pattern of uses that make up Roy helps support the community's long-term vision and goals by describing locations where development is appropriate and what the desired intensity and general character should be.

ORGANIZATION OF THE LAND USE ELEMENT

The Land Use Element is divided into 10 sections. The Introduction section summarizes the intent of the element and its organization. The second and third sections describe the state and regional planning contexts, respectively. The fourth section provides a local planning context and articulates a land use vision statement for a 20-year planning horizon. The fifth section lists goals and policies that shape how the Roy community

lives on the land and how Roy's citizens and government officials will manage the processes of making land use decisions. The goals and policies also respond to the requirements, goals, and planning principles of the GMA while providing for the protection and enhancement of Roy's community character. The sixth section of the element identifies and defines land use designations and contains required information such as population density and building intensity. The seventh section summarizes mandated population, housing unit and employment targets and the provisions of the buildable lands program that are used to demonstrate Comprehensive Plan consistency with these targets. Information concerning lands useful for public purposes is provided in the eighth section while critical areas and natural resource lands are covered in the ninth section. The final section examines planned land use in adjacent jurisdictions to ensure consistency.

STATE PLANNING CONTEXT

GROWTH MANAGEMENT ACT

The Washington State Growth Management Act identifies that for cities such as Roy that are required to plan under RCW 36.70A.070, a comprehensive plan must include a map or maps, and descriptive text covering objectives, principles, and standards used to develop the comprehensive plan. The plan shall be an internally consistent document and all elements shall be consistent with the future land use map. Each comprehensive plan shall include:

“A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. The land use element shall include population densities, building intensities, and estimates of future population growth. The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies. Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity. Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.” [RCW 36.70A.070]

REGIONAL PLANNING CONTEXT

VISION 2040 MULTICOUNTY PLANNING POLICIES (MPPS)

Under the Growth Management Act, multicounty planning policies provide a common region-wide framework for countywide and local planning in the central Puget Sound region, particularly in the area of transportation planning and its relationship to land use. The unified structure established by the MPP has both practical and substantive effects on the development and implementation of comprehensive plans, including land use elements.

The MPPS provide guidance for implementing Puget Sound Regional Council's *VISION 2040* Regional Growth Strategy. This strategy is a preferred pattern for accommodating a significant share of the region's residential and employment growth within a number of regional centers. It is designed to minimize environmental impacts, support economic prosperity, improve mobility, and make efficient use of existing infrastructure. The strategy promotes infill and redevelopment within urban areas to create more compact, walkable, and transit-friendly communities.

PIERCE COUNTY COUNTYWIDE PLANNING POLICIES (CPPs)

The Pierce County Countywide Planning Policies is a written policy statement that establishes a countywide framework from which county and municipal comprehensive plans are developed and adopted. The framework is intended to ensure that municipal and county comprehensive plans are consistent.

The CPPS are intended to provide the guiding goals, objectives, policies and strategies for the subsequent adoption of comprehensive plans. CPPs that offer guidance for development of the Land Use Element include ones that address *Buildable Lands, Community and Urban Design, Economic Development and Employment, Health and Well-Being, Urban Growth Areas, and Promotion of Contiguous and Orderly Development and Provision of Urban Services*.

LOCAL PLANNING CONTEXT

The pattern of uses that make up Roy helps support the community's long-term vision and goals by describing locations where development is appropriate and what the desired intensity and general character should be. The Land Use Element is intended to ensure the land use pattern in University Place meets the following objectives:

- Takes into account the land's characteristics and directs development away from environmentally critical areas and important natural resources;
- Provides for attractive, affordable and stable residential neighborhoods that include a variety of housing choices;
- Focuses and promotes employment growth and commercial mixed use development along State Route 507;
- Supports creation of new, and enhancement of existing, community gathering places, including public parks and recreation facilities, and private facilities that accommodate events such as the Roy Rodeo;
- Provides opportunities to meet daily shopping or service needs close to residences and work places;
- Maintains and enhances a system of parks, trails and open space that meets local residents' needs;
- Supports a healthy community by encouraging physical activity, promoting social and mental wellness, and establishing itself as a destination for special community events, farmers markets and festivals;

- Encourages redevelopment of properties that are underutilized or being used in a way that is inconsistent with the Comprehensive Plan designation;
- Advances best management practices, a high-quality natural environment, and land development that provides long-term benefit to the community.

LAND USE VISION

Looking ahead 20 years...

In the 2030's, Roy is treasured for its character, natural assets, friendly and welcoming atmosphere, diversity, safety and quiet settings.

Roy includes a broad choice of housing types at a range of prices, including affordable homes. During the past 20 years, there has been more variety in the types and prices of newly constructed homes, including more accessory dwelling units, attached homes, live-work units and other smaller single-detached homes. New homes blend with existing homes and the natural environment, retaining valued characteristics of neighborhoods as they continue to evolve. While single-detached housing neighborhoods have remained stable, the number and variety of multifamily housing choices, including units oriented towards seniors, have increased significantly. Through careful planning and community involvement, changes and innovation in housing styles and development have been embraced by the community. Residents enjoy a feeling of connection to their neighborhoods and to the community as a whole.

Roy has acted to create and maintain a strong economy and a more diverse employment base.

Roy is the home to a number of small, medium-size and locally owned businesses and services. Businesses are proud to be partners in the community. The city provides a positive business climate that supports innovation and attracts sustainable development, while retaining existing businesses.

Roy's historic commercial core and newer mixed use areas fronting on State Route 507 are thriving centers of commercial activity supported by a mix of newly constructed housing. These areas are outstanding places, at a smaller scale, to work, shop, live and recreate. Attractive offices, stores, services and residential developments have contributed to a new level of vibrancy in the community, while retaining a comfortable, connected feel that appeals to residents, business and visitors.

During the past 20 years, redevelopment of the State Route 507 corridor has brought retail storefronts closer to the street and improvements to streetscapes, making the area more hospitable to transit, pedestrians and bicyclists. This portion of Roy has also become much more diverse, featuring a variety of housing choices, small-scale shopping and services to serve employees and residents, and connections to parks, sidewalks, and transit services.

Roy in the 2030s has enhanced and maintained a green character.

Citizens benefit from its livability, which contributes to the general quality of life. An abundance of trees, including native Garry Oak, interspersed with patches of pasture and farmland, continues to define Roy's physical appearance. A system of interconnected open spaces provides habitat for a variety of wildlife. The city prides itself for its environmental stewardship, including an emphasis on sustainable land use and development patterns, landscaping that requires little watering, and other techniques to protect and conserve the natural environment, while flourishing as a successful small, rural community. Roy maintains a park, recreation and open space system that serves all age groups and a wide variety of interests.

GOALS AND POLICIES

This element contains land use goals and policies for the City of Roy. The following goals establish broad direction for land use, while the policies provide more detail about the steps needed to meet the intent of each goal. Park, recreation and open space goals and policies are contained in the Park, Recreation and Open Space Element.

- Consistent land use management
- Residential uses
- Commercial uses
- Industrial uses
- Essential public facilities
- Environmental quality
- Water resources
- Community character
- Development regulations and permit processing
- Interjurisdictional planning

CONSISTENT LAND USE MANAGEMENT

GOAL LU1

Ensure that decisions on land use designations and zoning are consistent with the City's vision, goals, objectives and policies as articulated in the Comprehensive Plan and take into account GMA goals regarding urban growth, sprawl, property rights, permits, economic development, and open space and recreation.

Policy LU1.1

All development and redevelopment shall conform to the Comprehensive Plan Map and land use designations described in the Land Use Element. Development guidelines and regulations shall conform to the goals and policies set forth in the Comprehensive Plan. Zoning classifications and overlays shall be applied consistent with the Plan Map land use designations in **Table 3-1**.

Discussion: The Comprehensive Plan Map (**Figure 3-1**) graphically displays the City’s preferred land use pattern. The different areas on the Plan Map are referred to as designations. These designations provide a framework for guiding development consistent with the City’s vision, goals, objectives and policies. The Plan Map divides the city into areas where different types and intensities of land uses are allowed. The designations serve to protect areas from incompatible development, maintain property values and support development consistent with each designation. The purpose and intent of each designation, and the general types of uses allowed in each designation, are provided in the Land Use Designation section of the Land Use Element.

Table 3-1

Plan Map Land Use Designation	Consistent Zone Classifications and Overlays
Low Density Residential	Single Family Residential; Public Facilities Overlay
Moderate Density Residential	Multi-Family Residential; Public Facilities Overlay
Commercial	Commercial; Railroad Overlay; Western Design Overlay; Public Facilities Overlay
Light Industrial	Light Industrial; Public Facilities Overlay
Mixed Use	Mixed Use; Western Design Overlay; Public Facilities Overlay
Rodeo	Rodeo
Public and Quasi Public Facilities	Single Family Residential; Multi-Family Residential; Commercial; Light Industrial; Mixed Use; Western Design Overlay; Public Facilities Overlay

Policy LU1.2

Consider the following when making decisions on land use designations and zoning:

- Land use and community character objectives;
- Whether development will be directed away from environmentally critical areas and other important natural resources and in a way that minimizes impacts on natural resources;
- The adequacy of the existing and planned transportation system and other public facilities and services;
- Projected need and demand for housing types and commercial space;
- Suitability of an area for the proposed designation or zone; and
- Opportunities to separate potentially incompatible uses by topography, buffers, zoning transitions or other techniques.

Policy LU1.3

Provide sufficient land area and densities to meet Roy’s projected needs for

housing, employment and public facilities while focusing growth in appropriate locations. Ensure that development regulations, including the allowed density, uses and site requirements, provide for achievement of Roy's preferred land use pattern.

Policy LU1.4

Protect the property rights of landowners from arbitrary, capricious, and/or discriminatory actions. Do not take private property for public use without just compensation, nor allow illegal encroachments on public land or rights-of-way without compensation or consideration of the public interest.

RESIDENTIAL USES

GOAL LU2

Achieve a mix of housing types and densities, maintain attractive and healthy residential neighborhoods, and guide new housing development into appropriate areas.

Policy LU2.1

Development regulations should accommodate and encourage a wide range of housing types to meet the needs of residents through various life stages. Housing choice should be expanded to enable residents to remain living in the community as their housing needs or preferences change over time, and to attract new residents to the community.

Policy LU2.2

The mix of housing within the community should include single detached and attached dwellings, live-work units, multi-family dwellings, including townhomes and units located within vertical mixed use buildings, accessory dwelling units, residential care facilities for those who are unable to maintain independent living arrangements, and other innovative housing that is compatible with the type, scale and character of surrounding residential development.

Policy LU2.3

Manufactured homes shall be allowed in low- and moderate-density residential areas and all zones in which single detached housing is permitted, subject to applicable federal and state siting requirements and local health and safety regulations.

Policy LU2.4

A range of residential densities shall be provided for based on existing development patterns, community needs and values, proximity to facilities and services, immediate surrounding densities, and protection of natural environmental features.

Policy LU2.5

Innovation in site and building design shall be encouraged in and adjacent to critical areas in accord with comprehensive plan goals and policies. For example,

clustering of units outside of critical areas and associated buffers may be permitted provided that *overall* density of a site does not exceed the maximum allowable dwelling units per acre. Appropriate buffering, design features, and amenities must be included in all innovative designs.

Policy LU2.6

The character of existing single detached housing neighborhoods should be preserved and enhanced.

Policy LU2.7

Greater residential density and building height should be allowed in existing commercial, mixed use and multifamily areas along State Route 507, to help accommodate expected population and employment growth.

Discussion: Puget Sound Regional Council's VISION 2040 and the Pierce County Regional Council have allocated a significant amount of population and housing growth by 2030. To protect the character of existing single detached housing neighborhoods from incompatible, higher density infill development, and to provide greater housing choice, a sizable share of the additional housing units needed to accommodate the allocated growth target should be located in close proximity to State Route 507 where mixed use and multifamily residential zoning is already established to allow denser development.

Policy LU2.8

Residential infill development should be compatible with surrounding development in terms of scale, form, relationship to the street and other design elements.

Discussion: Residential uses in multifamily and commercial mixed-use zones should be designed to provide a harmonious transition into nearby single detached housing neighborhoods. Buffers, landscaping, and building design and placement that blend with the neighboring community enhance the transition between different densities and land uses. The City's adopted multifamily design standards and guidelines should be applied to new multifamily development in support of this objective.

Policy LU2.9

To expand local economic opportunities for Roy's residents, home occupations that are compatible with the surrounding residential area shall be encouraged.

Policy LU2.10

Newly platted residential subdivisions should include dry sewers and shadow-plat strategies to accommodate sewer service when it becomes available.

Discussion: Lot configurations and site development designs should accommodate on-site sewage disposal as required by the Tacoma Pierce County Health Department as well as redevelopment at higher densities when sewer service becomes available and land devoted to on-site sewage disposal can be converted to residential use.

COMMERCIAL USES

GOAL LU3

Achieve a mix of commercial land uses that serve the needs of the City's residents, businesses and visitors while protecting and enhancing the unique character of Roy's residential neighborhoods.

Policy LU3.1

New and redeveloped commercial and mixed use buildings should be designed to achieve community goals for attractive streets, public spaces, and pedestrian amenities.

Discussion: Much of the City's development in commercial areas occurred without the guidance of a comprehensive plan and land development code that were consistent with GMA goals. Many land uses are auto-oriented, and building design and site planning are generally uncoordinated. Additionally, building orientation and parking lot locations vary considerably, with parking often being a highly visible component. Improved functionality and appearance of commercial and mixed use areas could attract new business to the City and enhance the quality of life for Roy residents. Encouraging an appropriate mix of land uses, and implementing the City's Western Design Overlay standards and other design guidelines for new construction and redevelopment, will help achieve economic development goals while protecting nearby residential neighborhoods from incompatible commercial use.

Policy LU3.2

Roy should encourage development of new businesses and expansion of existing businesses to help meet the retail and service needs of Roy's residents. New businesses should be recruited to the City to expand and diversify the City's employment base.

Policy LU3.3

Environmentally clean, non-polluting businesses should be encouraged in Roy through the implementation of performance standards that mitigate potential impacts. Commercial uses that have minimal impact on adjacent areas should be preferred over higher-impact uses when located immediately adjacent to residential land uses.

Policy LU3.4

The expansion of linear commercial "strips" should be discouraged and pedestrian-oriented development should be supported.

Discussion: Buildings and off-street parking should be sited so that the streetscape is enhanced and pedestrian orientation encouraged. Parking should be located to the rear or side of buildings. Buildings should have an obvious pedestrian entrance, pedestrian-level windows, weather protection, and architectural details and pedestrian-scale signage on the street.

Policy LU3.5

Automobile-oriented businesses such as restaurants with drive-up windows may be permitted in commercial and mixed use areas subject to compliance with screening and other site development standards intended to minimize impacts on neighboring properties. Site design for such businesses should ensure safe and convenient pedestrian access separate from drive-up access and that does not require the pedestrian to cross drive-up facilities to reach the pedestrian entry. Site design should consider the safety of motorists, bicyclists, and pedestrians on the streets, shoulders, and sidewalks adjacent to the business driveways.

Policy LU3.6

The visual appearance of commercial areas should be improved through public and private measures for beautification, implementation of design strategies, maintenance, and streetscape improvements. Commercial and mixed use buildings should conform to Western Design Overlay standards and other design guidelines to encourage architectural consistency and compatibility with surrounding neighborhoods. Where commercial rehabilitation, development, or redevelopment occurs on a property with historic significance, it should be sensitive to the historic fabric of any buildings, the site and the surrounding area. New larger-scale commercial and mixed use development should incorporate landscaping, seating, and other pedestrian-supportive amenities to provide pleasant and comfortable resting, socializing, and picnicking areas for employees and shoppers.

Policy LU3.7

Commercial and mixed use development should include high quality, safe, and contiguous facilities for pedestrians, bicyclists, and disabled persons. Commercial and mixed use development should be designed to take into consideration the connections, both vehicular and pedestrian, to adjoining sites to reduce personal automobile trips. Sidewalks and internal pathways should be incorporated to enhance pedestrian circulation.

Policy LU3.8

Roy should work with public transit providers to establish transit service to the community at locations within the State Route 507 commercial corridor. At such time as transit service is initiated, future commercial and mixed use development should incorporate facilities for users of public transit, where such facilities will be supportive of transit service.

Policy LU3.9

Maximum automobile parking standards should be implemented for various types of commercial and mixed use development. Shared parking facilities should be encouraged. Parking areas shall include plantings of vegetation that reduce their visual impact through effective screening and the establishment of a substantial tree canopy. Design standards that strongly encourage the placement of parking to the side or rear of buildings should be implemented.

Policy LU3.10

A mix of retail, office, and residential uses should be encouraged in commercial mixed use areas.

Discussion: Traditional zoning typically segregates various land uses, such as commercial and residential, into different locations. In some locations, however, it may be more beneficial and appropriate for land uses to be “mixed” together. A vertical “mixed-use” building provides different uses within a structure or site – typically, retail uses on the first floor with office and/or residential uses on the upper floors. This type of development may promote a more economically vibrant and pedestrian-friendly environment. Mixed use zoning may also accommodate a variety of uses within a site but in separate buildings. For example, sites on State Route 507 with deep dimensions when measured from the roadway may be developed with retail uses near the front of the site and residential or office uses toward the rear. Where larger-scale mixed use development succeeds it is often due to its attraction to residents who want to be within easy walking distance of shops, restaurants and other services – and its attraction to businesses that benefit from a relatively large number of nearby residents with disposable income.

Policy LU3.11

Redevelopment of vacant and underutilized sites should be encouraged.

Discussion: A number of properties in the City’s commercial mixed use and neighborhood commercial areas are vacant or underutilized. The City should encourage and assist the landowners of these properties to develop or redevelop their properties to the highest and best use allowed under the City’s plan policies and development regulations. Efficient use of commercial mixed use properties should be achieved by redeveloping and consolidating existing underdeveloped commercial properties. Infill development and expansion of existing facilities is of prime importance.

Policy LU3.12

Culturally enriching uses such as libraries, bookstores, galleries and museums, should be encouraged in commercial and mixed use areas.

Policy LU3.13

Residential areas and public gathering places such as parks, schools and religious institutions should be protected from the negative impacts of “adult” business and entertainment establishments.

Discussion: Cities may regulate adult entertainment businesses as long as a “reasonable opportunity” is provided to operate such a business within the municipal boundaries. To limit the negative impacts of these establishments in the City, adult entertainment businesses should be regulated in a manner that protects residential, public, and other business uses from the negative impacts of these businesses.

INDUSTRIAL USES

GOAL LU4

Industrial uses that contribute to the local economy without detracting from the quality of life may be permitted in areas previously developed with industrial uses.

Policy LU4.1

Light industry may be permitted in those areas previously developed with industrial uses subject to the performance standards specified in the City's Land Development Code. Heavy industry should not be permitted.

Policy LU4.2

Industrial uses posing potential health or safety hazards to the residents and employees within Roy should not be permitted regardless of the intensity or impact of industrial development; examples of proscribed uses include, but are not limited to, the manufacturing of toxic gases and chemicals.

Policy LU4.3

Roy should allow the continued operation of existing industrial uses as long as such operations are in conformance with all applicable county, state, and federal environmental regulations and the goals and policies of this comprehensive plan.

Policy LU4.4

Redevelopment proposals in industrial areas should be subject to environmental and public review. Redevelopment should be consistent with the community character goals and policies of this comprehensive plan.

Policy LU4.5

Existing industrial uses should be encouraged to add vegetative buffering for the benefit of adjacent land uses. Trees should be planted along streets bordering existing industrial uses. Redevelopment in industrial areas should incorporate street trees along streets and extensive vegetative buffering for the benefit of adjacent land uses. Buffering should also include structures as needed to prevent the intrusion of noise, dust, glare, etc. into streets and adjacent areas. The city should encourage industrial site designs in which vegetative buffers rather than structures are most visible from adjacent land uses.

ESSENTIAL PUBLIC FACILITIES AND OTHER PUBLIC FACILITIES

GOAL LU5

Essential public facilities should be allowed in locations appropriate for the services provided and the people served. Essential public

facilities should harmonize with the surrounding development and with the natural features of the surrounding land and vegetation.

Policy LU5.1

The city shall administer a process to site essential public facilities that is consistent with the Growth Management Act and County-Wide Planning Policy and that adequately considers impacts of specific uses.

Discussion: Essential public facilities of a local, statewide, or regional nature may range from schools and fire stations to jails, work release facilities, state prisons, airports, and sewage treatment facilities. Some public facilities are controversial and difficult to site because of real and/or perceived impacts. The State GMA requires that local comprehensive plans include a process for identifying and siting essential public facilities.

Policy LU5.2

Small public facilities intended to serve a few neighborhoods may be located within a neighborhood. Examples of these facilities include neighborhood parks, drainage facilities, and electrical transformer boxes.

Policy LU5.3

Public facilities intended to serve the entire city should be located to provide convenient access for residents who must frequent them. Examples of such facilities include community parks, schools, government offices, and similar facilities. Large facilities that serve the entire city and are not frequented by citizens should be located where they will not disrupt the landscape or disturb residential and commercial areas with noise, glare, dust, or other pollution. Examples of such facilities include power substations, water wells, and sewer lift stations.

Policy LU5.4

Public facilities that have service areas extending substantially beyond the city boundaries should be sited at a location appropriate to meet the transportation needs of the users of the facilities. Facilities that generate a significant amount of truck, automobile, or foot traffic should be located along arterial streets and convenient to public transit facilities. School facilities should be given flexibility to locate on non-arterial streets. Developers of these facilities should be required to make infrastructure improvements to support the facilities. These improvements may include, but are not limited to, street construction, signage, sidewalks, streetlights, bus shelters (at such time as transit service is provided in Roy), benches, parking, bicycle racks, utility lines, and similar improvements.

Policy LU5.5

The city recognizes that some federal, state, regional, and county facilities may impose detrimental effects on the Roy community if located within the city. Such facilities should be packaged with accompanying facilities or programs having clear benefits for the community. The city should seek mitigation of disproportionate financial burdens resulting from the siting of essential public facilities in Roy.

Policy LU5.6

Siting proposals by federal, state, regional, and county agencies shall include clear justification for the need for the facility and for its location within Roy. Alternate sites not in Roy should be explored through a cooperative interjurisdictional approach. If the final site selected is within Roy, the site should be consistent with the provisions of all of Roy's comprehensive plan elements.

Policy LU5.7

All public facilities should be sited, designed, and buffered to fit in harmoniously with the surrounding neighborhood. Facility design and buffering should conform to the provisions of the urban landscaping and environmental goals and policies of this comprehensive plan. In addition, special attention should be given to minimizing the noise, light, glare, dust, and traffic associated with essential public facilities.

Policy LU5.8

Proposals for public facilities that are not difficult to site should be processed using the minimum permitting procedures required to ensure the facilities conform with the goals and policies of this comprehensive plan while providing adequate opportunity for public input.

CENTERS OF LOCAL IMPORTANCE (CoLI)**GOAL LU6****Designate the Roy town center as a Center of Local Importance under VISION 2040 and the Pierce County Countywide Planning Policies.**

Discussion. The Roy Town Center CoLI (**Figure 3-1**) includes a mix of commercial uses including retail, office, service and restaurant uses. The center also includes a number of residences and public and quasi-public uses such as the community's city hall, fire station, library, post office and religious institutions. The city's largest undeveloped tract of land planned and zoned for mixed use development is located within this center. The Roy Town Center CoLI is centered on SR 507 (McNaught Street South and Water Street South) and includes vacant land owned by the BNSF Railroad where the community would like to establish a town commons. The Town Center CoLI represents the historic core area of the Roy community.

Policy LU6.1

Ensure that development standards, design guidelines, level of service standards, public facility plans and funding strategies support focused development within the Roy Town Center CoLI.

Policy LU6.2

Recognize the Town Center CoLI in all relevant local, regional policy, planning and programming forums.

Policy LU6.3

Leverage local, regional, state and federal agency funding for needed public facilities and services within the Town Center CoLI. Give priority to this center for multimodal transportation projects that will increase mobility to, from and within this center.

ENVIRONMENTAL QUALITY**GOAL LU7**

Land uses and development and redevelopment projects should be managed to preserve and improve the natural environment as well as the built environment.

Policy LU7.1

The city should enforce standards that will achieve environmentally sensitive development when it occurs within and adjoining shoreline planning areas, critical areas, natural buffers, and areas designated as open space.

Policy LU7.2

Wetlands should be sized and categorized with respect to their natural features rather than with respect to city boundaries. Wetlands that are contiguous across jurisdictional boundaries should be treated according to their total size and characteristics.

Policy LU7.3

To allow reasonable use of property while protecting the environment, reduction or variation of residential lot sizes, density bonuses, planned developments, clustering of housing, and innovative development techniques should be considered when designed to preserve open space, protect critical areas, or provide vegetative buffers.

Policy LU7.4

Performance standards should be considered as a regulatory alternative to fixed zoning regulations in and around environmentally sensitive areas.

Policy LU7.5

City facility projects, maintenance and operating procedures, and programs should be structured to minimize and mitigate environmental damage, restore and improve the environment if possible, and increase the environmental education and awareness of city employees and citizens.

Policy LU7.6

To minimize maintenance costs, conserve water, and provide vegetation with the maximum usefulness as wildlife habitat, urban landscaping should emphasize the use of indigenous plants that are drought tolerant during the summer months. Landscaping may also include non-native plant species that are well adapted to growing and providing wildlife habitat with minimal human intervention in the local climate and soils.

Policy LU7.7

The city should seek to protect wildlife habitat resources by preventing the indiscriminate and unnecessary removal of native trees, shrubs, and ground covers; by promoting the protection of areas that provide food, cover, resting, and nesting areas for wildlife; and by protecting and enhancing the quality of Muck Lake and Muck Creek waters.

Policy LU7.8

The city should support the preservation, protection and, where possible, restoration of natural habitat critical for the conservation of salmonid species listed under the Federal Endangered Species Act. Aquatic ecosystems, associated habitats and aquifers should be protected and maintained or restored through the use of management zones, development regulations, incentives for voluntary efforts of private landowners and developers, land use designations, habitat acquisition programs or habitat restoration projects. The city should support efforts to remove invasive species and re-plant cleared areas with native plants.

Policy LU7.9

The city should effectively administer the Roy Shoreline Master Program, which applies to certain activities located within shoreline areas adjoining Muck Lake and Muck Creek.

Policy LU7.10

The city should ensure that there is “no net loss” of wetlands by function and values.

Policy LU7.11

The city should ensure that development is properly located and constructed with respect to the limitations of the underlying soils, geological hazards, and areas subject to flooding.

Policy LU7.12

City facilities, services, programs, and procedures should be designed and managed to conserve resources and to reduce demand for facilities with significant environmental impacts. Similarly, procedures, programs, and rate structures should encourage citizens to conserve resources and to minimize the negative environmental impacts of their use of facilities and services.

Policy LU7.13

Development activities and land uses within the city should be managed to minimize noise; light and glare; and water, soil, and air pollution.

WATER RESOURCES

GOAL LU8

Surface, ground, storm, waste, and creek waters should be managed in an ecologically responsible manner and as interconnected components of the region's watershed.

Policy LU8.1

Private and public development and redevelopment projects should be conducted in a way that preserves or improves the viability of each component of the water ecosystem and of the entire ecosystem.

Policy LU8.2

The quality of stormwater runoff should be improved, flooding due to stormwater runoff should be minimized, and the erosion of land by stormwater runoff should be minimized, in order to maintain natural aquatic communities and beneficial uses. Development regulations should be enforced to minimize stormwater runoff as a result of development projects by limiting grading and clearing of a development site only to the extent reasonably needed to accommodate the development project, minimizing roadways and other impervious surfaces in the completed project, and encouraging the use of natural vegetation and ground covers during development and in the completed project.

Policy LU8.3

Where removal of trees or other vegetation may result in runoff and erosion, the city should require effective erosion control during and after the tree or vegetation removal. Where extensive removal of trees or other vegetation occurs, the city may require restoration and replanting consistent with landscaping guidelines and significant tree retention and protection standards.

Policy LU8.4

The city should pursue opportunities to support the development of a sanitary sewer system to serve the community by working with Pierce County, the Tacoma Pierce County Health Department, the Washington State Departments of Health and Ecology, and other relevant agencies to explore options for providing wastewater service to the City and its UGA.

Policy LU8.5

City procedures and programs should be structured to minimize pollutants entering storm, surface, ground, and creek waters from city-owned and city-maintained properties. City procedures and programs should encourage the city's citizens to minimize non-point pollutants contributed from buildings, landscapes, automobiles, and similar sources.

Policy LU8.6

The quality of ground water should be monitored closely and protective measures maintained or increased to ensure an uncontaminated water supply. Regulations should be implemented with regard to installation, inspection, maintenance, and removal of above ground and below ground tanks designed to store potentially contaminating materials such as heating oil and industrial chemicals. Regulations should be developed and implemented as necessary to ensure management of potentially contaminating wastes from commercial and industrial operations. Other protective regulations should be developed as appropriate to protect ground water.

Policy LU8.7

City procedures, programs, and water rates should be structured to minimize the city's consumption of water and to improve the water conservation habits of Roy's citizens.

Policy LU8.8

The city should encourage Low Impact Development (LID) in areas where soils and geology support it.

Discussion: The goal of low impact development is to mimic the predevelopment hydrology of a site using a combination of site planning and structural design strategies to control runoff rate and volumes. Achieving this goal will help to prevent physical, chemical and biological degradation to streams, lakes, wetlands and other natural aquatic systems from commercial, residential or industrial development sites. Low impact development can provide many environmental and economic benefits:

- Improved Water Quality. Stormwater runoff can pick up pollutants such as oil, bacteria, sediments, metals, hydrocarbons and some nutrients from impervious surfaces and discharge these to surface waters. Using LID practices will reduce pollutant-laden stormwater reaching local waters. Better water quality increases property values and lowers government clean-up costs.
- Reduced Number of Costly Flooding Events. In communities that rely on ditches and drains to divert runoff to local waterways, flooding can occur when large volumes of stormwater enter surface waters very quickly. Incorporating LID practices reduces the volume and speed of stormwater runoff and decreases costly flooding and property damage.
- Restored Aquatic Habitat. Rapidly moving stormwater erodes stream banks and scours stream channels, obliterating habitat for fish and other aquatic life. Using LID practices reduces the amount of stormwater reaching a surface water system and helps to maintain natural stream channel functions and habitat.
- Improved Groundwater Recharge. Runoff that is quickly shunted through ditches and drains into surface waters cannot soak into the ground. LID practices retain more rainfall on-site, allowing it to enter the ground and be filtered by soil as it seeps down to the water table.
- Enhanced Neighborhood Beauty. Traditional stormwater management infrastructure may include unsightly pipes, outfalls, concrete channels and fenced basins. Using LID broadly can increase property values and enhance communities by making them more beautiful, sustainable and wildlife friendly.

To more fully support the use of LID where feasible, the City should review and revise its development policies and regulations, as warranted, to improve their effectiveness. The city should consider adoption of the Low Impact Development Technical Guidance Manual for Puget Sound. This manual was prepared by the Washington State University Extension and Puget Sound Partnership with the participation and support of a broad range of stakeholders.

Policy LU8.9

The city should adopt and implement the latest version of the Department of Ecology Stormwater Management Manual for Western Washington.

DEVELOPMENT REGULATIONS AND PERMIT PROCESSING**GOAL LU9**

Roy should continue to refine its permit process for development and other local government approvals, as needed, to ensure that it is timely and fair to all affected parties.

Policy LU9.1

Development regulations should be periodically reviewed and revised to ensure they are consistent with and relate directly to implementation of the comprehensive plan and other state and federal mandates. Duplicate and unnecessary regulations should be eliminated.

Policy LU9.2

In the event of conflict between development regulations and this comprehensive plan, the provisions of this comprehensive plan take precedence. This policy applies immediately upon adoption of this comprehensive plan and amendments thereto. Development regulations that are significantly inconsistent with this comprehensive plan should be given high priority for rapid revision.

Policy LU9.3

Procedures for processing permits should be periodically reviewed and modified to improve interdepartmental coordination, ensure uniform processing for all permit applications, enhance communication with applicants, combine and simplify processing steps, and minimize processing time.

Policy LU9.4

Inputs from developers, business proprietors, residents, and other interested parties should be solicited concerning updates to regulations and permit processing procedures.

Policy LU9.5

Permit applications for minor projects of a routine nature should be processed at the staff or consultant level and should not require public hearings. However, the streamlining of permit processing procedures should not be done at the expense of public input concerning permit applications of a non-routine, major, or controversial

nature. The public should be given ample opportunity to review and comment on major, non-routine, or controversial development permit applications.

Policy LU9.6

The city should maintain adequate staff, equipment and technical support as needed to ensure meaningful revision and enforcement of development regulations and timely processing of permits.

Policy LU9.7

The city should consider the impact of land use policies and regulations on the rights of private property owners. The city should take steps to ensure the rights of private property owners are protected through a cost effective and timely appeal process.

Policy LU9.8

The city should support local community groups in critical habitat restoration and enhancement efforts through reduced or waiver of permit fees and streamlined permitting procedures.

INTERJURISDICTIONAL PLANNING

GOAL LU10

The city should take steps to ensure that decisions, policies, and activities of other governmental and advisory agencies that may affect Roy are consistent with the goals and policies of Roy's comprehensive plan. Roy should encourage cooperative, coordinated inter-jurisdictional efforts that are consistent with this goal.

Policy LU10.1

The city should participate in various county and regional organizations concerned with the implementation of the Growth Management Act and the planning and funding of transportation projects.

Policy LU 10.2

The city should support the development of interjurisdictional programs that address regional problems and issues that affect the city and the central Puget Sound region. Examples of regional issues include affordable housing, transportation, health care, open space corridors, and economic growth.

Policy LU10.3

The city should seek to develop and adopt interlocal agreements to address concerns relating to land use, new development, and redevelopment. The city should attempt to reach agreements with adjacent jurisdictions to ensure that land uses adjacent to Roy are compatible with Roy land uses. The city should also seek agreements with adjacent jurisdictions to minimize and mitigate the negative impacts to Roy of land uses and development in adjacent jurisdictions.

Policy LU10.4

The city should work with adjacent jurisdictions to identify and protect natural habitat networks that cross jurisdictional boundaries. Networks should link large, protected, or significant blocks of fish and wildlife habitats within and between jurisdictions to achieve a continuous county-wide network.

Policy LU10.5

The city should work with adjacent jurisdictions to coordinate watershed/aquatic restoration planning and implementation activities within a watershed.

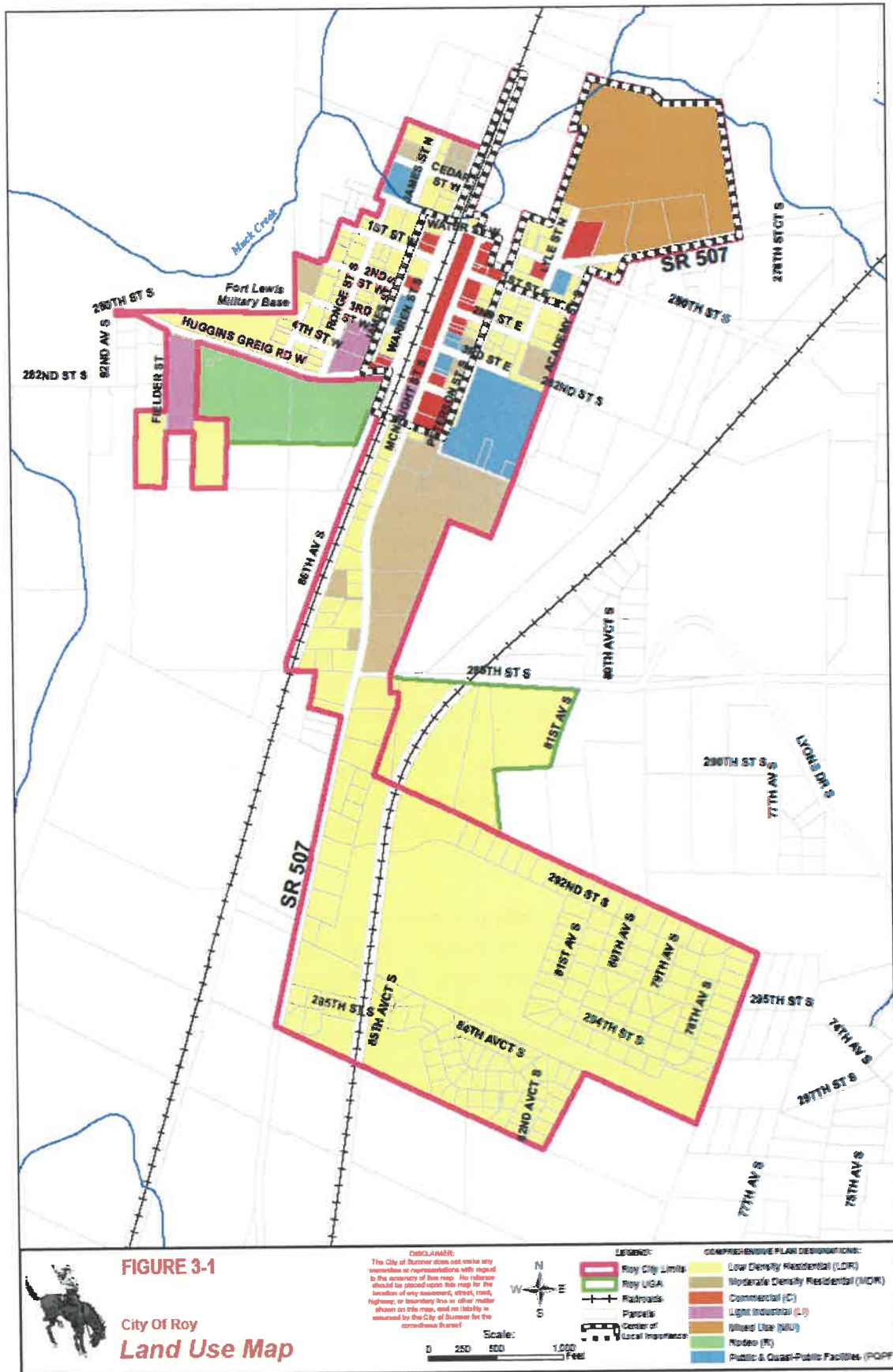
LAND USE DESIGNATIONS

Land use designations for this comprehensive plan have been determined largely by existing land uses and development opportunity. Some older historic areas within Roy are extensively developed but provide limited infill development and redevelopment opportunities. Residential areas annexed to the city during the past two decades were developed recently enough that redevelopment opportunities are limited. Considerable development and redevelopment potential does exist, however, in close proximity to State Route 507. Thus, goals and policies, while addressing infill development and redevelopment, also focus on the ongoing maintenance, refinement, and improvement of the existing community. This comprehensive plan emphasizes maintaining and enhancing Roy's unique community character through land use designations and goals and policies that cultivate the presence of desirable features in existing neighborhoods and through development and redevelopment.

Land use designations for Roy and its UGA (**Figure 3-1**) include:

- Low density residential
- Moderate density residential
- Commercial
- Light Industrial
- Mixed Use
- Public and Quasi Public Facilities
- Rodeo

The remainder of this section defines each land use designation for Roy and its UGA and provides an overview of the City's designated critical areas.



LOW DENSITY RESIDENTIAL (LDR)

Intent and Allowable Uses

The LDR designation is intended to preserve and enhance the character of existing single detached housing neighborhoods. These include well-established neighborhoods platted and developed in a traditional grid pattern in the historic core of the community. LDR areas also include neighborhoods more recently designed and built to Pierce County standards and subsequently annexed to the city. New development must fit within the context of these existing neighborhoods and be integrated in terms of pedestrian and vehicular connections.

LDR areas may include the following housing types:

- Single detached dwelling units, including manufactured and mobile homes, and small lot development designed in accordance with the city's Small Lot Design Standards and Guidelines
- Attached and detached accessory dwelling units
- Family group homes including adult family homes
- Assisted living facilities, congregate care facilities, convalescent homes, hospice care centers, residential care facilities and residential treatment facilities in accord with the applicable goals and policies of this comprehensive plan

Additional uses in LDR areas include public facilities that support residential neighborhoods. For example, streets, sidewalks and other pedestrian facilities, bike paths and associated facilities, neighborhood parks, and utilities will be allowed. Infrastructure for utilities may include, but is not limited to, storm drainage, power, water, natural gas, and telecommunications facilities. In addition, other small public facilities compatible with the surrounding neighborhood will be allowed. Home occupations that are compatible with the surrounding neighborhood will be allowed.

Building Intensity

A building intensity of 5 to 10 dwelling units per acre may be achieved in LDR areas, depending on the zoning and development pattern. LDR properties zoned Single Family Residential are limited to 5 units per acre. Properties zoned Traditional Residential Design are limited to 10 units per acre. However, allowable building intensity is limited by a property's capacity to accommodate on-site sewage disposal -- as well as bulk regulations, impervious surface coverage limits, and other provisions specified in the city's Land Development Code. For example, the Tacoma Pierce County Health Department may require a minimum of 12,500 square feet of lot area for newly platted single detached housing lots -- which would equate to approximately 3 units per acre.

MODERATE DENSITY RESIDENTIAL (MDR)

Intent and Allowable Uses

The MDR Designation is intended to provide for a diversity of housing types, where appropriate. Multi-family development standards and guidelines ensure that new multifamily housing will be integrated into the community and be compatible with the surrounding context while providing functional, safe, vibrant and desirable neighborhoods. Development plans must use compact development patterns that achieve pedestrian-friendly, human-scale neighborhoods.

The MDR Designation generally applies to areas previously developed for mobile home parks, larger underdeveloped tracts located adjacent to State Route 507, and several isolated small parcels previously developed for multifamily dwellings. MDR areas may include the following housing types:

- Family group homes including adult family homes
- Duplex dwelling units
- Assisted living facilities, including congregate care facilities, convalescent homes, hospice care centers, residential care facilities and residential treatment facilities in accord with the applicable goals and policies of this comprehensive plan
- Multifamily dwelling units
- Mobile home parks

Additional uses in MDR areas include public facilities that support residential neighborhoods. For example, streets, sidewalks and other pedestrian facilities, bike paths and associated facilities, neighborhood parks, and utilities will be allowed. Infrastructure for utilities may include, but is not limited to, storm drainage, power, water, natural gas, and telecommunications facilities. In addition, other small public facilities compatible with the surrounding neighborhood will be allowed. Home occupations that are compatible with the surrounding neighborhood will be allowed.

Building Intensity

A maximum building intensity of 20 dwelling units per acre may be achieved in MDR areas, depending on the development pattern. Allowable building intensity is limited by a property's capacity to accommodate on-site sewage disposal -- as well as bulk regulations, impervious surface limits, and other provisions specified in the city's Land Development Code.

COMMERCIAL (C)

Intent and Allowable Uses

The C designation is intended to provide opportunities for a broad mix of retail establishments, personal, professional and business services, institutions, recreational and cultural uses, and other facilities that provide services for the needs of nearby residents and businesses and the larger community. Site and building design

encourage pedestrian and bicycle use while accommodating motorized vehicles. Community and public spaces are incorporated into developments that include large retail establishments. High quality landscaping is used to make the area attractive, functional and to minimize negative impacts on nearby uses. Other measures, such as buffering and screening requirements and limits on hours of operation, may be used to reduce impacts to nearby residences. In addition, Western Design Overlay standards apply to development in the C designation area. Limited residential uses above the ground floor level of vertical mixed-use buildings are encouraged. Public facilities will be allowed, as will quasi-public facilities that are compatible with the surrounding development.

Building Intensity

Allowable building intensity in C areas is limited by a property's capacity to accommodate on-site sewage disposal -- as well as bulk regulations, impervious surface limits and other provisions are specified in the city's Land Development Code.

LIGHT INDUSTRIAL (LI)

Intent and Allowable Uses

The LI designation is intended to provide an environment conducive to the development of a broad range of light industrial activities. It is also intended to accommodate certain limited commercial land uses that provide necessary personal and business services for the industrial area. The LI designation generally applies to areas previously developed for industrial use including agricultural resource land use.

Building Intensity

Allowable building intensity in LI areas is limited by a property's capacity to accommodate on-site sewage disposal -- as well as bulk regulations, impervious surface limits and other provisions are specified in the city's Land Development Code.

MIXED USE (MU)

Intent and Allowable Uses

The MU designation is intended to provide flexibility in the development of large tracts of land and to enable the city, property owners and developers to respond to changing demographics and market conditions when formulating development proposals. The MU designation encourages innovative designs that will serve community needs, reflect local preferences, and minimize impacts on the environment. The MU designation accommodates a wide range of uses that may include residential, commercial, light industrial, and other non-residential uses. Uses may be mixed within a site and within individual structures.

Proposals are subject to planned development approval in accordance with RCC 11-31. Residential development within an MU zoning district must comply with the development standards and guidelines specified for the TRD and/or MFR zoning

districts. Commercial and light industrial development must comply with the development standards and guidelines specified for the C and LI zoning districts, respectively. In addition, Western Design Overlay standards apply to development in the MU designation area.

Building Intensity

Allowable building intensity in MU areas is limited by a property's capacity to accommodate on-site sewage disposal -- as well as bulk regulations, impervious surface limits and other provisions specified in the city's Land Development Code.

PUBLIC AND QUASI-PUBLIC FACILITIES (PQPF)

Intent and Allowable Uses

Figure 3-1 identifies areas that are designated for public and quasi-public facilities. The areas identified are used for, or could be used for, public facilities such as schools, libraries, parks, major utilities and other government-owned facilities. The areas identified are also suitable for quasi-public facilities such as privately-owned utility facilities, religious institutions, and private organizations offering services complementing or supplementing services typically offered by government agencies.

To improve visual clarity on the land use map, public facilities that occur throughout the city, such as paths and utilities, are not shown on the land use map. Such facilities are discussed in the transportation, utilities, and capital facilities elements of this comprehensive plan.

Building Intensity

Building intensity for a public or quasi-public facility depends upon the purpose of the facility. Because public facilities may occur in conjunction with other land uses, any public facility that is proposed must harmonize with surrounding development and must not exceed the building intensity of the surrounding area. In addition, allowable building intensity may be limited by a property's capacity to accommodate on-site sewage disposal -- as well as bulk regulations, impervious surface limits and other provisions specified in the city's Land Development Code.

RODEO (R)

Intent and Allowable Uses

The R designation is intended to ensure that the Roy Pioneer Rodeo grounds remain in use as a facility for community and festival events including rodeos, sporting events, open air sales, and government sponsored events. It accommodates utility facilities such as well sites, the pasturing and working of livestock, and short term camping -- including recreational vehicles.

Building Intensity

Allowable building intensity in R areas is limited by a property's capacity to accommodate on-site sewage disposal -- as well as bulk regulations, impervious surface limits and other provisions specified in the city's Land Development Code.

LANDS USEFUL FOR PUBLIC PURPOSES

Figure 3-1 indicates lands useful for public purposes. Lands that may be useful for public purposes include those designated in the land use map for public and quasi-public facilities. In addition, lands useful for parks, recreation, and open space are, by definition, useful for public purposes. Finally, lands for which commercial uses are designated also have potential usefulness for public purposes. Public or quasi-public facilities are considered a secondary use in commercial areas and must be compatible with surrounding development. All public and quasi-public facilities must be appropriately sited and buffered in accord with the goals and policies of this comprehensive plan.

CRITICAL AREAS AND NATURAL RESOURCE LANDS

The GMA includes a requirement to designate, classify, and enact development standards for critical areas. Critical areas are defined as the following areas and ecosystems: wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.

The city updated its development regulations for critical areas in 2004 to incorporate the best available science and special consideration for anadromous fisheries as required by RCW 36.70A.172. The city subsequently updated these regulations in 2015 to ensure consistency with amended state law as part of the mandatory GMA periodic review for comprehensive plans and development regulations.

Roy's Shoreline Master Program, which constitutes an element of the Comprehensive Plan and is codified at RCC Title 12, includes within its Appendix 1 a series of maps that identifies the city's critical areas, as follows:

- Figures 1a and 1b Wetlands (proposed SMP Boundary minimum jurisdiction)
- Figures 5a and 5b Frequently Flooded Areas (floodway and flood hazard zones)
- Figure 6 Fish and Wildlife Habitat Conservation Areas (fish distribution)
- Figure 7 Aquifer Recharge Areas
- Figure 8 Geologically Hazardous Areas (steep slopes, potential erosion and landslide hazard areas)

The GMA also requires the designation of natural resource lands of long-term commercial significance. These areas include forest, agriculture, and mineral resource lands. Natural resource lands are not found within the City of Roy or its UGA.

POPULATION, HOUSING UNIT AND EMPLOYMENT TARGETS

The Growth Management Act requires Pierce County to designate urban growth areas based upon the urban growth management population projection made for the County by the Office of Financial Management. Counties have the authority, as regional governments, to allocate population and employment to the cities within their boundaries. In addition, VISION 2040 requires Pierce County and its cities and towns to adopt housing unit and employment targets, taking into account PSRC's Regional Growth Strategy regional geographies and their respective growth shares for population and employment.

Roy must plan for a 20-year planning horizon under the GMA and therefore must show it can accommodate projected growth for a 20-year period – 2015 through 2035. Pursuant to Pierce County Ordinance No. 2011-36s, however, the Pierce County Council has established population, housing unit, and employment targets for 2030 -- rather than for 2035. Roy has used straight-line projections extending from 2030 to establish growth projections for 2035. The adopted Pierce County targets for Roy and 2035 projections are summarized in **Table 3-2**.

Table 3-2

GMA Population, Housing Unit and Employment Targets				
Population	Estimated 2008 Population	2008-2030 Population Growth	2030 Total Population Allocation	2035 Population
	875	195	1,076	1,120
Housing Unit	Estimated 2010 Housing Units	2008-2030 Housing Unit Growth	2030 Total Housing Units Allocation	2035 Housing Units/Growth from 2030 to 2035
	326	161 (169)	487	527/40
Employment	2010 Total Employment Estimate	2008-2030 Total Employment Growth	2030 Total Employment Target	2035 Employment
	158	184	342	384

Population/Housing Capacity

The City must demonstrate it can accommodate the population growth shown in **Table 3-2** during this planning horizon by identifying that it has enough developable land

zoned at sufficiently high enough densities to be able to realize this growth. Pierce County has assigned Roy a housing target of 487 units for 2030. According to the US Census Bureau, the City had a total of 326 housing units in 2010. The difference between existing units and the 2030 target represents 161 additional units over a two decade period. The Pierce County Buildable Lands Report (July 2014) identifies that an additional 8 displaced units need to be factored in to recognize that some of the City's underutilized parcels will be unavailable for redevelopment due to site-specific circumstances. As a result, the report states that Roy's 2030 housing need is 169 additional units. Using straight-line growth projections through 2035 results in increased housing need of 40 additional units for a total housing need of 209 additional units.

The Buildable Lands Report also states that current residential land capacity is 142 units. This capacity is 27 fewer units than needed to meet the 2030 housing target and 67 fewer units than needed to meet the 2035 projection. These figures, however, understate Roy's capacity by not including the residential development potential provided for in the City's Mixed Use and Commercial zoning classifications.

Since adoption of Roy's GMA Comprehensive Plan in 2004 and Land Development Code in 2009, the City's development policies and regulations have reflected the community's preference for maintaining existing housing character and densities within its single-detached housing neighborhoods. In order to accommodate additional growth consistent with the City's 2030 population and housing targets and 2035 projections – without significantly increasing densities and changing housing types in these single-detached housing neighborhoods, Roy intends to accommodate this growth through limited residential development in its Mixed Use and Commercial land use designations, and Mixed Use and Commercial zoning classifications.

Areas designated and zoned Mixed Use include three parcels totaling 27.4 acres of vacant land. The City assumes that 60 percent of this property will develop for residential use, at a density of 3.75 units per acre, resulting in 62 units.

Areas designated and zoned Commercial include one 0.1 acre parcel of vacant land and 18 parcels totaling 6.7 acres of developed or partially developed land. Although the C zone allows a maximum density of 5 units per acre, the City assumes the number of units likely to be developed will be one unit per acre because of the extent to which C zoned parcels are currently developed for non-residential use and unlikely to be extensively redeveloped for residential use. Rounding up, the City's C zoned lands will accommodate a total of 7 units. The combined residential capacity of the MU and C areas will increase Roy's residential land capacity by an estimated 69 units, thereby satisfying the County-assigned housing (and population) growth targets and meeting the 2035 projections.

Employment Capacity

In terms of employment capacity, Roy has been assigned a 2030 employment target of 342. Extending this figure to 2035 increases this target to 382. The Buildable Lands Report estimates Roy's employment to be 158 – implying the City would need to

accommodate employment growth of 184. Technical adjustments summarized in the report, however, result in additional employment needs of 167. Increasing employment by 40 through 2035 results in an additional employment need of 207. Employment capacity based on Roy zoning in effect at the time of buildable lands analysis was 555, which exceeds by 388 the minimum additional capacity needed to meet the 2030 target and by 348 to meet the 2035 projection. Therefore, the City is not required to increase employment capacity for this purpose.

PLANNED LAND USE IN ADJACENT JURISDICTIONS

Land use within Joint Base Lewis McChord, located north and west of Roy, is regulated by the federal government. JBLM has released a Land Compatibility Analysis Report (April 2015 Final Draft) that identifies existing and potential future incompatible land uses around the base. The report develops recommendations for mitigating the effects of incompatibility that support the common interests of the Joint Land Use Study Partners engaged in base-area planning and coordination – including Roy. Pierce County jurisdiction applies to Roy’s UGA and other lands surrounding the City. The County’s land use designations for Roy’s UGA and surrounding area are those indicated in the *Pierce County Comprehensive Plan* and shown on the *Pierce County Comprehensive Plan Land Use Designations Map*.

MAJOR CHARACTERISTICS -- ADJACENT LAND USE DESIGNATIONS

Table 3-3 lists Pierce County land use designations located in close proximity to Roy and identifies the most similar land use designation in Roy. The primary permitted uses for each land use designation are summarized to identify potential inconsistencies and incompatibilities with Roy land uses – existing and planned. Roy will coordinate with Pierce County, as appropriate, to address any consistency and compatibility issues.

Table 3-3

Pierce County Designations	Roy Designations
<i>Moderate Density Single-Family</i> – single-family housing 4 du/acre with sewer; 6 du/acre without sewer, accessory dwelling unit	<i>Low Density Residential</i> -- single-family housing 5-10 du/acre depending on zone (lower densities allowed when sewer is unavailable); accessory dwelling unit
<i>Rural 10</i> – one unit per 10 acres + density bonuses; accessory dwelling unit	None comparable
<i>Agricultural Resource Land</i> – agricultural uses	None comparable
<i>Activity Center</i> -- recreational, cultural, or educational activities that draw people from throughout the area, not just surrounding neighborhoods or the community in which the activity is located	<i>Rodeo</i> – rodeos and other events

PIERCE COUNTY LAND USE DESIGNATIONS IN ROY'S UGA

Figure 3-1 identifies Roy's UGA in which Pierce County currently has jurisdiction over land use designations and regulatory authority over development. The land use designations in Pierce County are generally comparable to Roy's land use designations for its UGA. These designations are noted in **Table 3-4**.

Table 3-4

Area	Pierce County Designation	City of Roy Designation
288 th Street	<i>Moderate Density Single-Family</i>	<i>Low Density Residential</i> , which is generally consistent with the pattern of existing development
Rodeo Grounds	<i>Activity Center</i>	<i>Rodeo</i> , which reflects current and projected future use of the site

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CHAPTER 4**HOUSING ELEMENT**

Warren House 1903

INTRODUCTION

Housing conditions have a direct impact on Roy's quality of life. Residents place a high value on having a safe and comfortable place to live -- a home that is affordable and located within a neighborhood that is attractive and conveniently located. These factors must be taken into consideration when planning for housing needs to ensure that Roy's high quality of life is maintained. Today, factors such as an aging population, changes in family size and composition, and shifting generational preferences for different housing types and neighborhood designs and functions are contributing to changes in the social and economic factors relating to housing choices.

This element addresses the major housing issues facing the City of Roy over the next 20 years. These issues include:

- Preserving and enhancing the special qualities of existing residential neighborhoods;
- Encouraging the availability of housing that is affordable for all economic segments of the community;
- Increasing the range of housing choices that are reflective of rapidly changing demographics, preferences and needs; and
- Accommodating an increase in population and housing units consistent with Pierce County GMA population and housing targets for 2030 and the PSRC *VISION 2040* Regional Growth Strategy, through support of innovative, high quality design that is functional -- as well as livable.

STATE PLANNING CONTEXT

Roy's efforts to plan for its housing needs must fit within the planning framework established through the enactment of state, regional and county laws, directives, goals and policies. At the state level, the Growth Management Act requires local jurisdictions to adopt housing elements that are consistent with statewide goals and objectives.

GROWTH MANAGEMENT ACT

The Washington State Growth Management Act Housing Goal mandates that counties and cities encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of the existing housing stock. [RCW 36.70A.020(4)]

The GMA also identifies mandatory and optional plan elements. [RCW 36.70A.070 and .080]. A Housing Element is a mandatory plan element that must, at a minimum, include the following [RCW 36.70A.070(2)]:

- An inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth;
- A statement of goals, policies and objectives, and mandatory provisions for the preservation, improvement and development of housing, including single detached residences;
- Identification of sufficient land for housing, including, but not limited to, government assisted housing, housing for low income families, manufactured housing, multi-family housing, group homes, and foster care facilities; and
- Adequate provisions for existing and projected housing needs of all economic segments of the community.

Since the Comprehensive Plan must be an internally consistent document [RCW 36.70A.070] and all plan elements must be consistent with the future land use map prepared as part of the required land use element [RCW 36.70A.070], these other plan elements dictate, to a great extent, what is in the housing element.

Thus, the Land Use Element, relying upon estimates of future population, growth, average numbers of persons per household, and land use densities, indicates how much (and where) land needs to be made available to accommodate the identified housing needs. The Capital Facilities, Transportation and Utilities elements indicate when and how public facilities will be provided to accommodate the projected housing, by type, density and location. And, the Community Character Element contains policies that support infill development and redevelopment that will be sensitive to surrounding residential areas and help enhance the quality of neighborhoods – consistent with housing element policies. A full understanding of Roy’s housing policies and plans should include an examination of these other elements of the Comprehensive Plan.

REGIONAL PLANNING CONTEXT

At the regional level, the Puget Sound Regional Council has established multi-county housing policies in VISION 2040, which encourage local jurisdictions to adopt best housing practices and innovative techniques to advance the provision of affordable, healthy and safe housing for all the Puget Sound region’s residents. At the county level, the Pierce County Countywide Planning Policies establish a countywide framework to ensure that municipal and county comprehensive plans are consistent.

VISION 2040 MULTICOUNTY PLANNING POLICIES (MPPs)

The overarching goal of VISION 2040’s housing policies is for the Puget Sound region to “preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people.”

VISION 2040’s housing policies respond to changing demographics and the need to diversify the region’s housing supply. The policies address housing diversity and affordability, achieving a jobs-housing balance, focusing housing in centers, and innovations in housing.

VISION 2040 policies place an emphasis on preserving and expanding housing affordability, incorporating quality and environmentally responsible design in homebuilding, and offering healthy and safe home choices for all the region’s residents. Goals and policies in the Land Use, Housing and Community Character Elements of this plan address these topics.

PIERCE COUNTY COUNTYWIDE PLANNING POLICIES (CPPs)

Pierce County Countywide Planning Policies are written policy statements that establish a countywide framework from which county and municipal comprehensive plans are developed and adopted. The framework is intended to ensure that municipal and county comprehensive plans are consistent.

The GMA’s housing affordability requirements are expounded upon in greater detail in Pierce County’s *County-Wide Planning Policy* on the “*Need for Affordable Housing for All Economic Segments of The Population and Parameters for its Distribution*”.

This Countywide Planning Policy provides goals, objectives, policies, and strategies relating to:

- Determining the extent of the need for housing for all economic segments of the population, both existing and projected, over the planning period.
- Exploring and identifying opportunities to reutilize and redevelop existing parcels where rehabilitation of the buildings is not cost-effective.
- Encouraging the availability of housing affordable to all economic segments of the population.
- Supporting efforts by the County and each municipality in the County to establish a countywide program by an organization capable of long-term consistent coordination of regional housing planning, design, development, funding, and housing management.
- Meeting the City's affordable and moderate-income housing needs goal by utilizing a range of strategies that will result in the preservation of existing, and production of new, affordable and moderate-income housing that is safe and healthy.
- Working with the County, and each municipality in the County, to cooperatively maximize available local, state, and federal funding opportunities and private resources in the development of affordable housing for households.
- Exploring and identifying opportunities to reduce land costs for non-profit and for-profit developers to build affordable housing.
- Periodically monitoring and assessing the City's success in meeting the housing needs to accommodate its 20-year population allocation.

LOCAL PLANNING CONTEXT

HOUSING VISION

Looking ahead 20 years...

Roy is valued for its small town character, natural assets, friendly and welcoming atmosphere, diversity, safety, and rural setting.

Roy includes a broad choice of housing types at a range of prices, including affordable homes. During the past 20 years, there has been much more variety in the types and prices of newly constructed homes, including more accessory dwelling units, attached homes, live/work units and other smaller single detached homes. New homes blend with existing homes and the natural environment, retaining valued characteristics of neighborhoods as they continue to evolve.

While single detached neighborhoods have remained stable, the number and variety of multifamily housing choices have increased, especially in mixed-use development along SR 507. More people live in close proximity to employment opportunities, small-scale shopping and services, connections to parks and trails, transit and other amenities. Through careful planning and community involvement, changes and innovation in housing styles and development have been embraced by the whole community. Residents enjoy a feeling of connection to their neighborhoods and to the community as a whole.

MAJOR HOUSING ISSUES

One of the challenges facing Roy and many other communities is that over the past few decades, the average size of single detached dwellings has increased dramatically at the same time that household size has decreased significantly. Meanwhile, it is estimated that 50-60% of the housing market today is comprised of singles, single parents, seniors and starter families.

The most common type of housing constructed in Roy over the past two decades is a relatively large, single detached dwelling on a platted lot within an existing low density neighborhood. While there is clearly a demand for this type of housing in the area, it does not meet the needs or match the preferences of a large portion of the market, namely the four housing market groups noted above. Many people who fall within these groups do not have a strong desire to live in a single detached dwelling on a moderate to large lot, even if they could afford to do so. However, the housing choices currently available to them and for some other segments of the market are quite limited.

Recent indications on the national level are that home sizes have begun declining somewhat in response to higher energy costs, more expensive construction materials, a slightly greener perspective toward consumption of resources, continued decreases in household size, and other factors. However, were this trend to continue or even accelerate in the future, it would not begin to address the mismatch between what is being constructed, what is allowed by regulation, and what may be preferred by an increasingly large share of the market.

There is an affordability gap for both renters and homeowners in Roy. The affordability gap is especially pronounced for very low-income, low-income and moderate-income households. The people in the low- and moderate-income categories are vital members of the workforce. They include office clerks, security guards, bank tellers, teachers, legal secretaries, pharmacy technicians, and firefighters. Few homes are available for sale at the prices that are affordable to low- and very low-income households, and few homes are available for rent at prices that are affordable for very low-income households. Consequently, these families experience financial hardships because they are often forced to pay more than 30 percent of their monthly income on housing costs.

Roy has considerable land available for residential development zoned to accommodate a mix of housing types. However, development capacity is currently constrained due to a lack of sanitary sewer in the community and insufficient water rights. As a result, the City will need to rely on the maintenance of existing housing stock and redevelopment of existing properties to meet some of its housing needs.

Current residents' desires to maintain or enhance the existing character of single detached neighborhoods will need to be respected. A strong community preference exists to maintain current planned densities within these low density neighborhoods. However, development policies and regulations enacted to support PSRC's VISION 2040 goals and objectives -- by accommodating higher residential densities in some Multifamily Residential, Commercial and Mixed Use designation areas -- may lead to increased traffic volumes and associated noise, air quality, and safety impacts in nearby single detached

residential areas. Potential impacts will need to be mitigated through careful planning, design and construction.

Finally, as the City's population ages, the demand for housing for people with special needs will increase. The City will need to encourage fair and equal access to housing in accordance with state and federal law.

GOALS AND POLICIES

This element contains the housing goals and policies for the City of Roy. The following goals reflect the general direction of the City, while the policies provide more detail about the steps needed to meet the intent of each goal. Discussions provide background information, may offer typical examples, and clarify intent. References to specific Countywide Planning Policies relating to affordable housing (CPP AH) and summarized above are intended to document this Element's consistency with these provisions.

NEIGHBORHOOD PRESERVATION

The policy intent is to apply a number of community values in support of approaches that may be used to preserve and enhance existing residential neighborhoods.

GOAL H1

Preserve and enhance existing residential neighborhoods.

Policy H1A

Effectively implement zoning regulations, including design standards and guidelines, to help support the stability of established residential neighborhoods.

Discussion: Zoning classifications protect areas from encroachment by dissimilar residential densities and commercial uses, which may create noise, traffic, and other impacts. By creating intermediate zones of activity, they enable a gradual transition between uses. Where comprehensive plan policies and zoning classifications support the introduction of a range of housing types into existing neighborhoods, the City should enforce design standards and guidelines to ensure that new development is well designed, integrated compatibly into the neighborhood context, and contributes to an enhanced community aesthetic.

Policy H1B

Encourage repair and maintenance of existing housing.

Discussion: As housing ownership is transferred or if housing conditions deteriorate, existing affordable units may either be converted to more expensive homes or may gradually become unsuitable for occupation. As housing ages, the need for repair and maintenance becomes more common. Neglected housing can also negatively affect a neighborhood's property values. Maintaining this existing housing in good condition can support neighborhood stability and be a cost-effective way of providing affordable housing opportunities within Roy.

Policy H1C

Promote home ownership opportunities for people at various income levels.

Discussion: The City’s vision statement encourages home ownership in the community. Home ownership helps foster stable neighborhoods and supports investments in the community as a whole. Maintaining existing older housing stock and encouraging the development of small lot attached and detached housing, townhouses, live/work units, and cluster housing can provide more opportunities for affordable home ownership – thereby supporting neighborhood stability.

Policy H1D

Encourage residential development in areas that are already adequately served by utilities and transportation.

Discussion: Opportunities exist for infill development on vacant lots in single detached neighborhoods. Such development is generally desirable since the utilities, services, and street improvements are already in place and available. The cost of this housing is generally lower than in completely new subdivisions. Infill development may enhance the stability of existing neighborhoods if it is appropriately designed and well-constructed.

HOUSING CHOICE

The policy intent is to promote a wider range of housing choices to meet the needs of a diverse and changing population, especially housing types that help meet the needs for more affordable housing.

GOAL H2

Achieve a mix of housing types to meet the needs of diverse households at various income levels.

Policy H2A

Support and encourage innovative and creative responses, through the use of appropriate incentives, to meet Roy’s needs for housing affordability and diversity for a variety of household sizes, incomes, types and ages.

Discussion: Examples of innovative housing include, but are not limited to: accessory dwelling units, small lot development, live/work units, cluster housing and attached units (two or three units per building) that are designed to fit the general character and bulk of other single detached homes in the neighborhood in which the new housing is located.

Increased housing choices, especially for smaller households, will help the overall housing supply better match the needs of an increasingly diverse population. Roy’s development regulations are intended to allow development of housing that will satisfy varied consumer preferences.

The City has already taken strides in this area through allowing a mix of housing types in its commercial and mixed-use zoning districts, and accessory dwelling units and small lot development in single detached neighborhoods. As new and different housing styles become available, consideration should be given to how they might fit within existing single detached neighborhoods to provide increased affordability for low- and moderate-income

families and increased options for seniors and small households. Having these choices will help maintain economic viability and community stability by providing housing choices for people of all ages and stages of life, which could allow changing households to remain in the same home or neighborhood.

Policy H2B

Encourage preservation of the existing stock of mobile home park units as a viable source of affordable housing.

Discussion: The City currently has one mobile home park containing spaces for 28 units – Royal Oaks Mobile Park on SR 507. Continuation of this facility will support housing choice by serving residents with lower incomes.

Policy H2C

Permit accessory dwelling units in conjunction with single detached structures.

Discussion: Accessory dwelling units (ADU's) are intended to increase the affordable housing options. They may provide supplementary income, offer semi-independent living for people with special needs, and provide for increased personal and home security. ADU's should be designed to maintain the single detached character of the property in which they are located. Modifications to the exterior of an existing home to accommodate an ADU should be architecturally consistent with the existing design. Detached ADUs should be designed to be architecturally compatible with the principal residence.

Policy H2D

Allow manufactured homes in all zones where single detached residential development is permitted.

Discussion: State law precludes local jurisdictions from regulating manufactured homes differently from site-built homes. Manufactured homes should comply with all Roy design standards applicable to all other homes within the neighborhood in which the manufactured home is to be located.

Policy H2E

Prevent discrimination and encourage fair and equal access to housing for all persons in accordance with state and federal law.

Discussion: The City has a diverse population and supports equal access to housing for everyone.

HOUSING AFFORDABILITY

The policy intent is to increase the supply of housing that is affordable to residents of the community in a manner generally consistent with Countywide Planning Policies on affordable housing.

GOAL H3

Encourage the availability of housing affordable to all economic segments of the population.

Discussion: One of the challenges facing the City is to provide appropriate housing opportunities for all economic segments of the community. The quality of any community is defined, in large part, by whether families and individuals are able to find the type and size of housing that fits their household needs at a price they can afford.

Communities that offer a range of housing types and affordability provide more opportunity for families and individuals to live where they choose. This allows workers to live near their jobs, older family members to continue to live in the communities where they raised their families, and younger adults to establish new households. When housing options are provided close to where people work, there are increased opportunities for people to participate in community and family activities.

Policy H3A

Roy shall determine the extent of the need for housing for all economic segments of the population, both existing and projected for its jurisdiction over the planning period – consistent with CPP AH1.

Discussion: An analysis of the community's population, economic, social, housing and financial characteristics provides some of the basis for assessing housing needs. Cost-burdened households, or those households paying more than 30 percent of income for housing, represent a fairly large share of the City's population. Roughly one in five households is considered cost burdened.

The US Census Bureau classifies nearly 7 percent of the City's population as having a disability. Likewise, over 20 percent of the population over the age of 65 – a substantial proportion – is classified as having a disability. Households with one or more individuals with disabilities may be further cost-burdened.

For the purpose of this and related housing policies, the following definitions apply:

- *"Affordable housing"* means housing affordable to households earning up to 80 percent of the countywide median income.
- *"Low income households"* means households earning 80 percent or less of the countywide median income.
- *"Moderate income households"* means households earning 80 to 120 percent of the countywide median income.
- *"Special needs housing"* means supportive housing opportunities for populations with specialized requirements, such as the physically and mentally disabled, the elderly, people with medical conditions, the homeless, victims of domestic violence, foster youth, refugees, and others.

Policy H3B

Explore and identify opportunities to reutilize and redevelop existing parcels where rehabilitation of the buildings is not cost-effective – consistent with CPP AH2, provided the same is consistent with the countywide policy on historic, archaeological, and cultural preservation.

Discussion: The City, land owners and developers should communicate on a regular basis regarding redevelopment opportunities. A pre-application review process involving city staff and consultants, landowners/developers and their team, and utility and service providers, may be used to facilitate initial review of potential projects with respect to opportunities, challenges and obstacles.

Policy H3C

Encourage the availability of housing affordable to all economic segments of the population – consistent with CPP AH3.

Policy H3D

Encourage the development of housing affordable to low-to-moderate income households in a manner that reflects Roy's unique demographic characteristics, comprehensive plan vision and policies, development and infrastructure capacity, location and proximity to job centers, local workforce, and access to transportation -- consistent with CPP AH3.2.1.

Discussion: Success in achieving this directive will increase housing diversity and affordability and support innovations in housing.

Policy H3E

Achieve a minimum of 25 percent of the Pierce County 2030 growth population allocation for Roy through affordable housing, consistent with CPP AH-3.3.

Policy H3F

Support efforts by Pierce County and other municipalities in the County to establish a countywide program by an organization capable of long-term consistent coordination of regional housing planning, design, development, funding, and housing management – consistent with CPP AH4.

Discussion: Roy should be represented in directing the work program and priorities of the organization to the extent feasible.

Policy H3G

Roy should plan to meet its affordable and moderate-income housing needs goal by utilizing a range of strategies that will result in the preservation of existing, and production of new, affordable and moderate-income housing that is safe and healthy -- consistent with CPP AH5.

Discussion: Techniques to preserve existing affordable and moderate-income housing stock may include repair, maintenance, and/or rehabilitation and redevelopment in order to extend the useful life of existing affordable housing units consistent with CPP AH5.1.

When feasible, the City should seek and secure state funds such as the Housing Trust Fund, and federal subsidy funds such as Community Development Block Grant, HOME Investment Partnership, and other sources to implement housing preservation programs consistent with CPP AH5.1.1. The City should promote the use of reasonable measures and innovative techniques (e.g., clustering, accessory dwelling units, small lot developments, live-work units and mixed use) to stimulate new higher density affordable and moderate-income housing stock on mixed use- and residentially-zoned vacant and underutilized parcels consistent with CPP AH5.2, while ensuring compatibility with Roy's community character.

Policy H3H

Provide incentives to developers and builders of affordable housing for moderate- and low-income households -- consistent with CPP AH5.4.

Discussion: Consistent with CPP AH5.4, the City should encourage property owners and housing developers and builders to take advantage of the opportunities provided by the City's small lot development standards and mixed use zoning to build a variety of housing types that help meet the demand for more affordable, yet high quality, housing.

Policy H3I

Consider inclusionary zoning measures as a condition of major rezones and development -- consistent with CPP AH5.5.

Discussion: As part of any rezone that increases residential capacity, the City should consider requiring a portion of units, up to 15% of the total number of units within future developments, to be affordable to low- to moderate-income households. Such units should be designed to have an exterior appearance comparable to that of market rate units.

Policy H3J

Work with Pierce County and other municipalities and entities in the County to cooperatively maximize available local, state, and federal funding opportunities and private resources in the development of affordable housing for households – consistent with CPP AH6.

Discussion: The City should jointly explore opportunities to develop a countywide funding mechanism and the potential for both voter approved measures (bond or levy), and nonvoter approved sources of revenue to support the development of affordable housing consistent with CPP AH6.1.

State legislative changes to give local jurisdictions the authority to provide tax relief to developers of affordable housing should be supported consistent with CPP AH6.2.

The City should explore opportunities to dedicate revenues from sales of publicly owned properties, including tax title sales, to affordable housing consistent with CPP AH6.3.

The feasibility of applying additional resources to facilitate the development of affordable housing through an entity such as a new countywide organization (based on inter-local agreements), a county-wide land trust, the Pierce County Housing Authority, and expansion of existing nonprofit partnerships should be explored by the City consistent with CPP AH6.4.

Policy H3K

Explore and identify opportunities to reduce land costs for non-profit and for-profit developers to build affordable housing – consistent with CPP AH7.

Discussion: Development standards and regulations should be periodically reviewed and streamlined if warranted to advance their public benefit, provide flexibility, and minimize costs to housing consistent with CPP AH7.3.

Policy H3L

Periodically monitor and assess the City's success in meeting housing needs to accommodate its 20-year population allocation – consistent with CPP AH8.

Discussion: The City should utilize the available data and analyses provided by federal, state, and local sources to monitor its progress in meeting housing demand as part of any required GMA comprehensive plan update process consistent with CPP AH8.1.

The City should support countywide efforts to periodically monitor, evaluate and determine if countywide needs are being adequately met consistent with CPP AH8.2.

The quantity of affordable housing units created, preserved, or rehabilitated within Roy since the previous required update should be made available consistent with CPP AH8.3.

The City should consider establishing minimum densities for future subdivision development within its single detached districts to help ensure that such development is generally consistent with the density assumptions relied upon for the City's 20-year population and housing allocations.

Policy H3M

Ensure that policies, codes and procedures do not create barriers to affordable housing opportunities.

Discussion: Regulatory barriers can increase housing costs anywhere from 10 to 35 percent and, in many cases, can even prevent its construction. Sometimes existing regulations, procedures or practices can increase the cost of housing without a corresponding public benefit, and sometimes these increased costs may not be recognized by a jurisdiction. The City should strive to increase benefits to the community while lowering housing costs by periodically reviewing, at a minimum, the following areas for possible revision or amendment:

- Comprehensive plan policies
- Zoning and subdivision regulations
- Infrastructure requirements
- Development standards
- Building and fire codes
- Administrative procedures
- Processing times
- Fees and exactions
- Inspection procedures

Policy H3N

Craft and implement regulations and procedures to provide a high degree of certainty and predictability to applicants and the community-at-large to minimize unnecessary time delays in the review of residential permit applications, while still maintaining opportunities for public involvement and review. Encourage the use of innovative development review processes to promote sustainability, flexibility in development standards and affordability in housing construction.

Discussion: The City is responsible for establishing land use policies and development regulations that can encourage a variety of housing types and affordability levels. Through its zoning code and permitting procedures, Roy can directly and indirectly impact several housing cost components, such as land, fees, and time of development. The challenge for the City is to balance the provision of public needs (e.g., safe streets, environmental

protection) and not unduly impact the cost of housing. Although City land use policies and site standard regulations can be used to affect the supply of housing affordable to all income levels, its effect will be most beneficial to moderate- and median-income households.

SPECIAL NEEDS HOUSING

Special needs housing means supportive housing opportunities for populations with specialized requirements, such as the physically and mentally disabled, the elderly, people with medical conditions, the homeless, victims of domestic violence, foster youth, refugees, and others. The policy intent is to support cooperative efforts to help meet the needs of an increasing number of citizens who require such housing.

GOAL H4

Support opportunities for the provision of special needs housing, including group homes, assisted care facilities, and other facilities.

Discussion: Special needs citizens include those people who require some assistance in their day-to-day living, such as the mentally ill, people with developmental or physical disabilities, victims of domestic violence, substance abusers, youth at risk, veterans and the frail elderly. Over half of the senior population is over 75, and this age group is more likely to be frail and need housing with services. In some cases, homeless persons, as well as pregnant and parenting youth or young adults, also require special needs housing. Family living situations, institutional settings, social service programs and assisted housing all serve a portion of those with special needs.

Policy H4A

Work with agencies, private developers and nonprofit organizations to locate housing in Roy intended to serve Roy’s special needs populations, particularly those with challenges related to age, health or disability.

Policy H4B

Encourage and support the development of emergency, transitional and permanent housing with appropriate on-site services for persons with special needs.

Policy H4C

Support actions to secure grants and loans tied to the provision of special needs housing by agencies, private developers and nonprofit organizations.

Policy H4D

Encourage the provision of a sufficient supply of special needs housing – consistent with CPP AH3.4. Such housing should avoid creating significant impacts from inappropriate scale and design.

Policy H4E

Ensure development regulations allow for and have suitable provisions to accommodate a sufficient supply of housing opportunities for special needs populations in Roy.

Policy H4F

Encourage a range of housing types for seniors affordable at a variety of incomes, such as independent living and various degrees of assisted living facilities.

Policy H4G

Encourage and support accessible design and housing strategies that provide seniors the opportunity to remain in their own neighborhood as their housing needs change.

Policy H4H

Support the strategic plan contained in the Consolidated Plan for Pierce County to increase the level of support for meeting the region's demand for special needs housing, as well as other types of affordable housing.

Discussion: The Consolidated Plan for Pierce County fulfills the requirement that recipients of certain funds administered by the federal Department of Housing and Urban Development (HUD) create a plan describing how these funds will be expended over a five-year period. These funds are Community Development Block Grant (CDBG), Home Investment Partnership Program (HOME) and Emergency Shelter Grant (ESG). Pierce County and 19 of its cities, including Roy, have formed a funding partnership (Urban County), which receives funds each year from the federal government for housing and community development activities. These funds are intended to meet priority needs locally.

Policy H4I

Work with other jurisdictions and health and social service organizations to develop a coordinated, regional approach to homelessness.

HOUSING INVENTORY

The GMA requires the housing element to include an inventory to “*identify sufficient land for housing, including government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities*”. (RCW 36.70A.070(2)(c)).

This section identifies how much land currently is available for residential development in Roy. It demonstrates how the City will accommodate growth through 2035 (its 20-year planning horizon) consistent with the PSRC VISION 2040 Regional Growth Strategy and meet the 2030 population and housing unit allocations assigned by the Pierce County Council. And, it summarizes the wide range of housing types allowed by City regulations.

RESIDENTIAL LAND CAPACITY

Pierce County Ordinance No. 2011-36s establishes GMA population, housing unit and employment targets for cities, towns and unincorporated areas of Pierce County for 2030. These targets are based on allocations contained in VISION 2040, Office of Financial Management projections, actual growth trends, and regional, county and city policies.

Pierce County has assigned Roy a housing target of 487 units for 2030. According to the US Census Bureau, the City had a total of 326 housing units in 2010. The difference between existing units and the 2030 target represents 161 additional units over a two decade period. The Pierce County Buildable Lands report (July 2014) identifies that an additional 8 displaced units need to be factored in to recognize that some of the City’s underutilized parcels will be unavailable for redevelopment due to site-specific circumstances. As a result, the report states that Roy’s 2030 housing need is 169 additional units. Extending straight-line growth through 2035 results in increased housing need of 40 additional units for a total housing need of 209 additional units.

The Buildable Lands Report also states that current residential land capacity is 142 units. This capacity is 27 fewer units than needed to meet the 2030 housing target and 67 fewer units than needed to meet the 2035 projection.. However, these figures understate Roy’s capacity by not including the residential development potential provided for in the City’s Mixed Use and Commercial zoning classifications.

Since adoption of its GMA Comprehensive Plan in 2004 and Land Development Code in 2009, the City’s development policies and regulations have reflected the community’s preference to maintain existing housing character and densities within its single detached residential neighborhoods. In order to accommodate additional growth consistent with the City’s 2030 population and housing targets and 2035 projections – without significantly increasing densities and changing housing types in these single detached neighborhoods, Roy intends to accommodate this growth through limited residential development in its Mixed Use and Commercial land use designations, and Mixed Use and Commercial zoning classifications. The Land Use Element provides

additional information demonstrating how the City will accommodate additional population and housing units consistent with the 2030 targets.

HOUSING TYPES SUPPORTED BY POLICIES AND REGULATIONS.

This element’s *housing choice*, *housing affordability*, and *special needs* housing goals and policies direct the City to accommodate and support the development of a mix of housing types to meet the needs of the City’s residents for housing that is affordable, fits desired lifestyles and satisfies a variety of special needs. **Table 2-1** below summarizes the housing types allowed by zoning classifications that permit residential uses.

**Table 2-1
Housing Types Allowed by Zone**

Zone	Detached SFD / Family Group Home / ADU	Attached SFD / Duplex / Adult Family Home	Small Lot Development	Multi-family	Manufactured	Vertical Mixed Use Unit above Ground Floor	Assisted Living / Nursing Home
SFR	X				X		X
TRD	X	X	X	X			X
MFR		X		X			X
MU	X	X		X		X	X
C						X	

HOUSING PROFILE

The GMA requires the Housing Element to provide information pertaining to the adequate provision for existing and projected housing needs for *all economic segments of the community*. (RCW 36.70A.070(2)(d)). This section presents demographic and housing characteristics for Roy that strongly influence the ability of individuals and families to secure housing in the community that meets their needs and is affordable. These characteristics are summarized in the following tables:

- Table 2-2 Population Characteristics – Age and Race
- Table 2-3 Economic Characteristics – Household Income
- Table 2-4 Economic Characteristics – Income Below Poverty Level
- Table 2-5 Social Characteristics -- Household By Type
- Table 2-6 Social Characteristics – Disability Status
- Table 2-7 Housing Characteristics -- Occupancy and Tenure
- Table 2-8 Housing Characteristics – Units in Structure
- Table 2-9 Housing Characteristics – Year Structure Built
- Table 2-19 Housing Characteristics – Home Value Owner Occupied Units
- Table 2-11 Financial Characteristics – Monthly Owner Costs
- Table 2-12 Financial Characteristics – Cost-Burdened Households -- Monthly Owner Costs as a Percentage of Household Income
- Table 2-13 Financial Characteristics – Gross Rent
- Table 2-14 Financial Characteristics -- Cost-Burdened Households -- Gross Rent as a Percentage of Household Income
- Table 2-15 Financial Characteristics – Cost-Burdened Households -- Households Paying More Than 30 Percent of Income for Housing
- Table 2-16 Financial Characteristics – Cost-Burdened Households -- Households Paying More Than 45 Percent of Income for Housing and Transportation Costs Combined

**Table 2-2
Population Characteristics – Age and Race**

Characteristics	2000	2010	Observation
Population	260	793	305% increase over decade, primarily due to annexation of two neighborhoods
Population % under 20	29.6%	28.5%	Decreasing younger share of population
Population % 55 and over	17.2%	18.8%	Increasing senior share of population
Median Age	34.0	35.9	Increasing median age
Race -- White	81.2%	82.0%	Stable share of population
Race – Black/African American	0.8%	3.2%	Increasing share of population
Race – American Indian and Alaska Native	3.5%	2.4%	Decreasing share of population
Race -- Asian	2.3%	3.7%	Increasing share of population
Race – Native Hawaiian and Other Pacific Islander	0.0%	0.9%	Increasing share of population
Race -- Other	3.8%	0.8%	Decreasing share of population
Race – Two or more	8.5%	7.2%	Decreasing share of population
Hispanic or Latino of any race	8.1%	3.8%	Decreasing share of population
Source: U.S. Census 2000 and 2010			

Population grew at a rapid rate during 2000-2010. Much of the increase, however, can be attributed to the annexation of the McKenna Meadows and Oakview Heights neighborhoods in 2001. The populations in historic Roy and the two annexed neighborhoods differ somewhat in terms of their demographics, although the indices listed above do not represent a significant change overall from 2000 to 2010. The age of the population, in terms of the younger (under age 20) cohort and senior (55 years and over) cohort is increasing overall.

**Table 2-3
Economic Characteristics – Household Income**

Household Income	1999	Percentage 1999	2012	Percentage 2012
Less than \$10,000	15	14.2%	10	3.7%
\$10,000 to \$14,999	9	8.5%	16	5.9%
\$15,000 to \$24,999	18	17.0%	2	0.7%
\$25,000 to \$34,999	21	19.8%	15	5.5%
\$35,000 to \$49,999	25	23.6%	44	16.1%
\$50,000 to \$74,999	9	8.5%	56	20.5%
\$75,000 to \$99,999	7	6.6%	49	17.9%
\$100,000 to \$149,999	2	1.9%	63	23.1%
\$150,000 to \$199,999	0	0.0%	0	0.0%
\$200,000 or more	0	0.0%	18	6.6%
	Median Household Income \$32,727		Median Household Income \$71,979	
	Median Family Income \$34,643		Median Family Income \$83,167	
	80% of Median Household Income \$27,714		80% of Median Household Income \$57,583	
Source: U.S. Census 2000 and U.S. Census American Community Survey 5-Year Estimates 2008-2012				

Household income increased substantially during 1999-2012. Median household income increased over 220 percent, and median family income increased 240 percent. Some of this increase may be attributed to general wage inflation, and some additional increase may be attributed to the 2001 annexation of McKenna Meadows and Oakview Heights neighborhoods, where household incomes tends to be higher than in historic Roy.

**Table 2-4
Economic Characteristics – Income Below Poverty Level**

Characteristics	1999	2012
All Families	6.8%	3.4%
With related children under 18 years	14.7%	6.7%
With related children under 5 years	27.8%	X
With related children under 5 years only	X	60.0%
Married-couple families	X	0.0%
With related children under 18 years	X	0.0%
With related children under 5 years only	X	0.0%
Families with female householder (no husband present)	23.8%	30.8%
With related children under 18 years	33.3%	44.4%
With related children under 5 years	100.0%	X
With related children under 5 years only	X	100.0%
All People / Individuals	10.8%	3.9%
Under 18 years	X	4.9%
Related children under 18 years	12.1%	4.9%
Related children under 5 years	X	22.6%
Related children 5 to 17 years	9.5%	1.3%
18 years and over	10.4%	3.6%
18 to 64 years	X	4.6%
65 years and over	0.0%	0.0%
Unrelated individuals 15 years and over	32.7%	12.0%
Source: U.S. Census 2000 and U.S. Census American Community Survey 5-Year Estimates 2008-2012 x = data not available		

The percentage of population below poverty level decreased substantially between 1999 and 2012 for most of the directly comparable categories. The percentage decreased from 6.8 percent to 3.4 percent for *all families* and from 10.8 percent to 3.9 percent for *all people / individuals*. A significant share of this decrease may be attributed to the 2001 annexation of the McKenna Meadows and Oakview Heights neighborhoods, which tend to have higher incomes and lower poverty levels than those in historic Roy. Of particular note is the category *families with female householder (no husband present)*, which had a poverty rate of 30.8 percent in 2012.

**Table 2-5
Social Characteristics -- Household by Type**

Characteristics	2000	2010
Total households	102	273
Family households (families)	67.6%	82.1%
With own children under 18 years	32.4%	41.8%
Married-couple family	48.0%	58.6%
With own children under 18 years	16.7%	23.4%
Male householder (no wife present) family	X	13.9%
With own children under 18 years	X	13.9%
Female householder (no husband present) family	12.7%	9.5%
With own children under 18 years	9.8%	4.4%
Non-family households	32.4%	17.9%
Householder living alone	23.5%	13.6%
Householder 65 years and over	15.7%	4.4%
Households with individuals under 18 years	35.3%	44.0%
Households with individuals 65 years and over	23.5%	27.5%
Average Household Size	2.55	2.70
Average Family Size	2.96	2.84
Source: U.S. Census 2000 and 2010 x = data not available		

Total households increased by 268.0 percent, much of which can be attributed to the annexation of the McKenna Meadows and Oakview Heights neighborhoods in 2001. The populations in historic Roy and the two annexed neighborhoods differ greatly in terms of household composition. The indices summarized above suggest the annexed neighborhoods have a much higher proportion of family households than does historic Roy. Between 2000 and 2010, the proportion of married households increased substantially, and the proportion of non-family households decreased substantially, due to the annexations. Households with individuals under 18 increased substantially while those households with individuals 65 years and over increased, as well.

**Table 2-6
Social Characteristics – Disability Status**

Civilian Non-Institutionalized Population	Population 2000	Percentage of Age Group with a Disability 2000	Population 2012	Percentage of Age Group with a Disability 2012
Total Population 5 and over	243		706	
Population With a Disability	61	25.1%	48	6.8%
Population With a Disability under 18 years	X	X	0	0.0%
Population 5 to 20 years with a Disability	8	12.5%	X	X
Population With a Disability 18 to 64 years	X	X	24	5.9%
Population With a Disability 21 to 64 years	42	29.6%	X	X
Population With a Disability 65 years and older	11	55.0%	24	20.5%
U.S. Census 2000 and U.S. Census American Community Survey 5-Year Estimates 2008-2012 Data based on self-reporting by respondents x = data not available				

The number of individuals classified by the Census Bureau as having a disability declined substantially between 2000 and 2012 for all populations. The decrease may be attributed to different reporting methods. Nearly 7 percent of the total population, a substantial proportion, remains classified as having a disability in 2012.

**Table 2-7
Housing Characteristics -- Occupancy and Tenure**

Housing Occupancy	2000	2010
Total Housing Units	114	326
Occupied Housing Units	102	303
Vacant Housing Units	12	23
Homeowner Vacancy Rate	3.4%	3.3%
Rental Vacancy Rate	10.0%	4.8%
Housing Tenure		
Owner Occupied Housing Units	55.9%	67.0%
Renter Occupied Housing Units	44.1%	33.0%
Average Household Size of Owner Occupied Housing	2.19	2.66
Average Household Size of Renter Occupied Housing	3.00	2.54
Source: U.S. Census 2000 and 2010		

The proportion of owner-occupied households relative to renter-occupied households increased significantly between 2000 and 2010. Much of this change can be attributed to the 2001 annexation of the McKenna Meadows and Oakview Heights neighborhoods, which consist mainly of owner-occupied single detached dwellings. The average household size of owner-occupied housing increased substantially, from 2.19 to 2.66, due to the annexation of the two neighborhoods, which have larger homes than is the norm for historic Roy.

**Table 2-8
Housing Characteristics – Units in Structure**

Units in Structure	Number of Units 2000	Percentage 2000	Number of Units 2012	Percentage 2012
1 unit, detached	80	73.4%	235	80.8%
1 unit, attached	6	5.5%	0	0.0%
2 units	5	4.6%	6	2.1%
3 or 4 units	0	0.0%	0	0.0%
5 to 9 units	0	0.0%	0	0.0%
10 to 19 units	0	0.0%	0	0.0%
20 units or more	0	0.0%	0	0.0%
Mobile Home	18	16.5%	44	15.1%
Other	0	0.0%	6	2.1%
Total Housing Units	109		291	
Source: U.S. Census 2000 and U.S. Census American Community Survey 5-Year Estimates 2008-2012				

The proportion of single detached homes relative to total units increased significantly due to the annexation of the 2001 McKenna Meadows and Oakview Heights neighborhoods, which consist mainly of single detached dwellings. The proportion of attached single and duplex units decreased over the same period, partly due to annexation of the two neighborhoods and likely because of different reporting methods.

**Table 2-9
Housing Characteristics – Year Structure Built**

Year Structure Built	Total Housing Units (Occupied plus Unoccupied)		Owner-Occupied Housing Units		Renter-Occupied Housing Units	
	Count	Percentage	Count	Percentage	Count	Percentage
2000 to 2009	43	14.8%	28	13.3%	6	2.9%
1990 to 1999	119	40.9%	83	39.5%	32	15.2%
1980 to 1989	39	13.4%	38	18.1%	1	0.5%
1970 to 1979	14	4.8%	4	1.9%	10	4.8%
1960 to 1969	27	9.3%	27	12.9%	0	0.0%
1950 to 1959	0	0.0%	0	0.0%	0	0.0%
1940 to 1949	12	4.1%	6	2.9%	6	2.9%
1939 or earlier	37	12.7%	24	11.4%	8	3.8%
All years	273	100.0%	210	100.0%	63	30.0%
	Median year all structures built: 1991		Median year owner-occupied structures built: 1991		Median year renter-occupied structures built: 1992	
U.S. Census American Community Survey 5-Year Estimates 2008-2012						

The City has a relatively small number of homes built prior to 1940 (12.7 percent) and a somewhat larger number built during the 1940s through the 1980s (31.6 percent). Over 40 percent of the housing stock (119 units) was built during the peak construction period in the 1990s, mainly in the McKenna Meadows and Oakview Heights neighborhoods -- which were annexed in 2001 after their development and the completion of most home construction. An additional 14.8 percent of Roy's units were constructed in the early part of the 2000-2009 decade. Approximately 77 percent of all units are owner occupied structures.

Table 2-10
Housing Characteristics – Home Value Owner Occupied Units

Home Value	Number of Units 2000	Percentage 2000	Number of Units 2012	Percentage 2012
Owner-Occupied Units	44	100%	210	100%
Less than \$50,000	3	6.8%	16	7.6%
\$50,000 to \$99,999	26	59.1%	36	17.1%
\$100,000 to \$149,999	7	15.9%	10	4.8%
\$150,000 to \$199,999	8	18.2%	50	23.8%
\$200,000 to \$299,999	0	0.0%	86	41.0%
\$300,000 to \$499,999	0	0.0%	12	5.7%
\$500,000 to \$999,999	0	0.0%	0	0.0%
\$1,000,000 or more	0	0.0%	0	0.0%
	Median Value \$84,000		Median Value \$194,400	
U.S. Census 2000 and U.S. Census American Community Survey 5-Year Estimates 2008-2012				

The median value of owner-occupied housing increased by \$110,400 (231 percent) between 2000 and 2012. The number of homes valued over \$200,000 increased from zero in 2000 to 98, or nearly 47 percent of all owner-occupied housing stock, in 2010. Much of this increase can be attributed to the 2001 annexation of McKenna Meadows and Oakview Heights neighborhoods, whose housing stock differs somewhat from historic Roy in terms of the homes being larger and newer overall. The increase can also be attributed to the overall increase in regional home prices that occurred largely before the housing market crash in 2008.

**Table 2-11
Financial Characteristics – Monthly Owner Costs**

Characteristics	Number of Units 1999	Percentage 1999	Number of Units 2012	Percentage 2012
Housing Units with a Mortgage	29		148	
Less than \$300	0	0%	0	0.0%
\$300 to \$499	0	0%	4	2.7%
\$500 to \$699	2	4.5%	6	0.0%
\$700 to \$999	22	50.0%	14	9.5%
\$1,000 to \$1,499	6	11.4%	26	17.6%
\$1,500 to \$1,999	0	0.0%	50	33.8%
\$2,000 or more	0	0.0%	48	32.4%
	Median Mortgage: \$881		Median Mortgage: \$1,707	
U.S. Census 2000 and U.S. Census American Community Survey 5-Year Estimates 2008-2012				

As the value of housing increased between 2000 and 2010, the cost of mortgages increased considerably, as well, with the median mortgage nearly doubling (94 percent).

**Table 2-12
Financial Characteristics – Cost Burdened Households
Monthly Owner Costs as a Percentage of Household Income**

Characteristics	Number of Units 1999	Percentage 1999	Number of Units 2012	Percentage 2012
Housing Units with a Mortgage	29		148	
Less than 15.0 percent (2000)	8	18.2%	X	X
15.0 to 19.9 percent (2000)	2	4.5%	X	X
Less than 20.0 percent (2012)	X	X	56	37.8%
20.0 to 24.9 percent	6	13.6%	47	31.8%
25.0 to 29.9 percent	5	11.4%	6	4.1%
30.0 to 34.9 percent	8	18.2%	12	8.1%
35.0 percent or more	11	25.0%	27	18.2%
U.S. Census 2000 and U.S. Census American Community Survey 5-Year Estimates 2008-2012 Note: Percentage categories were revised for the 2008-2012 Estimates. Mortgage payment typically includes taxes, insurance and other related housing expenses x = data not available				

The number of cost-burdened households paying more than 30 percent of their income for owner-occupied housing increased from 19 to 39 units between 2000 and 2010. However, the percentage of cost-burdened households decreased substantially over the same period, from 43.2 percent to 26.3 percent of the total units with a mortgage. This can be attributed mainly to the 2001 annexation of the McKenna Meadows and Oakview Heights neighborhoods, whose households and housing stock differ somewhat from historic Roy in terms of incomes versus mortgage costs.

**Table 2-13
Financial Characteristics – Gross Rent**

Gross Rent Per Month	Number of Occupied Units Paying Rent 1999	Percentage 1999	Number of Occupied Units Paying Rent 2012	Percentage 2012
Occupied Units Paying Rent*	43		63	
Less than \$200	0	0%	0	0%
\$200 to \$299	0	0%	0	0%
\$300 to \$499	2	4.7%	0	0%
\$500 to \$749	21	48.8%	14	22.2%
\$750 to \$999	14	32.6%	15	23.8%
\$1,000 to \$1,499	3	7.0%	21	33.3%
\$1,500 or more	0	0.0%	13	20.6%
No cash rent	3	X	0	X
	Median Rent \$729		Median Rent \$1,104	
U.S. Census 2000 and U.S. Census American Community Survey 5-Year Estimates 2008-2012				
x = data not available				

Median rent increased by more than 51 percent. The number of renters paying more than \$1,000.00 per month increased from 3 (7.0 percent of all renters in 1999) to 34 (53.9 percent of all renters in 2012). Much of this increase is due to inflation, which has shifted rent brackets upward between 1999 and 2012.

**Table 2-14
Financial Characteristics – Cost-Burdened Households
Gross Rent as a Percentage of Household Income**

Gross Rent as a Percentage of Household Income (GRAPI)	Number of Occupied Rental Units 1999	Percentage 1999	Number of Occupied Rental Units 2012	Percentage 2012
Occupied Units Paying Rent*	43		57	
Less than 15.0 percent	0	0.0%	0	0.0%
15.0 to 19.9 percent	10	23.3%	3	5.3%
20.0 to 24.9 percent	2	4.7%	16	28.1%
25.0 to 29.9 percent	10	23.3%	25	43.9%
30.0 to 34.9 percent	9	20.9%	4	7.0%
35.0 percent or more	9	20.9%	9	15.8%
Not computed	3		6	
*Excluding units where GRAPI cannot be calculated U.S. Census 2000 and U.S. Census American Community Survey 5-Year Estimates 2008-2012 Rent payments typically include a utility allowance				

The number of cost-burdened households paying more than 30 percent of their income for renter-occupied housing decreased from 18 (41.8 percent of rental units) to 13 units (22.8 percent of renter units) between 1999 and 2012. This represents an increased ability for Roy renters to find affordable rental housing. During this same period, the number and percentage of rental households paying a more affordable level of rent (25.0 percent to 29.9 percent) increased from 10 (23.3 percent) to 25 (43.9 percent).

**Table 2-15
Financial Characteristics – Cost-Burdened Households
Households Paying More Than 30 Percent of Income for Housing**

Household Income	Number of Households Paying > 30% 1999	Percentage of Households Paying > 30% 1999	Number of Households Paying > 30% 2012	Percentage of Households Paying > 30% 2012
Owner Households				
Less than \$20,000	8 of 19	42.1%	12 of 18	33.3%
\$20,000 to \$34,999	8 of 10	80.0%	4 of 10	40.0%
\$35,000 to \$49,999	3 of 7	42.9%	3 of 29	10.3%
\$50,000 to \$74,999	0 of 6	0.0%	20 of 36	55.5%
\$75,000 to \$99,999	0 of 2	0.0%	0 of 39	0.0%
\$100,000 or more	0 of 0	0.0%	0 of 78	0.0%
All Income Categories	19 of 44	43.2%	39 of 210	18.6%
Renter Households				
Less than \$20,000	6 of 9	66.7%	2 of 8	25.0%
\$20,000 to \$34,999	9 of 18	50.0%	1 of 7	14.3%
\$35,000 to \$49,999	3 of 16	18.8%%	0 of 15	0.0%
\$50,000 to \$74,999	0 of 0	0.0%	10 of 20	50.0%
\$75,000 or more	0 of 0	0.0%	0 of 13	0.0%
All Income Categories	18 of 43	41.9%	13 of 63	20.6%
Owner and Renter Households Combined				
All Income Categories	37 of 87	42.5%	52 of 273	19.0%
U.S. Census 2000 and U.S. Census American Community Survey 5-Year Estimates 2008-2012 Mortgage costs typically include taxes, insurance and other related housing expenses Rent payments typically include a utility allowance				

Housing is generally considered to be affordable when housing costs total no more than 30 percent of a household’s gross income. For owner households, the percentage paying more than 30 percent decreased from 43.2 percent in 1999 to 18.6 percent in 2012. For renter households, the percentage paying more than 30 percent decreased from 41.9 percent in 1999 to 20.6 percent in 2012. For all households combined, the percentage paying more than 30 percent decreased from 42.5 percent in 1999 to 19.0 percent in 2012. This can be attributed mainly to the 2001 annexation of the McKenna Meadows and Oakview Heights neighborhoods, whose households and housing stock differ somewhat from historic Roy in terms of incomes versus mortgage costs.

**Table 2-16
Financial Characteristics – Cost-Burdened Households
Households Paying More Than 45 Percent of Income for Housing and
Transportation Costs Combined**

Percentage of Income Spent on Housing and Transportation Costs Combined	Number of Households*	Percentage
Less than 45 percent	826	34.3%
Cost Burdened Households Paying More than 45 percent	1,585	65.7%
Source: Center for Neighborhood Technology		
*Based on six Roy neighborhoods that correlate to US Census Bureau block groups		

The Center for Neighborhood Technology’s Housing and Transportation (H+T®) Affordability Index provides a more comprehensive way of thinking about the cost of housing and true affordability. The Index examines transportation costs at a neighborhood level and shows that transportation costs vary between and within regions depending on neighborhood characteristics. People who live in location-efficient neighborhoods -- compact, mixed use, and with convenient access to jobs, services, transit, and amenities -- tend to have lower transportation costs. People who live in location-inefficient places that require automobiles for most trips are more likely to have high transportation costs.

The traditional measure of affordability recommends that housing cost no more than 30 percent of income. However, that benchmark ignores transportation costs, which are typically a household’s second largest expenditure. The H+T Index offers an expanded view of affordability, one that combines housing and transportation costs and sets the benchmark at no more than 45 percent of household income.

The H+T Index analysis for Roy provides data for 6 neighborhoods, which correlate to US Census Bureau block groups. Of the City’s 6 neighborhoods, 4 are considered cost-burdened -- based on combined housing and transportation costs exceeding the 45 percent threshold, on average. The City’s average combined household housing and transportation cost is 46 percent, based on a regional average income of \$64,219. The most cost-burdened neighborhood has average combined costs of about 54 percent, well above the 45 percent threshold. And, over 65 percent of all households are cost-burdened based on combined housing and transportation costs, according to CNT.

HOUSING NEEDS ASSESSMENT

The preceding Housing Profile section presents population, economic, social, housing and financial characteristics that strongly influence the ability of individuals and families to secure housing in Roy that is affordable and meets their needs. This Housing Needs section provides an assessment of “housing affordability” in Roy – based in part on the profile information.

When speaking of housing affordability, the standard used by lending institutions, the real estate industry and government is that no more than 30 percent of a household’s gross monthly income goes toward housing expenses, regardless of income level. For ownership housing, this percentage typically includes taxes, insurance and other related housing expenses. For rental housing, a utility allowance is included in the 30 percent figure. A household in which housing costs exceed 30 percent of gross monthly income is considered to be “cost burdened”; if costs exceed 50 percent of gross monthly income, the household is severely cost burdened.

“Affordable housing” typically refers to housing that is affordable to households earning 80 percent or less of the Pierce County median income. Households earning 80 to 120 percent of the median income are referred to as “moderate-income” households. Those earning 80 percent or less are commonly referred to as “low-income” households and those earning 30 percent or less are also known as “very low-income” households. While Pierce County affordable housing targets are only established for moderate- and low-income levels, there are many households who are very low-income, so it is important to create housing opportunities affordable to this income level.

Using the definition of housing affordability together with the 2012 median household income of \$59,105 for a four-person household, Table 2-17 represents the amount of money that Roy individuals and families earning median income or less can afford to pay for rental and ownership housing. All income groups are experiencing a gap between what they can afford to spend on housing and how much the market is demanding from them.

**Table 2-17
Affordable Rents and Prices
Based on 2012 Pierce County Median Household Income**

Income Group	2012 Annual Household Income	Maximum Affordable Monthly Rent/Utility*	Maximum Affordable House Price**
Very Low-Income (< 30 percent)	\$17,732	\$443	\$53,196
Low-Income (30 to 80 percent)	\$17,733 to \$47,284	\$444 to \$1,182	\$53,197 to \$141,854
Moderate-Income (80 to 120 percent)	\$47,285 to \$70,926	\$1,182 to \$1,773	\$141,855 to \$212,778
Median-Income (100 percent)	\$59,105***	\$1,478	\$177,315
* 30 percent of monthly income ** Annual income multiplied by 3 *** Roy 2012 Median Household Income is \$71,979 **** Roy 2012 Median Home Value is \$194,400			
U.S. Census American Community Survey 5-Year Estimates 2008-2012			

Based on a 2012 median household income for Pierce County of \$59,105, the maximum affordable home price for low-income households is \$53,197 to \$141,854. The affordable home price range for moderate-income households is \$141,855 to \$212,778. These figures are substantially below the 2012 median home price for Pierce County (\$251,400). However, the 2012 median home price for Roy (\$194,400) falls within the affordable house price range for moderate-income households (\$141,855 to \$212,778). The Roy median price home would require an annual income of \$64,800, which exceeds the Pierce County median household income by approximately 10 percent.

Low-income households could afford a monthly rent maximum of between \$444 and \$1,182, and moderate-income households could afford no more than \$1,773 per month. The 2012 median rent price in Roy is \$1,104, which would be affordable to a household earning \$44,160, approximately 61% of the City's median household income.

There is an affordability gap for both renters and homeowners in Roy. The affordability gap is especially pronounced for very low-income, low-income and moderate-income households. The people in the low- and moderate-income categories are vital members of the workforce. They include office clerks, security guards, bank tellers, teachers, legal secretaries, pharmacy technicians, and firefighters. Few homes are available for sale at the prices that are affordable to low- and very low-income households, and few homes are available for rent at prices that are affordable for very low-income households. Consequently, these families experience financial hardships because they are often forced to pay more than 30 percent of their monthly income on housing costs.

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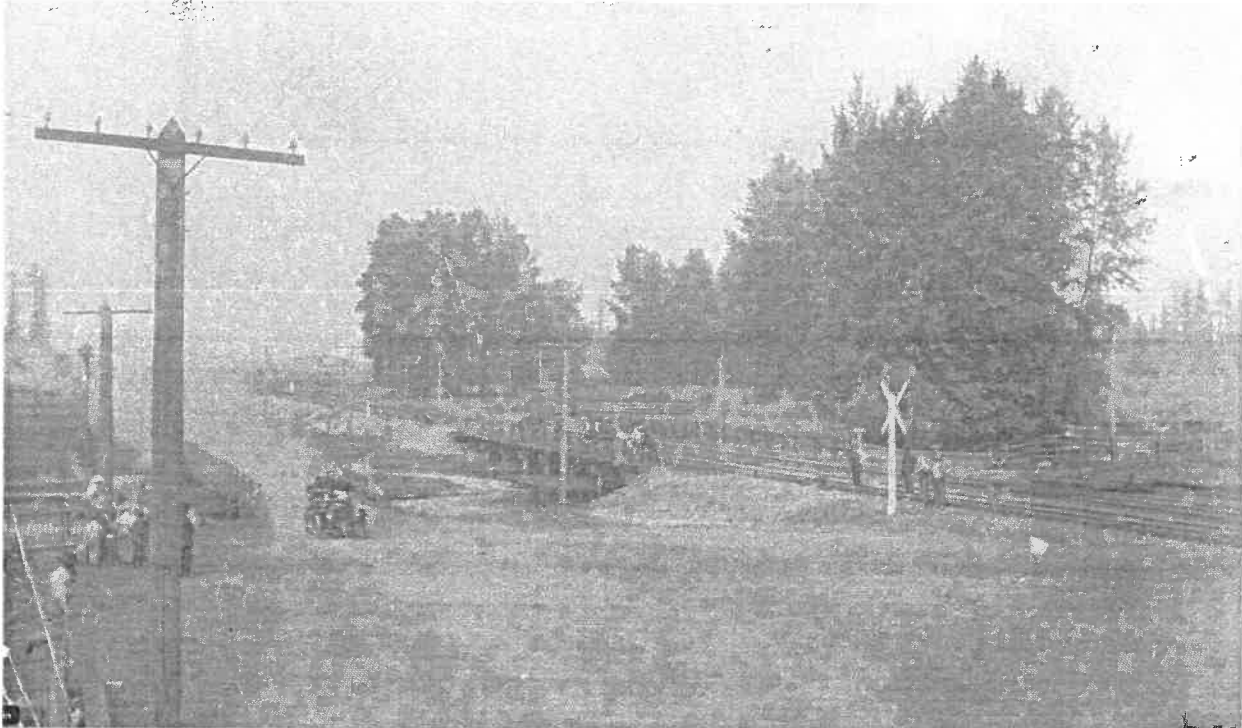
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CHAPTER 5

TRANSPORTATION ELEMENT



1909 Tacoma Olympia Auto Race

INTRODUCTION

To achieve Roy's vision and goals, the Transportation Element is designed to guide development of the City's transportation system to serve the community as envisioned in this Plan. The transportation policies in this element are designed to guide the actions of the City, public agencies and private decision-makers related to individual developments.

In accordance with the Comprehensive Plan, a limited amount of new residential, commercial and mixed use development, with associated population and employment growth, is forecasted. Roy's 2030 growth targets and additional projections through 2035 are contained in **Table 3-2** in the Land Use Element. Land uses surrounding the city are assumed to develop in a pattern consistent with the regional strategies, including *VISION 2040* and *Transportation 2040*. Land use and transportation forecasts for surrounding areas are integrated into the assumptions underlying the transportation improvement identified in this element.

In developing a transportation system that serves current and future needs, the policies in this element support programs, projects and services with long term benefits to the community that address economic, social and environmental needs. Roy's transportation policies promote long term community benefits by:

- Developing a transportation system that supports a mix of uses, from low- to moderate-density single-family neighborhoods, to commercial/mixed use development along SR 507, park and recreation facilities, schools, and public uses; and
- Offering multimodal travel choices and achieving *complete streets* that support safe and convenient access for all users.

In promoting such benefits, the City seeks to address the need for a better transportation system -- one that is accessible with connections between places, helps improve air quality through the use of alternative fuels that reduce greenhouse gas emissions, and is designed to encourage healthier lifestyles and independent living, particularly for vulnerable populations.

The overarching goals of this element are to:

- Ensure that the transportation system, including all programs, projects and services, whether funded, built or operated privately or by a public sector agency, serve to achieve the preferred land use pattern contained in the Land Use Element.
- Ensure that the transportation system provides for the mobility and access needs of those who live, shop, visit, work and recreate in Roy; and
- Ensure the safe and environmentally sound use of the transportation system, and limit the loss of life due to fatality accidents.

Organization of the Transportation Element

This element contains the following sections:

- Introduction
- State planning context
- Regional planning context
- Local planning context
- Goals and policies
- Land use assumptions
- Inventory of facilities and services
- Levels of service and arterial adequacy
- Current and projected demand
- Transportation demand management
- Multimodal transportation adequacy
- Funding capability and resources

The transportation improvement program is described in the Capital Facilities Element.

STATE PLANNING CONTEXT

GROWTH MANAGEMENT ACT

The Washington State Growth Management Act (RCW 36.70A) requires the City include a Transportation Element within its Comprehensive Plan. The Act identifies transportation facilities planning and, specifically, encouraging efficient multi-modal transportation systems based on regional priorities coordinated with local comprehensive plans, as a planning goal to guide the development and adoption of comprehensive plans and development regulations. The Transportation Element must include: (a) land use assumptions used in estimating travel; (b) facilities and services needs; (c) finance; (d) intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; and (e) demand management strategies.

REGIONAL PLANNING CONTEXT

VISION 2040 MULTICOUNTY PLANNING POLICIES (MPPs)

The Puget Sound Regional Council's (PSRC) *VISION 2040* offers an integrated approach to addressing land use and transportation, along with the environment and economic development. It calls for a clean, sustainable transportation future that supports the regional growth strategy. Sustainable transportation involves the efficient and environmentally sensitive movement of people, information, goods and services – with attention to safety and health. Sustainable transportation minimizes the impacts of transportation activities on our air, water, and climate. It includes the design of walkable cities and bikeable neighborhoods, as well as using alternatives to driving alone. It relies on cleaner, renewable resources for energy.

The transportation-related multicounty planning policies in *VISION 2040* are presented in three groups. The first group of policies calls for maintaining, preserving, and operating the existing transportation system in a safer and more efficient way. They advance transportation that is less polluting. The second group of policies calls for developing the system to support regional growth centers, particularly travel within and between centers. Investments are to be prioritized to support pedestrian-oriented, mixed use development. The policies address complete streets to serve all users, green streets that are better for the environment, and context sensitive design, which guides the development of transportation facilities to better fit within the context of the communities in which they are located. Policies address nonmotorized transportation as well as freight. The final group of policies addresses greater transportation options, including alternatives to driving alone, mobility choices for people with special needs, and avoiding construction of new roads or capacity expansion in rural areas.

PIERCE COUNTY COUNTYWIDE PLANNING POLICIES (CPPs)

The GMA's transportation planning requirements and *VISION 2040* transportation planning policy directives are expounded upon in greater detail in Pierce County's

County-Wide Planning Policy on “*Transportation Facilities and Strategies*”. This policy directs Roy, to the extent practicable, to:

- Promote a sustainable transportation system that assures the ability of future generations to provide transportation infrastructure and services in an effective, efficient, clean, and cost effective manner. (CPP Tr-1)
- Improve safety in the transportation system by working toward the state’s “zero death and disabling injury” target. (CPP Tr-2)
- Deem the following transportation services Countywide in nature (for the purpose of this Policy):
 - State and federal highways;
 - Major arterials;
 - Transit facilities and services;
 - Waterborne transportation (ferries, shipping);
 - Airports (passenger or freight);
 - Rail facilities (passenger or freight);
 - Nonmotorized facilities. (CPP Tr-3)
- Include the following facilities and system components in the multi-modal network:
 - Roads, including major highways, arterials and collectors;
 - Public transit, including bus, rail, vanpool, paratransit, and park and ride lots and other emerging concepts;
 - Nonmotorized facilities;
 - Ferries;
 - Airports;
 - Parking facilities;
 - Facilities related to transportation demand management. (CPP Tr-4)
- Consider the impacts of its planning activities on neighboring jurisdictional (inclusive of WSDOT) roadway facilities when developing and administering its level of service standards.
 - Designate or adopt multimodal levels of service (LOS) per RCW 36.70A.108 such as:
 - For roadways and intersection; and
 - Transit levels of service (e.g., hours of service, headways, pedestrian environment, accessibility, safety, rider comfort, reliability, transfer necessity, cost, and travel time).
 - Enter into interlocal agreements, where necessary, to establish uniform, coordinated service levels between jurisdictions for countywide facilities. (CPP Tr-5)
- Establish an adopted LOS that may be:
 - Set below existing levels (thereby allowing reserve capacity for growth and minimizing the need for new capital investment);

- Set above existing levels (thereby increasing comfort and convenience of travel, enhancing economic development and minimizing some environmental impacts;
 - Set at existing levels (thereby allowing new development to mitigate full marginal impacts;
 - Set at different levels of service in different zones;
 - Set at different levels of service based on facility classifications;
 - Set for multi-modal facilities;
 - Taken directly from standards developed by the Washington State Department of Transportation for highways of statewide significance and directly from standards developed by the Puget Sound Regional Council for regionally significant state highways. (CPP Tr-6)
- Determine the adequacy of transportation facilities, including transit infrastructure, taking into account existing development, approved but unbuilt development, current and future roadway conditions, and multiple modes of transportation through utilization of
 - Capacity-to-demand levels of service (LOS);
 - Availability of capacity based on current and future demand including phased capacity;
 - Appropriate standards of design across jurisdictional lines. (CPP Tr-7);
 - Address substandard LOS for existing facilities by:
 - Designating funding mechanisms;
 - Prioritizing facility needs in capital improvement and transportation improvement programs to correct existing deficiencies;
 - Using transportation demand management;
 - Using transportation systems management to promote cost effective methods of moving people and goods;
 - Promoting nonmotorized travel. (CPP Tr-8)
 - In cooperation with the transit and transportation agencies, establish:
 - Policies and/or regulations for park and ride facilities;
 - Parking requirements for public facilities so as to encourage public transit use. (CPP Tr-9)
 - Address concurrency through the following methods:
 - Providing transportation facilities needed to accommodate new development within six years of development approval;
 - Limiting new development to a level that can be accommodated by existing facilities and facilities planned for completion over the next six years;
 - Encouraging new and existing development to implement measures to decrease congestion and enhance mobility through transportation demand and congestion management. (CPP Tr-10)
 - Address compatibility between land use and transportation facilities by:

- Requiring new transportation facilities and services in areas in which new growth is appropriate or desirable to be phased within a twenty-year time frame consistent with six year capital improvement programs;
- Discouraging the extension of new transportation facilities into areas not planned for growth (e.g., outside urban growth areas) and avoiding planning of major roads and capacity expansion in rural and resource areas;
- Using development regulations to ensure that development does not create demands exceeding the capacity of the transportation system, including transit alternatives.
- Using land use regulations to increase the modal split between automobiles and other forms of travel:
 - Designating high densities in transit and transportation corridors and designated Transit Oriented Development (TOD) sites;
 - Dedications and impact fees to provide public transit facilities;
 - Requiring pedestrian-oriented design;
 - Encouraging or requiring mixed use development and TOD;
 - Facilitating ease of access for physically challenged individuals.
- Developing plans or planning provisions, where appropriate, to protect the continued operation of general aviation airports by using adopted land compatibility standards such as those published by the Federal Aviation Administration (FAA) and the Washington State Department of Transportation (WSDOT) to discourage incompatible land uses and development on adjacent land. (CPP Tr-11)
- Plan and implement programs, as appropriate, for designing, constructing and operating transportation facilities for all users, including motorists, pedestrians, cyclists, and transit users. (CPP Tr-12)
- Address environmental impacts of the transportation policies through:
 - Programming capital improvements and transportation facilities designed to alleviate and mitigate impacts on land use, air quality and energy consumption such as high-occupancy vehicle lanes, public transit infrastructure, or bicycle/pedestrian facilities designed for home-to-work travel;
 - Locating and constructing transportation improvements so as to discourage adverse impacts on water quality and other environmental resources. (CPP Tr-13)
- Use low-impact development practices or environmentally appropriate approaches for the design, construction and operation of transportation facilities to reduce and mitigate environmental impacts, including, but not limited to, storm water runoff from streets and roadways. (CPP Tr-14)
- In cooperation with transit agencies, promote the facilities and services to encourage alternatives to automobile travel and/or to reduce the number of vehicle miles traveled (modal split, trip generation and trip length) including:

- Structural alternatives (public transit [such as grade separated guideways, for bus and rail applications]; construction of new high-occupant vehicle lanes; limitations on highway/roadway construction; carpool/vanpool facilities; non- recreational bicycle/pedestrian facilities);
- Non-structural/regulatory alternatives (growth management [concurrency; urban growth areas]; road/congestion pricing; auto-restricted zones; parking management; site design; ridesharing incentives, and transportation systems and demand management). (CPP Tr-15)
- Work with transit agencies to identify and preserve existing rights-of-way in order to preserve options for future transit alignments. (CPP Tr-16)
- Work in cooperation with WSDOT and Port authorities to plan and implement projects and programs to meet freight mobility and access needs, including the establishment of programs designed to maintain, preserve and expand freight rail capacity including planning for needed capital improvements. (CPP Tr-17)
- Consider a number of financing measures, including but not limited to:
 - General revenues;
 - Fuel taxes;
 - Toll roads and other user fees;
 - Bonding;
 - Congestion pricing;
 - Public/private partnerships, and public/public partnerships;
 - Assessment and improvement districts, facility benefit assessments, impact fees, dedication of right-of-way and voluntary funding agreements;
 - Grants;
 - Others, as may be appropriate. (CPP Tr-18)
- Protect the transportation investments and preservation of assets through the proper operations and maintenance. (CPP Tr-19)
- Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses by using transportation-related preparedness, prevention, mitigation, response, and recovery strategies and procedures adopted in the emergency management plans and hazard mitigation plans of the County and cities, as well as the Washington State Comprehensive Emergency Management Plan. (CPP Tr-20)

LOCAL PLANNING CONTEXT

TRANSPORTATION VISION

Looking ahead 20 years...

In the 2030s, Roy's transportation system offers people a variety of real choices for how they travel between where they live, work, shop and play.

Each year, more people walk or bicycle to travel within the community, or use transit or carpool to access jobs, services and public and private facilities within Puget Sound's

employment centers. The City's transportation infrastructure reflects this by prioritizing more people-oriented travel that supports the community's land uses, manages its limited roadways most efficiently, provides a transportation system that embodies the City's long term mobility goals, and achieves Roy's preferred land use pattern and vision.

The City has invested strategically and leveraged regional funds to ensure a safe, well-maintained system and improve transportation choices and mobility. Neighborhoods have increased access to public facilities and commercial and mixed use areas located along SR 507, in neighboring communities and the region. Roadway projects have been built in Roy where needed to improve safety and operating efficiency or to create more accessible connections. Streetscapes, especially along SR 507, include lighting, are attractive and well designed, and enhance environmental quality for various travel modes.

In responding to significant energy costs and new vehicles' fuel options and technologies, the City has developed alliances with other agencies and the private sector to support easy access to electric vehicle charging stations and other alternative fueling infrastructures, as well as access to information about travel conditions, incidents, and transit arrival and departure times.

MAJOR ISSUES

Roy is greatly impacted by heavy traffic on SR 507, especially during Joint Base Lewis McChord (JBLM) commute times. During these times, as well as during other heavy traffic periods including weekday and weekend times when people are traveling to and from the central Puget Sound region around the east side of JBLM through Roy, there are few gaps between vehicles long enough to permit vehicles in the community from crossing or entering the flow of traffic on the highway. The duration of these peak periods is lengthy, and travel speeds are slow, adding to the challenges of managing traffic flow through the community.

No signalized intersections exist in or close to Roy. The nearest signalized intersection is located at SR 507 and East Gate Road, which connects JBLM to the highway roughly four miles north of the City. This signal became operational in 2012. JBLM reopened the Roy Gate in 2014, which provides a connection between the Base and the northwest corner of Roy via Warren Street. While the recent gate opening makes possible more direct and convenient access between the two communities, traffic impacts on the local residential streets in Roy will need to be monitored and mitigated, if warranted.

The challenge of managing congestion is regional in nature yet the local impacts on the Roy community are strongly felt. Responses to this challenge and the development of more effective solutions to the identified problems are heavily dependent on efforts by the state (WSDOT), federal government (JBLM), and Pierce Transit -- coordinated with Roy and Pierce County.

GOALS AND POLICIES

This element contains the transportation goals and policies for the City of Roy. The following goals establish broad direction for transportation planning while the policies provide strategies for achieving the intent of each goal. Goals are preceded by an initial background statement that provides an intent or purpose for each goal.

A MULTIMODAL TRANSPORTATION NETWORK

The automobile is expected to remain the dominant mode of transportation for the foreseeable future. However, there appears to be increasing demand for, or desire to use, other forms of transportation. Mass transit, ride-sharing, biking, walking, as well as driving personal vehicles, are increasingly in the mix of choices being considered and used. In today's society, expanding the use of modes of transportation other than the privately-owned automobile will be important in reducing congestion on roadways, emissions, and fuel consumption. Improving circulation in the City for all modes of transportation will help promote the safe, convenient and reliable movement of people, goods and services.

A well-integrated multimodal transportation network will help support the City's other growth management goals and policies including those addressing economic vitality and livability. It will improve accessibility for all regardless of socioeconomic status or individual ability. It can be designed in such a way that it enhances the community around it and be compatible with natural systems. And, it can enhance Roy's role in the regional economy by supporting economic development.

GOAL T1

Develop, maintain and operate a multimodal transportation system that provides for the safe, efficient and reliable movement of people, goods and services.

Policy T1.1

Create a transportation network that includes vehicle, pedestrian and bicycle components located throughout the City -- and transit connections to adjacent communities -- to provide for the safe, efficient, convenient and reliable movement of people, goods and services.

Policy T1.2

Develop and implement *Complete Street* design standards to provide safe and convenient access for all modes of transportation including private motor vehicles, cyclists and pedestrians, and transit (when it becomes available in the community), thereby increasing capacity, increasing safety, and improving street aesthetics and walkability. Include amenities in street designs, including trees and other landscaping, street lights, benches and waste receptacles to add to the pedestrian experience and further calm traffic.

Policy T1.3

Employ Context-Sensitive Design techniques in transportation projects that take into consideration aesthetics, historical and cultural elements, the environment, and other aspects of community character, while ensuring safety and accessibility.

Policy T1.4

Classify streets and arterials to reflect their desired use and function consistent with state and regional classifications. Classification should be based on present and future traffic volumes and the type of land uses along the streets.

ACCESSIBILITY TO TRANSPORTATION

Approximately one-third of the region's population does not drive or have access to an automobile. This group includes people who choose not to drive, people without licenses or with disabilities, people who are not able to afford a car, and young people under the driving age. These people rely on others to provide them private automobile mobility, public transit, walking and cycling. Providing facilities for all modes of transportation will help enable these individuals to meet their transportation needs and more fully participate in society.

GOAL T2

Transportation improvements within the City should ensure alternative transportation choices are available to the community and provide mobility choices for people with special needs including persons with disabilities, the elderly, young and low-income populations.

Policy T2.1

Ensure compliance with Americans With Disabilities Act (ADA) requirements by making all street sidewalk and curb ramp areas accessible to all pedestrians, including those with disabilities, by constructing new pedestrian facilities in compliance with the ADA, and upgrading existing facilities to remove barriers and improve accessibility. Improvements should include appropriate pavement markings and signalization and facilitate the use of transit should it become available in the community.

Policy T2.2

Design and build *complete streets* with facilities for all modes of transportation. Connect residential neighborhoods to commercial and mixed use areas with sidewalks, paths and bike lanes to provide greater access to transportation choices for those who do not drive and those who have limited mobility resources.

TRANSPORTATION SAFETY

Transportation safety is affected by how the transportation system is designed, constructed, operated and maintained. Traffic conditions on residential streets can greatly affect neighborhood livability and environment. When streets are safe and pleasant, the quality of life is enhanced. When high vehicle speeds or excessive

volumes of through traffic become a daily occurrence, residents' sense of community and personal well-being are threatened. These in turn can lead to related problems, such as collisions, conflicts with driveway access, and unreasonable safety risks for pedestrians and cyclists. Generally, higher rates of speed equate to much higher fatality rates when vehicle-pedestrian accidents occur.

GOAL T3

Improve the safety of the transportation system, reduce speeds and protect the quality of life in residential neighborhoods.

Policy T3.1

Establish speed limits that reflect street function, adjacent land uses, and physical condition of the roadway. Promote travel at a lower rate of speed, where appropriate, to improve safety, help achieve the State's goal of zero deaths and disabling injuries, and create a more comfortable environment for pedestrians and cyclists. Achieve lower vehicular travel speeds through traffic calming and effective enforcement of appropriate speed limits.

Policy T3.2

Protect the quality of life in residential neighborhoods by monitoring traffic volumes and developing comprehensive, integrated and cost-effective traffic, bicycle and pedestrian safety improvements in residential areas. Such improvements may include sidewalks and pathways to connect to schools, parks, and transit stops -- should transit service become available in the community. Additional improvements may include signage, bicycle facility and street improvements that include traffic calming design elements.

Policy T3.3

Establish SR 507 as the City's primary truck route to support the reliable movement of people, goods and services, and avoid impacts on local neighborhood streets. Heavy truck use of local streets, which are not designed to accommodate significant amounts of truck traffic, may increase maintenance and decrease safety.

Policy T3.4

Require shared access driveways and cross-access between developments when planning for public rights-of-way improvements and private development, especially along SR 507, in order to reduce turning movement conflicts and enhance pedestrian and vehicular traffic safety. When street improvements are implemented, consolidate private driveway access to properties along SR 507 and other arterial streets in order to reduce safety hazards and increase street capacity.

Policy T3.5

Employ traffic calming measures on residential streets to discourage or slow neighborhood through-traffic.

Policy T3.6

Use landscaped medians, pedestrian bump-outs, roundabouts and other traffic calming measures to reduce speeds and increase safety. Where appropriate, design these facilities to provide pedestrian refuge areas that reduce pedestrian crossing distances, reduce conflict points and enhance streetscape landscaping. Use other traffic calming measures that offer pedestrian protection such as on-street parking, or increase driver awareness of pedestrians through the use of textured pavement and signage.

Policy T3.7

Avoid the creation of excessively large blocks and long local access streets that are uninterrupted by intersections, mid-block neck-downs, or other traffic calming elements in order to discourage higher motor vehicle speeds that reduce pedestrian and cyclist safety.

Policy T3.8

Avoid the construction of sidewalks next to street curbs or highway shoulders and provide physical separation between traffic lanes and sidewalks to enhance pedestrian safety, add to sidewalk users' comfort, and encourage higher pedestrian usage. Wherever possible, separate pedestrians from traffic lanes by installing landscaped planter strips that include street trees.

VEHICULAR AND PEDESTRIAN CIRCULATION

Roadway, sidewalks, trails, designated bicycle areas, and other areas of public circulation should be designed to provide the highest level of safety for the protection of human life and to ensure that there are transportation choices for people of all ages and abilities. Pedestrian facilities must meet ADA accessibility requirements. An integrated, safety-oriented pedestrian and bicycle system increases mobility choices, reduces reliance on single-occupant vehicles, provides convenient access to schools, commercial and mixed use centers, parks and other recreation areas throughout the city, and encourages regular physical activity to enhance health and wellness.

GOAL T4

Improve vehicular and pedestrian traffic circulation within the City to enhance the quality of life.

Policy T4.1

Ensure that streets and sidewalks provide access between residential neighborhoods and areas that are common destinations, including commercial and mixed use areas, schools, and parks. Maintain and enhance continuity of the street and sidewalk pattern by avoiding dead-end and half-streets not having turnaround provisions and by requiring through-connections in new developments.

Policy T4.2

Seek opportunities to obtain private easements or use existing public rights-of-way or public easements to develop alternative routes or improved linkages between

residential areas or from residential to parks and commercial or mixed use areas. Work with property owners to create well-lighted pedestrian paths in established areas with poor connections. New pathways should tie into a network of walking trails and help improve pedestrian facility connectivity, thereby encouraging physical activity and overall health and well-being.

Policy T4.3

Design and improve arterials to reduce speeds and accommodate neighborhood concerns about safety, aesthetics and noise.

TRANSIT

Regionally, bus service is provided by Pierce Transit within a service area that is focused on the more densely populated areas of Pierce County along the I-5 corridor and nearby communities. The nearest bus service to Roy is located at the Pierce Transit Roy Y Park and Ride approximately 8 miles northeast of Roy. The Pierce Transit Parkland Transit Center, located on Highway 7, is approximately 12 miles north of Roy. In addition, Sound Transit provides high capacity and express transit service within the greater Puget Sound region. Should regional bus service be extended to Roy in the future, transit could play an increasingly important role in providing connections, mobility and access – both locally and regionally.

GOAL T5

Encourage use of public transportation to accommodate a larger proportion of the traveling public.

Policy T5.1

Participate in Pierce Transit's and Sound Transit's system planning processes to help identify and evaluate potential options for system expansion. Work with these transit agencies and the community to determine long-term transit needs for the City and regional transportation partners. Work with citizens and other stakeholders to determine what transit modes and routes would best serve the community.

SIDEWALKS AND BICYCLE LANES

The needs of cyclists and pedestrians must be integrated in all roadway projects. Sidewalk networks should be well connected with opportunities for regular safe street crossings. The availability of bicycle facilities can encourage people to bike rather than drive for short- and moderate-distance trips. If a roadway is designed to discourage vehicular speeding, it can be comfortably used by pedestrians and cyclists alike. Walking and bicycling provide numerous individual and community benefits related to health, safety, the environment, transportation and quality of life. People who cannot or prefer not to drive should have safe and efficient transportation choices.

GOAL T6

Develop facilities for pedestrians and cyclists to achieve a walkable community to support active and independent living, health, environmental quality and cost savings for travel.

Policy T6.1

Require sidewalk facilities on all new and substantially redeveloped public streets to enhance public safety. Ensure the provision of sidewalks in close proximity to schools to offer protection for children who walk to and from school. Assign high priority to projects that complete planned pedestrian facilities or trails. Support the provision of pedestrian facilities on non-arterial streets to supplement principal pedestrian facilities located on arterials. Ensure that crosswalks, signing, and pedestrian-activated signals conform to the *Manual on Uniform Traffic Control Devices (MUTCD)*.

Policy T6.2

Develop a system of bicycle routes, pathways and other facilities that allows people to conveniently travel between and within neighborhoods and local parks, commercial and mixed use areas. Coordinate the planning, design, and construction of these facilities with the Washington State Department of Transportation when developing improvements, including park and ride facilities, along SR 507. Base the design and type of bicycle facilities on the design standards for the functional classification of the roadway.

Policy T6.3

Require that during the project review process for new development or redevelopment:

- Projects are consistent with applicable pedestrian and bicycle plans, master plans and development standards;
- Planned facilities include required frontage and crossing improvements consistent with applicable pedestrian and bicycle plans;
- On-site bicycle trails and pedestrian facilities have formal, direct and safe connections between buildings and subdivisions and the general circulation system;
- New subdivisions and short plats include, consistent with state law, the required pedestrian facilities (frontage and off-site improvements) that assure safe walking conditions for students who walk to and from school; and
- Safety and security considerations for pedestrians and cyclists are factored into the review of development proposals.

Policy T6.4

Explore opportunities to secure BNSF ROW for development of pedestrian and bicycle facility improvements, ideally in conjunction with adjoining jurisdictions that could support the construction and maintenance of a regional-scale trail system to serve the larger community.

CONCURRENCY

Transportation concurrency and level of service (LOS) standards are key requirements of the GMA. By policy and regulation, the City of Roy is required to ensure that transportation programs, projects and services needed to serve growth are in place

either when growth occurs or within six years. Regulations implementing concurrency and LOS standards are contained in RCC Chapter 11-10 Concurrency Management.

GOAL T7

Maintain a consistent level of service on the arterial system that mitigates impacts of new growth and is adequate to serve adjoining land uses.

Policy T7.1

Except as otherwise designated, establish a capacity LOS standard C for intersections and roadways on arterials and minor streets where they intersect with an arterial street.

Policy T7.2

Ensure transportation facilities and services are in place concurrent with or within a reasonable time period to support growth as it occurs consistent with the Growth Management Act, as restated in *VISION 2040* and the Pierce County Countywide Planning Policies. Make sure facilities and services do not drop below the adopted level of service and thereby cause negative impacts such as congestion, diminished safety, environmental and health impacts. Ensure concurrency by requiring payment of traffic impact fees to be used for capacity improvements, using SEPA to mitigate development-related impacts, or requiring developers to pay a proportionate share of traffic mitigation measures to maintain the adopted level of service.

Policy T7.3

Ensure that Roy's transportation concurrency management responses to growth have the effect of expanding travel choices and achieve a multimodal travel environment. Programs, projects and services in response to existing and growth-related travel include those that improve access and connections, including motor vehicle operations, the walking and bicycling environment, and transportation demand management.

TRANSPORTATION REVENUE AND FUNDING

The Capital Facilities Element's Six-Year Capital Improvements Plan for transportation facilities contains details of transportation revenue sources that the City can reasonably expect to receive during the life of the transportation facilities plan. Revenue sources vary widely in terms of the amounts available and the types of projects for which they may be used. In most cases, individual transportation projects are funded by a combination of funding sources, reflecting the fact that transportation projects have multiple purposes and serve multiple beneficiaries.

GOAL T8

Develop an adequate and equitable funding program to make transportation improvements in a timely manner, as mandated by the Growth Management Act.

Policy T8.1

Use regional, state, and federal funding sources for arterial street and other major improvements serving the City of Roy to ensure implementation of the City's transportation plan in an efficient, timely manner, concurrent with development. Ensure that the funding program recognizes and accommodates not only existing and future development in the City, but also regional traffic.

Policy T8.2

Utilize Transportation Benefit District funding to finance construction and maintenance of improvements to roadways, including non-motorized facilities such as sidewalks and bike paths, and the operation of other transportation management programs.

Policy T8.3

Supplement public funding sources with new revenue sources including, where appropriate, Local Improvement Districts (LIDs), traffic impact fees and other funding sources. Ensure these new revenue sources are equitable and consistent with the benefits derived from improvements. Ensure that funding programs allow implementation of transportation improvements concurrently with development. Require new development to pay a fair share of the cost to serve it.

Policy T8.3

Secure grants available for sidewalk and bicycle lane improvements to implement alternative transportation action strategies and meet multi-modal and complete street goals and objectives.

STREET MAINTENANCE AND MANAGEMENT

The quality of life for many people is significantly affected by how well streets function for pedestrians, cyclists, and motorists. To serve Roy well, streets require cost effective maintenance, safety and efficiency improvements.

GOAL T9

Maintain the public street system to promote safety, comfort of travel, and cost-effective use of public funds.

Policy T9.1

Administer a Pavement Management System (PMS) and comprehensive signage and markings program to address improvements for motorized and non-motorized travel and the impacts of present and projected land uses. Implement the PMS in a

manner that can reduce the need to build higher cost capital improvements by extending the useful life of existing facilities. The maintenance program should include provisions for vegetation removal to improve sight distances, installing adequate crosswalk markings and signage, and repairing sidewalks as needed.

Policy T9.2

Protect the public investment in the existing transportation system by administering an effective maintenance and preservation program that lowers the overall life cycle costs of the transportation infrastructure and reduces the need for new capital facility improvements.

DEMAND MANAGEMENT STRATEGIES

Transportation demand management (TDM) strategies can help create or preserve existing capacity of roadways by reducing demand, thereby deferring or negating the need for capacity improvements. TDM strategies focus on increasing the availability of alternative transportation modes and discouraging single-occupancy-vehicle (SOV) use. Given the somewhat isolated rural location of Roy and its low density/intensity character, opportunities may be limited for TDM strategies to play an important role in managing the capacity of roadways to meet projected growth. Nonetheless, TDM strategies have the potential to make a difference.

GOAL T10

Implement Demand Management Strategies to achieve efficient use of transportation infrastructure, increase the person-carrying capacity, accommodate and facilitate future growth, and achieve Roy's land use objectives.

Policy T10.1

Support the use of Transportation Demand Management (TDM) strategies to reduce congestion, emissions, fuel consumption and the need for new transportation facilities – especially new roads and capacity improvements. Actively pursue the establishment of a park and ride facility on SR 507. Work with WSDOT to develop street improvements along SR 507, including bike lanes, sidewalks and pedestrian crossings that provide a safe, convenient alternative to the use of the automobile. Support the development of vanpool and ride match programs, and promote commute trip reduction practices, including complying with the requirements of the State Commute Trip Reduction (CTR) Act, if applicable. Coordinate with Joint Base Lewis McChord on TDM strategies that benefit Roy residents who commute to the base.

Policy T10.2

Use traffic calming strategies to reduce vehicular speeds and enhance the safety of pedestrians and cyclists, thereby maximizing pedestrian and bicycle mobility. Examples of traffic calming strategies include the use of raised crosswalks, traffic circles and roundabouts, medians (especially near intersections), narrow driving lanes, interrupted sight lines, narrow distance between curbing to create "neck-

downs" or "chokers" (curb extensions), textured pavement, and neighborhood speed watch programs.

CONSISTENCY WITH PLANS AND POLICIES

One of the most important planning tenets expressed in the Growth Management Act is the *consistency* requirement. With respect to transportation planning, Roy must ensure its Transportation Element is consistent with the land use element. This element must be consistent with the City's six-year capital improvement plans. There must be consistency between the City's Comprehensive Plan, the Pierce County Comprehensive Plan, and the comprehensive plans of all municipalities within the County in accordance with the Pierce County Countywide Planning Policies. And, there must be consistency with the Puget Sound Regional Council's Multicounty Planning Policies.

GOAL T11

Integrate land use and transportation planning to support active communities through the provision of a variety of travel choices, improve accessibility and mobility.

Policy T11.1

Make transportation choices based on projected population and employment growth that support the distribution and intensity of land uses identified in the Land Use Element. Plan transportation facilities and services including roads, pedestrian and bicycle, keeping in mind the type and intensity of land uses -- including the location of and low and moderate density housing, jobs, shopping, schools and parks.

Policy T11.2

Design and construct *complete streets*, bicycle-friendly facilities, secure bicycle racks or lockers, and pedestrian pathways.

Policy T11.3

Ensure Comprehensive Plan consistency with the Regional Transportation Plan, *Transportation 2040*, by supporting the development of a safe and efficient transportation network that supports a healthy environment and strong economy, encouraging increased utilization of clean and renewable energy and a reduction in greenhouse gas emissions, and promoting sustainable funding programs.

Policy T11.4

Coordinate with state, regional and local transportation efforts to develop a highly efficient multimodal system that supports the Regional Growth Strategy. Coordinate with the State Department of Transportation, Puget Sound Regional Council, Sound Transit, the Pierce County Regional Council, Joint Base Lewis McChord, Pierce Transit, BNSF, Pierce County and surrounding cities and towns to integrate transportation systems for easy and efficient mobility of people, freight and services.

ENVIRONMENTAL HEALTH

The transportation system within Roy represents major public facilities whose quality of design, sensitivity to human needs, and integration with their surroundings can enhance a small town/rural environment or erode it. The transportation system needs to be designed in a manner that contributes to the long-term benefit of the community and supports Roy's environmental health policies.

GOAL T12

Reduce environmental and health equity impacts associated with transportation infrastructure and operations.

Policy T12.1

Enhance strategies that improve air quality and reduce greenhouse gas emissions. The City should support the conversion of SR 507, within Roy, into a *complete street* with sidewalks and bike lanes, and support the building of green streets to improve air and water quality. The City should support the development of infrastructure to encourage the use of electric and low emission vehicles by including electric vehicle charging stations in new and substantially redeveloped public facilities. As electric and low emission vehicle technology advances, the City should revise its regulations to encourage use of this technology.

Policy T12.2

Adopt and implement design standards to improve water quality and create more appealing streetscapes. Emphasize the use of landscaping elements in street improvement projects that help curb stormwater runoff – bioswales, planters, rain gardens, and street trees – and that are mutually beneficial for mobility and ecology. Design these green elements to be deterrents of crashes and injuries and contribute to a more comfortable and visually interesting environment for all users. When designing *complete streets*, include trees and other plants to clean runoff and manage stormwater at the site. Use traffic-calming elements like islands, medians and curb extensions to provide site opportunities for bioswales, street trees, and rain gardens.

Policy T12.3

Support strategies to reduce solid waste including the use of recycled materials in street paving and other maintenance projects in order to lower costs and reduce landfill use, provided the strategies and materials meet cost and durability objectives.

GOAL T13

Consider benefits and impacts to health of all population segments in the design of transportation infrastructure by providing opportunities for exercise, and reducing exposure to air, water and noise pollution.

Policy T13.1

Identify opportunities for bike lanes, sidewalks, pathway and trail connections between neighborhoods and to parks and schools to encourage greater pedestrian facility use and reduce reliance on automobiles. Support the construction of improvements to trail systems to provide connections between parks and neighborhoods for walkers and cyclists.

Policy T13.2

Design, build and maintain bike lanes, sidewalks, paths and trails to expand opportunities for walking and biking to improve individual and community health. Provide transportation facilities that are walkable and bicycle friendly to improve economic and living conditions so that businesses and skilled workers are attracted to the City.

DISASTER PLANNING

Safety planning and mitigation, including strategies for protecting the transportation system from disasters, are multidisciplinary efforts that can improve the livability of the community. Opportunities exist to implement relatively low-cost but effective safety measures at the local level. The City of Roy is committed to protecting its transportation system and making it safe for users of all modes of travel.

GOAL T14

Protect the City's transportation system against disaster, and develop prevention and recovery strategies and coordinated responses.

Policy T14.1

Work with partner organizations including the Department of Homeland Security's Federal Emergency Management Agency (FEMA) and Pierce County Emergency Management to prepare for disasters by developing prevention and recovery strategies. Participate in emergency management preparedness training opportunities for transportation facilities.

LAND USE ASSUMPTIONS

The land use assumptions used while developing this transportation element are summarized in **Table 5-1** and described in detail in the documents listed.

Table 5-1

Area	Information Source
Within Roy	Future land use in low density residential neighborhoods will remain essentially unchanged except for the conversion of some undeveloped land in the southern end of the City to residential uses. Properties located along the SR 507 corridor will redevelop to include a more intensive mix of uses including retail, office, service and residential components. The Land Use Element provides details.
North, East and South of Roy	Future land use in areas adjacent to Roy is specified in the <i>Comprehensive Plan for Pierce County, Washington</i> . Future land uses specified are essentially the same as those existing at the time this plan was updated.
West of Roy	Land west of Roy is located within Joint Base Lewis McChord (JBLM) and subject to federal base planning regulations. No significant change in land use is anticipated for those portions of JBLM near Roy.

INVENTORY OF FACILITIES AND SERVICES

Because Roy is a geographically small, somewhat isolated rural community with limited internal commercial activity, Roy does not contain many of the typical components of a multimodal transportation network. Roy has no water, air, transit, or passenger rail facilities. The city's transportation facilities are limited to streets and those transportation modes and services that use streets.

STREETS

Improved streets and their classifications are illustrated in **Figure 5-1**. Roy has two distinctly different street networks, a traditional grid in the historic northern and central areas of the city, and a more curvilinear one in the southern end. The two networks are linked by SR 507, which runs north-south through the approximate center of the city. The differences between these street networks can be traced to their surroundings when they were developed and the development standards that were used.

The paved width of local streets ranges from 14 to 29 feet. State Route 507, a state highway that serves as Roy's principal arterial, has typical lane widths of 11 feet, with a 38-foot total roadway width between Fourth Street and Water Street and 30-foot total roadway width south of Fourth Street and north Water Street. Total roadway width is from the outside edge of pavement to outside edge of pavement (which is the curb face for on-street parking).

Sidewalks are rare in Roy, where historically, narrow, lightly traveled streets have accommodated limited pedestrian activity. Roy has worked with WSDOT to establish continuous sidewalks and asphalt pathways along portions of SR 507. The City plans to install sidewalks that will improve pedestrian access to Roy Elementary School. In addition, the City intends to secure funding to establish a pedestrian/cyclist route along

Warren Street on the west side of the BNSF ROW and provide a connection to sidewalks and future bicycle facilities located east of the railroad tracks. Roy does not have off-street pedestrian facilities such as trails and pathways, nor has it yet established any bicycle facilities.

Functional Classification

A roadway network is a series of streets which increasingly focus and concentrate traffic as one moves away from residential neighborhoods, much in the way small rivulets join streams and ultimately converge into rivers. A community roadway network is typically comprised of local streets, collector streets, and arterial streets.

Designation of roadway facility functional classification is an integral part of managing street use and land development. Designation should be consistent with land use policies and adopted street standards. In Washington, as in most states, classification of streets is necessary for receipt of state and federal highway funds. State law requires that cities and counties adopt a street classification system that is consistent with state and federal guidelines. The legal basis and requirement for the classification of streets is in RCW 35.78.10 and RCW 47.26.180.

A primary determinant of the functional classification is the present and anticipated traffic volumes to be carried by a street. Within a given classification the number of lanes can be varied to accommodate the anticipated volume. Roadway functional classifications are summarized below.

- Local Streets
Local streets are typically low volume roadways that provide access to individual lots adjacent to them. A number of factors including multiple driveways accessing the roadway, on-street parking, and the potential presence of children playing and riding bicycles suggest that the design and width of local streets should encourage slower traffic speeds (i.e., 25 mph or less). An interconnected network of local streets disperses traffic and allows multiple access routes for emergency service vehicles.
- Collector Streets
Collector streets gather traffic from local streets and direct it to arterial routes. Collectors provide both land access and traffic circulation within residential neighborhoods and commercial and industrial areas. Roadways should be of sufficient width to allow for on-street parking and yet facilitate efficient traffic flow at moderate speeds (i.e. 25 to 35 mph). It is desirable to have collector streets spaced at 1/4 to 1/2 mile intervals. With this frequency, access from neighborhoods can be achieved without circuitous, time consuming travel and without overburdening residential streets with through traffic.
- Minor Arterial Streets
Minor arterial streets interconnect with and augment arterial streets as the principle circulation routes within the community. Ease of traffic mobility and the length of trips may be somewhat less along minor arterials than principle

arterials. Intercommunity travel is typically facilitated by minor arterials. In fully developed areas minor arterials are normally not more than one mile apart.

Principal Arterial Streets

Principal Arterial Streets serve as the primary routes within and through the community. They may serve as the principle routes to and from freeway access points and other intercommunity connections. Frequently, intercity bus routes are located along principal arterials. Efficient traffic movement is of prime concern. Roadway width and intersection design should accommodate concentrated traffic volumes at moderate speeds (30 to 40 mph). Urban principal arterials may be as closely spaced as one mile apart in highly developed central business districts.

BUS SERVICE

Regionally, bus service is provided by Pierce Transit within a service area that is focused on the more densely populated areas of Pierce County along the I-5 corridor and nearby communities. In addition, Sound Transit provides high capacity and express transit service within the greater Puget Sound region. Should regional bus service be extended to Roy in the future, transit could play an increasingly important role in providing connections, mobility and access -- both locally and regionally.

SHUTTLE SERVICE

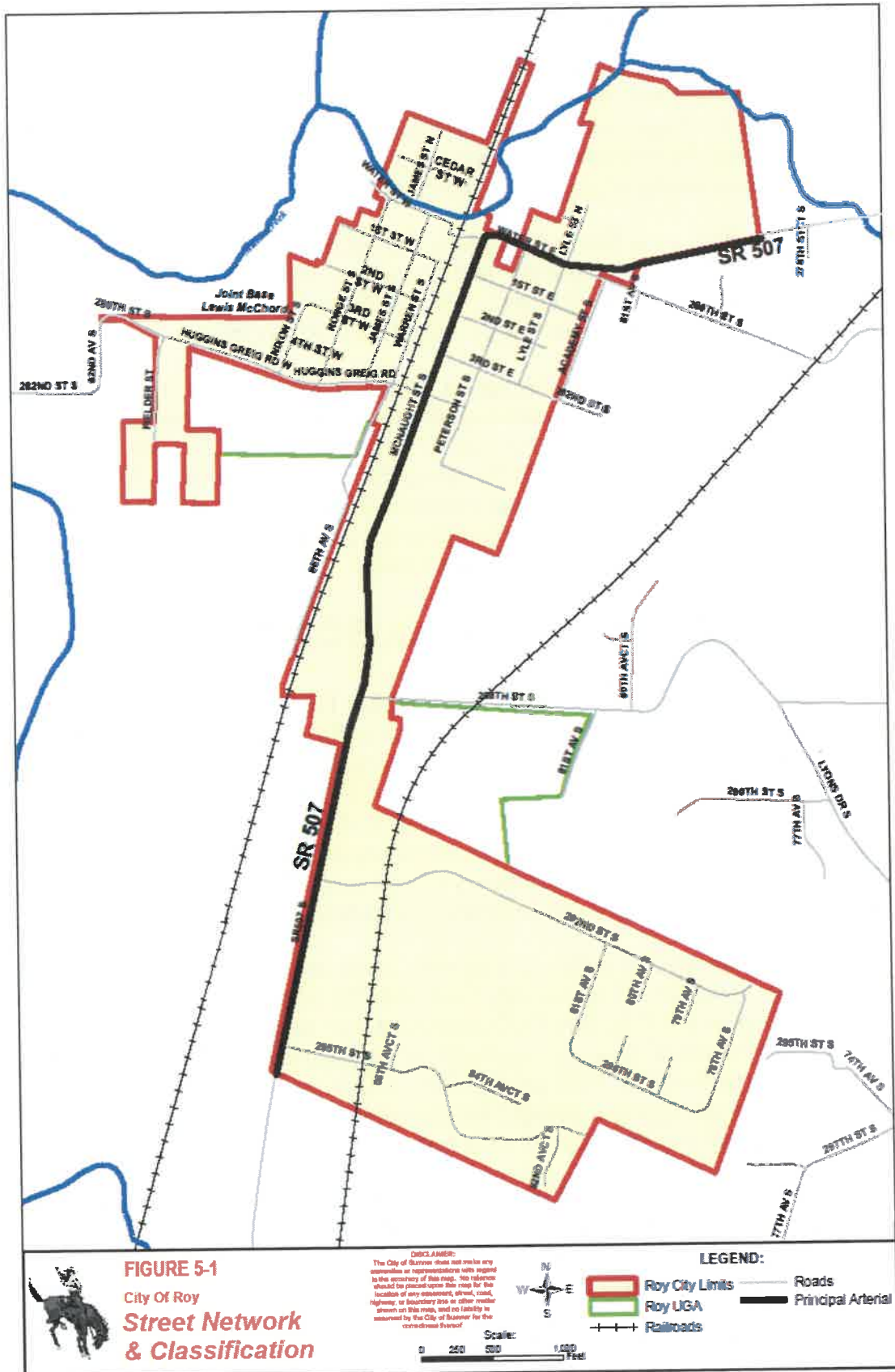
Paratransit service is provided by Pierce Transit for persons with disabilities in accordance with the requirements of the Americans With Disabilities Act (ADA) and within the Pierce Transit Service Area. The ADA requires transit agencies to provide paratransit (door-to-door) service that is "complementary" to fixed route (bus) service. "Complementary" is defined as service that operates the same hours as fixed route service and within three quarters of a mile of existing bus routes. Roy is located outside Pierce Transit's service area and is currently not provided paratransit service. However, individuals who travel to locations within the service area may obtain paratransit service under Pierce Transit's program for travel to locations within Pierce Transit's service area.

AIR SERVICE

Regional air service in the Central Puget Sound area is provided via the Seattle-Tacoma International Airport in SeaTac.

RAIL SERVICE

Sound Transit provides commuter rail service between Lakewood and Seattle, with stations located in Tacoma, Puyallup, Sumner and other communities. Amtrak also provides rail service in the region to communities located along the I-5 corridor.



LEVELS OF SERVICE AND ARTERIAL ADEQUACY

In compliance with 1998 amendments (HB 1487, the “Level of Service Bill”) to the Growth Management Act, the Puget Sound Regional Council Executive Board adopted LOS standards for Regionally Significant State Highways in the central Puget Sound region. Regionally Significant State Highways are state transportation facilities that are *not* designated as being of statewide significance.

SR 507 is classified as a Tier 3 Regionally Significant State Highway, for which a LOS C has been adopted. This highway serves as a primary route for individuals traveling between Nisqually River valley communities in Thurston County and Roy and the more populated areas of the region in Pierce County and King County.

Roy has not designated any roadways as arterial streets. Should the City determine in the future that designation of a roadway as an arterial street is warranted, it will apply an LOS C consistent with the Tier 3 LOS C standard for SR 507. This will help achieve level of service coordination across the geographic area most likely to impact traffic levels in Roy and in which Roy transportation needs are most likely to have an impact. This approach will also facilitate the coordination of mutually beneficial transportation improvement projects between the city and state.

CURRENT AND PROJECTED DEMAND

EXISTING AND PROJECTED ARTERIAL TRAFFIC LEVELS

Traffic forecasting is a way of estimating future traffic volumes based on expected population and employment growth. Roy’s forecasting analyses are based, in part, on Pierce County travel forecasts prepared for the 2015 Pierce County Comprehensive Plan Update. Daily travel volumes provided by Pierce County come directly out of the County’s travel model and are not adjusted to account for any differences between model predicted conditions in the County’s base year (2010) and traffic counts. This travel model focuses primarily on arterials and serves regional planning needs.

Roy’s jurisdictional area roughly corresponds to the area represented by Traffic Analysis Zone (TAZ) 692. The County modeled 285 households in year 2010 and 436 households in year 2030 for this TAZ consistent with adopted growth targets. The City assumes the number of housing units within Roy will increase from 307 households in 2008 to 487 households in 2030 per the Pierce County Buildable Lands Report housing unit allocation target. Using a straight line growth projection, Roy assumes the number of housing units will increase by 40 units between 2030 and 2040, to 527 units.

The County’s projected increase in households for modeling purposes is comparable to Roy’s projected increase in households through 2035. Likewise, employment data developed by the County and used in its modeling is generally consistent with Roy’s adopted employment growth target, which assumes an increase in employment from 178 in 2008 to 342 in 2030, and a further increase of 40, to 382, in 2035. As such, the County forecast for TAZ 692 may be used for Roy’s planning purposes.

Pierce County forecasts suggest travel volumes to and from Roy will increase approximately 1,000 to 1,200 trips per day between 2010 and 2030. Peak hour travel volumes may increase in the range of 100 to 200 trips. Both daily and peak hour increases are small relative to current and projected overall travel volumes -- and their impact on level of service will be de minimis.

WSDOT has conducted a spot check of traffic in the vicinity of 288th Street and SR 507 during the PM peak period and has observed that the LOS north of 288th Street within Roy could be LOS E. This represents a lower LOS than what has been adopted for this highway, meaning that the highway is not operating as well as its LOS suggests it should, at least during the PM peak. This observation is consistent with the experience of Roy residents and others traveling through the community on SR 507.

The southern end of Roy, generally in the vicinity of the 288th Street intersection with SR 507, is where the remaining large undeveloped tracts of residentially zoned land exist. Development within this area is expected to be one of the two primary sources of new traffic generated from within Roy. Most of this traffic will feed directly onto SR 507. A relatively large undeveloped site zoned for mixed use development at the northern end of Roy may also generate a sizable number of trips depending on the intensity of uses it supports. Project designs, possibly including traffic mitigation measures, will need to ensure that local street intersections with SR 507 function at an acceptable LOS upon completion and occupancy of the projects. It is anticipated that larger-scale development in Yelm and other nearby Thurston County communities will contribute relatively larger numbers of additional trips on SR 507 compared with those generated from within Roy.

CURRENT AND PROJECTED NON-MOTORIZED FACILITY DEMAND

It is likely that the current recreational demand level for pedestrian and bicycle facilities will continue indefinitely. One of the challenges facing Roy is to increase the demand for non-motorized facilities *as transportation*. However, the city's distance from employment centers in Pierce and Thurston counties greatly increases the difficulty of achieving success in this regard. Future demand depends on the success of Roy and other jurisdictions and agencies in cooperatively providing continuous pedestrian and bicycle facilities that link conveniently with travel destinations and with public transit. Roy's transportation goals and policies support the development of convenient, contiguous pedestrian and bicycle facilities along newly developed streets and existing streets, especially along SR 507.

TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) strategies can help create or preserve existing capacity of roadways by reducing demand, thereby deferring or negating the need for capacity improvements. TDM strategies focus on increasing the availability of alternative transportation modes, discouraging single-occupancy-vehicle (SOV) use, and reducing time of travel. Given Roy's relatively remote location, small size, low population density and low employment levels, there are practical limitations on how

effective certain TDM strategies may be in managing the capacity of roadways to meet projected growth. In addition, chronic funding limitations have led to Pierce Transit reducing its service area and the number of routes and frequency of service within the reduced service area. This has reduced the availability of bus service in more rural areas of Pierce County, making it an even less viable option for residents of Roy. Nonetheless, given the community's close proximity to Joint Base Lewis McChord (JBLM), where numerous Roy residents are employed, TDM opportunities should be identified and implemented. As conditions change within the community and surrounding region over the planning horizon, an increasing number of the following examples of TDM strategies may warrant consideration:

- Increasing the availability of transit and paratransit to the Roy area;
- Encouraging the use of high occupancy vehicles and related programs, e.g., carpools and vanpools;
- Providing a more continuous system of sidewalks, walkways and bikeways servicing the community;
- Encouraging employers to promote commuter trip reduction practices in the work place through employee incentives for using high occupancy vehicles, compressed work weeks, flexible work hours, and telecommuting;
- Providing facilities and services that make multimodal travel more convenient, e.g., park and ride lots with shuttle services to regional transit centers and employment centers such as JBLM; and
- Using traffic calming strategies to reduce vehicular speeds and enhance the safety of pedestrians and cyclists, thereby maximizing pedestrian and bicycle mobility. Examples of traffic calming strategies include the use of raised crosswalks, traffic circles and roundabouts, medians (especially near intersections), narrow driving lanes, interrupted sight lines, narrow distance between curbing to create "neck-downs" or "chokers" (curb extensions), textured pavement, and neighborhood speed watch programs.

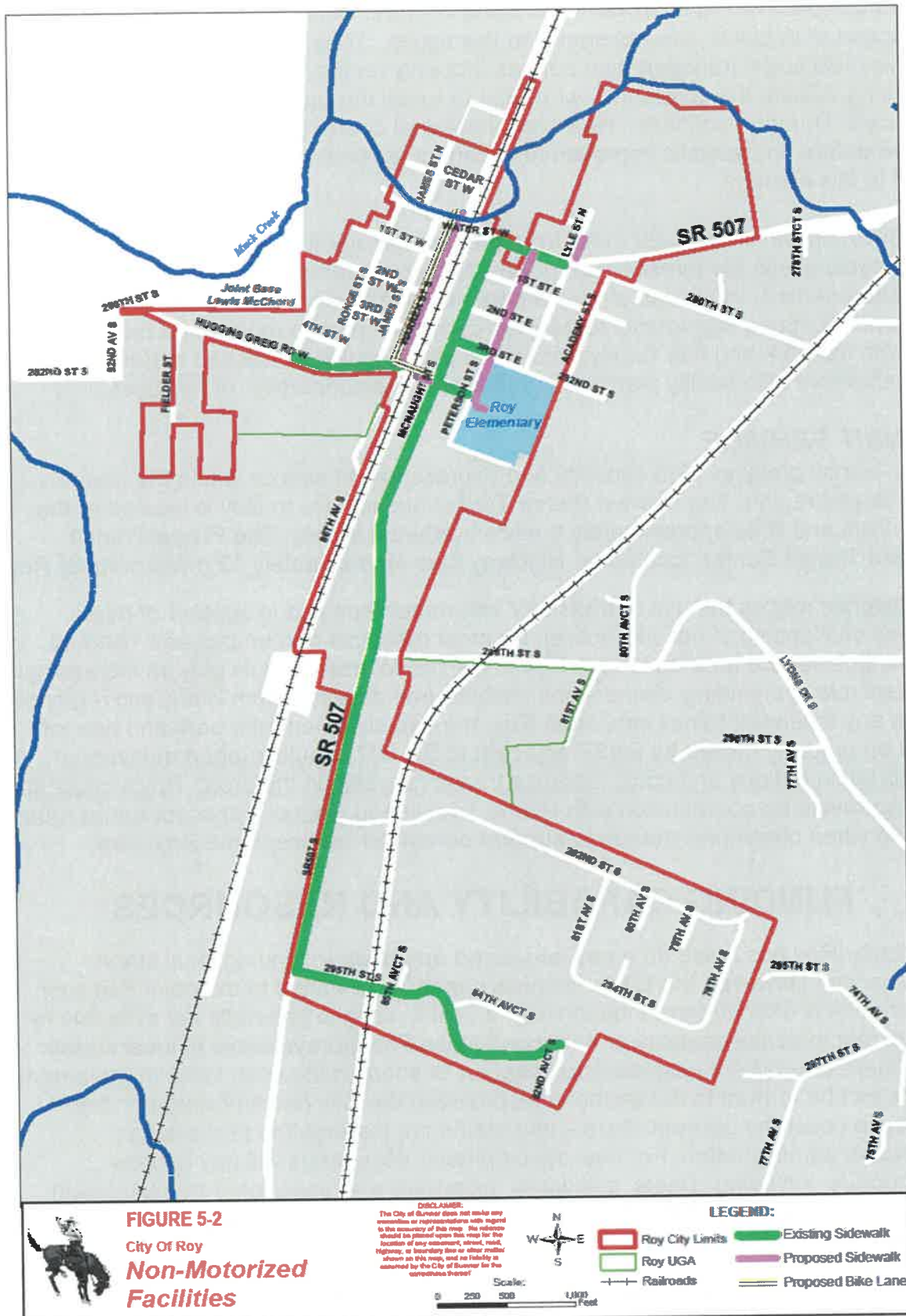
MULTIMODAL TRANSPORTATION ADEQUACY

EXISTING FACILITIES

Citizen interest in improving pedestrian and cyclist facilities complements the GMA goal of encouraging multimodal travel. However, sidewalks within Roy are generally limited to the east side of SR 507 and a limited number of shorter segments (**Figure 5-2**). Cyclist facilities are also limited in that Roy does not have any dedicated bike lanes, bike routes, or off-street bike paths.

PLANNED FACILITIES

Planned sidewalk improvements listed in the City's 6-Year CIP are shown in **Figure 5-2**. Sidewalks on Peterson Street will provide a north-south safe streets pedestrian corridor between the north end of the City at SR 507 and the Roy Elementary School. Sidewalks on Warren Street between the Warren Street Bridge and Huggins Greig Road will serve the historic northwest area of Roy by providing a safe pedestrian corridor on the west side of the BNSF tracks running north-south through the community.



Desired *complete street* improvements along SR 507, which would be dependent on the support of WSDOT, are not shown in this figure. These facilities would substantially improve multimodal transportation options, not only for Roy residents but for those living or working outside the community who wish to travel through Roy from nearby areas of Pierce and Thurston counties. However, additional coordination with WSDOT will be needed before any specific improvements can be agreed upon, programmed, and added to this element.

Roy's location, which is 15-20 miles from the nearest employment centers, means that most bicycle use in the foreseeable future will likely be recreational in nature rather than commute-oriented. However, should a park and ride facility be developed in Roy, this will provide a strong opportunity to develop cyclist-supportive multimodal facilities that tie in with the park and ride facility. Additional planning will be needed to develop a comprehensive bike facility plan that is reflective, and supportive, of this possibility.

TRANSIT SERVICE

Sound Transit provides high capacity and express transit service within the greater Puget Sound region. The nearest Pierce Transit bus service to Roy is located at the Roy Y Park and Ride approximately 8 miles northeast of Roy. The Pierce Transit Parkland Transit Center, located on Highway 7, is approximately 12 miles north of Roy.

This distance makes the use of transit for commuter trips and in support of other activities challenging, if not impractical, for most residents and employees. Should regional bus service be extended to Roy in the future, transit could play an increasingly important role in providing connections, mobility and access – both locally and regionally. Absent any extended transit service to Roy, the establishment of a park and ride lot, ideally on property owned by BNSF adjacent to SR 507, would support multimodal transportation options and could increase transit ridership in the area. Roy's goals and policies provide for coordination with Pierce Transit and Sound Transit for future route planning when conditions change to support enhanced service to the Roy area.

FUNDING CAPABILITY AND RESOURCES

Historically, Roy has relied on a pay-as-you-go approach to funding local street maintenance. However, the City's financial capability is limited to the point that such maintenance is often deferred indefinitely. Local funding is generally not available for projects that increase capacity or enhance safety. For improvements to local streets where there is sufficient neighborhood support to share in the cost, local improvement districts can be formed to defray the cost, provided the City has sufficient bonding capacity to cover the up-front costs – and staffing to manage the process and subsequent administration. For new development, developers will pay for new infrastructure, including streets, sidewalks, bike trails and associated transportation facility improvements, with the City assuming long-term maintenance responsibilities for these new facilities.

GMA requirements regarding the financing and funding of transportation-related improvements are addressed in the Capital Facilities Element.

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CHAPTER 6**PARK, RECREATION AND OPEN SPACE
ELEMENT**

Park Pavilion 1890-1910

INTRODUCTION

The Park, Recreation and Open Space (PROS) Element serves as an expression of the community's goals, objectives, needs and priorities for recreation planning. In all communities, recreation provides an important personal, as well as social, outlet. Park, recreation and open space facilities are common areas that Roy residents, as well as visitors, can enjoy. They provide places for exercise, sports, children's playgrounds, relaxation, and community gatherings. These areas also enhance the aesthetic qualities of the community. They serve as important community centers and are among the most heavily used and enjoyed places within Roy.

As with other facilities and services provided by the City, park, recreation and open space facilities must be planned for to meet the changing demands that occur with growth. When the population increases, the demand placed upon existing facilities may increase, as well. As such, park, recreation and open space areas and facilities may need to be enhanced or expanded to meet the growing needs. Adequate land must be set aside for these purposes, and capital funds must be made available to develop the facilities. This element is intended to ensure that provisions will be made to prepare for future needs so that the citizens of Roy will continue to enjoy a high level of park, recreation and open space services into the future.

ORGANIZATION OF THE PROS ELEMENT

The Park, Recreation and Open Space Element is divided into eight sections. The first section summarizes the intent for the element while the second section summarizes applicable planning requirements. The third section provides an inventory of existing facilities while the fourth section identifies proposed facilities. The fifth section describes the classification system for park, recreation and open space facilities. The sixth section establishes level of service standards for the park categories described in the fifth section. The seventh section provides a needs assessment and identifies the extent to which current demand and projected needs for park and recreation facilities are, or will be, met based on current assumptions. Goals and policies for managing park, recreation and open space facilities are contained in the eighth section of this element.

STATE PLANNING CONTEXT

GROWTH MANAGEMENT ACT

The Washington State Growth Management Act identifies the following planning goal:

“Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.” [RCW 36.70A.020(9)]

The GMA also identifies mandatory and optional plan elements. [RCW 36.70A.070 and .080]. A Park and Recreation Element is a mandatory plan element that must, at a minimum, implement, and be consistent with, the capital facilities plan element as it relates to park and recreation facilities. [RCW 36.70A.070(8)]. The element shall include:

- Estimates of park and recreation demand for at least a ten-year period;
- An evaluation of facilities and service needs; and
- An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

REGIONAL PLANNING CONTEXT

PIERCE COUNTY COUNTYWIDE PLANNING POLICIES (CPPs)

The Countywide Planning Policies for Pierce County include a *Countywide Planning Policy on Natural Resources, Open Space, Protection of Environmentally-Sensitive Lands, and the Environment*. Open space, for the purpose of this policy, includes parks, recreation areas, greenbelts/natural buffers, scenic and natural amenities or unique geological features or unique resources. This policy directs Roy to:

- Develop a plan for the provision and designation of open space considering a number of factors, including the following:

- Open space is defined in conjunction with recreation and facilities;
 - Open space and environmentally sensitive lands that create linkages across jurisdictional boundaries and coordination with these entities;
 - Encourage open space cluster design; and
 - Encourage natural buffering as part of development design.
- Consider making the following uses of open space:
 - Recreational areas, including parks (golf courses, picnic areas, bicycle, equestrian, and walking trails) and general recreation;
 - Uses as considered on a case-by-case basis; and
 - Uses derived from community definition (i.e., greenbelts).
 - Encourage new housing to locate in a compatible fashion (i.e., clustered design) with open space designations or outside of designated open spaces.
 - Regulate open space through tools such as:
 - Zoning and subdivision ordinances, including but not limited to cluster and minimum lot size zoning, overlay zones and adequate off-site public facility regulations;
 - Development impact fees for park and open space acquisition;
 - Dedication of land or money in-lieu of land;
 - Designation of open space corridors;
 - Wetlands, shorelines, floodplain or other environmentally sensitive lands ordinances; and
 - Development agreements.
 - Cooperatively inventory existing and potential open space by creating local and regional planning inventories.
 - Authorize the following methods of retention of open space land or wildlife corridors:
 - Public acquisition of property in fee simple or through development easement acquisition;
 - Private acquisition with covenants, conditions and/or restrictions limiting the use of the property to open space;
 - Alternatives to public purchase;
 - Retention of existing open space through:
 - Required open space preservation within and without Urban Growth Boundaries established by Pierce County;
 - Preserving, and enhancing significant regional open space networks and linkages across jurisdictional boundaries.

GOALS AND POLICIES

This element contains the park, recreation and open space goals and policies for the City of Roy. The following goals reflect the general direction of the City, while the policies provide more detail about the steps needed to meet the intent of each goal.

GOAL P1

Work with public and private entities to develop a high quality, diversified system of parks, recreation facilities, and open spaces that are attractive, safe, functional, conveniently accessible, and available to all segments of the population.

Policy P1.1

Provide a mix of passive and active parks, open spaces and activities that fulfil the recreational needs of the City's residents.

Policy P1.2

Develop new, or improve existing, multi-use facilities to increase flexibility of use for new activities, or other new trends, when there is a demonstrated need in the community.

Policy P1.3

Design and manage park facilities and recreational trails to offer universal accessibility for residents of all physical capabilities, skill levels, ages, incomes, and activity interests.

Policy P1.4

To ensure adequate park and open space land is dedicated within Roy, the city should ensure that park or open space land has been dedicated or impact fees collected to contribute to park land acquisition and facility development before granting development or redevelopment approvals for residential projects.

Policy P1.5

New small lot and multifamily development should incorporate open space in accordance with the city's small lot and multifamily design standards and guidelines. This open space should feature native vegetation that thrives in the local climate and soils with minimal watering and maintenance wherever practicable. Recreational facilities should be included that are suitable for the types of households that will be occupying the completed dwelling units.

Policy P1.6

A community-wide trail system should be developed that serves the recreational needs of pedestrians and bicyclists as well as the need for local transportation alternatives to the automobile. The trail system should incorporate links to all neighborhood parks and other recreational facilities.

Policy P1.7

The city should encourage a variety of uses in existing public schools and facilities to efficiently help meet the recreational needs of the community.

Policy P1.8

To ensure walkability and accessibility, the city should support the provision of convenient access to a park with a play structure, an open space area, or a trail within ½ mile of all residents.

GOAL P2

Provide adequate recreational opportunities to meet the leisure needs for all age and interest groups that engage a broad cross-section of the community.

Policy P2

Periodically evaluate citizens' use of, and demand for, recreational facilities and programs.

Policy P2

Support joint planning and operating programs with other public and private entities to provide for specialized activities like basketball, baseball and soccer.

Policy P2

Work with other public and private entities to provide programs, special events and facilities that promote a sense of community and stimulate socialization for individuals and families.

Policy P2

Work with other public and private entities to ensure the provision of a broad range of programs to stimulate good health and physical development for all ages.

Policy P2

Work with other public and private entities to explore innovative ways to offer and provide a broad and varied program of leisure activities, recreation programs and services relevant to the needs, interests and abilities of all citizens.

Policy LU5.3

Ensure that parks include facilities that provide active and passive recreational opportunities for people of all ages and abilities. Programs that facilitate positive social interaction among people of all ages and abilities should be included as well as those that target specific ages or ability levels.

GOAL P3

Provide a park, recreation and open space system that is efficient to administer and maintain.

Policy P3.1

Develop parks and recreational facilities only when adequate maintenance and operation funding are available to maximize maintenance efficiency, safety and public enjoyment.

Policy P3.2

Prepare master plans for parks and facilities prior to development, major improvement or renovation to promote cohesive, quality designs and ensure consistency with community needs.

Policy P3.3

Incorporate sustainable standards and best management practices into planning and design of new parks and rehabilitation of existing facilities. Open space incorporating low-maintenance native vegetation should be an integral part of the parks and recreation system.

Policy P3.4

Preserve and protect significant environmental features for parkland open space use, including unique wetland, open spaces, and woodlands that reflect Roy's natural heritage.

GOAL P4

Enhance Roy's landscape and provide habitat for wildlife by increasing the amount of property permanently dedicated for open space uses with preference given to properties having the greatest significance as critical areas, properties that can act as buffers between different land use types and intensities, and properties that represent a valuable natural or aesthetic asset to the community.

Policy P4.1

To enhance Roy's landscape and provide habitat for wildlife, the city should encourage an increase in the amount of property permanently dedicated as open space, with preference given to properties having the greatest significance as critical areas and properties that can act as buffers between different land use types and intensities. Consistent with Countywide Planning Policy Environment-15, methods the City may use to increase public open space include, but are not limited to:

- Public acquisition of property in fee simple or through development easement acquisition;
- Private acquisition with covenants, conditions and/or restrictions limiting the use of the property to open space;
- Alternatives to public purchase, including, but not limited to:
 - Flexible zoning, subdivision and regulatory approaches designed for protection or preservation;

- Land trust;
- Conservation easement;
- Transfer of development rights, purchase of development rights, and other compensable regulatory approaches;
- Donations;
- Preferential assessments;
- Planned developments;
- Dedications;
- Impact fees;
- View easements; and
- Use value assessments.

GOAL P5

Conduct appropriate long range and current planning analyses that will support the preservation, development, maintenance and expansion of park, recreation and open space facilities to meet the long-term needs of the community.

Policy P5.1

Park planning and use of facilities should be coordinated with other city projects and not-for-profit, private or public groups to ensure maximum use of recreational facilities. The city should cooperate and coordinate with other jurisdictions in the planning and development of regional parks and recreational facilities.

Policy P5.2

Roy should periodically review, amend and adopt, as appropriate, development regulations that will achieve the intent of the Countywide Planning Policies relating to *Natural Resources, Open Space, Protection of Environmentally-Sensitive Lands, and the Environment*.

Policy P5.3

Park planning and use of facilities should be coordinated with other City projects and not-for-profit, private or public groups to assure maximum use of recreational facilities. Roy should encourage a variety of uses in public school facilities to efficiently help meet the recreational needs of the community. The City should cooperate and coordinate with other jurisdictions in the planning and development of regional parks and recreational facilities.

Policy P5.4

To ensure adequate park and open space land is dedicated within Roy, the City should ensure that park or open space land has been dedicated or impact fees collected to contribute to park land acquisition and facility development before granting development or redevelopment approvals for residential projects.

Policy P5.5

Improvements to dedicated open space should be appropriate for the natural constraints imposed by the open space area. Proposed improvements in critical areas designated as open space should be subject to review under the critical areas ordinance.

EXISTING PARK, RECREATION AND OPEN SPACE FACILITIES

Existing park, recreation and open space facilities, and proposed improvements, are summarized in **Table 6-1**. The locations of these facilities are shown on the PROS Facility map in **Figure 6-1**.

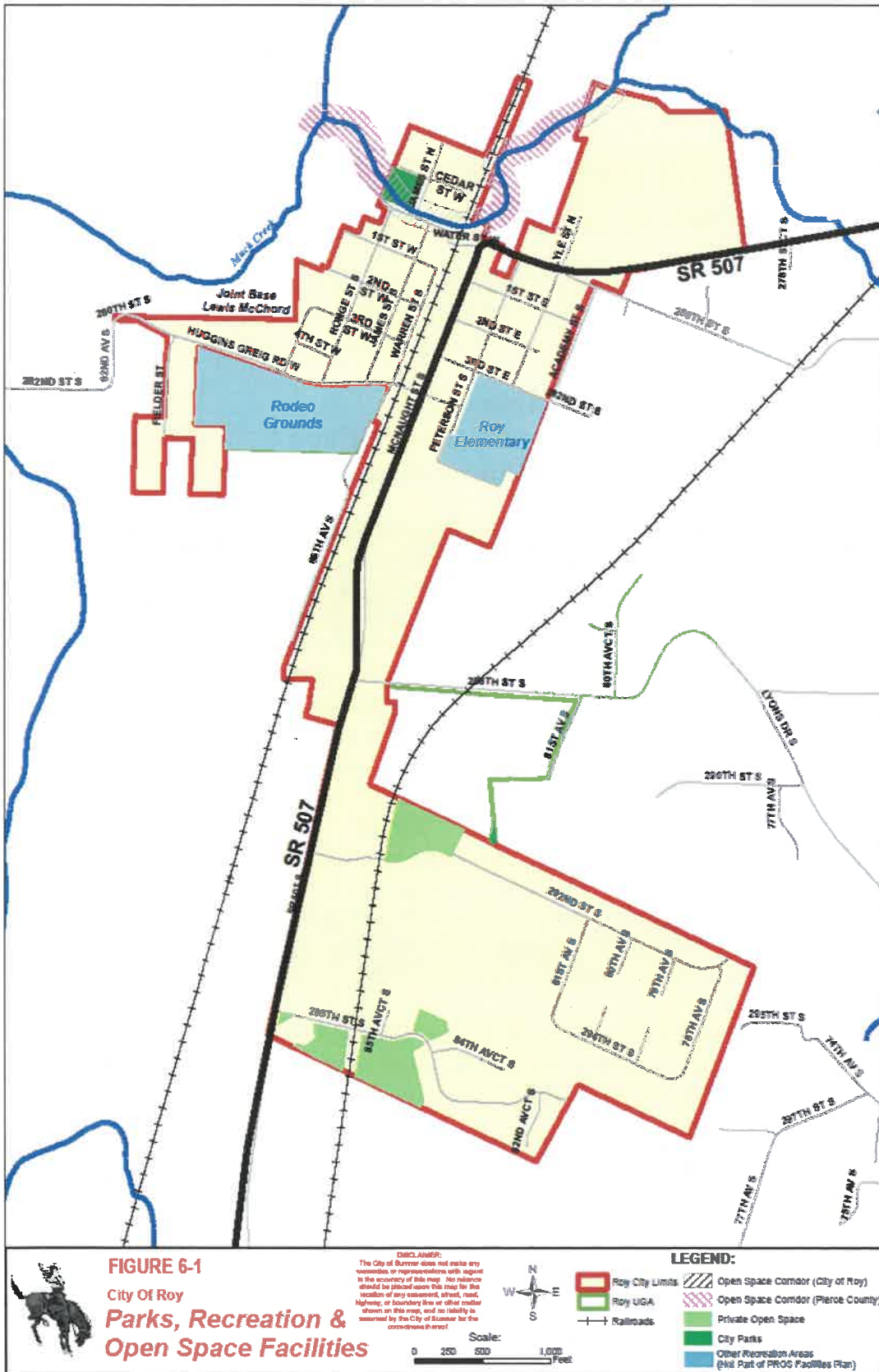
**Table 6-1
Existing Park, Recreation and Open Space Facilities and Proposed Improvements**

Park, Recreation or Open Space Site	Description	Acres
Roy City Park – 215 Cedar Street, abuts James Street and Water Street; APN 5705200050	<p><i>Existing:</i> The park is located on the banks of Muck Creek and contains playground equipment, a 342 square foot gazebo and a separate 247 square foot building with two restrooms. ADA accessible pathways connect parking to the restrooms and picnic table area. A 783 square foot public works maintenance shop is also located on this parcel. A pedestrian bridge connects the north and south sides of the park, which is bisected by Muck Creek.</p> <p><i>Proposed:</i> Skateboard course facilities</p>	1.32
TOTAL		1.32

Additional open space tracts are located within the Oakview Heights and McKenna Meadows subdivisions in the southern end of the community. These sites are privately owned and managed by the homeowners associations for the two neighborhoods.

The Roy Pioneer Rodeo Association owns and operates a 15.5 acre site for rodeos and other recreational activities at 8710 Higgins Greig Road. Bethel School District operates the Roy Elementary School at 340 Peterson Street. Recreational facilities are provided on-site for use by students.

Proposed park, recreation and open space facilities, including specific recommended improvements to existing facilities, are addressed in the Six-Year Capital Improvements Program (CIP) for park, recreation and open space facilities located in the Capital Facilities Element. Funding options for recommended projects are explored in the CIP.



PROPOSED PARK, RECREATION AND OPEN SPACE FACILITIES

Pursuant to RCW 36.70A.160, Roy has identified an open space corridor that consists of lands in the vicinity of Muck Creek between the Roy City Park and Muck Lake, located in Pierce County to the northeast of the city, and between the Roy City Park and Joint Base Lewis McChord to the west. Privately-owned lands are interspersed between the three governmental jurisdictions. The location of this proposed corridor is shown the PROS Facility map in **Figure 6-1**.

CLASSIFICATION SYSTEM

For the purpose of identifying level of service standards, the existing park types within Roy, and others that are not within the City but may provide service to its residents, are categorized below. The classification system utilized by the City is intended to serve as a guide for the identification of the variety of recreational opportunities and for the provision of a well-balanced park and open space system. An important consideration is to provide a variety of park types that satisfies the broad range of community recreational needs.

REGIONAL PARKS

Regional parks/reserves are areas of natural quality for resource-oriented outdoor recreation, such as viewing and studying nature, hiking, fishing, boating, camping, and swimming. These areas may include active play areas, but typically at least 80 percent of a site is managed for natural resource protection. Regional parks and reserves service a multi-community area with a one-hour drive time to the park.

COMMUNITY PARKS

Community Parks are defined as recreation areas capable of supplying a broad range of active and passive activities. Community parks typically contain both natural settings and developed play areas. Facilities normally provided at community parks include: swimming pool or beach, field and court games, picnicking and nature study. They also serve as nodes for communitywide pathway systems.

NEIGHBORHOOD PARKS

Neighborhood Parks are defined as recreation areas providing primarily active recreation opportunities. Facilities may include: softball and baseball diamonds, playground equipment, basketball and tennis courts, and other facilities that support intensive activities. Passive recreation opportunities may also be provided if a natural setting exists.

SCHOOL SITES

School Sites provide facilities that support intensive recreational activities that also serve to fulfill recreational needs for a community. They are similar in size and function to neighborhood parks, and help to satisfy the demand for park and recreation facilities.

OPEN SPACE SITES

Open Space Sites are generally undeveloped areas that serve a variety of uses. These lands may include, but are not limited to, wetlands, wetland buffers, public access sites, and wildlife habitat areas. These sites rarely provide recreational improvements and facilities and are managed to conserve the resource on the site.

LEVEL OF SERVICE STANDARDS

The City applies level of service (LOS) standards derived from the standards of the National Recreation and Park Association (NRPA), the Statewide Comprehensive Outdoor Recreation Plan (SCORP), and other communities with similar demographic profiles and physical attributes.

A universally accepted standard methodology is to use a per capita acreage LOS standard. A per capita acreage standard, expressed as the number of acres of a specific park category of a specific type per thousand population, is intended to determine whether the overall volume of park and recreation facilities is sufficient to satisfy recreational demands. The recommended per capita acreage requirements for the City’s various park classifications are shown in Table 6-2. In addition, the City supports measures to ensure walkability and accessibility by applying distance LOS standard, as shown in Table 6-2.

**Table 6-2
Recommended LOS Standard**

Park Type	Level of Service (LOS) Standard
Regional Park	5-10 acres / 1,000 population
Community Park	8 acres / 1,000 population
Neighborhood Park	2 acres / 1,000 population
School Site	None specified
Open Space Site	None specified
Park with Play Structure, Open Space Area, or Trail	Within ½ mile of all residents

ASSESSMENT OF NEEDS

The assessment of need for park and recreation facilities is based on the LOS standards established above, and the City population, existing and projected. This needs assessment is based on the City’s 2014 population and 2035 population projection. This allows for current deficiencies, as well as future planning needs, to be identified.

The 2014 population estimate for Roy, according to the Washington State Office of Financial Management, is 805 persons. The 2030 population target assigned to Roy by the Pierce County Council, as summarized in the *Population, Housing and Employment Targets* discussion in the Land Use Element, is 1,070 persons. For the purposes of this LOS analysis, the City assumes a 2035 population of 1,120, which represents a straight-line increase from 2030. The 2014 and 2035 park and recreation demand and need for Roy are shown in **Table 6-3**.

**Table 6-3
Assessment of Demand and Need**

Park Type	LOS Standard acres / persons	Existing Acreage	2014 Demand	2035 Need
Regional Park	5-10 acres / 1,000	*	*	*
Community Park	8 acres / 1,000	*	*	*
Neighborhood Park	2 acres / 1,000	1.32	1.61 acres	2.24 acres

* The City’s small size precludes its provision of a regional or community park.

The City does not have any regional parks or community parks, nor will anticipated population growth over the planning horizon support their establishment. Although residents view the Roy City Park as their community park, based on the classifications described above and the relatively small scale of the park, this element classifies the site as a neighborhood park.

The demand and needs assessment indicates there is an existing and future unmet need for neighborhood parks within Roy. There are 1.32 acres of this park type at the Roy City Park, whereas the current demand and projected need are 1.61 and 2.24 acres respectively.

In order to meet current demand and projected need for neighborhood park land, the provision of approximately one additional acre would be required. Various options exist for meeting this LOS standard, including acquisition of additional acreage by the City, and private sector dedication of acreage in conjunction with future residential development. The City collects a park impact fee for each new dwelling for which it

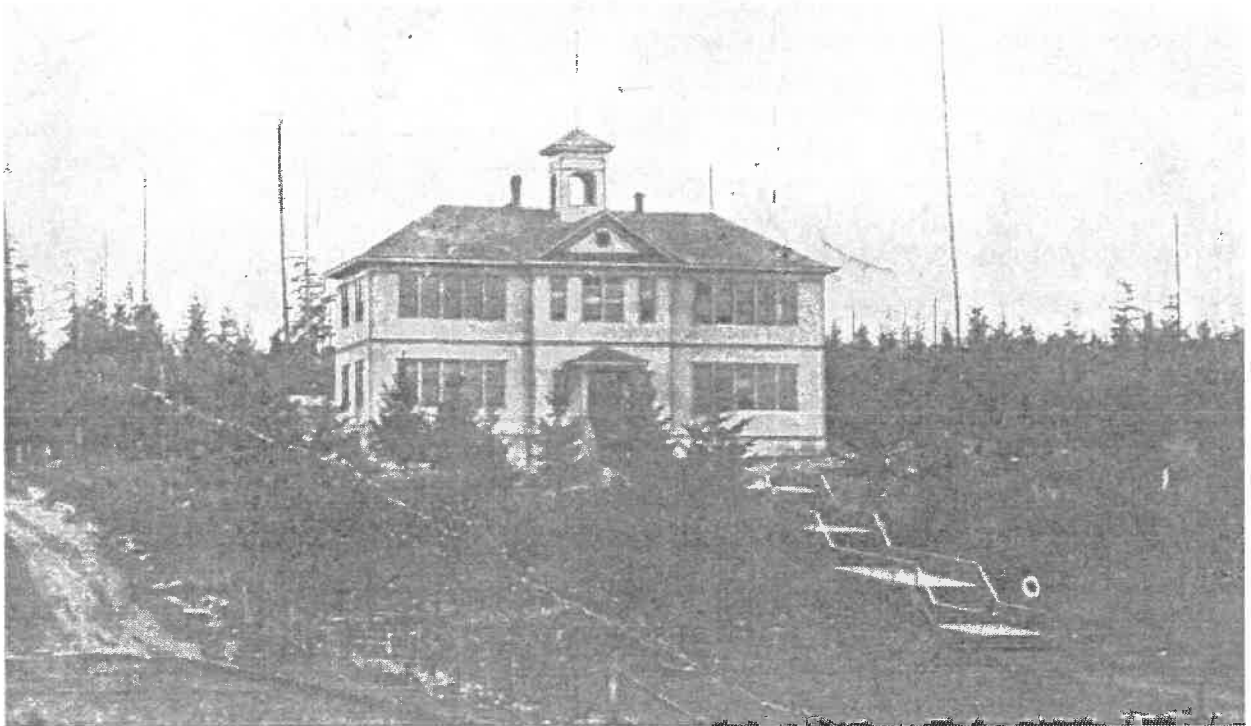
issues a building permit, and this represents a significant source of funding when a large plat or other residential development is constructed. Ideally, additional acreage would be provided in the southern area of the community to improve citizen access to conveniently located facilities in this underserved area.

The City should also explore the following opportunities for partially meeting its park and recreation needs through future intergovernmental coordination efforts:

- Bethel School District – Roy Elementary School – make improvements to existing 8.27 acre school campus site for meeting active recreation needs; and
- Burlington Northern Santa Fe Railroad (BNSF) ROW – develop a centrally located town commons on land currently owned by BNSF located between the railroad line and McNaught Street (SR507). This facility could accommodate a children's play area, farmers market, display area for artwork, a staging area for a variety of events, restrooms, a ride share/transit park and ride, and other amenities.

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CHAPTER 7**CAPITAL FACILITIES ELEMENT**

1913 SCHOOL HOUSE

INTRODUCTION***PURPOSE***

The purpose of the Capital Facilities Element is to set policy direction for determining capital improvement needs and for evaluating proposed capital facilities projects. The element also establishes funding priorities and a strategy for utilizing various funding alternatives. It represents the City's policy plan for the financing of public facilities for a 20-year planning horizon, and includes a six year financing plan for capital facilities.

The Capital Facilities Element promotes efficiency by requiring the City to prioritize capital improvements for a longer period of time than a single budget year. It also requires coordination between other government bodies to ensure that all levels of government are working together to help the City achieve its community vision. Long range financial planning presents the opportunity to schedule projects so that various steps in development logically follow one another, with regard to relative need, economic feasibility, and community benefit. In addition, the identification of funding sources results in the prioritization of needs and requires that the benefits and costs of projects are evaluated explicitly.

The Capital Facilities Element is concerned with needed improvements that are of relatively large scale, are generally nonrecurring high cost, and may require multi-year financing. Day to day operating items such as paper, desks, and shovels are not included. The list of facilities and improvements has been limited to major components in order to analyze community needs at a level of detail that is both manageable and reasonably accurate.

For purposes of this element, capital improvements are those major facilities or items which cost \$5,000 or more and which require the expenditure of public funds over and above annual operating expenses. These facilities and items will generally have a life or use expectancy of more than ten years and will result in an addition to the City's fixed assets and/or extend the life or usefulness of existing capital improvements. The cost of capital improvements may include design, engineering, permitting, environmental work, land acquisition, construction, landscaping, initial furnishings, and equipment.

Facilities and improvements that cost less than \$5,000, routine maintenance (e.g. painting and reroofing), and the City's rolling stock (e.g. police cars, public works trucks) will be addressed in the City's annual budget and not within this Capital Facilities Element. The element will also not include the capital expenditures or improvements of private or nonprofit organizations that provide services or facilities to the public.

ORGANIZATION OF THE CAPITAL FACILITIES ELEMENT

The Capital Facilities Element is organized into the following sections:

- Introduction
- Public schools, land, and buildings
- Goals and policies
- Level of service standards
- Current and possible funding sources
- Six-year capital improvements program

RELATIONSHIP TO OTHER ELEMENTS AND FACILITY PLANS

Most information about facilities is contained in other elements and documents. To avoid redundancy, this Capital Facilities Element provides references to information contained in other elements and documents instead of repeating information.

Utilities, Transportation, and Park, Recreation and Open Space Elements

The Utilities, Transportation, and Park, Recreation and Open Space (PROS) Elements of the Comprehensive Plan are concerned with many of the same public facilities as the Capital Facilities Element. To improve readability of the Comprehensive Plan, all topics related to Roy-owned public utilities, other than the 6-year CIP, are consolidated in the utilities element. Likewise, topics related to transportation are consolidated in the Transportation Element, and Park, Recreation and Open Space facility topics are consolidated in the PROS element. . Specifically, those elements contain facility

inventories, existing demand and capacities, levels of service, and future needs for water, stormwater, transportation, and park, recreation and open space facilities. Where an improvement will result in capacity changes in a utility, capacity information for the improvement is included in the utilities element. The Utilities Element contains additional references to other utility or facility plans as necessary for more detailed information. Detailed project descriptions are available for future projects in the Roy Public Works Department.

STATE PLANNING CONTEXT

CAPITAL FACILITIES PLANNING REQUIREMENTS

Section RCW 36.70A.070 (3) of the *Washington State Growth Management Act (GMA)* requires that all comprehensive plans contain:

"A capital facilities element consisting of:

- (a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
- (b) A forecast of the future needs for such capital facilities;
- (c) The proposed locations and capacities of expanded or new capital facilities;
- (d) At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
- (e) A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

Additionally, the GMA contains a planning goal that states that comprehensive plans and their associated development regulations must:

"Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards."

LOCAL PLANNING CONTEXT

CAPITAL FACILITIES VISION

Looking ahead 20 years...

In the 2030s, infrastructure and services meet the needs of a growing, aging and diverse population and promote a safe and healthy environment.

Roy provides high-quality public safety services and well-maintained and dependable public facilities.

The community enjoys excellent fire and emergency response times, professional police services, beautiful parks, clean drinking water, and effective wastewater and stormwater management because the capital facilities needed to provide these services were, and still are, planned and maintained for the long term.

An efficient multimodal transportation system has taken shape and is continually improved. SR507 has been redeveloped as a complete street to enable safe and convenient access for all road users, while accommodating the movement of freight and goods where appropriate. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities can safely move along and across this major arterial.

The design for SR507 is unique and responds to its community context. It includes a mix of design elements including sidewalks, bike lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and travel lanes that are narrow enough to support pedestrian safety while allowing for reasonable movement of motor vehicles.

SR507 and other complete streets have improved safety and created efficient connections for all users, within and between residential and business areas, parks and other public facilities. They have increased capacity, avoided the need for expensive retrofits, encouraged physical activity, and helped create a more walkable community. Capital improvements have supported increased street life and community vibrancy. Roy residents also embrace and support the high-quality educational, cultural and recreational facilities in the community.

Expansion of park, open space and recreation facilities and services has been achieved through cooperative efforts of the City, Bethel School District, property owners, and citizen volunteers. Residents enjoy enhanced parks and public spaces, including a new Town Commons – a linear park located between SR507 and the BNSF railroad line, and a variety of recreation programs and activities for children, youth, adults, and senior citizens.

Long-term planning for services and facilities.

Long-term planning carries out the Comprehensive Plan goals and policies, such that new development and new services and facilities arrive concurrently.

The cost of providing and maintaining Roy's quality services and facilities is borne equitably, balancing the needs of the community with those of the individual.

Roy continues to draw from diverse revenue streams to finance capital facility projects. Additionally, maintenance of new facilities is anticipated well in advance as part of the capital planning program to ensure facility maintenance costs can be effectively incorporated into the City's operating budget. The public facility costs associated with new growth are recovered in part using impact fees that reflect up-to-date costs, including those related to land acquisition and construction. In addition, Roy continues to seek grants and other outside funding to maintain its high quality of life.

PUBLIC SCHOOLS, LAND, AND BUILDINGS

Capital facilities in Roy that are not associated with utilities, transportation, or parks, recreation and open space consist of Bethel School District facilities, South Pierce Fire & Rescue No. 17 Station 171, and Roy-owned land and buildings. This section provides basic information about those facilities. All of the facilities discussed in this element are owned and operated by Roy except school facilities and fire district facilities. Information about school and fire district facilities is included to ensure that all capital facilities owned by public entities are addressed. Information about school and fire district facilities is based on school district and fire district capital facilities plans and other documentation.

PUBLIC SCHOOLS

The Bethel School District serves the entire City of Roy and surrounding area, including Spanaway, Kapowsin, Elk Plain, Graham, and part of Joint Base Lewis McChord. The district has 20 elementary schools, one of which is Roy Elementary, located at 340 Peterson Street. This school provides classrooms and other facilities for grades kindergarten through 6. The district also has six junior high schools, three senior high schools, one alternative secondary school, one vocational/technical skills center (grades 7-12), and one online academy (grades 7-12). Most junior and senior high school students are bussed to Bethel Junior High and Bethel High School in Spanaway.

Roy Elementary School is located on an 8.27 acre parcel. It has 25,744 square feet of building space and a net building capacity of 300 students. The facility is augmented by four portables, which are not counted as permanent capacity but provide an additional capacity of 160 students. October 2014 enrollment was 280. According to the Bethel School District's current CFP, the district has no plans to construct capital improvements at Roy Elementary or at other locations within the City. For more detailed information, refer to the Bethel School District CFP.

FIRE

South Pierce Fire and Rescue District No. 17 provides fire suppression and prevention/education, emergency medical services, and other response services to the City of Roy and surrounding Pierce County within a 138 square mile service area. The Roy fire station, one of seven operated by the District, is located at 302 McNaught Street. The station building was constructed in the 1960s and remodeled with an addition and other interior improvements in the 1980s. The 4,960 square foot building is located on a 0.33 acre site and contains individual bedrooms that allow 24/7 staffing. The District would like to improve the station to meet seismic and current building/use codes and to serve the community better. This would require voter approval of a bond proposal, however, and the Board of Commissioners and Fire Chief have elected not to pursue passage of one in the immediate future.

The Roy station is staffed with a minimum of two firefighters and one chief officer 24/7. Administrative staff (8 AM -5 PM, M-F) may also occupied the building. Currently, the offices for day staff are located at the headquarters station (340th & Mountain Highway in Eatonville). The Roy station has two paramedic ambulances, one fire engine and a command vehicle assigned to it. The District makes the building available for use by community groups for homeowner association meetings and gatherings. The elected Board of Fire Commissioners hosts its monthly public meetings at this location, and the District also hosts a variety of public education events and community programs at the Roy station.

LIBRARY AND COMMUNITY CENTER

The City of Roy obtained a Community Development Block Grant to develop a combined library and community center facility. The building contains 2,596 square feet of floor area located on a 0.17 acre site. The Library has reciprocal agreements with the Pierce County and Puyallup library systems. It serves as a repository for Roy historical publications, photographs and other documents. The Community Center is used as a venue for the City's annual open house and other activities, and is available for rent.

ROY-OWNED LAND, BUILDINGS AND OTHER FACILITIES

Roy owns or leases a number of tracts of land for the purpose of delivering urban services. The table below summarizes information about Roy's land, buildings and other facilities. Park, recreation, and open space facilities are noted in **Table 7-1** and also described in greater detail in the PROS Element.

Table 7-1

Location, Size and Use	Improvements
216 McNaught Street S (SR Highway 507) City Hall 0.14 acres	<p>Existing: The building, which contains approximately 3,360 square feet of floor area, serves as City Hall, Municipal Court, Police and Administrative Offices. It was built in 2005 and replaced the prior City hall building on the site. Parking for employees and visitors is provided on adjacent privately-owned land located to the south of the building site at the corner of McNaught and 3rd Street E.</p> <p>Planned: The City plans to acquire the parking lot parcel. There are no plans to remodel or add facilities to the City Hall.</p>
215 W Cedar Street Roy City Park 1.32 acres	<p>Existing: The park is located on the banks of Muck Creek and contains playground equipment, a 342 square foot gazebo and a separate 247 square foot building with two restrooms. ADA accessible pathways connect parking to the restrooms and picnic table area. A 783 square foot public works maintenance shop is also located on this parcel.</p> <p>Planned: The City may add a skate park in a concrete-paved area that has been used as a basketball court.</p>
XXX Peterson St S water tower 0.23 acres	262,000 gallon domestic water reservoir located in a fenced enclosure. This site is also leased to wireless service providers for their facilities.
8718 Huggins Greig Rd well #1 (leased land)	Domestic water well and appurtenances, including corrosion control aeration system. The city would like to acquire the land if this proves feasible in the future.
XXX SR 507 S well #2 0.98 acres	Domestic water well and appurtenances, including a booster pump station.
XXX 3 rd Street E Pierce County Parcel 0218343016 0.74 acres	Public street right-of way – open space
XXX Peterson Street S Pierce County Parcel 0218343068 0.26 acres	Public street right-of way – open space
XXX 2 nd Street E Pierce County Parcel 0218343044 0.33 acres	Public street right-of way – open space

GOALS AND POLICIES

This section contains the goals and policies that will guide the design, construction, operation, maintenance, renovation, removal, cost management, and financing of capital facilities in Roy for a 20-year planning horizon following adoption of the Comprehensive Plan and amendments thereto. The following goals reflect the general direction of the City, while the policies provide more detail about the steps needed to meet the intent of each goal. Discussions provide background information, may offer typical examples, and clarify intent. Goals and policies are organized into the following categories:

- Level of service and concurrency
- Environmental impacts
- Facility and service providers
- Financial feasibility
- Urban growth area (UGA) and annexations
- Coordination with the Comprehensive Plan, other Plans, and other Policies
- Siting facilities
- Essential public facilities

LEVEL OF SERVICE AND CONCURRENCY

GOAL CF1

Provide and maintain adequate public facilities to meet the needs of existing and new development. Establish level of service (LOS) standards and identify capital improvements needed to achieve and maintain these standards.

Policy CF1.1

Establish level of service (LOS) standards for certain City owned and operated public facilities. The City shall work with owners and operators of non-City owned and operated facilities to establish levels of service standards necessary to provide for growth and achieve the City's vision. Levels of service should be established in interlocal or contractual agreements between the City and the service provider. Where Roy's service area for a particular facility or service extends beyond Roy's boundaries, extensions shall be planned and built to a master plan that will ensure adequacy for the entire service area.

Discussion: Level of service (LOS) standards are benchmarks for measuring the amount of a public facility and/or services provided to the community. Level of service means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need (WAC 365-195-210). Level of service standards will be a determining factor for when and where development will occur. This is because level of service is intricately tied to concurrency.

Policy CF1.2

Require transportation, storm water and water facilities concurrent with development. Other public facilities such as schools and parks will be provided based on adopted plans and development schedules.

Discussion: GMA Goal 12 states that public facilities and services necessary to support development shall be adequate to serve the development at the time of development without decreasing current service level standards below locally established minimums (RCW 36.70A.020(12)). The GMA requires concurrency for transportation facilities. (The City's level of service for transportation facilities is established in the Transportation Element.) In addition, water and sewer concurrency is highly recommended by the Department of Commerce. Roy, however, does not have sanitary sewer service.

Policy CF1.3

Issue no development permits (such as a building permit or a land use approval associated with a building permit) unless sufficient capacity for facilities exists or is developed concurrently to meet the minimum level of service for both existing and proposed development.

Discussion: New development must not cause the level of service to drop below the City's adopted minimums. If a development causes the level of service to drop below an adopted minimum, a permit should not be issued allowing the new development until the City has assurances that the level of service will be maintained. Other public facilities will be monitored by the City as development occurs. Provision of these public facilities will be evaluated against applicable codes and levels of service per local, state, and federal requirements.

Policy CF1.4

If necessary public facilities are not already provided at the level of service for facilities identified in CF1.2, or if the development proposal would decrease the level of service below the locally established minimum, the applicant may:

- Provide the public facilities and improvements;
- Delay development until public facilities and improvements are available; or,
- Modify the proposal to eliminate the need for public facilities and improvements. (Modification may include reduction in the number of lots and/or project scope.)

Discussion: Should a development cause level of service to go below the established minimum, then options do exist that may allow development to proceed at some point in time.

Policy CF1.5

Exempt the following development from concurrency requirements:

- Development "vested" in accordance with RCW 19.26.095, 58.17.033, or 58.17.170;
- Expansions of existing development that were disclosed and tested for concurrency as part of the original application; and,

- Development that creates no additional impact to public facilities.

Discussion: Concurrency requirements do not apply to vested developments. (Vested developments are those projects entitled to develop under the regulations that were in effect when application was made. Washington State courts and the legislature have defined “vested rights” and these continue to evolve.) Additionally, phased developments can be tested once for all phases, allowing construction to proceed thereafter without the need to revisit concurrency.

Policy CF1.6

Evaluate needed improvements to the City’s public facilities on a periodic basis.

Discussion: Public facilities must be kept in good repair and need to be maintained or expanded as the City grows. Well-maintained facilities with appropriate capacity contribute to quality of life. The City should evaluate the condition of public facilities and determine needed repairs (non-capacity projects). Additionally, the City should periodically assess expansion needs based on projected growth (capacity projects). This will assist in the timely identification of improvements needed to achieve minimum LOS standards.

Policy CF1.7

When prioritizing improvement projects, Roy should consider if the project is needed to correct existing deficiencies, replace needed facilities, or extend the life or usefulness of facilities; increase public health and safety; reduce long-term maintenance and operating costs; coordinate with other providers' projects; meet state facility requirements; and improve the environment. Financial feasibility and the impact on Roy’s budget should also be considered.

Policy CF1.8

Roy shall apply its concurrency management regulations to new development to support the implementation of this Comprehensive Plan.

ENVIRONMENTAL IMPACTS

GOAL CF2

Capital facilities and services shall be designed and managed to minimize and mitigate adverse environmental impacts resulting from construction, use, operation, maintenance, renovation, and removal of the facilities.

Policy CF2.1

Facilities, services, programs, and procedures should be structured to prevent or minimize pollutants entering the air, water, and soil and to protect the environmental integrity of critical areas.

Policy CF2.2

During facility planning and implementation, the cumulative adverse environmental impacts of all projects should be considered as well as immediate adverse impacts.

Policy CF2.3

Facilities, services, programs, and procedures should be designed and managed to conserve resources and reduce demand for facilities with significant adverse environmental impacts. Similarly, procedures, programs, and rate structures should encourage citizens to conserve resources and to minimize the negative environmental impacts of their use of facilities and services.

FACILITY AND SERVICE PROVIDERS**GOAL CF3**

Roy may contract with other facility and service providers to ensure adequate urban facilities and services. All providers serving Roy should conform to Roy's service standards.

Policy CF3.1

When selecting facility and service providers, potential providers should be evaluated with respect to cost, Roy's service standards, and environmental responsibility. Additional evaluation criteria may be established as appropriate. Roy should select the provider offering optimum conformance with evaluation criteria.

Policy CF3.2

Existing facility and service providers that do not conform to Roy's service standards should be informed in writing of nonconformance issues.

FINANCIAL FEASIBILITY**GOAL CF4**

Provide needed public facilities within the City's ability to fund or within the City's authority to require others to provide.

Policy CF4.1

Require new development to fund a fair share of costs to provide services for growth generated by that development.

Discussion: New development creates impacts upon public facilities and should be responsible for bearing its fair share of costs. Impact fees are one possible source to fund certain public facilities for new growth. However, impact fees cannot be used to pay for existing deficiencies. Other funding sources must be used to pay for existing system deficiencies.

Policy CF4.2

Review project costs scheduled in the Capital Improvements Program so that expected revenues are not exceeded.

Discussion: Financial feasibility is required for scheduled capital improvements that support new developments. Revenue estimates and amounts must be realistic and probable. Revenues for transportation improvements must be “financial commitments” as required by the GMA. A financial commitment is one sufficient to finance the public facility and to provide reasonable assurance that the funds will be used for that purpose.

Policy CF4.3

Consider life cycle costs when making capital facilities purchases.

Discussion: Capital facilities acquisition often focuses on purchase cost. However, a need also exists to focus on facility maintenance and operation costs and/or depreciation. Capital facility purchases commit the City to an operation and maintenance program. Sound financial practices are necessary when considering capital facility purchases, especially given other existing or anticipated long-term life cycle cost commitments.

Policy CF4.4

Provide public facilities and services that the City can most effectively deliver, and contract for those best provided by other public entities and the private sector.

Discussion: Certain public facilities and services are provided to the City by other public entities through contracts or other agreements. The City should regularly evaluate and monitor each service provider’s quality of service and rates. The City may study the feasibility of directly owning and operating these public facilities and services should concerns arise.

Policy CF4.5

When City staffing resources are available, help residents develop Local Improvement Districts (LIDs) and Utility Local Improvement Districts (ULIDs) and consolidate them to save administrative costs.

Discussion: A process exists, mandated by state law, to approve and implement LIDs and ULIDs. This process is often lengthy and consumes considerable staff time and resources. Rather than supporting numerous separate LIDs and ULIDs within a geographic area, the City should anticipate other LID and ULID improvements in the area and help residents implement them under one LID formation process.

Policy CF4.6

Aggressively seek conventional and innovative funding sources necessary to achieve the City’s capital facilities goals, policies, and service standards. Roy should make efforts to secure grants and similar sources of funding and should explore other funding mechanisms when such sources will provide needed funding for capital improvements.

Policy CF4.7

If proposed facility plans, projects, operating procedures, and maintenance procedures will cause cumulative adverse impacts to the natural environment, future costs of mitigating cumulative adverse impacts should be estimated. When decisions are made to implement such plans, projects, or procedures, funding programs should be established concurrently to ensure funds sufficient for future

restoration and mitigation programs. Funding programs should be designed to ensure availability of funds when restoration or mitigation programs are expected to be needed.

URBAN GROWTH AREA (UGA) AND ANNEXATIONS

GOAL CF5

Roy shall take steps to ensure smooth and efficient post-annexation transitions for provision of urban facilities and services in areas that may eventually be annexed.

Policy CF5.1

Roy should assume an active role in facility planning for existing and new development and for redevelopment within its UGA. Roy should encourage and, where possible, require adherence to its goals, policies, and service standards for all development within its UGA.

Policy CF5.2

During annexation processing or within two years of annexation, Roy should revise facility plans as necessary to describe in detail the approach to achieving Roy's levels of service throughout the annexed area within 20 years of the annexation. Revisions shall be consistent with this Comprehensive Plan.

COORDINATION WITH THE COMPREHENSIVE PLAN, OTHER PLANS, AND OTHER POLICIES

GOAL CF6

Implement the Capital Facilities Element in a manner that is consistent with other applicable plans, policies, and regulations. This includes, but is not limited to, the Growth Management Act (GMA), VISION 2040, Pierce County County-Wide Planning Policies (CPPs), other Comprehensive Plan Elements, and plans of other regional entities, Pierce County, and municipalities.

Policy CF6.1

Ensure that public facility improvements are consistent with the adopted land use plan map and other Comprehensive Plan elements.

Discussion: The GMA requires internal consistency between the capital facilities element and other Comprehensive Plan elements. Consistency is essential because the cost and long life of capital facilities sets precedent for location and intensity of future development. Consistency is also important because the capital facilities element implements other Comprehensive Plan elements. The capital facilities element serves as a catalyst for financing key proposed projects, and establishes a process to balance competing requests for funds.

Policy CF6.2

Reassess the Land Use Element if funding for concurrent capital facilities is insufficient to meet existing needs.

Discussion: The Comprehensive Plan needs to continually be reassessed to determine whether or not projected capital facilities funding is sufficient to meet existing needs. If probable funding for capital facilities is insufficient to meet existing needs, then plan elements will be reassessed. At a minimum, this includes reassessment of the land use element to evaluate whether the growth projected in the land use element can realistically be achieved given expected capital facilities funding. Additional options include re-evaluating projected funding, alternative sources of funding, and level of service standards.

Policy CF6.3

Amend the six-year Capital Improvements Program on an annual or biennial basis.

Discussion: The six-year CIP should be amended on a relatively short-term basis so that financial planning remains current with changing conditions, development trends, and the economy.

Policy CF6.4

Implement the Capital Facilities Element consistent with the requirements of the adopted Pierce County County-Wide Planning Policies (CPPs), Puget Sound Regional Council (PSRC) VISION 2040, the GMA, and other relevant plans.

Discussion: The CPPs, VISION 2040 and the GMA represent region-wide visions for growth. Inter-jurisdictional consistency for capital projects within these regional visions is important in achieving the goal of managed growth. Roy should participate in project coordination efforts and joint planning with other jurisdictions to ensure achievement of capital facilities goals, policies, and service standards and to ensure consistency among jurisdictions.

Policy CF6.5

Seek inter-jurisdictional agreements allocating costs equitably for improvements, operations, and maintenance of facilities that are shared by other jurisdictions.

Policy CF6.6

Explore opportunities to share facilities and services with nearby jurisdictions to achieve mutually beneficial increases in services or overall reduction in costs to the citizens of Roy and those of other jurisdictions.

Policy CF6.7

Inform the Bethel School District early in the permit application review process for any residential developments that will significantly increase demand for school facilities. Permit applications may be denied if the school district is unable to provide educational services at the time that development is available for occupancy. Impact fees may be imposed to compensate for the school facilities impact of new developments.

Policy CF6.8

Plans and projects described in other elements shall be consistent with the financial plan of the Capital Facilities Element and with the capacity of the City to fund facility operations and maintenance. If probable funding falls short of meeting needs, affected elements and the Capital Facilities Element shall be reassessed and revised as necessary to ensure an achievable Comprehensive Plan. Levels of service may be adjusted if other reconciliation measures do not achieve consistency.

SITING FACILITIES**GOAL CF7**

Locate capital facilities for maximum public benefit while minimizing negative impacts.

Policy CF7.1

Site public facilities to encourage physical activity, and minimize impacts on residential neighborhoods and sensitive environmental areas.

Discussion: Like other development, public facilities may impact surrounding land uses and environmentally sensitive areas. Techniques to minimize negative impacts include: completing the environmental review process, conforming to code requirements related to landscaping, setbacks, buffering etc., and avoiding sensitive areas whenever reasonably possible.

Policy CF7.2

Locate and develop public facilities to create multiple use opportunities and support business areas where appropriate.

Discussion: Certain public facilities support multiple uses. For instance, public facilities may have meeting rooms available for use by community groups and private parties. Accessible areas should be considered when acquiring and siting public facilities. Further, certain public facilities attract people to an area and promote adjacent business development. This provides a convenience to the public while also fostering economic development.

Policy CF7.3

Encourage adaptive reuse of existing buildings as community facilities when possible.

Discussion: Where feasible and if appropriate, the City should consider adaptive reuse of existing buildings as community facilities. Certain buildings may become notable community landmarks. In such cases, adaptive reuse should at least initially be considered as an alternative to demolition.

Policy CF7.4

Coordinate capital facility siting with the plans of surrounding jurisdictions and regional and state agencies as required and as appropriate for each facility.

Discussion: Inter-jurisdictional coordination is a fundamental GMA concept. Certain capital facilities are linear in nature and pass through more than one jurisdiction. These facilities often require significant inter-jurisdictional coordination. Other capital facilities may be site specific but regional in nature. These capital facilities serve a population beyond City limits and may have a disproportionate financial burden on the jurisdiction where sited. These facilities also require considerable coordination and may have specific siting criteria.

ESSENTIAL PUBLIC FACILITIES

GOAL CF8

Permit the siting of essential public facilities in accordance with state requirements and City codes.

Policy CF8.1

Use the City's siting process and approval criteria when siting listed state-wide, county-wide, and local essential public facilities.

Discussion: Essential public facilities are capital facilities typically difficult to site. The GMA requires that no local comprehensive plan may preclude the siting of essential public facilities. Essential public facilities may be drawn from three sources:

- a) the State list,
- b) the County-wide list; and
- c) the City list.

Roy will identify essential public facilities of a state-wide nature as defined by the Washington State Office of Financial Management (OFM) list. The Pierce County County-Wide Planning Policies (CPPs) and the Pierce County Comprehensive Plan policies will be used as guidance to identify county-wide essential public facilities. City essential public facilities will be identified using, at a minimum, criteria recommended in WAC 365-195-340 (2)(ii)(C).

Policy CF8.2

Adaptively manage the process for siting and permitting essential public facilities to insure the public is protected from adverse impacts.

Discussion: Adaptive management involves the monitoring of processes and outcomes to determine if they are achieving their purpose and to modify the process if necessary to achieve the desired outcome. By definition, essential public facilities are difficult and controversial to site due to negative impacts associated with these facilities. An intensive public involvement process, analysis and appropriate mitigation are needed before an essential public facility can be sited. The process needs to be dynamic in order to adapt to changing conditions and technologies.

Policy CF8.3

Actively monitor and participate in siting of essential public facilities in other parts of the County that may have an impact on Roy.

Discussion: The siting of essential public facilities in a neighboring jurisdiction or in the County may have an adverse impact on facilities and services and the citizens of Roy. By monitoring proposals to site essential public facilities, the City will be better prepared to mitigate and seek mitigation for any associated impacts.

LEVEL OF SERVICE STANDARDS

In order to determine existing capacity and future capital improvement needs, level of service standards are required. Level of service (LOS) standards are an indicator of the extent or degree of service provided by, or proposed to be provided by a facility or improvement. These levels of service, the land use vision, or the capital facilities program may need to be modified in the future in response to changing community expectations or vision, revenue shortfalls, or unforeseen or emergency expenditures.

It is important to note that the level of service standards listed below should be considered minimums. Future capital improvements are not limited to meeting these standards, and in some cases the City may choose to exceed these standards.

Table 7-1 identifies level of service standards that are used to determine what capital improvements are essential to the community.

Table 7-1 Summary of LOS Standards

Facility/Improvement	Level of Service Standard
Fire/EMS	Fires suppression turnout time: 150 seconds; first arriving engine company: 14 minutes. EMS: turnout time 90 seconds; response time: 12 minutes. Note: these LOS standards apply to rural areas, as defined by the District, across the entire District service area.
Law Enforcement	2.50 uniformed commissioned officers/1000 population
Parks/Open Space	Neighborhood Parks -- 2.0 acres per 1000 population
Power (electric)	Undergrounding for new facilities; National Electric Code and Washington State Electric Code; LOS as adopted by Puget Sound Energy
Schools	LOS as adopted by Bethel School District
Sanitary Sewer	Tacoma Pierce County Health Department standards for on-site sewage disposal
Stormwater	Department of Ecology Stormwater Management Manual for Western Washington – latest adopted version
Streets (arterial)	WSDOT standards for SR 507; RCC Chapter 8.2 and the City's <i>Design Standards and Guidelines for Streetscape Elements</i> for City arterial streets
Streets (collector/local)	RCC Chapter 8.2 and the City's <i>Design Standards and Guidelines for Streetscape Elements</i>

Water (supply service)	90 gallons per capita per day
Water (fire flow)	Variable depending on development classification: See Roy Water System Comprehensive Plan Table 3-2
Note: For additional detailed information on existing and proposed levels of service and LOS standards, please see the Transportation, Utilities, and Park, Recreation and Open Space Elements, and specific facility plans referenced in this Comprehensive Plan.	

FUNDING SOURCES

This section of the Capital Facilities Element describes the current budgeted sources of City revenue for the General Fund and possible funding sources. The possible funding sources listed are subject to change and should be periodically reviewed for applicability and appropriateness for the City. Additional sources in other funds will also be used in the Six-Year Capital Improvement Program.

BUDGETED FUNDING SOURCES

2015 Projected Revenue Governmental Funds

Beginning Balance	\$222,272
Taxes	394,460
Licenses and Permits	15,490
State Generated Revenues	35,129
Charges for Services	2,715
Court Fines and Forfeitures	43,690
Other Fines and Forfeitures	245
Grants & Miscellaneous Revenues	207,916
Non Revenues	106,703
TOTAL ESTIMATED REVENUES	\$1,028,620

Enterprise Funds

Beginning Balance	\$218,300
Charges for Services	219,000
Miscellaneous Revenues	85
Non Revenues	36,000
TOTAL ESTIMATED REVENUES	\$473,385

POSSIBLE FUNDING SOURCES

The following are major sources of funding that could be explored to meet existing and projected capital improvement needs. These funding sources are divided into the following categories, with the more common funding sources within each of these categories described in greater detail in the following pages.

- Debt Financing
- Local Multi-Purpose Levies
- Local Single Purpose Levies
- Local Non-Levy Financing Mechanisms
- State Grants and Loans
- Federal Grants and Loans
- Utility Rates

Debt Financing

Short-Term Borrowing: The extremely high cost of many capital improvements requires local governments to occasionally utilize short-term financing through local banks.

Revenue Bonds: Bonds financed directly by those benefiting from the capital improvement. Revenue obtained from these bonds is used to finance publicly owned facilities. The debt is retired using charges collected from the users of these facilities. In this respect, the capital project is self-supporting. Interest rates tend to be higher than for general obligation bonds, and issuance of the bonds may be approved without a voter referendum.

General Obligation Bonds: Bonds backed by the value of the property within the jurisdiction. Voter-approved bonds increase property tax rates and dedicate the increased revenue to repay bondholders. Councilmanic bonds do not increase taxes and are repaid with general revenues. Revenue may be used for new capital facilities, or maintenance and operations at existing facilities. These bonds should be used for projects that benefit the city as a whole.

Local Multipurpose Levies

Ad Valorem Property Taxes: (Tax rate in mills (1/10 cent per dollar of taxable value). The maximum rate is \$3.75 per \$1,000 assessed valuation. The city is prohibited from raising its levy more than 1% of the highest amount levied in the previous year, before adjustments for new construction and annexation. A temporary or permanent excess levy may be assessed with voter approval. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.

Local Option Sales Tax: Retail sales and use tax of up to 1%.

Real Estate Excise Tax (REET): REET 1 authorizes a 0.25% tax on each sale of real property and the Growth Management Act authorized another 0.25%. Revenues must be used solely to finance new capital facilities, or maintenance and operations of existing facilities, as specified in the Capital Facilities Element.

Utility Tax: A tax assessed on the gross receipts of electric, gas, telephone, water, stormwater utilities, cable TV, and solid waste services. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.

Local Single Purpose Levies

Emergency Medical Services Tax: Property tax level of \$0.50/1,000 assessed valuation for emergency medical services. Revenue may be used for new capital facilities, or maintenance and operations of existing fire district facilities.

Motor Vehicle Fuel Tax: Tax paid by gasoline distributors. Local jurisdiction receives a percentage of total tax receipts. Shared revenue is distributed by the State of Washington. Revenues must be spent for highway construction, maintenance, or operation; policing of local roads; or related activities.

Zoo Tax: A Countywide voter approved tax equivalent to one-tenth of 1% sales and use tax to provide funds for capital and operating costs for parks and nationally accredited zoos, aquariums and wildlife preserves pursuant to RCW 82.14.400. Fifty percent is authorized for Point Defiance Zoo and Northwest Trek. The remainder is distributed on a per-capita basis for parks to Pierce County (with a required match), Tacoma Metropolitan Park District, and each city and town in the county (except Tacoma).

Local Non-Levy Financing Mechanisms

Fines, Forfeitures, and Charges for Services: This includes various administrative fees and user charges for services and facilities operated by the jurisdiction. Examples are franchise fees, sales of public documents, permits, sale of public property, and all private contributions to the city. Revenue from these sources may be restricted in use.

Impact Fees: These fees are paid by new development based upon its impact to the delivery of services. Impact fees must be used for capital facilities needed by growth, not for current deficiencies in levels of service, and cannot be used for operating expenses. These fees must be equitably allocated to the specific entities that will directly benefit from the capital improvement, and the assessment levied must fairly reflect the true costs of these improvements. Impact fees may be imposed for public streets, parks, open space, recreational facilities, school facilities, and fire protection facilities.

Reserve Funds: Revenue that is accumulated in advance. Sources of funds can be surplus revenues, funds in depreciation reserves, or funds resulting from the sale of capital assets.

Special Assessment District: District created to service entities completely or partially outside of the jurisdiction. Special assessments are levied against those who directly benefit from the new service or facility. Includes Local Improvement Districts (LIDs), Road Improvement Districts, Utility Improvement Districts, and the collection of development fees. Funds must be used solely to finance the purpose for which special assessment district was created.

Special Purpose District: District created to provide a specified service. Often the district will encompass more than one jurisdiction. Includes districts for fire facilities, hospitals, libraries, metropolitan parks, airports, ferries, parks and recreation facilities, cultural art/stadiums/ convention centers, sewers, water flood control, irrigation, and cemeteries. Voter approval required for airports, parks and recreation facilities, and cultural art/ stadiums/convention center districts. The district has authority to impose levies or charges. Funds must be used solely to finance the purpose of which the district was created. The Roy City Council has created the Roy Transportation Benefit District, which allows a stream of revenue from \$20 vehicle license fees to fund transportation projects for the City.

User Fees, Program Fees, and Tipping Fees: Fees or charges for using park and recreational facilities, solid waste disposal facilities, sewer and water services, surface water drainage facilities. Fee may be based on measure of usage, flat rate, or design features. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.

State Grants and Loans

Community Development Block Grants: Grant funds available for public facilities, economic development, housing, and infrastructure projects that benefit low and moderate income household. Grants distributed by the Department of Community, Trade and Economic Development primarily to applicants who indicate prior commitment to a project. Revenue restricted in type of project and may not be used for maintenance and operations.

Drinking Water State Revolving Fund (DWSRF): The Drinking Water State Revolving Fund loan is an agreement entered into between the City and the State of Washington, and the Public Works Board, acting through the Department of Commerce. Funds for the loan are provided by the United States Environmental Protection Agency, CFDA No. 66.468, Title: Safe Drinking Water State Revolving Fund. The loan funds local improvement projects that further the goals and objectives of the Washington State Drinking Water State Revolving Loan Fund Program.

Recreation and Conservation Office: Administers several grant programs for outdoor recreation and habitat conservation purposes. Each grant program requires that monies be spent for specific types of projects. The program requires sponsors to complete a systematic planning process prior to seeking IAC funding. IAC has grant limits on most of its programs, and also encourages and often requires sponsors to share in the project's cost. Grants are awarded by the Committee based on a public, competitive process that weighs the merits of proposed projects against established program criteria.

Public Works Trust Fund: Low interest loans to finance capital facility construction, public works emergency planning, and capital improvement planning. To apply for the loans, the city must have a capital facilities element in place and must be levying the original .25% REET authorized for capital facilities. Funds are distributed by the

Department of Commerce. Loans for construction projects require matching funds generated only from local revenues or state shared entitlement revenues.

Transportation Improvement Account: Revenue available for projects to alleviate and prevent traffic congestion caused by economic development or growth. Entitlement funds are distributed by the State Transportation Improvement Board subject to a percentage match. Revenue may be used for capital facility projects that are multimodal and involve more than one agency.

Water Pollution Control State Revolving Fund: Low interest loans and loan guarantees for water pollution control projects. Loans distributed by the Department of Ecology. Applicant must show water quality need, have a facility plan for treatment, and show a dedicated source of funding for repayment.

Federal Grants and Loans

Congestion Mitigation/Air Quality: Established under the ISTEA Section 1009. The purpose of the program is to fund transportation projects and programs that will contribute to attainment of National Ambient Air Quality Standards. Federal participation for most CM/AQ projects is 80 percent, which increased to 86.50 percent due to public lands adjustments. Federal participation can be 90 percent for some activities that are on the Interstate system. Pedestrian and bicycle activities are limited to 80 percent federal participation.

Utility Rates

Utility Rates: Revenues for replacement and repair of existing capital improvements and for new capital improvements can be collected through utility rates.

SIX-YEAR CAPITAL IMPROVEMENT PROGRAM

This section of the Capital Facilities Element determines whether sufficient revenue will be available under the current budgeting assumptions to fund needed capital improvements. It provides an analysis of revenue sources available for capital improvements and balances these revenues against anticipated expenditures for capital improvements. Using this process, the City can estimate annual revenue surpluses and shortfalls. Proposed funding sources for currently unfunded capital projects have also been provided.

The improvements schedules provided in the following pages set forth each capital project that the City intends to construct over the next six years and presents estimates of the resources needed to finance the projects. The schedules will reflect the goals and policies of the Capital Facilities Element and the other elements of the Comprehensive Plan. The first year of the schedules will be included within the annual capital budget, while the remaining five-year programs will provide long-term planning. The Six-Year Capital Improvement Program is a rolling plan that will be revised and extended annually to reflect changing needs and aspirations of the community, revenue projections, implementation of utility, transportation, and park, recreation and open space plans, and changing circumstances. Improvement schedules are included for the following facilities:

- Transportation
- Water
- Park, recreation, and open space

Transportation Facility Improvements		2015	2016	2017	2018	2019	2020	2021	TOTAL
<p>The following revenue sources may be available to the City to be used for part or all of the Capital Appropriations identified.</p>									
Revenues									
Capital Projects Fund available balance	22,510								22,510
General Fund transfers		2,500	2,500	2,500	2,500	2,500	2,500	2,500	15,000
Capital Projects REET Funds available revenues	10,002	5,000	6,000	6,000	6,000	6,000	6,000	6,000	45,002
Transportation Benefit District available revenues	4,290	4,400	4,400	4,400	4,400	4,400	4,400	4,400	30,690
TIB SCSP grant	171,900			175,000					346,900
TIB SCAP grant		50,000	430,000						480,000
TIB SCPP grant					60,000		140,000		200,000
Total Revenues	208,702	61,900	442,900	187,900	72,900	152,900	12,900	12,900	1,140,102
Capital Appropriations									
Warren Street Reconstruction		50,000	430,000						480,000
Peterson Street Sidewalk, 3 rd to school	171,900								171,900
Peterson Street Sidewalk, Water to 3 rd				175,000					175,000
2 nd Street Reconstruction, Peterson to McNaught					60,000		140,000		200,000
Total Capital Appropriations	171,900	50,000	430,000	175,000	60,000	140,000	140,000	0	1,026,900

Water Facility Improvements

The following revenue sources may available to the City to be used for part or all of the Capital Appropriations identified.

Revenues

	2015	2016	2017	2018	2019	2020	2021	TOTAL
Water Capital Improvements Fund	144,370	36,000	36,000	36,000	36,000	36,000	36,000	360,370
CDBG NOFA 13-001-CDBG-CP	139,128							139,128
DMSRF Preconstruction Grant	25,000							25,000
Source Water Protection Grant		30,000						30,000
Connection charges			29,000	29,000	29,000			87,000
USDA RD loan				958,630				958,630
Total Revenues	308,498	66,000	65,000	1,023,630	65,000	36,000	36,000	1,600,128

Capital Appropriations

Well 2 pump and motor replacement	139,128							139,128
Water System Plan update	45,000							95,000
Meter replacements	12,000	12,000	12,000	5,000	5,000	5,000	5,000	56,000
Well site property acquisition		35,000						35,000
Well 1 pump and motor replacement		140,000						140,000
Additional reservoir and high pressure zone				1,100,000				1,100,000
Property acquisition			35,000					35,000
Iron and manganese treatment system, Well 2 – (Placeholder for facilities scheduled beyond 2021)								
Property acquisition								
Total Capital Appropriations	196,128	187,000	47,000	1,105,000	5,000	5,000	55,000	1,600,128

Park, Recreation and Open Space Improvements	2015	2016	2017	2018	2019	2020	2021	TOTAL
<p>The following revenue sources may be available to the City to be used for part or all of the Capital Appropriations identified.</p>								
Revenues								
Recreation Conservation Office (RCO) Grants			173,000		173,000		17,500	17,500
Rural Town Centers & Corridors Grant			2,500	2,500	2,500	2,500	2,500	346,000
General Fund	5,000	2,500	2,500	2,500	2,500	2,500	2,500	20,000
Impact fees	2,372	2,000	10,000	10,000	10,000			34,372
Donations	2,628				4,500			7,128
REET	2,000	3,000	2,000	2,000	2,000	2,000	2,000	15,000
Total Revenues	12,000	7,500	187,500	14,500	192,000	4,500	22,000	440,000
Capital Appropriations								
Develop skateboard course in city park	5,000							5,000
Acquire property in southern end of Roy for park			200,000		200,000		35,000	35,000
Linear park on BNSF property								400,000
Total Capital Appropriations	5,000	0	200,000	0	200,000	0	35,000	440,000

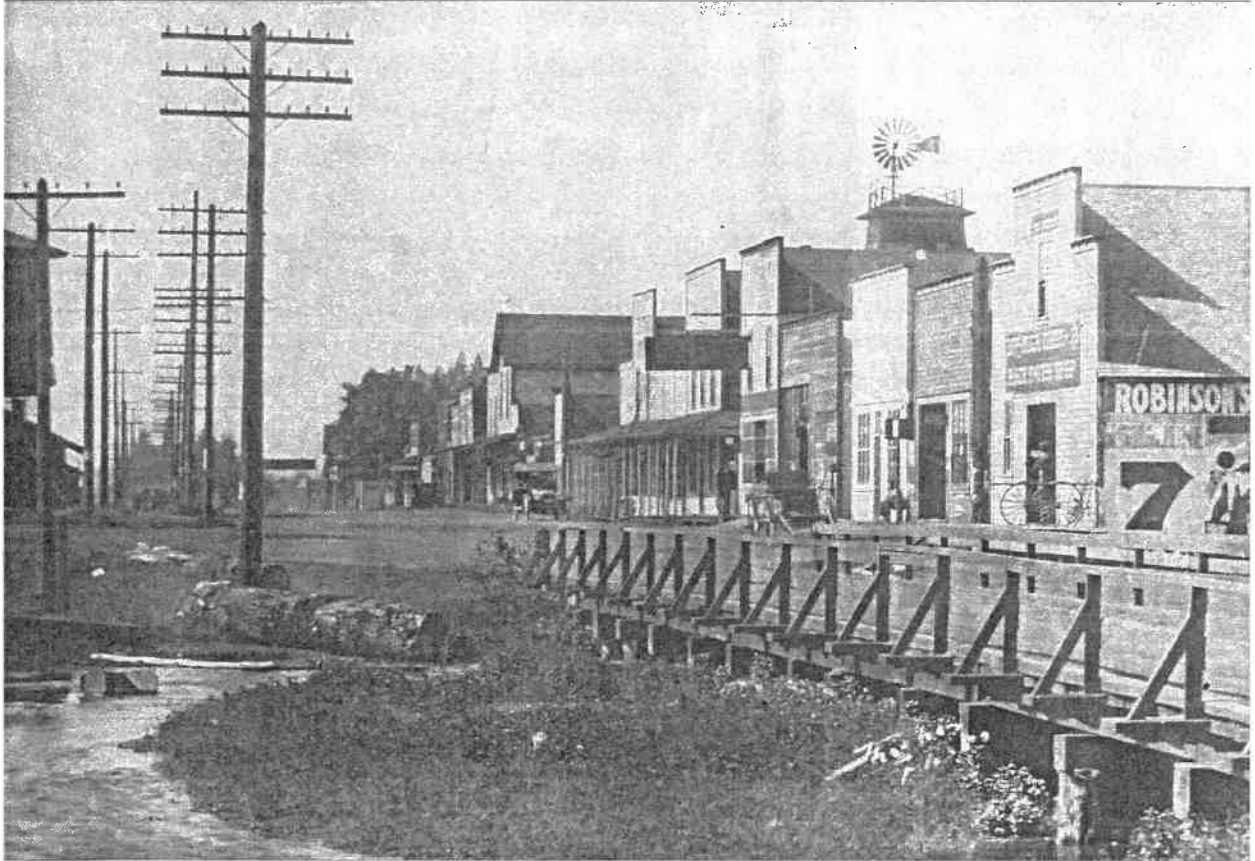
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CHAPTER 8**UTILITIES ELEMENT**

Looking South on Warren Street 1915

INTRODUCTION

The purpose of this element is to ensure utilities: (1) are provided at appropriate levels to accommodate projected growth at a reasonable cost; (2) facilitate reliable service; (3) ensure public health and safety; and (4) maintain an attractive community.

INFORMATION INCLUDED IN THE UTILITIES ELEMENT

To ensure that all urban services necessary for the health and well-being of the community are available in the future, this element discusses both public utilities and private (investor-owned) utilities. The City of Roy currently owns and operates a water utility within its corporate boundaries. The City's Water System Plan's service area extends outside of the city and its UGA. Roy does not provide or receive sanitary sewer services nor does it operate a stormwater management system.

Private utilities provide electricity and telecommunications services in Roy and its UGA. In addition, solid waste services are provided by a private vendor, although there are no

facilities located within Roy or its UGA. Information provided to Roy by private utilities is included in this element.

ORGANIZATION OF THE UTILITIES ELEMENT

This Utilities Element contains the following sections:

- Introduction
- Goals and policies
- Water
- Sanitary sewer
- Stormwater management
- Electric
- Natural gas
- Telecommunications
- Solid waste

RELATIONSHIP TO THE CAPITAL FACILITIES ELEMENT

The Capital Facilities Element is concerned with the same public utilities as the Utilities Element. To improve readability of the Comprehensive Plan, all topics related to public utilities are consolidated in the Utilities Element except the capital improvement program. Cross-references between the Capital Facilities and Utilities elements are provided as necessary to meet GMA requirements.

STATE PLANNING CONTEXT

Section RCW 36.70A.070 (4) of the *Washington State Growth Management Act* (GMA) requires that all comprehensive plans contain:

"A utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunications lines, and natural gas lines."

Additionally, the GMA contains the following planning goal relating to public facilities and services. This goal affects utilities planning and states that the comprehensive plan must:

"Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards."

Finally, the Section RCW 36.70A.110 (3) states:

". . . it is appropriate that urban government services be provided by cities. . ."

REGIONAL PLANNING CONTEXT

The Pierce County *Countywide Planning Policies* relating to urban growth areas and urban services elaborate on these and other GMA requirements. In addition, the *Comprehensive Plan for Pierce County, Washington* may specify for municipalities an Urban Growth Area (UGA). The UGA represents the geographic area within which the city may anticipate providing urban services in the future, either prior to or subsequent to annexation. Each city's UGA is based on input from the municipalities and on the evidence that the city is capable of providing urban services to the area.

This element includes utility planning information for incorporated Roy and its UGA, designated by Pierce County and located outside of Roy's corporate boundaries. The UGA includes the Rodeo Grounds, and properties located on the south side of 288th Street South and east of SR 507.

LOCAL PLANNING CONTEXT

UTILITIES VISION

Looking ahead 20 years...

Through the 2030s, the planning and placement of utilities in Roy has supported the community's vision for the preferred location and amount of growth.

Utility planning for areas where new residential development is desired, and for other areas where more intensive mixed use development and redevelopment is targeted -- such as along the SR 507 corridor, has advanced the vision. For those utilities provided by public entities and private companies, the City has ensured sufficient area is available to locate such facilities and provided a reasonable regulatory climate.

Utility planning has contributed to a high quality of life for Roy residents and businesses by ensuring efficient utility delivery.

Communications facilities are keeping up with changes in technology. Conservation and protection of existing resources has ensured a continued supply of clean water and energy.

Proper utility planning has also protected Roy's natural environment and resources.

Coordinated planning with other entities has led to the establishment of a sanitary sewer system that over time will lead to the elimination of septic systems, thereby controlling contaminants released into the environment. The City has protected the natural environment by developing stormwater systems to prevent or reduce excess

stormwater runoff, some of which may eventually make its way to the Nisqually River and Puget Sound, by designing and upgrading systems and plans to prevent damage to the environment, by fostering conservation operationally and by implementing low-impact development practices.

GOALS AND POLICIES

This element contains the utility goals and policies for the City of Roy. These goals reflect the general direction of the City, while the policies provide more detail about the steps needed to meet the intent of each goal. The goals and policies address the following utilities challenges:

- Ensuring that adequate public utilities and facilities are planned for, extended, and sized in a cost effective manner consistent with planned population and economic growth described in the Land Use Element and other provisions of the Comprehensive Plan;
- Locating utilities to minimize impacts on public health and safety, surrounding development, the environment and interference with other public facilities; and
- Reducing demand for new resources through support of conservation policies and strategies and the use of innovative technologies.

GOAL U1

Ensure that adequate public utilities and facilities are planned for, extended, and sized in a cost effective manner consistent with planned population and economic growth described in the Land Use Element and other provisions of the Comprehensive Plan.

Policy U1.1

Work with providers to appropriately site new utility facilities to maintain a reliable level of service, accommodate growth, minimize adverse impacts to the City, maximize efficiency, and preserve neighborhood character.

Policy U1.2

Support efforts by utilities to employ new technology to make operations and work practices safer, increase reliability, facilitate permitting, and minimize rate increases. Consider allowing utilities to develop pilot projects for innovative utility programs in Roy that may benefit the City's residents and businesses. Facilitate access to state-of-the-art technology.

Policy U1.3

Work with utility providers and policy makers to improve service while maintaining the lowest possible utility rates. Actively monitor services provided by each utility provider and assess these services against the applicable rate structure. Utilize the franchise negotiation process to ensure provision of quality services to residents.

Policy U1.4

Process utility permits in a fair and timely manner, consistent with development and environmental regulations, to minimize the time and cost required for a utility to provide needed services to local residents and businesses. Consider utility providers' concerns about regulations during periodic code updates and strive to balance concerns for the public health, safety, welfare, and environment with utility providers' needs.

Policy U1.5

Assist utilities with the development of accurate, long-term system facility plans that will ensure provision of adequate service capacity by sharing land use planning and growth projections and other information.

Policy U1.6

Ensure reasonable access to rights-of-way for all providers consistent with federal and state laws. Utilize the franchise negotiation process to ensure that utilities have reasonable access to use the public right-of-way while guaranteeing that utility use will not degrade the roadway or overly disrupt the traveling public.

Policy U1.7

Require proponents of development to pay for or construct the growth-related portion of utility infrastructure needs in order for utility service providers to balance capital expenditures with revenues and still maintain established service standards. Support the use of reimbursement agreements, such as latecomer agreements, as a method of employing equitable cost sharing for development costs among the original developer and subsequent developers who benefit from the increased capacity provided by the original developer.

GOAL U2

Locate utilities to minimize impacts on public health and safety, surrounding development, the environment and interference with other public facilities.

Policy U2.1

Encourage sharing of utility corridors to save time and expense associated with the cost of utility installation and repairs to the City right-of-way, reduce traffic disruptions, extend pavement life, and minimize required monitoring of repair quality. When permits are requested, the City should require the utility to notify other providers for possible coordination.

Policy U2.2

Coordinate the design and timing of utilities siting, installation and repair with street improvements whenever possible. The City should share plans for street construction or overlay with utilities in order to identify opportunities for simultaneous construction projects and provide timely resolution of conflicts.

Policy U2.3

Promote high quality designs for utility facilities to minimize aesthetic impacts and integrate these facilities into neighborhoods. Use architecturally compatible designs for above ground utilities, landscape screening, buffers, setbacks, and other design and siting techniques to minimize impacts. Mitigate the visual impact of transformers and associated vaults through measures such as the use of varied and interesting materials, use of color, additions of artwork, and superior landscape design.

Policy U2.4

Minimize negative siting impacts associated with siting personal wireless telecommunication facilities through the administration of regulations consistent with applicable State and federal laws. Regulate the placement, construction and maintenance of such facilities to minimize their obtrusiveness by ensuring appropriate screening of facilities and encouraging collocation to lessen the number of towers or structures needed to support telecommunications equipment.

Policy U2.5

Apply regulations and franchise agreement provisions that encourage the use of smaller telecommunication facilities that are less obtrusive and can be attached to existing utility poles or other structures without increasing their visual impact.

Policy U2.6

Design, locate and construct facilities to minimize adverse impacts to the environment and to protect environmentally sensitive areas, including critical areas. When no viable alternative exists to constructing facilities in critical areas, the environmental review process and critical areas regulations should identify and, if appropriate, mitigate negative impacts. Mitigation should take into account both individual and cumulative impacts. Impacts should be minimized through actions such as:

- Using construction methods and materials to prevent or minimize the risk of overflows into watercourses and water bodies;
- Locating utility corridors in existing cleared areas;
- Locating utility facilities and corridors outside of wetlands;
- Minimizing crossings of fish-bearing watercourses;
- Using biostabilization, riprap or other engineering techniques to prevent erosion where lines may need to follow steep slopes; and
- Minimizing corridor widths.

Policy U2.7

Avoid utility impacts to public health and safety, consistent with current research and scientific consensus. Monitor scientific research and adopt regulatory measures if research concludes that a proven relationship exists between electric utility or wireless communication facilities and adverse health impacts. Monitor improvements in the natural gas industry and require gas pipeline utilities to upgrade

their facilities to implement the best available technology with respect to leak detection devices and other components.

Policy U2.8

Protect the City's rights-of-way from unnecessary damage and interference and ensure restoration to pre-construction condition or better. Ensure that trenching for the installation, repair, or maintenance of facilities; installation of poles and streetlights; boring; or patching or restoring streets where work has just been completed are performed in accordance with City standards that apply to construction or repair of utility facilities in the right-of-way. Require bonds or other financial guarantees to ensure that restoration is performed properly and that failed repairs will be corrected.

Policy U2.9

Promote undergrounding of existing utility lines to reduce visual clutter, minimize inappropriate pruning of trees and shrubs to accommodate maintenance of overhead lines, and enhance reliability of power and telecommunication facilities. Consider new technologies, such as wireless transmission, as they become available in order to minimize aboveground utilities.

Policy U2.10

Require undergrounding of utility distribution lines or provisions for future undergrounding as a condition for development projects. When funding can be secured, underground existing utility distribution lines or provide for future undergrounding as street projects occur. Require undergrounding except where underground installation would cause greater environmental harm than alternatives or where it is demonstrated that such installation will be economically infeasible.

Policy U2.11

Support efforts by utility providers to enhance the security of their infrastructure and protect critical systems from natural environmental forces and intentional acts of vandalism and terrorism. Coordinate with utility service providers in advance planning efforts as well as during or following an event that threatens critical infrastructure and public health and safety.

GOAL U3

Reduce demand for new resources through support of conservation policies and strategies and the use of innovative technologies.

Policy U3.1

Encourage resource saving practices and procedures in facilities and services used by the City. Conduct operations in a manner that leads by example through activities such as recycling, water conservation, energy conservation and low-impact development processes whenever possible. Encourage coordination with utility providers to identify and implement resource saving procedures in City facilities and

services. Use City facilities as demonstration sites for innovative resource conservation techniques.

Policy U3.2

Cooperate with utility providers and other agencies in encouraging resource conservation by local residents, employees, citizens and businesses. Support efforts to disseminate educational materials and other information regarding resource conservation programs.

Policy U3.3

Encourage the use of innovative technologies to provide and maintain utility services, reduce the negative impacts of additional utility service demands, improve the existing service, and reduce, where appropriate, the overall demand on utility systems.

UTILITY SERVICES AND FACILITIES

Water

SUMMARY OF SERVICES AND FACILITIES

Water services are provided in Roy and portions of its UGA within the context of federal, state, regional, and county regulatory acts, plans, and programs. A host of agencies is responsible for implementing and overseeing programs ensuring water quality and supply, allocating rights, controlling distribution, and promoting conservation. The Roy Public Works Department, which provides water service within Roy and to a limited number of locations in the UGA and other areas outside the City, conforms to regulations through the ongoing implementation of its *Water System Comprehensive Plan*. The delineation of Roy, Pierce County, and private purveyor service area boundaries is contained within the 2005 Water System Plan. A detailed inventory of water facilities is provided in Chapter 1 of the Water System Plan.

WATER SYSTEM COMPREHENSIVE PLAN

The Water System Plan provides a long-term planning strategy for the City of Roy's water system over 6-year and 20-year planning periods. The objectives of the Water System Plan are to evaluate the performance and adequacy of Roy's existing water system, to determine what will be necessary to meet the infrastructure demands over a twenty year planning horizon, and to identify compliance issues that may affect operation of the water system. The Water System Plan was prepared in accordance with the Washington State Department of Health (DOH) requirements specified in Washington Administrative Code (WAC) 246-290. The City's latest adopted Water System Plan is incorporated by reference in this Comprehensive Plan.

The following elements are addressed in the Water System Plan, per DOH requirements:

- Chapter 1: Water system history, inventory of facilities, policies and the relationship of this plan to other planning documents.
- Chapter 2: Basic planning data including existing and future estimates of population, water production, and water consumption.
- Chapter 3: Identification of system performance standards, water quality analyses, and facility analyses of source capacity, water rights, and storage capacity.
- Chapter 4: Analysis of distribution system hydraulic capacity to meet existing and future peak hour demand and fire flow demand.
- Chapter 5: Discussion of existing and future water conservation measures.
- Chapter 6: Wellhead protection plan for Wells No. 1 and No. 2.
- Chapter 7: Analysis of existing operation and maintenance procedures, cross connection control program, and recommendations for improvements to the operation and maintenance of the water system.
- Chapter 8: Discussion of proposed capital improvements to address system deficiencies.
- Chapter 9: A 6-year financial plan for improvements identified in Chapter 8 and identification of potential funding sources.
- Appendices: Additional required planning elements, including a coliform monitoring plan, a cross connection control program, and construction standards.

WATER FACILITY PROJECT NEEDS

The Water System Plan identifies capital improvements needed through 2020. Roy's most significant facilities needs are:

- Water storage and pumping improvements to meet fire flow standards and improve water system pressures in the south end of the system.
- Water pumping and pressure control improvements to improve system pressures at higher elevations.
- Investigation of source and service meters to assure accurate water production and sales numbers.

In the future, Roy will need the following facilities:

- Treatment at Well No. 2 for iron and manganese removal
- Additional water rights.

The majority of capital improvements recommended in the initial 6-year planning horizon consists of increasing storage to meet fire flow standards and improving pressures in the south end of the system. The Water System Plan also recommends that the City consider developing a second pressure zone for the upper elevations in the Oakview subdivision and investigate accuracy of meters. The Capital Facilities Element summarizes project schedules, costs, and financing.

FUTURE DEMAND AND ADEQUACY

The Water System Plan indicates that Roy has adequate source, and distribution capacity to meet predicted year 2020 demands. Leakage rates appear to be low, indicating that the water distribution system is in good condition. Given the projected growth rate for the City's GMA 20-year planning horizon (2015-2035), the Water System Plan's assessment of future demand and adequacy appears accurate for this extended planning period, as well. The City has initiated efforts to update the Water System Plan, beginning in 2016. As the plan is updated in the future, this assessment will be revised accordingly and the findings and recommendations of the Update will be integrated into the Comprehensive Plan. Should the Water System Plan Update identify insufficient capacity in terms of water rights and/or service delivery components to support the City's projected growth through 2035, the City will work with Pierce County to adjust its population and housing targets to reflect its updated capacity analysis. The Comprehensive Plan will then be amended to ensure consistency with revised growth capacities and projections.

Sanitary Sewer

Roy, its UGA and surrounding area rely on on-site sewage disposal systems, typically consisting of septic tanks and drainfields. A Preliminary Wastewater Facilities Plan prepared by Gray and Osborne in 1997 developed four sanitary sewer alternatives. The recommended alternative was a gravity flow sewer collection system with a pump system and force main to convey the sewage to the Pierce County sewer collection system in Spanaway. However, the Plan was not adopted because Pierce County would not accept the flows from Roy. In addition, the City determined that providing sewer service was not economically feasible at the time.

Generally, soils in the Roy areas are highly permeable, which enables on-site disposal systems to function well. However, Roy also has a high water table that when combined with permeable soils, creates risk for contamination of the water table and thus – the City's water supply. On-site disposal systems also add undesirable nutrient loads to local surface waters, thereby impacting their ecology.

Until such time as Roy and the surrounding area are served by sanitary sewer, it is unlikely that the City will be able to gain approval for expansion of its water service area and urban growth area – thus limiting its potential for growth. And, absent sanitary sewer service, future development will be limited in density and intensity due to the need to comply with the Tacoma Pierce County Health Department's (TPCHD) requirements for on-site sewage disposal systems. The City intends to continue its cooperation with TPCHD to ensure that existing and future on-site sewage disposal systems are designed and maintained to prevent pollutants from entering the groundwater, and that wellheads are protected against contamination.

Stormwater Management

Roy does not operate a municipal stormwater collection and treatment system, and therefore does not have a comprehensive stormwater management plan. Generally,

given the area's permeable soils, stormwater percolates into the ground and recharges the aquifer located beneath much of the community. One or more businesses rely on privately maintained dry wells to manage their stormwater. Dry wells, however, may not function properly, thereby creating stormwater impacts on both private and public properties and facilities. Storm runoff in close proximity to Muck Lake or Muck Creek may enter these bodies of water, which eventually flow into the Nisqually River and Puget Sound.

The Oakview Heights and McKenna Meadows residential developments, which were permitted and developed under Pierce County jurisdiction prior to their annexation to Roy, include catch basins and drainage pipes. The locations for these facilities are shown in Figure 4 of the Roy Shoreline Master Program -- Appendix 1.

SERVICE LEVELS AND STANDARDS

The primary controls for stormwater quality in Roy are administrative. For example, development projects are controlled through site plan review, conditioned permits, and on-site inspection. The City has adopted the *Department of Ecology Stormwater Management Manual for Western Washington* and requires compliance with the latest version of the Manual's standards, specifications, and best management practices to prevent, control, and treat pollution in stormwater in new development and redevelopment. Roy's municipal code addresses maintenance and operation requirements for private facilities as required by Chapter 90.70 RCW.

Electric

Puget Sound Energy (PSE) is a private utility providing electric and natural gas service to homes and businesses in Puget Sound region and portions of Eastern Washington, covering 8 counties and approximately 6,000 square miles. PSE's regional and local electric and natural gas planning efforts are integrated and centered on providing safe, dependable, and efficient energy service. PSE provides electrical power to more than 1.2 million electric customers throughout 8 counties and serves approximately 364 customers in the City of Roy.

Regulatory Environment: PSE's operations and rates are governed by the Washington Utilities and Transportation Commission (WUTC). PSE electric utility operations and standards are further governed by the Federal Energy Regulatory Commission (FERC), the National Electric Reliability Corporation (NERC), and the Western Electricity Coordinating Council (WECC). These respective agencies monitor, assess and enforce compliance and reliability standards for PSE. The residents of Roy and the region rely on the coordinated effort between PSE and the City for the adoption and enforcement of ordinances and/or codes to protect transmission and distribution line capacity and support federal and state compliance of safe, reliable, and environmentally sound operation of PSE's electric facilities. Routine utility maintenance work, including vegetation management, is required to maintain compliance with FERC, NERC, and WECC regulations.

Integrated Resource Plan: In order for PSE to meet regulatory requirements, it updates and files an Integrated Resource Plan (IRP) with the WUTC every two years. The IRP presents a long-term forecast of the lowest reasonable cost combination of resources necessary to meet the needs of PSE's customers to provide dependable and cost effective service over the next 20 years. The current plan, which was filed in May of 2013 and is scheduled to be updated in the fall of 2015, details both the energy supply and transmission resources needed to reliably meet customers' wintertime, peak-hour electric demand over the next 20 years.

System Overview: To provide the City of Roy with electricity, PSE builds, operates, and maintains an extensive integrated electric system consisting of generating plants, transmission lines, substations, switching stations, sub-systems, overhead and underground distribution systems, attachments, appurtenances, and metering systems. Electricity provided by PSE to Roy is often produced elsewhere and is interconnected to the Northwest's regional transmission grid through an extensive network of transmission facilities providing bulk transmission service to meet the demands of electricity customers within the region's eight counties. The PSE electric transmission facilities in Roy are important components of the electric energy delivery grid serving the Puget Sound region. As electricity reaches Roy the voltage is reduced and redistributed through lower-voltage transmission lines, distribution substations, overhead and underground distribution lines, smaller transformers, and to individual meters.

PSE will be deploying smart grid technology at each level of infrastructure to enhance and automate monitoring, analysis, control and communications capabilities along its entire grid. Smart grid technologies can impact the electricity delivery chain from a power generating facility all the way to the end-use application of electrical energy inside a residence or place of business. The ultimate goals of smart grid are to enable PSE to offer more reliable and efficient energy service, and to provide customers with more control over their energy usage.

Future Projects: To meet regional and the City of Roy's electric demand, new transmission lines and substations may need to be constructed. In addition, existing facilities will need to be maintained and possibly rebuilt to serve current and future demand. The system responds differently year to year and PSE is constantly adding or modifying infrastructure to meet electrical demands. At this time there is no major construction planned in the City of Roy.

Natural Gas

Roy is not served by natural gas. However, a PSE transmission line traverses the southern portion of the city. Roy has adopted pipeline consultation zone regulations governing development within 660 feet of the centerline of this (RCC 11-39). The intent of these regulations is to thoroughly review all activities that may impact the integrity of a transmission pipeline to ensure public safety.

Telecommunications

Telecommunications services in Roy consist of land-based telephone service, cellular telephone service, and cable television service furnished by private providers. The following subsections summarize the information provided to Roy by each of the private service providers.

LAND-BASED TELEPHONE SERVICE

CenturyLink, a private for-profit corporation, is certified by the Washington Utilities and Transportation Commission (WUTC) to provide local telephone and other related special services (alarm circuits and data transmittal) throughout Roy. The WUTC regulates the provision of telecommunication services, including those provided by local exchange carriers such as CenturyLink. Telephone utilities are considered an essential utility by the WUTC; therefore, CenturyLink has an obligation to serve the public requirements for communication utilities. CenturyLink is also subject to various federal laws and regulations administered by the Federal Communications Commission (FCC).

Local jurisdictions in Washington fall within a particular Local Access and Transportation Area (LATA). A LATA is a telephone exchange area that services to define the area within which Century Link is permitted to transport telecommunications traffic. Century Link is permitted to carry telephone calls only within LATA boundaries. Calls outside of the LATA require long distance carriers, which Roy residents may select for this service.

A local exchange area is served by a central office (CO), which contains various kinds of switching equipment. Main cable routes extend from a CO office, and branch distribution facilities (which may be aerial or buried, copper or fiber) extend from these main routes. Extending from the branch distribution routes are local lines that can be used for voice or data transmission by subscribers in Roy.

Century Link construction planning is driven by the needs of its customers. As communities grow, facilities are upgraded to ensure adequate service levels. RCW 80.36.090 requires Century Link to provide adequate telecommunications services on demand. To comply with RCW 80.36.090, Century Link regularly evaluates the capacity of its facilities. Century Link's goal is to maintain its routes at 85 percent capacity. When usage exceeds 85 percent, additional facilities are planned, budgeted and installed. Moreover, facilities are upgraded as technology makes additional services available. Capacity is available to serve the area.

CELLULAR SERVICE

There are seven cellular providers licensed by the FCC to serve in the Puget Sound area. With the passage of the Federal Telecommunications Act of 1996, service area competition has increased. Prior to the Act's passage, only two cellular providers would be licensed by the FCC to service a particular area. With the Act's passage, the number of carriers competing in a particular market may conceivably include all seven.

In the future, the FCC may also expand the frequency range available to wireless providers, potentially resulting in new providers entering the market.

Where feasible, cellular companies site facilities on existing structures, poles, and buildings. This is where antennas can be mounted on rooftops and electronic equipment located within the building itself. Topography and other engineering constraints influence specific site selection because of the need to “hand off” the signal so that it can be picked up by another facility. Roy has adopted telecommunications regulations to address the siting of cellular and other telecommunications facilities inside of the City limits.

Verizon and Sprint have facilities located on the City’s water reservoir located on Peterson Street S. AT&T has a wireless tower located on private property between 292nd and 295th on SR507.

CABLE TELEVISION SERVICE

Comcast provides cable service to the City of Roy under a franchise agreement through its predecessor, Viacom. Cable service is delivered to customers through a complex series of electrical components and many miles of cable. Located at the origin of a cable system is the *receive site* where towers with antennae and earth station receivers are located to pick up off-air and satellite signals. From the receive site, signals are sent to the *headend* to be processed for entry onto the *trunk line*, which is the main artery of the cable system. From the trunk, the signals are branched off onto *feeder lines*, which carry the signals through neighborhoods past individual residences. The signals are branched off again from the feeder onto *drop cable* that allows the signal to flow to the subscriber’s television set or computer cable modem.

Comcast makes every attempt to provide service to all residents within its franchise areas. Factors considered in extending service include the overall technical integrity, economic feasibility, and franchise agreements. Comcast can serve future growth in Roy.

Solid Waste

State law requires counties, in coordination with their cities, to adopt comprehensive solid waste plans for the management, handling, and disposal of solid waste for twenty years and to update them every five years. Cities may choose to be joint participants in the plan, delegate planning to the county, or do their own plan. In Pierce County, waste management and recycling activities for all jurisdictions are coordinated under the umbrella of the Tacoma-Pierce County Solid Waste Plan, adopted in 2000 and supplemented in 2008.

There are three separate collection and disposal systems in the County: 1) The County’s system includes the unincorporated areas of the county and 19 cities and towns using the County’s disposal system; 2) Tacoma, as a joint participant in the plan, has its own collection utility and disposal system and the Town of Ruston operates its own collection utility, but has an inter-local agreement with Tacoma for disposal and an

inter-local agreement with the County adopting the Solid Waste Plan; and, 3) Joint Base Lewis McChord uses the Fort's disposal system but coordinates with the County on public outreach and educational programs about waste reduction and recycling.

Waste is collected in Roy by Waste Connections under the umbrella of Pierce County Refuse, a subsidiary of LeMay Enterprises. Collected waste is handled through the Pierce County disposal system. The company offers residents solid waste and recycling collection programs, and yard waste collection services upon request, coordinated with the unincorporated areas and 18 other cities and towns. Further, Waste Connections coordinates with the City to provide a citywide clean-up program in the spring of each year. The County provides public outreach and school education programs about waste management, waste reduction, and recycling for all residents of 19 cities and unincorporated areas.

The City adopted the 2000 Solid Waste Plan and its 2008 Supplement, and has entered into an interlocal agreement with Pierce County pursuant to the plan. Under this agreement, the County has responsibility for overall planning, disposal and waste reduction and recycling education. Cities are responsible for collection and the development of any recycling program specific to their jurisdiction.