2024
Comprehensive Plan

City of
ROY

ACKNOWLEDGEMENTS

CITY COUNCIL

___ - Position #1 Recreation and Cultural Matters
Yvonne Starks – Position #2 General Government and Planning Matters
Jim Rotondo – Position #3 Water Utility Matters
Harvey Gilchrist – Position #4 Public Safety Matters
William Starks – Position #5 Transportation Matters

PLANNING COMMISSION

Darcy Navatt
Megan Dunn
Matt Ivy

CITY OF ROY STAFF

Kimber Ivy, Mayor
Michael Malek, City Clerk – Treasurer
William Starks – Public Works Director

CONSULTANT TEAM

BHC Consultants, LLC
Jackson Civil Engineering

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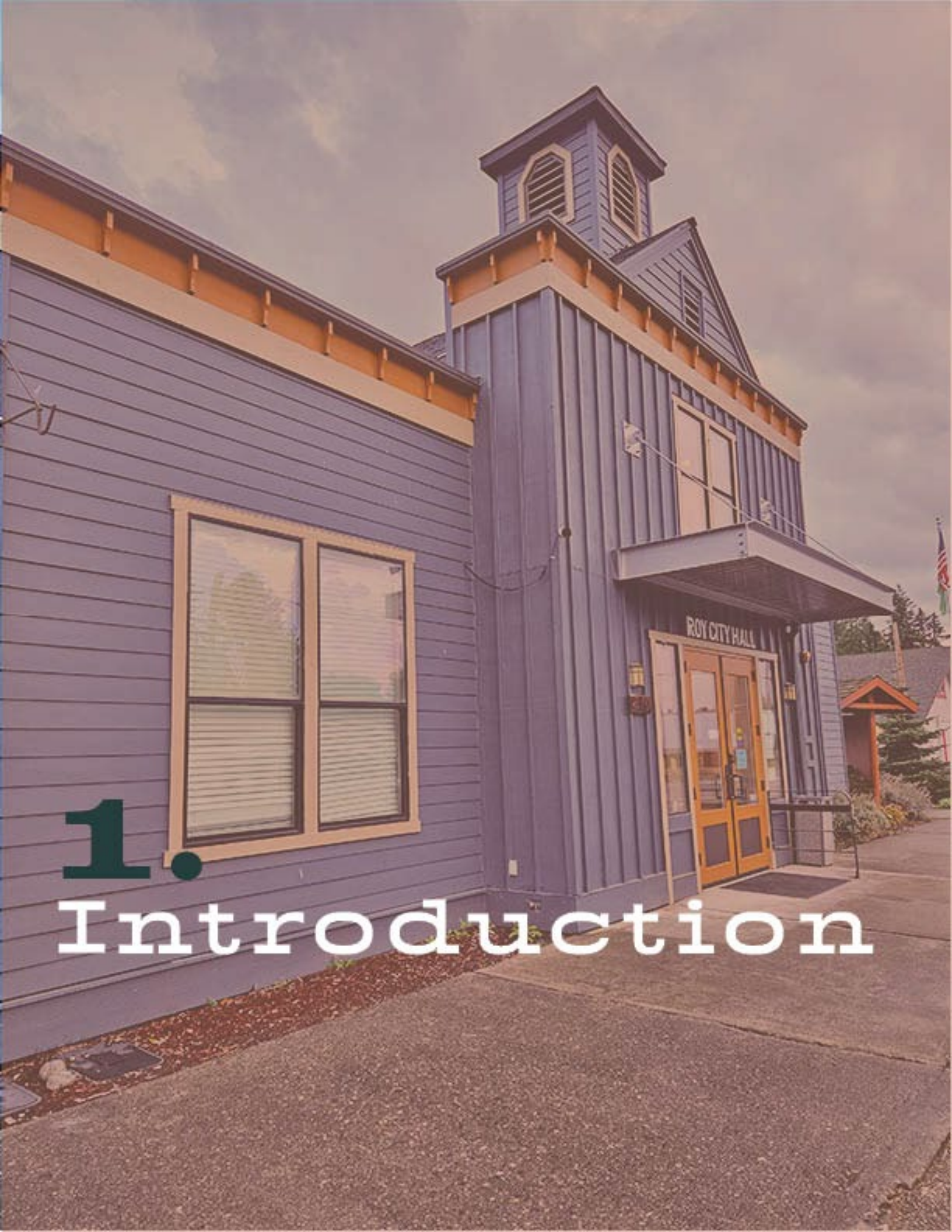
GLOSSARY AND DEFINITIONS

ACS	American Community Survey
ADA	Americans with Disabilities Act
BNSF	Burlington Northern Santa Fe Railway
CIP	Capital Improvement Plan
CLT	Community Land Trust
CoLI	Center of Local Importance
CPP	Countywide Planning Policies
FEMA	Federal Emergency Management Agency
GMA	Growth Management Act
JBLM	Joint Base Lewis-McChord
LID	Low Impact Development
LOS	Level of Service
MPP	Multicounty Planning Policies
OFM	Office of Financial Management
PROS	Parks, Recreation, and Open Space
PSRC	Puget Sound Regional Council
ROW	Right of way
SEPA	State Environmental Policy Act
SR	State Route
TDM	Transportation Demand Management
TIP	Transportation Improvement Plan
UGA	Urban Growth Area
WSDOT	Washington State Department of Transportation



1. Introduction

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PURPOSE OF THE PLAN

The Comprehensive Plan is a broad statement of the community's vision for the future. The Plan contains policies to guide the city's physical development and certain aspects of its social and economic development. Comprehensive Plans are required to incorporate mandatory elements of the Growth Management Act (GMA) and policies in the region and county that address infrastructure and planning needs identified since the previous update cycle.

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 an overall direction for residential, commercial, and industrial growth in a pattern that maintains and enhances existing neighborhoods.

The Plan steers regulations, implementation actions, and services in a direction that supports the vision. It also reflects the long-term values and aspirations of the community and shows how various aspects, such as land use, housing, transportation, capital facilities and services, work together to achieve the desired vision.

REGIONAL PLAN COORDINATION

State Planning Context

Growth Management Act

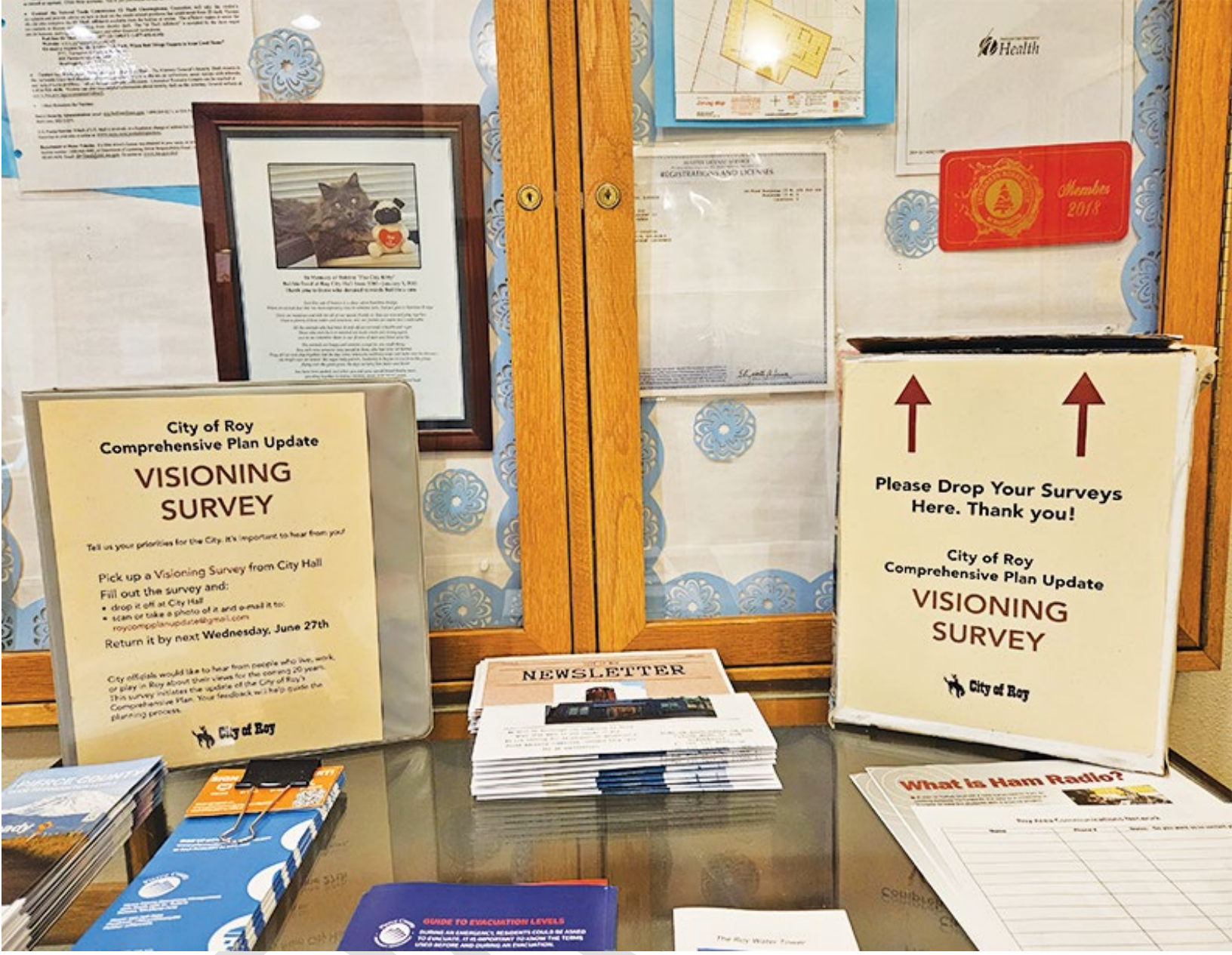
In 1990, Washington's Legislature passed the Growth Management Act (GMA), which established planning goals and a framework for planning for cities and counties that have experienced rapid growth. The GMA requires mandatory elements of land use, housing, transportation, utilities, capital facilities, and parks, recreation, and open space to be included as part of the Plan.

Regional Planning Context

Vision 2050 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 2050, adopted in 2020 by the PSRC, promotes an environmentally conscious 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, reduce the region's contribution to climate change and prepare for climate impacts, and focus new employment and housing in vibrant urban centers.

Vision 2050 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. This Comprehensive Plan has been updated based on residential and employment targets that align with the Vision 2050 growth strategy.

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, preparing for climate change, 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.

COMMUNITY INVOLVEMENT

City of Roy residents, business owners, employees of businesses located in Roy, owners of property in Roy, or anyone who is affected by the Plan, are invited to help develop and update the Comprehensive Plan. Generally, planning begins with the 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 subjects such as land use. Participants may vary depending upon the scope of the issue. The Planning 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 few 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 held to present ideas and to discover new ones. Surveys and questionnaires were used to reach those who may not be able to attend meetings. Roy's website has provided, and will increasingly provide, a way to advertise meetings and 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 adopting the City budget.

For this Comprehensive Plan update, community outreach efforts included a community survey, which received over 50 responses and helped inform this Comprehensive Plan update. The survey was available at City Hall and circulated throughout the community through the Roy Tavern Steak Night dinner and the "Under the Top: Community Resource Fair". Survey responses were incorporated into the draft plan and kept at City Hall for people to view. The survey generally revealed that respondents envision Roy to be a place where their families can grow up and live safely with a neighborly atmosphere. Survey respondents also indicated community events, a distinctive Main Street, and the preservation of historical sites as most important considerations for the future of Roy. Other important values identified in the survey include providing affordable housing and acquiring additional land for parks.

Community outreach also consisted of several presentations and attendance at Planning Commission and City Council meetings, including a joint City Council and Planning Commission meeting in September of 2023. Information on the comprehensive plan process and opportunities to provide feedback were available at community events such as the Community Resource Fair and at the Roy Tavern for Steak Night dinner. There was also opportunity for the public to review and comment on the draft plan and attend Planning Commission and City Council meetings and the public hearing on the Comprehensive Plan.

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 consistent with the goals and policies of this Plan.

Annual Review and Amendments

While the Comprehensive Plan is meant to provide a strong and constant vision for the future, it is also a living document. Amendments to the Comprehensive Plan are necessary, from time to time, to respond to changing conditions and the needs of residents. The GMA requires that amendments to the Comprehensive Plan are considered no more 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 determined. 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, and the need and availability of land for specific land 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. An implementation progress report will be conducted five years after the Comprehensive Plan update. 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 is made in addition to, and not counted 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 2050, 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 2050,
- Ratified the Pierce County CPPs and subsequent amendments thereto and considered the policies of the CPPs during the development of, and update to, this plan.

Conformance with the GMA, CPPs, and VISION 2050 facilitates the consistency and coordination of Roy's Comprehensive Plan with plans of other jurisdictions. This Plan acknowledges that interested Indigenous tribes may voluntarily choose to participate in the local and regional planning processes. 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).

Included Elements and Organization

Roy's Comprehensive Plan includes this introduction chapter and the mandatory elements of Land Use, Housing, Transportation, Parks, Recreation, and Open Space, Utilities, and Capital Facilities, as well as a Community Building chapter that reflects the community's desire for more community events.

The recently adopted HB 1181 (2023) requires that comprehensive plans include a climate resilience element or identifies applicable goals and policies throughout the plan that address sub-elements of greenhouse gas (GHG) reduction and climate resilience. This Comprehensive Plan does not include climate resilience as a standalone element, rather the goals and policies of the Climate Resilience element are integrated throughout the plan. Goals and policies that correspond to climate requirements are indicated by either "(Climate – GHG Reduction)" or "(Climate – Resilience)" following the policy number – i.e., Policy LU-3.2 (Climate – GHG Reduction). A brief vulnerability analysis will inform the equitable implementation of these policies can be found in Appendix G: Climate Vulnerability.

A VISION FOR ROY

Vision Statement

The vision for Roy is a collaborative effort shared by community members, officials, and civic leaders. The statement combines a desire to hold on to what gives Roy its singular distinction while also looking forward to a more prosperous future. Results of a community survey helped shape the vision.

Roy aspires to fuse Western tradition and small-town camaraderie with progressive thinking, thus preserving our heritage while creating a vibrant and thriving future for all.

Incorporating the Vision in the Plan

A vision statement typically describes an aspiration – qualities a community values and intends to keep and desires yet to be met – aspects of community life that will improve the quality looking into the future. The Comprehensive Plan is the guiding document for achieving the vision. It contains goals and policies supported by background analysis and information that will assist with implementing the plan. A starting place for the Comprehensive Plan is to state predominate principles that will become the basis for the plan's goals and policies.

Principle 1: Heritage, roots, tradition

This principle suggests a commitment to retaining the characteristics of Roy as a Western outpost that once served as a stopping point for a rail line. Though no longer in use, the rails remain, as does the historic water tower. These features are daily reminders of Roy's heritage and may become focal points of the revitalized town center over the coming years.

Goals and policies in the Comprehensive Plan that support this principle may be found here: Goal CB-1, Policy CB-1.1, Policy CB-4.3, Goal LU-6, Policy LU-3.5, and Policy LU-10.2, among others.

Principle 2: Small city environment, unity

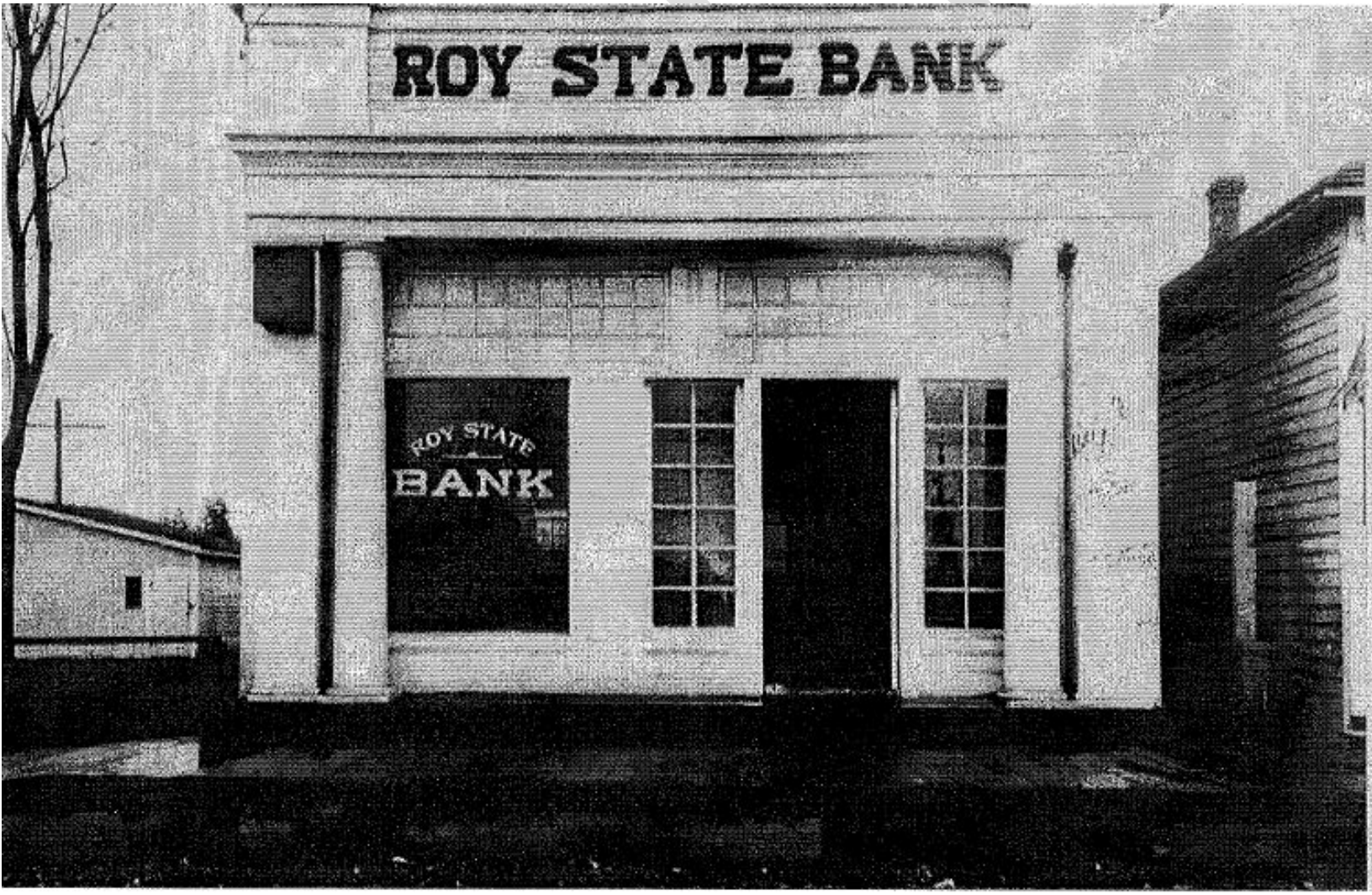
This principle suggests agreement among the townspeople that Roy will remain a close-knit community of city residents as well as those who live outside the city limits but are attached to the city by way of employment, civic involvement, and land ownership. The long-established interconnections share a common view for the future and are responsive to the needs of underserved members of the community. People anticipate infill and new development to address changing needs as they arise.

Goals and policies that support this principle may be found in here: Policy TR-13.3, Policy P-1.4, Policy P-1.10, Goal P-3, and those in the Community Building Element, among others.

Principal 3: Progress, a thriving future, opportunities of tomorrow

This principle suggests that Roy will aspire to a sustainable future by seeking opportunities to improve and expand community services, attract jobs, and respond to new challenges. The city will pursue housing for all income levels and needs that are compatible with existing neighborhoods. Priorities include upkeep of existing housing, expanding the opportunity for home ownership, and using innovative methods to diversify housing choices. All new land uses will be responsive to the surrounding natural environment.

Goals and policies that support this principle may be found here: Policy LU-2.1, Policy LU-2.2, Policy H-1.2, Goal H-2, Policy H-1.3, Policy H-3.3, Policy H-3.4, and Policy T-9.1, among others.



HISTORY OF ROY

Founded in 1884 by James McNaught and Dr. C. A. Warren, Roy was incorporated in 1908. Roy is in South Pierce County on the densely forested plains of the Nisqually Basin and surrounded by open prairies and farmland. Joint Base Lewis-McChord military reservation abuts the town limits.

The Nisqually Indian tribe originally inhabited the area. When the Northern Pacific Railroad was built in the early 1870s, the township known as "Media" was the midway point between Tacoma and Tenino. When the town was incorporated, its official name became Roy, the name of the son of founder James McNaught.

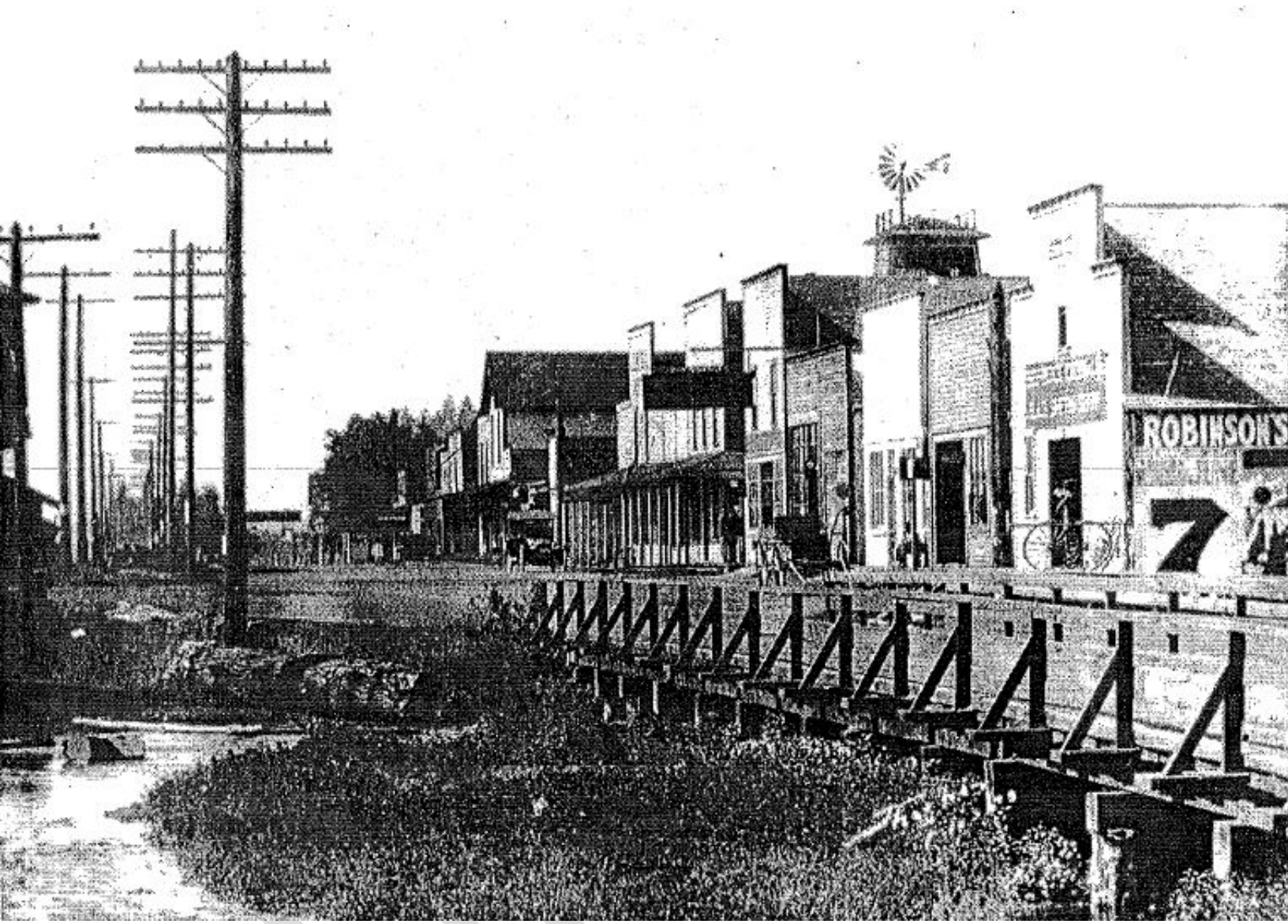
As an early community, Roy played an important role in the region as a prosperous boomtown and a major stop on the railroad line. The city was home to many sawmills that supplied lumber for the ever-growing Tacoma, and provided a water stop for the steam trains that needed to be refilled before making the climb into the Cascade foothills. Roy was also a prime growing region for hops, which 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 – despite 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 past.

Currently, the most common job industries of residents in Roy are health care and social assistance, public administration, retail, and construction, according to US Census and American Community Survey data. The Roy Pioneer Rodeo Association hosts its rodeo twice a year adjacent to Roy, which draws thousands of people from around the country, as well as Canada.

Roy's climate is like 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 popular pastime. Salmon, trout, bass, and catfish are plentiful in the nearby waters. Other popular recreations include baseball, horseback riding, hiking, and swimming.

Today, Roy is planning renewed growth that will continue to shape 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.



COMMUNITY PROFILE

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 run by the Roy Pioneer Rodeo Association, and properties located on the south side of 288th Street South and east of SR 507. Figure I-1 shows Roy's planning vicinity. Figure I-2 shows Roy's planning area, including the city limits and its UGA.

Figure I-1.Vicinity Map

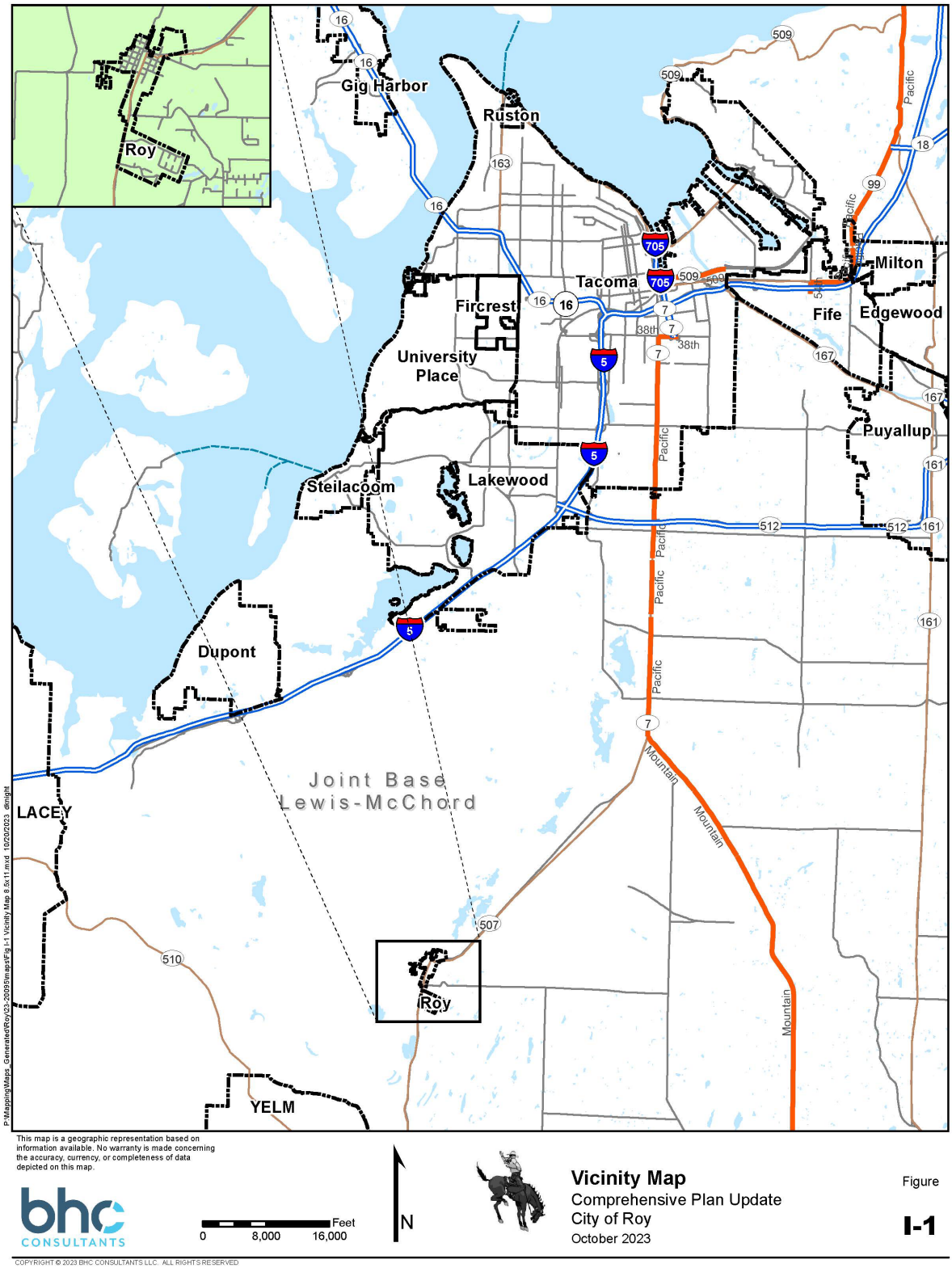
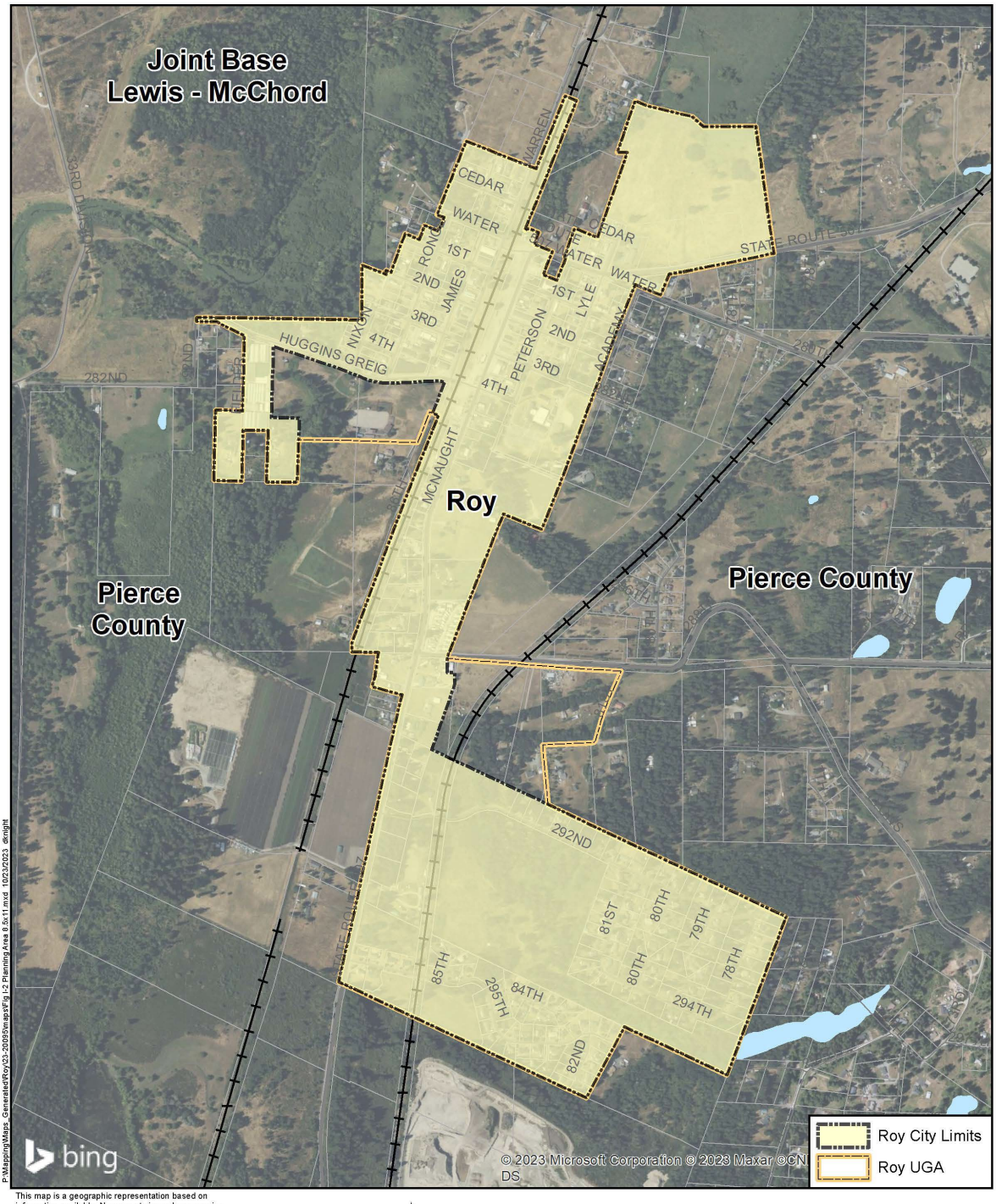


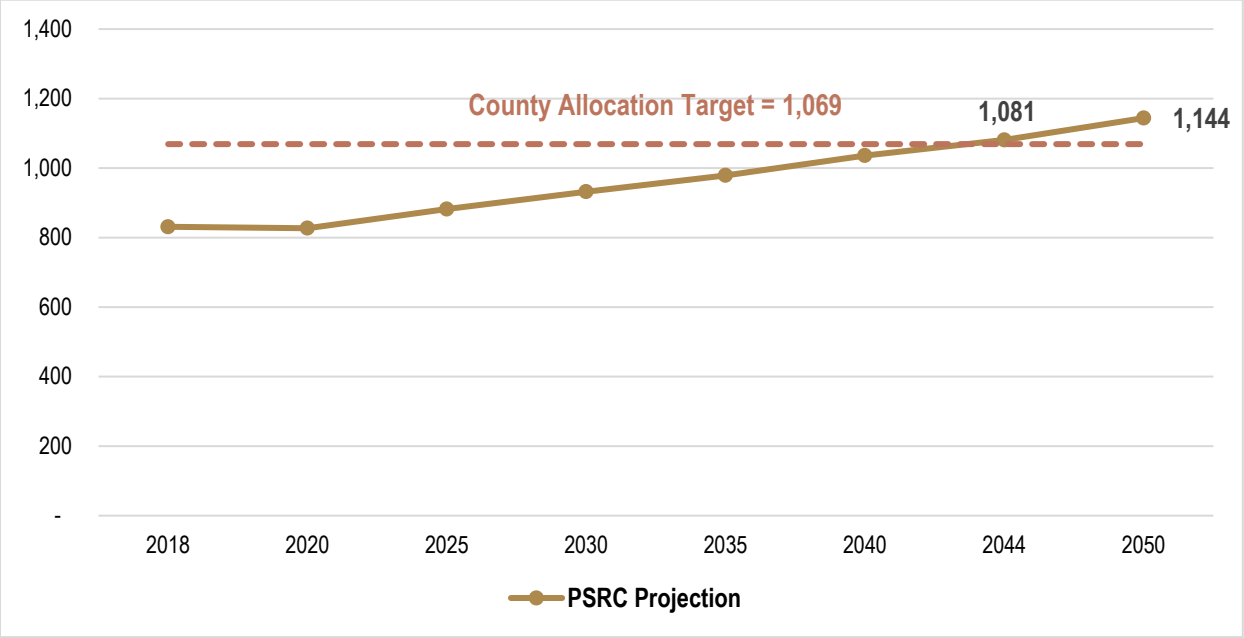
Figure I-2. Planning Area



Population Forecast

Pierce County has adopted population target estimates of an additional 253 people in Roy by 2044 for a total of 1,069 people. The City's population in 2020 under the decennial census was 816. The PSRC estimate for the population of Roy in 2044 is higher than the County's adopted population target by 12 people for a total of 1,081 people, as shown in Figure I-3 below. This plan uses the County's allocated growth in its planning scenarios.

Figure I-3. Population Forecast and Target



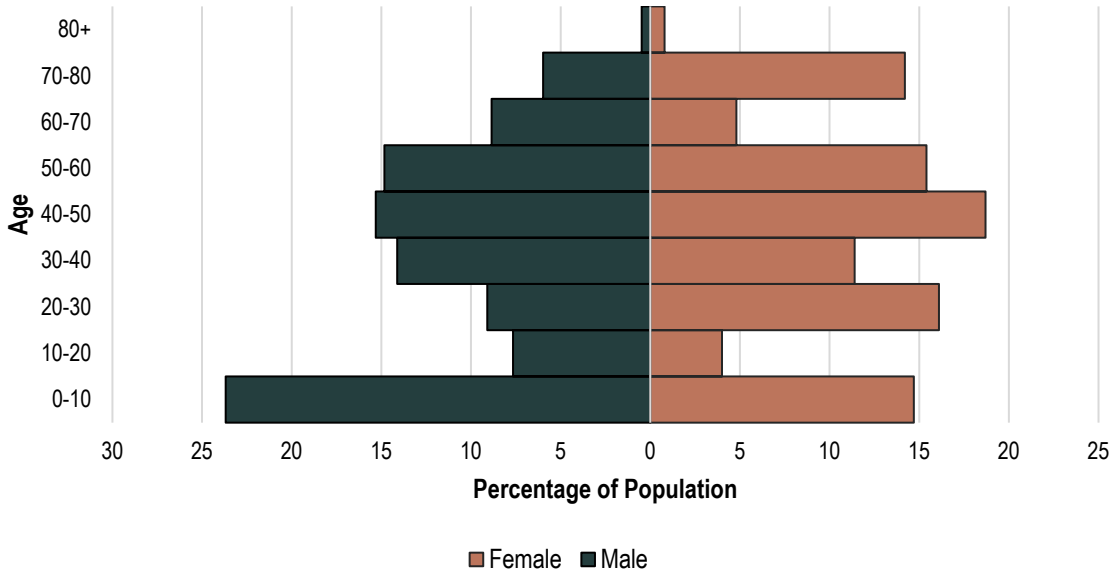
PSRC LUV-it Model used for the population forecast. County allocation established under Pierce County Ordinance No. 2022-46s.

Demographics

Below is a summary of current demographic information in Roy and how this compares to the County. This Comprehensive Plan guides development with consideration of the below discussion to equitably provide for the diverse needs of the residents of Roy.

Figure I-4 below shows the age distribution of Roy by sex. The greatest share of Roy's population in 2020, 39% was those aged 0-10 years of age, followed by people ages 50-60, accounting for 30% of the population.

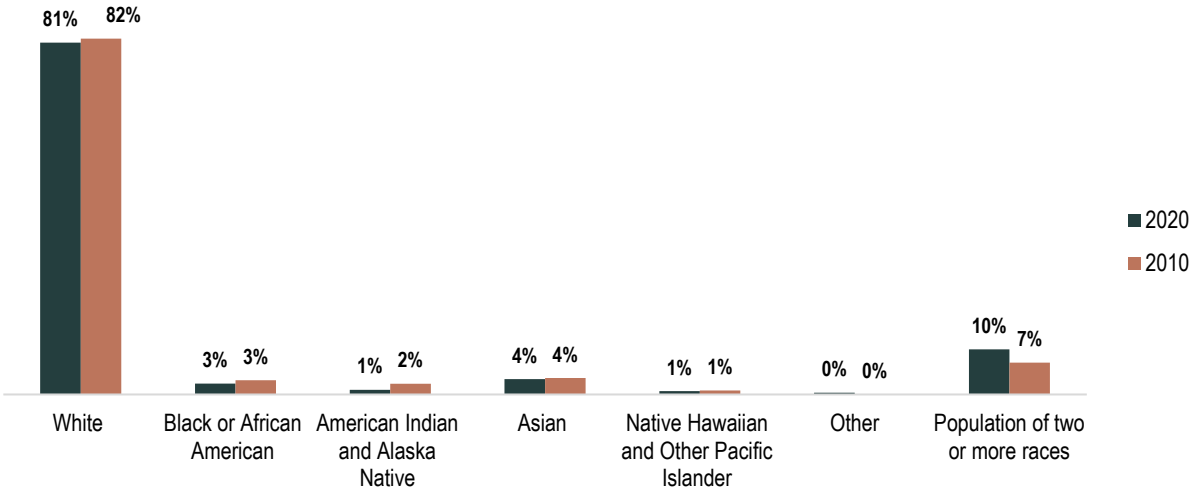
Figure I-4. Age



US Census Bureau, 2020 ACS 5-Year Estimates, Age and Sex.

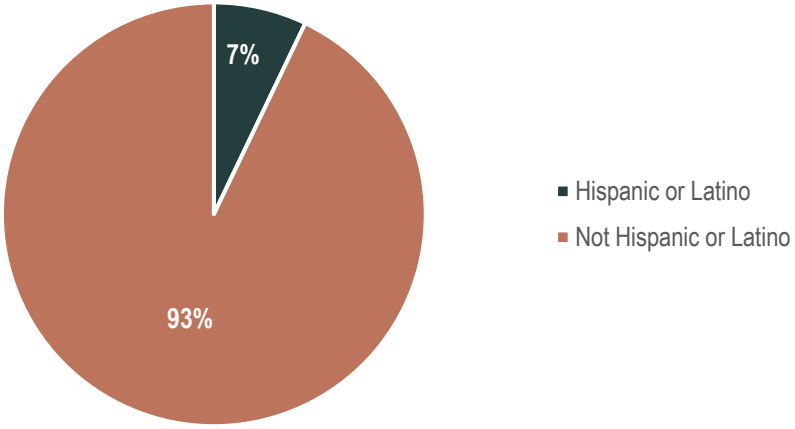
As shown in Figure I-5 and Figure I-6, the most common race in Roy is White, with 93% of residents reporting non-Hispanic or Latino heritage. The proportion of the population of reporting two or more races increased slightly over the past ten (10) years from 7% to 10%.

Figure I-5. Race



US Census Bureau, Decennial Census, Race.

Figure I-6. Ethnicity



US Census Bureau, Decennial Census, Race.

A total of 14% of the City's population in all age brackets is reported to have a disability. The group age bracket with the highest disability percentage is ages 65 and over, in which 84% of individuals report having a disability (Table I-1 below).

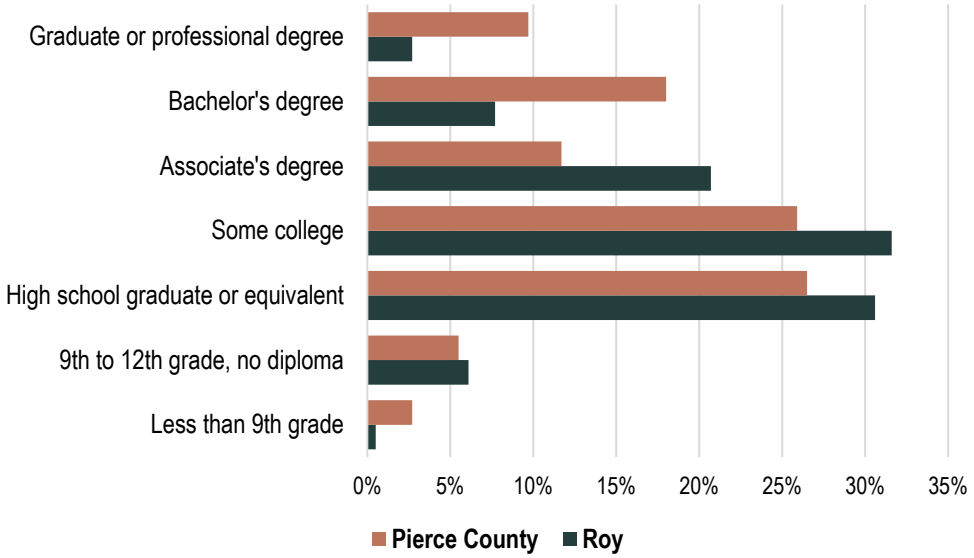
Table I-1. Ability

Age Bracket	Percentage of Individuals
Under 18 with disability	2%
18-65 with disability	13%
65+ with disability	84%
Percent of Total Population	14%

US Census Bureau, 2020 ACS 5-Year Estimates.

The City has slightly lower educational attainment than Pierce County when it comes to a bachelor's degree education and higher but outpaces the County on educational attainment from high school to an associate degree. Eight percent of City residents over the age of 25 had a bachelor's degree, compared to 18% for the County as a whole. Graduate and professional degree attainment had a 7-point difference between the City and the County, with 3% of City residents having an advanced degree compared to 10% of County residents, as seen in Figure I-7.

Figure I-7. Highest Education Attained

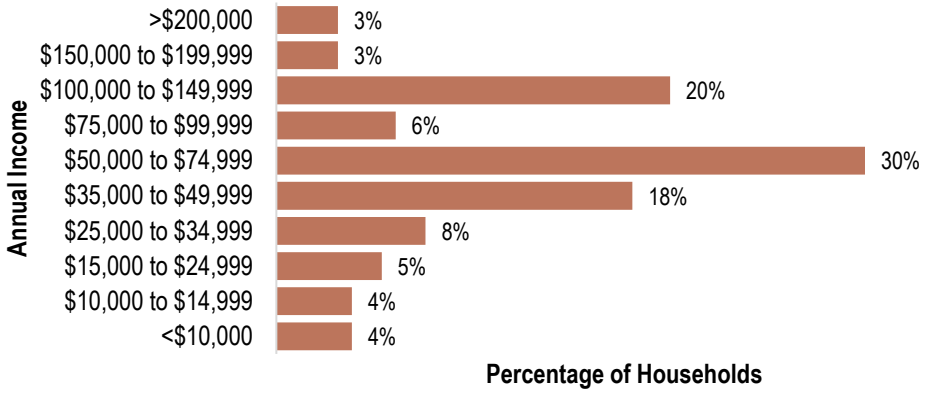


US Census Bureau, 2020 ACS 5-Year Estimates, Educational attainment.

Income and Poverty Status

The median income for Roy residents according to American Community Survey (ACS) was $63,409 in 2020. Households making $50,000 to $75,000 per year accounted for the greatest share of the population (30%), as seen in Figure I-8 below. In terms of poverty status, 5.3% of the City's community members were below the federal poverty level in 2020 according to ACS estimates. The federal poverty level varies based on household size, but in 2023 was set at an annual income of $14,580 for an individual or $30,000 for a family of four. As a comparison, the County's rate of poverty was 9.5%.

Figure I-8. Household Income



US Census Bureau, 2020 ACS 5-Year Estimates, Income.

2. Community Building

2. Community Building

INTRODUCTION

The Community Building Element provides goals and policies to increase the sense of community in Roy. The element is meant to address the goals of creating gathering places and cultural opportunities for people of diverse backgrounds. It addresses residents' desires to develop a more successful business climate, welcome people of all backgrounds, and be better connected to civic processes, as identified in the community survey. It is also intended to help carry out the vision of Roy being a safe, healthy, friendly, and close-knit community.

GOALS AND POLICIES

This element contains the community building goals and policies for the City of Roy. The following goals represent the general direction of the City related to community building, while the policies provide more detail about the steps needed to meet the intent of each goal.

People and Public Places

Community cohesiveness develops in many ways – it can come from a shared vision for the community and can be developed with public places for interaction. Successful public places are accessible for everyone, well-connected to other places in the city, and provide a welcoming place for people to socialize. Accessibility means having good links to surrounding areas by foot, bike, or other means for people of all abilities. It also means visual accessibility. Welcoming public spaces are influenced by several characteristics, including a perception of safety, cleanliness, and availability of seating, both formal and informal. 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. Identifying features, such as a fountain, artwork, or a unique building may also enhance public spaces. Activity and socialization may be a natural outcome from a collection of uses or may be programmed through music presentations, performing arts, or other events.

GOAL CB-1
Secure BNSF Railroad property for a new Town Commons to be developed between the railroad line and SR507.

Policy CB-1.1
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. Should the property be acquired, consider the safety of the property while designing community spaces.

GOAL CB-2
Facilitate the success of public places that foster community cohesiveness by ensuring well-designed spaces that support activity and community interaction.

Policy CB-2.1
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, that operate at higher performing energy and environmental standards. Require new larger-scale residential developments in the southernmost area of Roy to provide neighborhood-scaled parks and open space areas to serve residents in this area of the community.

Policy CB-2.2
Develop and enhance informal community gathering places such as plazas in commercial areas that include restaurants 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.

Policy CB-2.3
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 CB-2.4
Incorporate and provide opportunities for art in and around public buildings and facilities to contribute to the regional legacy of the Pacific Northwest. Encourage developers to incorporate art as design elements or features of new development, such as for lighting, rails, walls, benches, etc., as well as the placement of significant art or historical murals.

Policy CB-2.5
Protect existing viable businesses from physical, economic, and cultural displacement that may result from redevelopment and market pressure.

Policy CB-2.6
Foster economic growth in areas with low and very low access to opportunity.

Community Events

Community cohesiveness can 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 annual Tree Lighting Ceremony, as well as a variety of other public activities, the City serves as a conduit supporting these interactions and possible community building outcomes.

GOAL CB-3
Promote activities and events that enliven public spaces, build community, and enrich the lives of Roy citizens.

Policy CB-3.1
Provide links to public places to encourage their use through such means as:

- Providing safe and convenient pedestrian walkways or trails;
- Providing bike paths; and
- Designing for visual access to and from the site.

Policy CB-3.2
Encourage and support a wide variety of community festivals or events that reflect the heritage and cultural traditions of the Roy community, such as the Hometown Heroes Community Day and Cleanup, Junior Rodeo, Pioneer Rodeos, 4th of July Parade with community potluck, and the annual Tree Lighting Ceremony.

Policy CB-3.3 **(Climate – Resilience)**
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.

Policy CB-3.4
Support inclusive community planning to meet the needs of current and future residents and businesses by fostering a welcoming environment at public meetings and community events for all residents.

Entrances and Landmarks

People orient themselves by remembering certain features that include unique public views, defined entries, and landmarks. These features can set apart one community from another and are part of what defines the uniqueness of a place.

GOAL CB-4
Preserve and enhance key features and create new ones that can help define Roy and its neighborhoods.

Policy CB-4.1
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. Key entry points to the community include the northern and southern approaches to Roy via SR 507.

Policy CB-4.2
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 CB-4.3
Develop specific design guidelines for signs in the Western Design Overlay to achieve visual cohesiveness.

Policy CB-4.4
Require, when practicable, underground installation of utility distribution lines. The City should work with utility providers, citizens, and developers to find ways of funding the undergrounding of existing utilities.

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 native and drought-tolerant landscaping that line the roadways and vegetation on private property. A well-managed, healthy urban forest provides green infrastructure that:

- 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 place and well-being.

GOAL CB-5 (Climate – GHG Reduction)
Promote the planning, management and preservation of a safe and healthy urban forest that sequesters carbon by establishing effective practices and administering landscaping standards and guidelines.

Policy CB-5.1
Require landscaping with a drought-tolerant native plant component (trees, shrubs, and groundcovers) to be installed when significant development activities take place.

Policy CB-5.2
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.

Streetscape Landscaping

Street trees and other landscaping treatments are essential for creating beauty and improving the quality of life within the SR 507 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 SR 507 corridor are within future sidewalks and planting strips to enhance the streetscape environment – and within future traffic medians to reinforce traffic calming measures.

GOAL CB-6 (Climate – GHG Reduction)

Preserve, install, and maintain street trees and other landscaping in accordance with the City's adopted street tree list, landscape regulations, and applicable design standards and guidelines.

Policy CB-6.1
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.

Policy CB-6.2 (Climate – GHG Reduction)
Increase the tree canopy to boost carbon sequestration, reduce heat islands, and improve air quality, prioritizing overburdened communities.

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. Public and private projects can help foster this connection and build community awareness by incorporating elements of Roy's history into design features.

GOAL CB-7
Support the preservation and active use of cultural and historic resources to enhance Roy's quality of life, economic vibrancy, and environmental stewardship.

Policy CB-7.1 (Climate – GHG Reduction)
Encourage preservation, restoration, and appropriate adaptive reuse of historic properties to promote economic development, public use, and serve as tangible reminders of the area's history and cultural roots.

Policy CB-7.2
Incentivize restoration, maintenance, and adaptive reuse of historic properties through code flexibility, fee reductions, and other regulatory and financial incentives. Incentives actively encourage both preservation of existing structures and restoration of structures to resemble the original style and setting and can support economic development and environmental stewardship more closely by preventing the need for new buildings.

Policy CB-7.3
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 CB-7.4
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.

Policy CB-7.5
Encourage nomination of historic resources that appear to meet Historic Landmark criteria by individuals, community groups, and public officials.

Policy CB-7.6
Protect Historic Landmarks and significant archaeological resources from the adverse impacts of development, demolition, or inappropriate modification.

Policy CB-7.7
Mitigate unavoidable and 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.

Policy CB-7.8
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 CB-7.9
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.

Policy CB-7.10
Protect culturally significant sites and tribal fishing, hunting, and gathering grounds by considering the impacts of development on cultural resources.

3. Land Use

3. Land Use

INTRODUCTION

Roy seeks to attract jobs, increase business opportunities, and encourage more activities that respond to community needs over the coming years. The city aspires to capitalize on its historic Western roots and accentuate its interconnectedness with surrounding areas.

Land uses in Roy combine stable residential neighborhoods within walking distance of the town's city center, Roy Park, and the elementary school. Newer neighborhoods provide private open space and proximity to goods and services. The Land Use Element includes goals and policies to guide Roy's long-term vision over the coming 20 years. It also identifies where growth is appropriate and describes the desired changes over time. Additional information and analysis can be found in Appendix A.

The Land Use Element complies with the requirements of the Washington State Growth Management Act (GMA), the Puget Sound Regional Council's Vision 2050 Multicounty Planning Policies (MPPs) that provide a shared framework for planning in the Central Puget Sound area, and with the Pierce County Countywide Planning Policies (CPPs) that ensure county and municipal plans are consistent.

The Land Use Element will assist Roy in meeting several objectives, including the following:

- Consider land characteristics to direct development away from environmentally critical areas and important natural resources.
- Provide a range of affordable housing choices in stable residential neighborhoods.
- Encourage employment growth and commercial development along State Route 507.
- Encourage redevelopment of properties that are underutilized or are inconsistent with the Comprehensive Plan designation.

This element furthers Roy's vision of being welcoming and responsive to the needs of all residents as it anticipates necessary growth and change.

GOALS AND POLICIES

This element contains the land use goals and policies for the City of Roy. The following goals establish broad direction for land use planning, while the policies provide strategies for achieving the intent of each goal.

Consistent Land Use Management

GOAL LU-1
Clearly describe land use designations with consideration of GMA goals.

Policy LU-1.1
Ensure that all development and redevelopment conform to the Comprehensive Plan Map and to the land use designations described in the Land Use Element. The land use designations serve to protect areas from incompatible development, maintain property values, and support development consistent with each designation. Table A-1 describes Roy's seven land use designations and their appropriate zones, land uses, and building intensities. Roy's Land Use Map (Figure A-1) establishes these designations in Roy and in its Urban Growth Area (UGA).

Policy LU-1.2
Provide sufficient land area and densities to meet Roy's projected needs for housing, employment, and public facilities. Ensure that designations protect critical areas and natural resources.

Policy LU-1.3
Protect the property rights of landowners from arbitrary, capricious, and/or discriminatory actions.

Residential Uses

GOAL LU-2
Achieve a mix of housing types and densities to maintain attractive and healthy residential neighborhoods and guide new housing into appropriate areas.

Policy LU-2.1
Expand housing choices 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 LU-2.2
Include a wide range of housing types that are compatible with the type, scale, and character of surrounding residential development. Housing types include single detached and attached dwellings, live-work units, multi-family dwellings, townhomes, accessory dwelling units, residential care facilities for those who are unable to maintain independent living arrangements, and residential above commercial uses.

Policy LU-2.3
Allow manufactured homes in low- and moderate-density residential areas and all designations where single-family detached housing is permitted (subject to applicable federal and state siting requirements and local health and safety regulations).

Policy LU-2.4
Encourage a range of residential densities based on existing development patterns, community needs and values, proximity to facilities and services, immediate surrounding densities, and protection of natural environmental features.

Policy LU-2.5
Encourage clustering units outside of critical areas and associated buffers so that that overall density of a site does not exceed the maximum dwelling units per acre. Appropriate buffering, design features, and amenities must be included in all innovative designs.

Policy LU-2.7
Increase residential density and building height in existing commercial, mixed use, and multifamily areas along State Route 507. This will concentrate density using current zoning and help accommodate population and employment growth as allocated by PSRC's VISION 2050 and the Pierce County Countywide Planning Policies.

Policy LU-2.8
Encourage residential infill development to provide a harmonious transition into nearby single detached housing neighborhoods and to be compatible with surrounding development in terms of scale, form, relationship to the street, and other design elements.

Policy LU-2.9
Encourage home occupations to expand local economic opportunities that are compatible with the surrounding residential area.

Commercial Uses

GOAL LU-3
Achieve a mix of commercial land uses that serve the needs of the City's residents, local businesses, and visitors.

Policy LU-3.1
Design new and redeveloped commercial and mixed-use buildings consistent with community goals for attractive streets, public spaces, and pedestrian amenities.

Policy LU-3.2 **(Climate – GHG Reduction)**
Encourage environmentally clean, non-polluting businesses. Discourage the expansion of commercial "strips" and prohibit the expansion of polluting industries in overburdened communities.

Policy LU-3.3
Site buildings and off-street parking to enhance the streetscape and to encourage pedestrian orientation. Buildings should have an obvious pedestrian entrance, pedestrian-level windows, weather protection, architectural details, pedestrian-scale signage on the street, and parking located to the rear or side.

Policy LU-3.4
Ensure businesses such as restaurants with drive-up windows in commercial and mixed-use areas are subject to development standards intended to minimize impacts on neighboring properties.

Policy LU-3.5
Apply the Western Design Overlay standards and other design guidelines to encourage architectural consistency and compatibility with existing neighborhoods.

Policy LU-3.6 **(Climate – GHG Reduction)**
Promote high quality, safe, and contiguous facilities for pedestrians, bicyclists, and people with disabilities in commercial designations. Take into consideration vehicular and pedestrian connections to reduce vehicle trips. Incorporate sidewalks and internal pathways to enhance pedestrian circulation.

Policy LU-3.7 **(Climate – GHG Reduction)**
Implement maximum automobile parking standards for various types of development. Encourage shared parking facilities.

Policy LU-3.8
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 LU-3.9
Encourage and assist landowners of vacant and underutilized sites with development or redevelopment of their properties to the highest and best use under the City's development regulations. Give priority to infill development, expansion of existing facilities, or consolidation of existing underdeveloped commercial properties.

Policy LU-3.10
Encourage uses such as a library, bookstore, and art galleries and museums in commercial and mixed-use areas.

Policy LU-3.11
Protect residential areas and public gathering places such as parks, schools, and religious institutions from the negative impacts of "adult" business and entertainment establishments, as long as a "reasonable opportunity" is provided to operate such a business within the municipal boundaries.

Industrial Uses

GOAL LU-4
Encourage industrial uses that contribute to the local economy without incurring a negative impact on the community quality of life.

Policy LU-4.1
Permit light industry in designated areas; discourage heavy industry uses.

Policy LU-4.3
Allow the continued operation of existing industrial uses if such operations are in conformance with all applicable county, state, and federal environmental regulations and the goals and policies of this comprehensive plan.

Policy LU-4.4
Subject redevelopment proposals in industrial areas to environmental and public review.

Policy LU-4.5
Encourage existing industrial uses, redeveloped industrial areas, and new industrial sites to add vegetative buffering so that vegetative buffers are more visible than structures from adjacent land uses.

Essential Public Facilities and Other Public Facilities

GOAL LU-5
Site essential public facilities in locations appropriate for the services they provide and the people they serve and to fit in with the surrounding development and the natural features, using natural boundaries where appropriate.

Policy LU-5.1
Adequately consider the impacts of specific essential public facilities to comply with the Growth Management Act and County-Wide Planning Policies.

NEW *Policy LU-5.2* **(Climate – Adaptation)**
Consider future climate conditions during the siting and design of capital facilities to ensure they function as intended over their planned life cycle. Essential public facilities and hazardous industries should be sited outside of the 500-year floodplain.

Policy LU-5.3
Allow small public facilities such as neighborhood parks, drainage facilities, and transformer boxes intended to serve a few neighborhoods to be located within a neighborhood.

Policy LU-5.4
Locate public facilities intended to serve the entire city to provide convenient and equitable access for residents who must frequent them, i.e., community parks, schools, government offices, and similar facilities. When locating new facilities, prioritize historically underserved communities to ensure equitable access. Locate large facilities that serve the entire city and are not frequented by citizens where they will not disrupt the landscape or disturb residential and commercial areas with noise, glare, dust, or other pollution, i.e., power substations, water wells, and sewer lift stations.

Policy LU-5.5
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 be located on non-arterial streets. Developers of these facilities should be required to make infrastructure improvements to support the facilities, which 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 LU-5.6
Recognize that some federal, state, regional, and county facilities might impose detrimental effects on the Roy community if located within the city. Such facilities should provide accompanying facilities or

programs that have clear benefits for the community. The City should seek mitigation of disproportionate financial burdens resulting from the location of essential public facilities in Roy.

Policy LU-5.7
Siting proposals by federal, state, regional, and county agencies must include clear justification for the need for the facility and for its location within Roy. Alternate sites outside of 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 LU-5.8
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 LU-5.9
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 LU-6
Designate the Roy town center – the historic core of the community – a Center of Local Importance under VISION 2050 and the Pierce County Countywide Planning Policies.

Centered on SR 507 (McNaught Street South and Water Street South), the Roy Town Center includes a mix of commercial uses, residences, and public and quasi-public uses such as the city hall, fire station, post office, and religious institutions, as well as the city's largest undeveloped tract of land planned for mixed use development. It also includes vacant land owned by the BNSF Railroad where the community would like to establish a town common.

Policy LU-6.1
Support focused development in the Center of Local Importance (CoLI) with the aid of development standards, design guidelines, level of service standards, public facility plans, and funding strategies.

Policy LU-6.2
Recognize the Town Center CoLI in all relevant local, regional policy, planning, and programming forums.

Policy LU-6.3
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 LU-7 (Climate – GHG Reduction)

Manage land uses, development, and redevelopment to preserve and improve both the natural and built environments to maximize the climate resilience benefits they provide.

Policy LU-7.1
Enforce standards that will achieve environmentally sensitive development when it occurs within and adjoining shoreline planning areas, critical areas, natural buffers, and open space areas.

Policy LU-7.2
Size and categorize wetlands 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 LU-7.3
When designed to preserve open space, protect critical areas, or provide vegetative buffers, consider reduction or variation of residential lot sizes, density bonuses, planned developments, clustering of housing, and innovative development techniques to maintain reasonable use of property while protecting the environment.

Policy LU-7.4
Apply performance standards as a regulatory alternative to fixed zoning regulations in and around environmentally sensitive areas.

Policy LU-7.5
Structure city facility projects, maintenance and operating procedures, and programs to minimize and mitigate environmental damage, utilize best available science, and to restore and improve the environment if possible. Utilize natural boundaries to determine the routes and placement of infrastructure connections and improvements.

Policy LU-7.6
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 can 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 LU-7.7
Seek to protect wildlife habitat resources by preventing the indiscriminate and unnecessary removal of native trees, shrubs, and ground covers. Promote the protection of areas that provide food, cover, resting, shade, and nesting areas for wildlife, and protect and enhance the quality of Muck Lake and Muck Creek waters.

Policy LU-7.8
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 using management zones, development regulations, incentives for voluntary efforts of private landowners and developers, land use designations, habitat acquisition programs, or habitat restoration projects. Support efforts to remove invasive species and re-plant cleared areas with native plants.

Policy LU-7.9
Effectively administer the Roy Shoreline Master Program, which applies to certain activities located within shoreline areas adjoining Muck Lake and Muck Creek.

Policy LU-7.10
Ensure that there is "no net loss" of wetlands by function and values. Wetlands should be protected and enhanced where possible to increase carbon sequestration.

Policy LU-7.11
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 LU-7.12
Design and manage city facilities, services, programs, and procedures 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 LU-7.13
Manage development activities and land uses within the city to minimize noise, light and glare, and water, soil, and air pollution.

NEW *Policy LU-7.14* **(Climate – Adaptation)**
Equitably increase tree canopy to boost carbon sequestration, improve air quality, reduce urban heat islands, and improve the mental and physical health of residents.

NEW *Policy LU-7.15* **(Climate – Adaptation)**
Establish incentives to maintain open space buffers to reduce wildfire risk.

NEW *Policy LU-7.16* **(Climate – GHG Reduction)**
Encourage retrofits to existing buildings to improve energy efficiency and incentivize energy efficiency in new developments.

Water Resources

GOAL LU-8 (Climate – Adaptation)

Manage surface, ground, storm, waste, and creek waters in an ecologically responsible manner and as interconnected components of the region's watershed.

Policy LU-8.1
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 LU-8.2 **(Climate – Adaptation)**
To maintain natural aquatic communities and beneficial uses, stormwater runoff should be managed to improve water quality, minimize flooding, and prevent erosion. Encourage the use of green infrastructure and low-impact development where possible to address increased storm intensities and stormwater runoff.

Policy LU-8.3
Where removal of trees or other vegetation could 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 could require restoration and replanting consistent with landscaping guidelines and significant tree retention and protection standards, to mitigate heat impacts and protect human health.

Policy LU-8.4
The city should establish a long-term goal of 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 LU-8.5
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 LU-8.6
Closely monitor the quality of ground water and maintain or increase protective measures to ensure an uncontaminated water supply. Prioritize the safe decommissioning or removal of unused storage tanks containing potentially hazardous materials. Develop and implement regulations to ensure management of potential contaminating wastes from all land uses, such as pesticides, fertilizers, and other chemicals.

Policy LU-8.7
Structure city procedures, programs, and water rates to minimize the city's consumption of water and to improve the water conservation habits of Roy's citizens.

Policy LU-8.8
Review and revise development regulations to encourage Low Impact Development (LID) as a way to prevent physical, chemical and biological degradation to streams, lakes, wetlands, and other natural aquatic systems from commercial, residential, or industrial development sites. The city should consider adoption of the Low Impact Development Technical Guidance Manual for Puget Sound.

Policy LU-8.9
Adopt and implement the latest version of the Department of Ecology Stormwater Management Manual for Western Washington.

Development Regulations and Permit Processing

GOAL LU-9
Refine the permitting process to ensure that it is timely and fair to all affected parties.

Policy LU-9.1
Periodically review and revise development regulations to ensure they are consistent with and relate directly to the implementation of the comprehensive plan and other state and federal mandates.

Policy LU-9.2
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. Prioritize development regulations that are significantly inconsistent with this Comprehensive Plan for revision.

Policy LU-9.3
Periodically review and modify procedures for processing permits 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 LU-9.4
Solicit input from developers, business proprietors, residents, and other interested parties concerning updates to regulations and permit processing procedures.

Policy LU-9.5
Process permit applications for minor projects of a routine nature at the staff or consultant level without requiring 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 LU-9.6
Maintain adequate staff, equipment, and technical support as needed to ensure meaningful revision and enforcement of development regulations, and the timely processing of permits.

Policy LU-9.7
The city should consider the impact of land use policies and regulations on the rights of private property owners and take steps to ensure the rights of private property owners are protected through a cost-effective and timely appeal process.

Policy LU-9.8
Support local community groups in critical habitat restoration and enhancement efforts through reduced or waived permit fees and streamlined permitting procedures.

Buildings and Site Design

Design standards and guidelines, particularly 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 LU-10
Implement design standards that achieve design excellence, desired urban form, and community character goals consistent with the City's vision.

Policy LU-10.1
Apply design standards and guidelines through an administrative design review process to help achieve or accomplish the following desire outcomes:

- 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 LU-10.2
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 SR 507.

Policy LU-10.3
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.

Policy LU-10.4
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.

Interjurisdictional Planning

GOAL LU-11
Encourage cooperative, coordinated inter-jurisdictional efforts, including tribal coordination, to achieve and maintain consistency with countywide, regional, and statewide goals.

Policy LU-11.1
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-11.2
Support the development of interjurisdictional programs that address regional problems and issues that affect the city and the central Puget Sound region, such as affordable housing, transportation, health care, open space corridors, water resources, climate change, and economic growth.

Policy LU-11.3
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 and any potential negative impacts are minimized and mitigated. Ensure land uses within Roy are compatible with JBLM.

Policy LU-11.4
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 LU-11.5
Work with adjacent jurisdictions to coordinate watershed/aquatic restoration planning and implementation activities within a watershed and to maintain or restore natural hydrological functions.

NEW Policy LU-11.6
Coordinate with any Indigenous tribes that choose to participate in local and regional planning processes.

LAND USE DESIGNATIONS

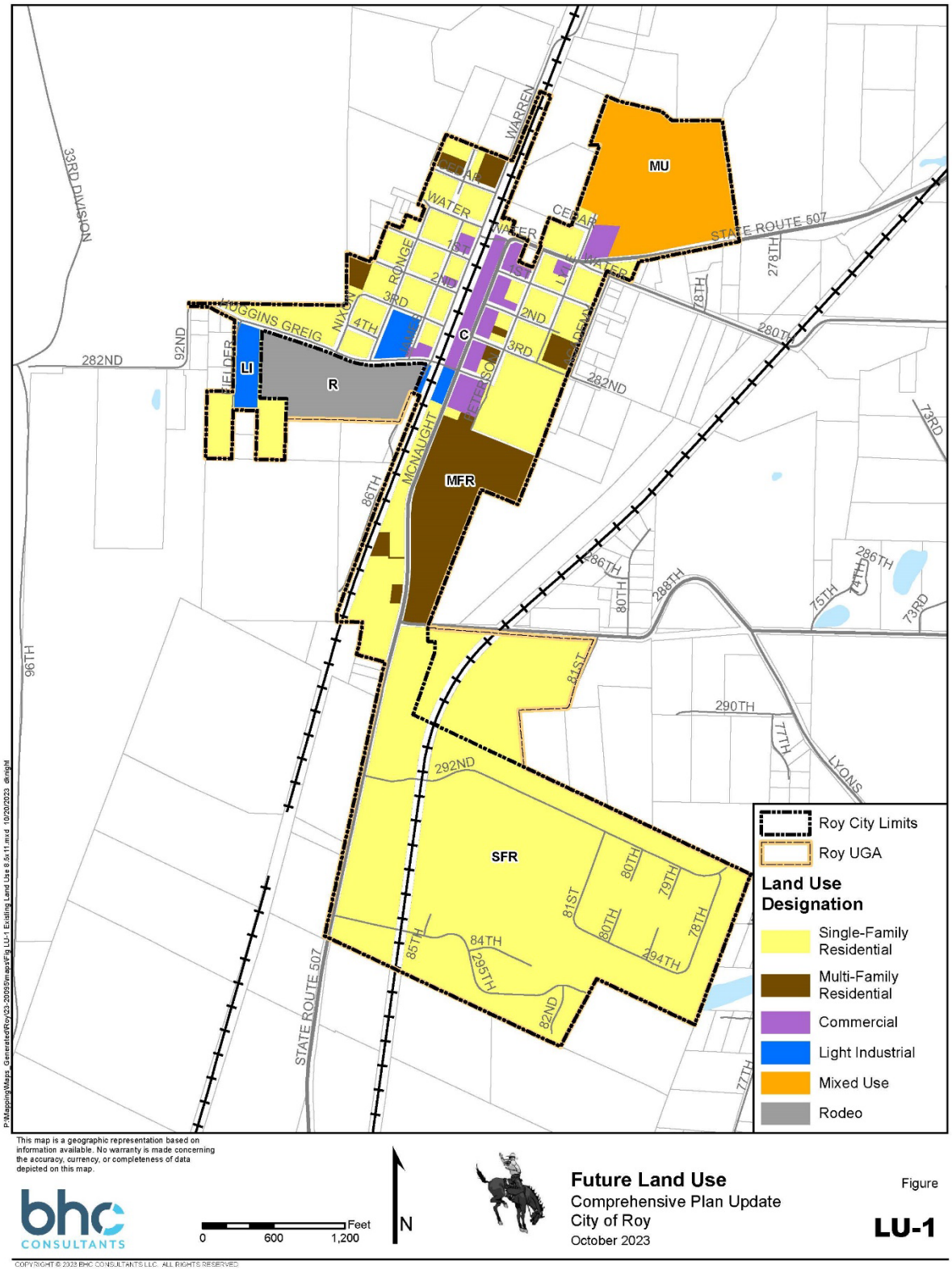
Table LU-1 describes Roy's seven land use designations and their appropriate zones, land uses, and building intensities. Roy Land Use Map (Figure LU-1) establishes these designations in Roy and in its Urban Growth Area (UGA).

Table LU-1. Land Use Designations

Land Use Designation	Appropriate Zones	Applicability	Building Intensity
Low Density Residential (LDR)	Single Family Residential Public Facilities Overlay	Neighborhoods in the historic core platted and developed in a traditional grid pattern as well as neighborhoods annexed to the city and developed under Pierce County regulations. Appropriate land uses include: detached units with attached or detached accessory dwelling units; family group homes; and appropriately-scaled care facilities.	Residential densities of 5 to 10 dwelling units per acre, depending on zoning classification and the property's capacity to accommodate on-site sewage disposal, in addition to meeting other development regulations.
Moderate Density Residential (MDR)	Multi-Family Residential; Public Facilities Overlay	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. Appropriate land uses include: duplexes; mobile home parks; family group homes; and appropriately-scaled care facilities.	Residential densities of up to 20 dwelling units per acre, depending on the property's capacity to accommodate on-site sewage disposal, in addition to meeting other development regulations.
Commercial (C)	Commercial Railroad Overlay Western Design Overlay Public Facilities Overlay	Areas well-suited to support higher levels of activity and commerce, where the Wester Design Overlay standards apply. Appropriate land uses include: a broad mix of retail, personal, professional, and business services, institutions, recreational and cultural uses, and other facilities providing services to the community. Limited residential uses above the ground floor level of vertical mixed-use are appropriate, as well as compatible public facilities and quasi-public facilities.	Intensity is limited only by the property's capacity to accommodate on-site sewage disposal, in addition to meeting other development regulations.
Light Industrial (LI)	Light Industrial Public Facilities Overlay	Areas previously developed for industrial use including agricultural resource land use. Appropriate land uses include a broad range of light industrial activities, and certain limited commercial land uses that provide necessary personal and business services for the industrial area.	Intensity is limited only by the property's capacity to accommodate on-site sewage disposal, in addition to meeting other development regulations.

Land Use Designation	Appropriate Zones	Applicability	Building Intensity
Mixed Use (MU)	Mixed Use Western Design Overlay Public Facilities Overlay	Larger tracts of land that provide opportunities for innovative development proposals serving community needs. 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 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.	Intensity is limited only by the property's capacity to accommodate on-site sewage disposal, in addition to meeting other development regulations.
Rodeo (R)	Rodeo	Intended for the Roy Pioneer Rodeo grounds. Appropriate land uses include community and festival events, including rodeos, sporting events, open air sales, and government-sponsored events. Other appropriate uses include utility facilities, such as well sites, the pasturing and working of livestock, and short-term camping and recreational vehicle use.	Intensity is limited only by the property's capacity to accommodate on-site sewage disposal, in addition to meeting other development regulations.
Public and Quasi Public Facilities (P/QPF)	Single Family Residential Multi-Family Residential Commercial Light Industrial Mixed Use Western Design Overlay Public Facilities Overlay	Areas designated for public and quasi-public facilities, such as schools, libraries, parks, major utilities, and other government-owned facilities. The areas area 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.	In general, the intensity of public or quasi-public facility must be appropriate to the surrounding land uses. Intensity is limited only by the property's capacity to accommodate on-site sewage disposal, in addition to meeting other development regulations.

Figure LU-1. Land Use Map



4. Housing

4. Housing

INTRODUCTION

Roy is a close-knit community that aspires to provide housing for all who desire to live in the city. A thriving future includes people of all ages and walks of life. Roy's housing choices will expand to accommodate present and future needs. Residents place a high value on having a safe and comfortable place to live – homes that are affordable and located within a neighborhood that is attractive and conveniently located.

Factors such as an aging population, changes in family size and composition, shifting generational preferences for different housing types, designs, and functions contribute to the social and economic fabric that must be taken into consideration when planning for housing needs to maintain Roy's quality of life.

This element, and the corresponding Appendix B, addresses the major housing issues facing the City of Roy over the next 20 years. It is consistent with the goals and policies of the Growth Management Act (GMA), specifically to 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. It is also consistent with the Puget Sound Regional Council's Vision 2050 Multicounty Planning Policies (MPPs) and with the Pierce County Countywide Planning Policies (CPPs). VISION 2050's housing policies respond to changing demographics and the need to diversify the region's housing supply, increase affordability, achieve a jobs-housing balance, focus housing in centers, and foster community stability by mitigating displacement and promoting fair and equal access to housing for all. Both the GMA and the CPPS encourage the use of innovative techniques to meet the housing needs of all economic segments of the of the population and require that the City provide opportunities for a range of housing types.

This element furthers Roy's vision of maintaining a close-knit community that is welcoming of all people, embraces progress, and provides for the changing needs of its residents.

Local Housing Issues

Several key housing trends and issues were identified in the existing conditions analysis that are addressed in this Comprehensive Plan:

- Renters accounted for 28% of residents in 2020, while homeowners accounted for 72% of residents.
- Since 1992, the City has permitted an average of fewer than one unit per year. Given Roy's size and infrastructure limitations, this is not unusual. However, the City is expected to provide capacity for 100 additional units over the next 20 years, based on the Pierce County Adopted Housing Growth Targets. To meet the total units needed for 2044, the City needs to increase housing production to five units per year.

- Eighty seven percent (87%) of the City's existing housing stock was built prior to 2000 and nearly half (49%) of all existing housing was built between 1980 and 1999. While a lack of newer housing alone is not negative, it could indicate a lack of housing production for future residents. Effective maintenance is important to ensure the longevity of housing stock.

- Overall, nearly half of the City's households are cost burdened, meaning they spend over 30% of their income on housing. Meanwhile, 25% of households in Roy are severely cost burdened, meaning they spend more than 50% of their income on housing costs.

GOALS AND POLICIES

This element contains goals and policies related to housing for the City of Roy. The following goals establish broad direction for land use planning, while the policies provide strategies for achieving the intent of each goal.

Neighborhood Vitality

GOAL H-1
Preserve and enhance existing residential neighborhoods.

Policy H-1.1
Support the stability of established residential neighborhoods by implementing zoning regulations, including design standards and guidelines.

Policy H-1.2 (Climate – GHG Reduction)
Encourage repair and maintenance of existing housing. Maintaining existing housing in good condition can support neighborhood stability, be a cost-effective way of providing affordable housing opportunities within Roy and can reduce greenhouse gas (GHG) emissions by avoiding new construction.

Policy H-1.3
Promote home ownership opportunities for people at various income levels.

Policy H-1.4
Encourage residential development in areas that are already adequately served by utilities and transportation.

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 H-2
Achieve a mix of housing types to meet the needs of diverse households at various income levels.

Policy H-2.1
Support and encourage innovative and creative responses, using appropriate incentives, to meet Roy's needs for housing affordability and diversity for a variety of household sizes, incomes, types, and ages. Examples of innovative housing may include, but are not limited to cottage housing, accessory dwelling units, small lot development, live/work units, and cluster housing.

Policy H-2.2
Encourage preservation of the existing stock of mobile home park units as a viable source of affordable housing.

Policy H-2.3 **(Climate – GHG Reduction)**
Permit accessory dwelling units in conjunction with single detached structures.

Policy H-2.4
Allow manufactured homes in all zones where single detached residential development is permitted.

Policy H-2.5
Prevent discrimination and encourage fair and equal access to housing for all persons in accordance with state and federal law.

Policy H-2.6
Protect existing residents from displacement, especially those in historically marginalized communities and historically underserved neighborhoods. Monitor the impacts of growth and development on low-income and marginalized populations.

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. Housing is considered "affordable" when a household spends 30% or less of their income on housing. 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.

GOAL H-3
Ensure housing types and sufficient capacity for housing that is affordable to all economic segments of the population, including for moderate-, low-, very low-, and extremely low-income households.

Policy H-3.1
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, with special attention paid to the historically underserved and those with special housing needs.

Policy H-3.2

Explore and identify opportunities to reutilize and redevelop existing parcels where rehabilitation of the buildings is not cost-effective, considering redevelopment is consistent with regional and statewide policy on historic, archaeological, and cultural preservation.

Policy H-3.3
Promote homeownership opportunities for households with various incomes, compositions, and needs.

Policy H-3.4
Ensure sufficient development capacity or housing types affordable to extremely low- to moderate-income households, while balancing existing neighborhood scale and form and the proximity to infrastructure, services, and jobs.

Policy H-3.5
Support and participate in efforts by Pierce County, the Pierce County Housing Authority, and other municipalities in the County to address regional housing planning, design, development, funding, and housing management.

Policy H-3.6
Meet affordable and moderate-income housing needs goals by utilizing strategies that preserve existing, and produce new, affordable, and moderate-income housing that is safe and healthy. Techniques to preserve existing affordable and moderate-income housing stock may include repair, maintenance, and/or rehabilitation and redevelopment to extend the useful life of existing affordable housing units.

Policy H-3.7
Explore state funding opportunities to implement housing preservation programs to reduce displacement pressures and preserve existing affordable housing stock. Examples may include, but are not limited to, the Housing Trust Fund, and federal subsidy funds such as Community Development Block Grants (CDBG), Home Investment Partnership Program (HOME), and other sources to implement housing preservation programs.

Policy H-3.8
Provide incentives to developers and builders of affordable housing for moderate- and low-income households.

Policy H-3.9
Consider inclusionary zoning measures or other creative regulatory measures, such as a Multi-Family Tax Exemption (MFTE) program or other incentives and bonuses, as a condition of major rezones and development.

Policy H-3.10
Collaborate 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.

Policy H-3.11
Explore opportunities to dedicate revenues from sales of publicly owned properties, including tax title sales, to affordable housing.

Policy H-3.12

Explore and identify opportunities to reduce land costs for non-profit and for-profit developers to build affordable housing. This includes exploring options such as Community Land Trusts (CLTs) to dedicate or make available below market rate surplus land for affordable housing.

Policy H-3.13
Periodically monitor and assess the City's success in meeting housing needs to accommodate its 20-year population allocation. This may include collaboration and coordination with countywide and regional monitoring efforts and comparing and reviewing the quantity of affordable housing units created, preserved, or rehabilitated within Roy over time.

Policy H-3.14
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 H-3.15
Identify, amend, and streamline policies, codes, and procedures to eliminate barriers to affordable housing opportunities.

Policy H-3.16
Craft and implement regulations and procedures to increase certainty and predictability to applicants and the community-at-large. This minimizes unnecessary time delays in the review of residential permit applications, while still maintaining opportunities for public involvement and review.

Special Needs Housing

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

GOAL H-4
Support opportunities for the equitable provision of special needs housing, including group homes, assisted care facilities, and other facilities. Prioritize investments to address disparities.

Policy H-4.1
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 H-4.2
Encourage and support the development of emergency, transitional, and permanent housing with appropriate on-site services for persons with special needs.

Policy H-4.3

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

Policy H-4.4
Ensure development regulations allow for and have suitable provisions to accommodate a sufficient supply of housing opportunities for special needs populations in Roy.

Policy H-4.5
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 H-4.6
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 H-4.7
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. The Consolidated Plan for Pierce County fulfills federal Department of Housing and Urban Development (HUD) planning requirements by describing how funding will be expanded and administered over the next five years, such as for Community Development Block Grants (CDBG), Home Investment Partnership Program (HOME), and Emergency Shelter Grant (ESG).

Policy H-4.8
Work with other jurisdictions and health and social service organizations to develop a coordinated, regional approach to homelessness.

Residential Scale

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 guides 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 H-5 (Climate – GHG Reduction)

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 H-5.1
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.

HOUSING INVENTORY AND CAPACITY

This section is supplemented by the corresponding housing appendix (Appendix B) and identifies how much land currently is available for residential development in Roy. It demonstrates how the City will accommodate growth through 2044 (its 20-year planning horizon) consistent with the PSRC VISION 2050 Regional Growth Strategy and meet the population and housing unit allocations assigned by the Pierce County Council. It also summarizes the wide range of housing types allowed by City regulations.

Land Capacity Analysis

An analysis of land capacity across income bands and housing types, as well as identification of areas that may be at higher risk of displacement can be found in Appendix B.

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 H-1 summarizes the housing types allowed by zoning classifications that permit residential uses at the time of adoption of this plan.

Table H-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		X
TRD	X	X	X	X			X
MFR	X	X		X	X		X
MU	X	X	X	X	X	X	X
C		X**				X	

*Note: this table is intended to illustrate types of housing in Roy. It is not intended to regulate land use. See Roy Municipal Code Title 11 for development standards and allowed uses.

**Note: Only adult family homes/family group homes allowed. SFD and duplexes are not allowed.

5.
Transportation

5. Transportation

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. 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 and improvements. Additional information and analysis can be found in Appendix C.

The Transportation Element is consistent with the requirements of the Washington State Growth Management Act (GMA), which encourage cities to develop efficient multimodal transportation systems based on regional priorities and local transportation needs and capacities. It is also consistent with the Puget Sound Regional Council's (PSRC) Vision 2050 Multicounty Planning Policies (MPPs) that provide a shared framework for planning in the Central Puget Sound area, the corresponding Regional Transportation Plan, and with the Pierce County Countywide Planning Policies (CPPs) that ensure county and municipal plans are consistent. Overall, these regional planning policies encourage the development of sustainable, multimodal, and safe transportation networks.

The overarching goals of this element further Roy's vision of embracing a sustainable future while accommodating necessary growth and ensuring the community is well-served by transportation networks by working to:

- Ensure the transportation system, including all programs, projects, and services, whether funded, built, or operated privately or by a public sector agency, serves to achieve the City's vision and the preferred land use pattern contained in the Land Use Element.
- Improve the transportation system and safety to meet current and future needs of those who live in Roy.
- Develop 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.
- Offer multimodal travel choices and implement complete streets that support safe, accessible, and convenient access for those who live, shop, visit, work, and recreate in Roy.
- Reduce the environmental impacts and greenhouse gas emissions of transportation networks and support the transition to alternative fuels, sustainable transportation methods, and public transportation, should it expand to Roy.
- Ensure the safe use of the transportation system and limit the loss of life due to fatality accidents.

Relationship to Other Elements

This plan is built on assumptions that land uses surrounding the City will develop in a pattern consistent with the forecasted growth and regional growth strategies identified in the PSRC's VISION 2050 and the corresponding Regional Transportation Plan. The transportation improvement program is included in the Capital Facilities Element.

Local Transportation 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.

Additionally, Roy has no signalized intersections. 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. Finding solutions to these challenges depend heavily 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.

Multimodal Transportation Network

GOAL T-1 (Climate – GHG Reduction)

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

Policy T-1.1
Pursue 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 T-1.2
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, streetlights, benches, and waste receptacles to add to the pedestrian experience and further calm traffic.

Policy T-1.3
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 T-1.4
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.

Policy T-1.5
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 T-1.6
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.

Policy T-1.7
Work with property owners to create well-lit 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 T-1.8
Design and improve arterials to reduce speeds and accommodate neighborhood concerns about safety, aesthetics, and noise.

Policy T-1.9
Install signal prioritization for pedestrian users for any traffic lights that may be installed in Roy.

Policy T-1.10 **(Climate – GHG Reduction)**
Develop facilities for pedestrians and cyclists, such as bike racks or lockers and pedestrian pathways, to achieve a multimodal community to support active and independent living, health, environmental quality, and cost savings for travel.

Policy T-1.11
Require sidewalk facilities on all new and substantially redeveloped public streets to enhance public safety. Ensure the provision of sidewalks near 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 are designed to meet or exceed the latest federal, state, and local standards.

Policy T-1.12 **(Climate – GHG Reduction)**
Develop a system of bicycle routes, pathways and other facilities that allows people to conveniently travel between and within neighborhoods and recreational, commercial, and mixed-use areas. Coordinate the planning, design, and construction of these facilities with the WSDOT 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 T-1.13
Require that during the project review process for new development or redevelopment:

- Projects are consistent with applicable pedestrian and bicycle plans 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 commercial and residential area and the general circulation system;
- New subdivisions and short plats must adhere to state law by incorporating mandatory pedestrian facilities (such as frontage and off-site improvements) to ensure safe walking conditions for residents; and
- Safety and security considerations for pedestrians and cyclists are factored into the review of development proposals.

Policy T-1.14
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 pedestrian or bicycle circulation system to serve the larger community.

Accessibility

GOAL T-2 (Climate – GHG Reduction)

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 and youth, people of color, and low-income populations.

Policy T-2.1
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 T-2.2
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

GOAL T-3
Improve the safety of the transportation system, reduce speeds, and protect the quality of life in residential neighborhoods.

Policy T-3.1
Establish speed limits that reflect street function, adjacent land uses, and physical condition of the roadway. Narrow residential streets have been proven to reduce vehicle speeds and 'cut-through' traffic.

Policy T-3.2
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 T-3.3
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.

Policy T-3.4
Update development codes to require shared access driveways and cross-access between developments when planning for public rights-of-way improvements and private development, especially along SR 507, to reduce turning movement conflicts and enhance pedestrian and vehicular traffic safety. When street improvements are implemented, require the consolidation of private driveway access to properties along SR 507 and other arterial streets to reduce safety hazards and increase street capacity.

Policy T-3.5
Use traffic calming measures, such as landscaped medians, pedestrian bump-outs, roundabouts, among other strategies, to reduce speeds and increase safety on neighborhood streets. 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 using textured pavement and signage.

Policy T-3.6
Update subdivision regulations to avoid the creation of excessively large blocks. Avoid long local access streets that are uninterrupted by intersections, mid-block neck-downs, or other traffic calming elements to discourage higher motor vehicle speeds that reduce pedestrian and cyclist safety.

Policy T-3.7
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.

Policy T-3.8
Identify high accident areas and implement specific traffic calming strategies or pedestrian amenities to reduce their occurrence.

Public Transit

GOAL T-4 (Climate – GHG Reduction)
Should public transportation become available in Roy, encourage the use of public transportation.

Policy T-4.1
Participate in Pierce 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, if any.

Concurrency

GOAL T-5
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 T-5.1
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 T-5.2
Ensure transportation facilities and services are in place concurrent with or within a reasonable time to support growth as it occurs. 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 T-5.3
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.

Policy T-5.4
Require new developments to construct frontage improvements. In cases where the development abuts a proposed road improvement project, it is often beneficial for the developer to pay local government for their share of the road improvement and for local government to construct the improvements as part of the overall capital project.

Transportation Revenue and Funding

GOAL T-6
Develop an adequate and equitable funding program to make transportation improvements in a timely manner.

Policy T-6.1
Use federal, state, and regional funding sources for arterial street and other major improvements, such as sidewalk and bicycle lane improvements, serving the City of Roy to help meet multimodal goals and ensure the 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 T-6.2
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 T-6.3
Require new development to pay a fair share of the cost to serve it. Supplement public funding sources with new revenue sources including, where appropriate, Local Improvement Districts (LIDs), traffic impact fees, and other funding sources. Encourage public/private partnerships for financing transportation projects that foster economic growth, address the needs of growth and development and respond to changes in mobility patterns and needs. Ensure new revenue sources are equitable, consistent with the benefits derived from improvements, and that funding programs facilitate the implementation of transportation improvements concurrent with development.

Street Maintenance and Management

GOAL T-7
Maintain the public street system to promote safety, comfort of travel, and cost-effective use of public funds.

Policy T-7.1
Protect the public investment in the existing transportation system by administering an effective maintenance and preservation program.

Policy T-7.2
Lower the overall life-cycle costs through effective maintenance and preservation programs.

Transportation Demand Management (TDM) Strategies

GOAL T-8
Develop traffic data collection methods to achieve efficient use of transportation infrastructure, increase the person-carrying capacity, accommodate future growth, and achieve Roy's land use objectives.

Policy T-8.1
Support the use of the Transportation Improvement Board's performance management dashboard to evaluate the need for new transportation facilities – especially new roads and capacity improvements.

Policy T-8.2
Actively pursue the establishment of a park and ride facility on SR 507.

Policy T-8.3
Work with WSDOT to develop street improvements along SR 507 where feasible, including the addition of bike lanes, sidewalks, and pedestrian crossings that provide a safe, convenient alternative to the use of the automobile.

Policy T-8.4
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.

Policy T-8.5
Coordinate with Joint Base Lewis McChord on TDM strategies that benefit Roy residents who commute to the base.

Consistency and Regional Coordination

GOAL T-9
Coordinate with regional partners and integrate land use and transportation planning to support active communities through the provision of a variety of travel choices and improved accessibility and mobility.

Policy T-9.1
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 and pedestrian and bicycle paths, 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 T-9.2
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 support the Regional Growth Strategy and integrate transportation systems to develop a highly efficient multimodal system for people, freight, and services.

Environmental and Public Health

GOAL T-10 (Climate – GHG Reduction)

Reduce environmental and health equity impacts associated with transportation infrastructure and operations and utilize strategies that reduce greenhouse gas emissions.

Policy T-10.1 **(Climate – GHG Reduction)**
The City should support the development of SR 507, within Roy, into a complete street with sidewalks and bike lanes, and support the building of green streets throughout the City to improve air and water quality.

Policy T-10.2 **(Climate – GHG Reduction)**
Adopt and implement design and landscaping standards to improve water quality, manage stormwater, reduce traffic speeds, and create more appealing streetscapes. Promote the use of landscaping elements that are mutually beneficial for traffic calming, aesthetic, and ecological purposes, such as featuring bioswales, planters, rain gardens, and street trees on islands, medians, or curb extensions.

Policy T-10.3 **(Climate – GHG Reduction)**
Support strategies to reduce solid waste, including the use of recycled materials in street paving and other maintenance projects to lower costs and reduce landfill use, provided the strategies and materials meet cost and durability objectives.

Policy T-10.4
Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.

NEW Policy T-10.5
Reduce stormwater pollution from transportation facilities and infrastructure to protect fish and other natural resources using green infrastructure, where appropriate.

NEW Policy T-10.6 **(Climate – GHG Reduction)**
Encourage the use of alternative fuels and technologies, where feasible, to support a sustainable and efficient transportation system.

GOAL T-11
Consider the benefits and impacts to the 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 T-11.1 **(Climate – GHG Reduction)**
Identify opportunities for the construction of bike lanes, sidewalks, pathways, and trail connections between neighborhoods and to parks and schools to encourage greater pedestrian facility use and reduce reliance on automobiles.

Policy T-11.2
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.

GOAL T-12 (Climate – Resilience)
Protect the City's transportation system against disaster and develop prevention and recovery strategies and coordinated responses.

Policy T-12.1 **(Climate – Resilience)**
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.

Policy T-12.2 **(Climate – Resilience)**
Participate in emergency management preparedness training opportunities for transportation facilities.

Street and Pathway Linkages

Streets can define how the city is viewed as one passes through 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 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 what would be created through development of a Town Commons on BNSF property, can create a park-like setting for the community.

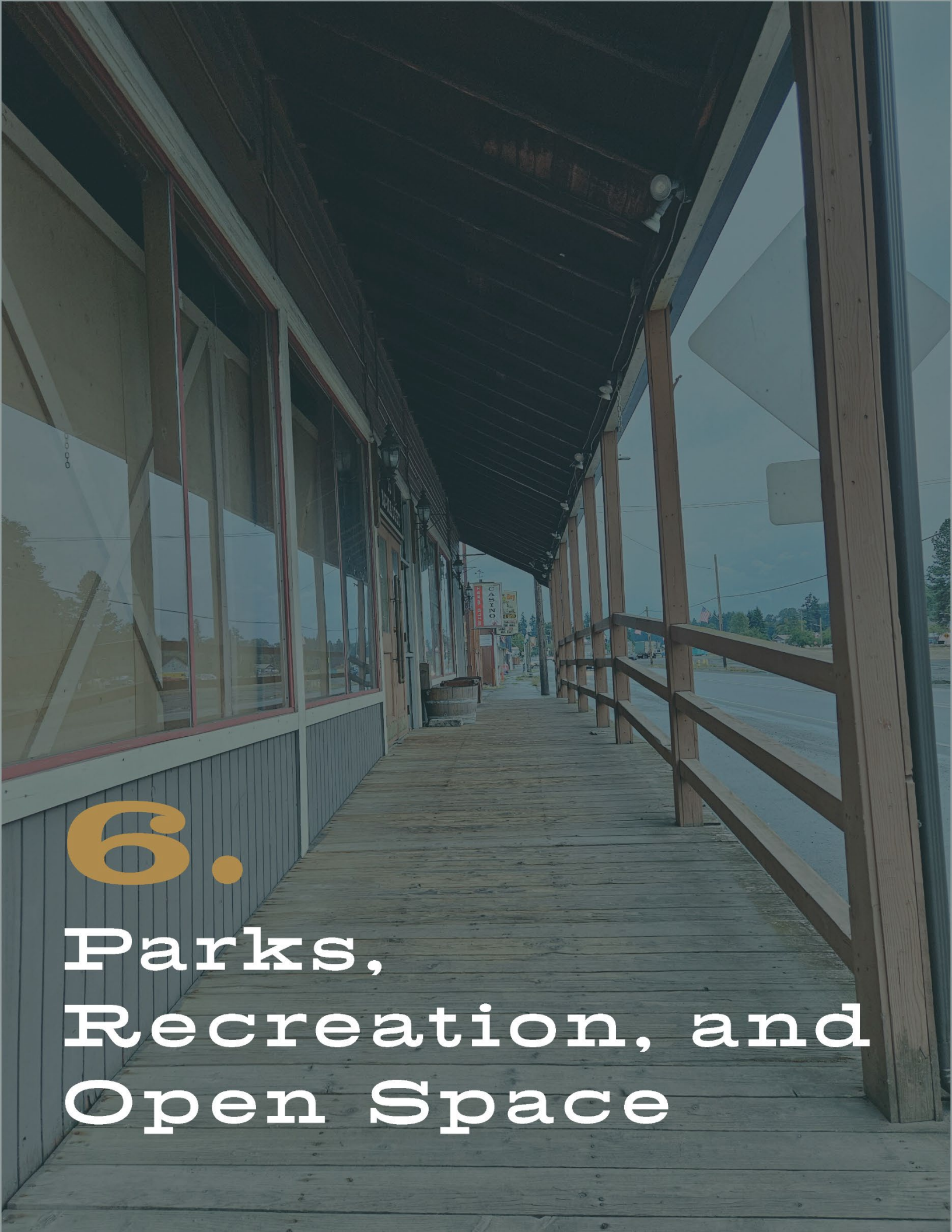
GOAL TR-13
Pay special attention to street design that distinguishes Roy from neighboring communities.

Policy TR-13.1
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, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities, within a uniquely designed corridor that is visually differentiated from portions of this highway that are located outside of the Roy city limits. This may include a mix of elements including sidewalks, bike lanes, comfortable and accessible public transportation stops (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 TR-13.2
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, to help create a more walkable community with increased street life, community vibrancy, and sense of place.

Policy TR-13.3
Design and create trails, urban linear parks, sidewalks, bikeways and paths, prioritizing historically underserved communities, 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.



6.

Parks, Recreation, and Open Space

6. Parks, Recreation, and Open Space (PROS)

INTRODUCTION

This Element describes the goals and policies to anticipate an expanded park system and additional recreation opportunities for Roy. Appendix D provides additional information, including a discussion of PROS facilities and an assessment of future PROS needs in Roy.

Roy City Park sits on the banks of Muck Creek. The 1.32-acre park includes playground equipment, a 342 square foot gazebo, and a separate 247 square foot building with two restrooms. The restrooms and a picnic table area are connected by ADA accessible pathways. A pedestrian bridge connects the north and south sides of the park, bisected by Muck Creek. A 783 square foot public works maintenance shop is also located on this parcel. In addition, private open space, public school grounds, and the Roy Pioneer Rodeo Association 15.5-acre parcel offer additional places for people to gather and enjoy outdoor activities. To accommodate anticipated population growth, the City must anticipate the need for additional parks, recreation, and open space facilities to meet changing demands.

The PROS Element complies with the requirements of the Growth Management Act (GMA), Vision 2050, and the Pierce County Countywide Planning Policies (CPPs). These policies direct Roy to develop a plan for managing and equitably providing parks, recreation, and open space facilities within walking distance of residents that are sensitive to the natural environment and respond to community needs. The PROS Element is consistent with the Capital Facilities Element as per GMA requirements.

GOALS AND POLICIES

This element contains the PROS goals and policies for the City of Roy. The following goals establish broad direction for planning, while the policies provide strategies for achieving the intent of each goal. Goals and policies that correspond to climate requirements are indicated by either "(Climate – GHG Reduction)" or "(Climate – Resilience)" following the policy number – i.e., Policy P-1.3 (Climate – GHG Reduction).

GOAL P-1

Work with public and private entities to expand and improve Roy Park to meet the needs of all segments of the population, prioritizing historically underserved communities.

Policy P-1.1

Develop a mix of parks, open spaces, and activities to meet the recreational needs of the City's residents, prioritizing historically underserved communities.

Policy P-1.2
Design and manage park facilities and recreational trails to offer universal accessibility for all physical capabilities, skill levels, ages, incomes, and activity interests.

Policy P-1.3 **(Climate – GHG Reduction)**
Develop a community-wide trail system that serves the recreational needs of pedestrians and bicyclists, the need for local transportation alternatives to the automobile, and is linked to all neighborhood parks and other recreational facilities.

Policy P-1.4
Encourage a variety of uses in existing public schools and facilities to efficiently help meet the recreational needs of the community.

Policy P-1.8
Support the provision of convenient access to a park with a play structure, an open space area, or a trail within walking distance (½ mile or less) of all residents to increase walkability and accessibility.

Policy P-1.9
Determine the community's use of, and demand for, recreational facilities and programs with a periodic assessment.

Policy P-1.10
Collaborate with and support partners to strengthen community-wide facilities and recreational opportunities.

Policy P-1.11
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 P-2
Provide a park, recreation and open space system that is efficient to administer and maintain.

Policy P-2.1
Develop parks and recreational facilities only when adequate maintenance and operation funding are available.

Policy P-2.2
Conduct appropriate long range and current planning analyses to support the preservation, development, maintenance and expansion of park, recreation, and open space facilities to meet the long-term needs of the community.

Policy P-2.3
Coordinate with other city projects and not-for-profit, private, or public groups to ensure maximum use of recreational facilities.

Policy P-2.4
Review, amend, and adopt, as appropriate, development regulations to achieve the intent of the Pierce County Countywide Planning Policies relating to Natural Resources, Open Space, Protection of Environmentally Sensitive Lands, and the Environment.

Policy P-2.5
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.

GOAL P-3
Enhance Roy's landscape and provide habitat for wildlife to increase valuable and aesthetic assets to the community.

Policy P-3.1
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.

Policy P-3.2
Incorporate sustainable standards and best management practices into the planning and design of new parks and rehabilitation of existing facilities.

Policy P-3.3
Preserve and protect significant environmental features for parkland open space use, including unique wetland, open spaces, and woodlands that reflect Roy's natural heritage. Open space incorporating low-maintenance native vegetation should be an integral part of the parks and recreation system.

NEW Policy P-3.4 **(Climate – Resilience)**
Utilize water conservation methods and technologies in development and maintenance of irrigation infrastructure within parks and recreation areas to foster climate resilience, where feasible.

7. Capital Facilities

7. Capital Facilities

INTRODUCTION

The purpose of the Capital Facilities Element is to set policy direction for determining capital improvement needs and evaluating proposed capital facilities projects. The element and its corresponding appendix, Appendix E, 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 (2024-2044) 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 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, considering 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.

The Capital Facilities Element is concerned with needed improvements that are of relatively large scale, 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. This element will also not include the capital expenditures or improvements of private or nonprofit organizations that provide services or facilities to the public.

The Capital Facilities Element is consistent with the requirements of the Washington State Growth Management Act (GMA), which requires cities to provide an inventory of existing capital facilities, forecast future needs, including the proposed location and capacities of expanded or new facilities, require the necessary public facilities and services be provided concurrent with development, and include a six-year financing plan that clearly identifies funding sources for such updates to capital facilities in Roy. It is also consistent with the 2050 Puget Sound Regional Council's (PSRC) Vision 2050 Multicounty Planning Policies (MPPs) and with the Pierce County Countywide Planning Policies (CPPs).

This element furthers Roy's vision of embracing a sustainable future while expanding community services by ensuring the equitable provision of capital facilities and important community services are

timely, well-funded, mindful of the surrounding natural environment, and concurrent with development.

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.

The Utilities, Transportation, and Park, Recreation and Open Space (PROS) Elements of this 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 Parks, 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 parks, 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.

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. Goals and policies that correspond to climate requirements are indicated by either "(Climate – GHG Reduction)" or "(Climate – Resilience)" following the policy number – i.e., Policy LU-3.2 (Climate – GHG Reduction).

Level of Service and Concurrency

GOAL CF-1

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 CF-1.1

Establish LOS standards for certain City owned and operated public facilities. Work with owners and operators of non-City owned and operated facilities to establish LOS standards necessary to provide for growth and achieve the City's vision. Establish LOS standards in interlocal or contractual agreements between the City and the service provider.

Policy CF-1.2
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.

Policy CF-1.3
Require transportation, stormwater (when feasible), and water facilities concurrent with development. Other public facilities such as schools and parks will be provided based on adopted plans and development schedules.

Policy CF-1.4
Do not issue 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. If a development causes the level of service to drop below an adopted minimum, a permit will not be issued allowing the new development until the City has assurances that the level of service will be maintained.

Policy CF-1.5
If necessary public facilities are not already provided at the appropriate LOS, or if the development proposal would decrease the LOS 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.

Policy CF-1.6
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 on public facilities.

Phased developments can be tested once for all phases, allowing construction to proceed thereafter without the need to revisit concurrency.

Policy CF-1.7
Evaluate needed improvements, repairs, and expansion needs to the City’s public facilities on a periodic basis based on projected growth.

Policy CF-1.8
When prioritizing improvement projects, the City will consider the financial feasibility and impact on Roy’s budget, and 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.

Policy CF-1.9
Apply concurrency requirements to new development to support the implementation of this Comprehensive Plan.

Environmental Impacts

GOAL CF-2
Design and manage capital facilities and services to minimize and mitigate adverse environmental impacts resulting from the construction, use, operation, maintenance, renovation, and removal of the facilities.

Policy CF-2.1
Structure facilities, services, programs, and procedures to prevent or minimize pollutants entering the air, water, and soil, and to protect the environmental integrity of critical areas.

Policy CF-2.2
During facility planning and implementation, consider the cumulative adverse environmental impacts in addition to the immediate adverse impacts of all projects.

Policy CF-2.3
Design and manage facilities, services, programs, and procedures to conserve resources and reduce the demand for facilities with significant adverse environmental impacts. Similarly, develop procedures, programs, and rate structures to encourage citizens to conserve resources and to minimize the negative environmental impacts of their use of facilities and services.

NEW Policy CF-2.4 **(Climate – Resilience)**
Design and build capital facilities that will avoid or withstand flooding from rising sea levels and other climate impacts like extreme heat or increased precipitation.

Facility and Service Providers

GOAL CF-3
Contract with other facility and service providers as necessary to ensure adequate urban facilities and services that conform to Roy's standards.

Policy CF-3.1
When selecting facility and service providers, evaluate potential providers with respect to cost, Roy's service standards, and environmental responsibility, with additional evaluation criteria as appropriate.

Policy CF-3.2
Inform existing facility and service providers that do not conform to Roy's service standards of nonconformance issues, in writing.

Financial Feasibility

GOAL CF-4
Provide needed public facilities within the City's ability to fund or within the City's authority to require others to provide them.

Policy CF-4.1
Require new development to fund a fair share of costs to provide services for growth generated by that development. Impact fees can be used to help fund certain public facilities for new growth but cannot be used to pay for existing deficiencies.

Policy CF-4.2
Review project costs scheduled in the Capital Improvements Program so that expected revenues are not exceeded.

Policy CF-4.3
Consider life cycle costs when making capital facilities purchases.

Policy CF-4.4
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.

Policy CF-4.5
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.

Policy CF-4.6
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 CF-4.7
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.

Policy CF-4.8
Identify and develop changes to fiscal analyses and tools used to implement the vision.

Urban Growth Area (UGA) and Annexations

GOAL CF-5

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 CF-5.1
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, so as not to increase the development potential of the surrounding rural area.

Policy CF-5.2
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.

Consistency with the Comprehensive Plan and Other Plans and Policies

GOAL CF-6

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 2050, Pierce County County-Wide Planning Policies (CPPs), other Comprehensive Plan Elements, and plans of other regional entities, Pierce County, and municipalities.

Policy CF-6.1
Ensure that public facility improvements are consistent with the adopted land use plan map and other Comprehensive Plan elements.

Policy CF-6.2
Reassess the Land Use Element if funding for concurrent capital facilities is insufficient to meet existing needs.

Policy CF-6.3
Amend the six-year Capital Improvements Program on an annual or biennial basis so that financial planning remains current with changing conditions, development trends, and the economy.

Policy CF-6.4
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 2050, the GMA, and other relevant plans, to ensure consistency among jurisdictions.

Policy CF-6.5
Seek inter-jurisdictional agreements, including tribal coordination, allocating costs equitably for improvements, operations, and maintenance of facilities that are shared by other jurisdictions.

Policy CF-6.6
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, including any affected tribes.

Policy CF-6.7
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 impact of new developments on school facilities.

Policy CF-6.8
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, the affected elements and the Capital Facilities Element should 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 CF-7
Locate capital facilities for maximum public benefit while minimizing negative impacts.

Policy CF-7.1
Site public facilities to encourage physical activity and minimize impacts on residential neighborhoods and sensitive environmental areas.

Policy CF-7.2
Locate and develop public facilities to create accessible, multiple use opportunities and support business areas where appropriate.

Policy CF-7.3 **(Climate – GHG Reduction)**
Encourage adaptive reuse of existing buildings as community facilities when possible.

Policy CF-7.4
Coordinate capital facility siting with surrounding jurisdictions and regional and state agencies as required and as appropriate for each facility.

NEW Policy CF-7.5 **(Climate – Resilience)**
Consider future climate conditions during siting and design of capital facilities, including changes to temperature, rainfall, and sea level, to help ensure they function as intended over their planned life cycle.

Essential Public Facilities

GOAL CF-8
Permit the siting of essential public facilities in accordance with state requirements and City codes.

Policy CF-8.1
Use the City's siting process and approval criteria when siting listed state-wide, county-wide, and local essential public facilities. State-wide essential public facilities are defined by the Washington State Office of Financial Management (OFM) list. County-wide essential public facilities are defined by the Pierce County County-Wide Planning Policies (CPPs) and the Pierce County Comprehensive Plan policies. City essential public facilities will be identified using, at a minimum, criteria recommended in WAC 365-195-340 (2)(ii)(C).

Policy CF-8.2
Adaptively manage the process for siting and permitting essential public facilities to ensure the public is protected from adverse impacts and ensure the facilities are achieving their purpose.

Policy CF-8.3
Actively monitor and participate in siting of essential public facilities in other parts of the County that may have an impact on Roy.

8. Utilities

8. Utilities

INTRODUCTION

The purpose of this element is to ensure utilities are provided at appropriate levels to accommodate projected growth at a reasonable cost, facilitate reliable service, ensure public health and safety, and maintain an attractive community. 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.

The Utilities Element complies with the Washington State Growth Management Act (GMA), which requires that all comprehensive plans contain the general location, proposed locations, and capacities of existing and proposed utilities, and ensure that the necessary public services and facilities are provided to support proposed development. This element is also consistent with the Puget Sound Regional Council's Vision 2050 Multicounty Planning Policies (MPPs) that provide a shared framework for planning in the Central Puget Sound area, and with the Pierce County Countywide Planning Policies (CPPs) that ensure county and municipal plans are consistent with one another.

This element furthers Roy's vision of embracing a sustainable future by ensuring the equitable provision and improvement of utilities and other public services. Appendix F provides additional background information.

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.

GOALS AND POLICIES

This element contains goals and policies related to the provision of utilities for the City of Roy. The following goals establish broad direction for utility provision, while the policies provide strategies for achieving the intent of each goal. Goals and policies that correspond to climate requirements are indicated by either "(Climate – GHG Reduction)" or "(Climate – Resilience)" following the policy number – i.e., Policy LU-3.2 (Climate – GHG Reduction).

GOAL U-1

Ensure that adequate public utilities and facilities are planned for, extended, and sized in a cost-effective and equitable manner consistent with planned population and economic growth described in the Land Use Element and other provisions of the Comprehensive Plan.

Policy U-1.1
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 U-1.2
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 improvements to the septic tank system; replace failing septic systems with alternative technology where feasible.

Policy U-1.3
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 U-1.4
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 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 U-1.5
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 U-1.6
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 U-1.7
Require proponents of development to pay for or construct the growth-related portion of utility infrastructure needs 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.

NEW Policy U-1.8
Promote coordination with Tribal governments to meet long-term water needs in the region.

NEW Policy U-1.9
Ensure equitable distribution of telecommunication infrastructure and other utilities provided by the city by providing access to residents and businesses in all communities, especially historically underserved areas.

NEW Policy U-1.10 **(Climate – Resilience)**
Coordinate, design, and plan for public safety services such as emergency management and emergency preparedness efforts to help residents prepare, respond, and recover from potential impacts associated with extreme weather and other hazards exacerbated by climate change.

GOAL U-2
Locate utilities to minimize impacts on public health and safety, surrounding development, the environment, and interference with other public facilities.

Policy U-2.1
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 of possible coordination.

Policy U-2.2
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 U-2.3
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 U-2.4
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 U-2.5
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 U-2.6
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 consider 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;
- Considering the potential impacts of climate change and fishery protection on the region's water supply;
- Using biostabilization, riprap, or other engineering techniques to prevent erosion where lines may need to follow steep slopes; and
- Minimizing corridor widths.

Policy U-2.7
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 U-2.8
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 U-2.9
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 U-2.10
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 U-2.11
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.

NEW Policy U-2.12 **(Climate – Resilience)**
Coordinate watershed planning with neighboring jurisdictions to maintain and address impacts of climate change on natural hydrological systems. Evaluate the long-term adequacy of water delivery infrastructure to ensure changes to hydrological patterns (i.e., increase in flooding frequency) can be managed effectively.

GOAL U-3
Reduce demand for new resources through support of conservation policies and strategies and the use of innovative technologies.

Policy U-3.1
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 U-3.2
Cooperate with utility providers and other agencies in encouraging resource conservation by residents, employees, citizens and businesses. Support efforts to disseminate educational materials and other information regarding resource conservation programs.

Policy U-3.3
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.

NEW Policy U-3.4 (Climate – GHG Reduction)
Support necessary investments in infrastructure to facilitate moving to low-carbon and/or renewable energy sources and reduce energy consumption through conservation or other methods to extend the life of existing facilities and infrastructure. Cooperate with regional initiatives towards the development and use of energy management technologies to help meet the region's energy needs.

Appendices

Appendix A: LAND USE

List of Figures

List of Tables

This Appendix provides additional information to support the Land Use Element. It includes the land use inventory, an overview of population, housing, and employment targets for Roy, a discussion of critical areas, and an overview of adjacent jurisdictions and land uses. Additional information related to housing targets can be found in the Housing Appendix.

LAND USE INVENTORY

The City is small, about 303 acres in total, excluding public rights-of-way. As seen in Table A-1 and Table A-2, most of Roy's land is dedicated to low density residential uses such as Single-Family zoning.

Table A-1. Inventory of Existing Land Use Designations

Land Use Designation	Acres	Percentage of City
Commercial (C)	9.6	3.2%
Low Density Residential (LDR)	204	67.3%
Light Industrial (LI)	6.4	2.1%
Moderate Density Residential (MDR)	25.6	8.4%
Mixed Use (MU)	29.7	9.8%
Public & Quasi-Public Facilities (PQPF)	12.3	4%
Rodeo (R)	15.7	5.2%
Total	**303**	**100%**

Table A-2. Inventory of Existing Zoning Designations

Land Use Designation	Acres	Percentage of City
Commercial (C)	10.2	3.4%
Light Industrial (LI)	6.4	2.1%
Multi-Family Residential (MFR)	25.6	8.4%
Mixed Use (MU)	29.7	9.8%
Rodeo (R)	15.7	5.2%
Single Family Residential (SFR)	215.6	71.1%
Total	**303**	**100%**

Lands Useful for Public Purposes

Figure A-1 includes lands that are potentially useful for public purposes, such as parks, commercial, mixed-use, and rodeo.

Buildable Lands Study

In 2022, Piece County completed a Buildable Lands Analysis for all the jurisdictions in the County, for both residential and commercial lands. As shown in Table A-3, nearly a third of the vacant land (32%) is located in critical areas, which make this land difficult or impossible to develop. Some of the underutilized land (12%) is also in critical areas.

Table A-3. Vacant and Underutilized Land Characteristics

Characteristics/Category	Vacant	Underutilized	Vacant Single Unit	Pipeline
Total Acreage (Gross	36.42	90.00	3.28	0.96
Average Lot Size (Gross)	4.05	3.10	0.25	0.96
Total Acreage (Net)	24.68	79.30	3.28	0.96
Average Lot Size (Net)	2.74	2.73	0.25	0.96
Percent Critical Areas	32%	12%	0%	0%

Pierce County, "Pierce County Buildable Lands Report", 2022.

POPULATION, HOUSING, 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 2050 requires Pierce County and its cities and towns to adopt housing unit and employment targets, considering 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 – 2024 through 2044. The population forecast for Roy can be found in the Introduction (Figure I-3). Please see Appendix B: Housing for additional land capacity analysis and housing needs by income level (Figure B-2). Given the amount of vacant and underutilized land in the City, there is enough land capacity to accommodate anticipated housing and population growth over the next 20 years.

Economic Trends

Washington State's Employment Security Department (ESD) provides 10-year regional job projections for the state, shown in Table A-4. For the Pierce County region, the largest growing sector is expected to be leisure and hospitality, followed by professional and business service sectors.

Pierce County's Buildable Lands Report estimated that the City has capacity for an additional 167 jobs in the City. Pierce County's adopted employment growth goal for the city was 92 additional jobs. This indicates that the City will likely have the land available to meet job employment growth goals over the next 20 years.

Table A-4. Countywide Employment Forecast

Job Sector (Nonfarm)	Estimated employment 2020	Estimated employment 2030	Average annual growth rate 2020-2030
Leisure and hospitality	27,600	39,700	3.7%
Professional and business services	33,000	41,700	2.4%
Transportation, warehousing, and utilities	20,000	25,200	2.3%
Other services	12,900	16,000	2.2%
Education and health services	57,600	71,200	2.1%
Construction	25,000	29,800	1.8%
Retail trade	35,600	41,400	1.5%
Government	57,100	63,400	1.1%
Wholesale trade	12,700	13,500	0.6%
Financial activities	14,500	15,300	0.5%
Manufacturing	17,000	17,200	0.1%
Information	2,000	2,000	0%
Natural resources and mining	400	400	0%
Total Nonfarm	315,400	376,800	1.8%

ESD long-term employment projection for Pierce County.

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. Critical areas in Roy are shown in Figure A-2.

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, which include forest, agriculture, and mineral resource lands. There are no natural resource lands in Roy.

PLANNED LAND USE IN ADJACENT JURISDICTIONS

The federal government regulates Land use within Joint Base Lewis McChord (JBLM) located north and west of Roy. JBLM has released a Land Compatibility Analysis Report (October 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.

Adjacent Land Use Designations

Table A-5 lists Pierce County land use designations located near 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 A-5. Adjacent Land Use Designations

Pierce County Designations	Roy Designations
Moderate Density Single-Family Single-family housing 4 dwelling unit (du)/acre with sewer; 6 du/acre without sewer, accessory dwelling units	**Low Density Residential** Single-family housing 5-10 du/acre depending on zone (lower densities when sewer is unavailable); accessory dwelling units
Rural 10 One unit per 10 acres + density bonuses; accessory dwelling unit	**No comparable designation**
Agricultural Resource Land Agricultural uses	**No comparable designation**
Activity Center 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	**Rodeo** – rodeos and other events

Pierce County Land Use Designations in Roy's Urban Growth Area (UGA)

Figure A-1 identifies land use designations in Roy's UGA, which Pierce County currently has jurisdiction and regulatory authority over. The land use designations in Pierce County, noted in Table A-6 below, are generally comparable to Roy's land use designations for its UGA.

Table A-6. Land Use Designations in Roy's UGA

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

Figure A-1. Land Uses in Roy and the UGA

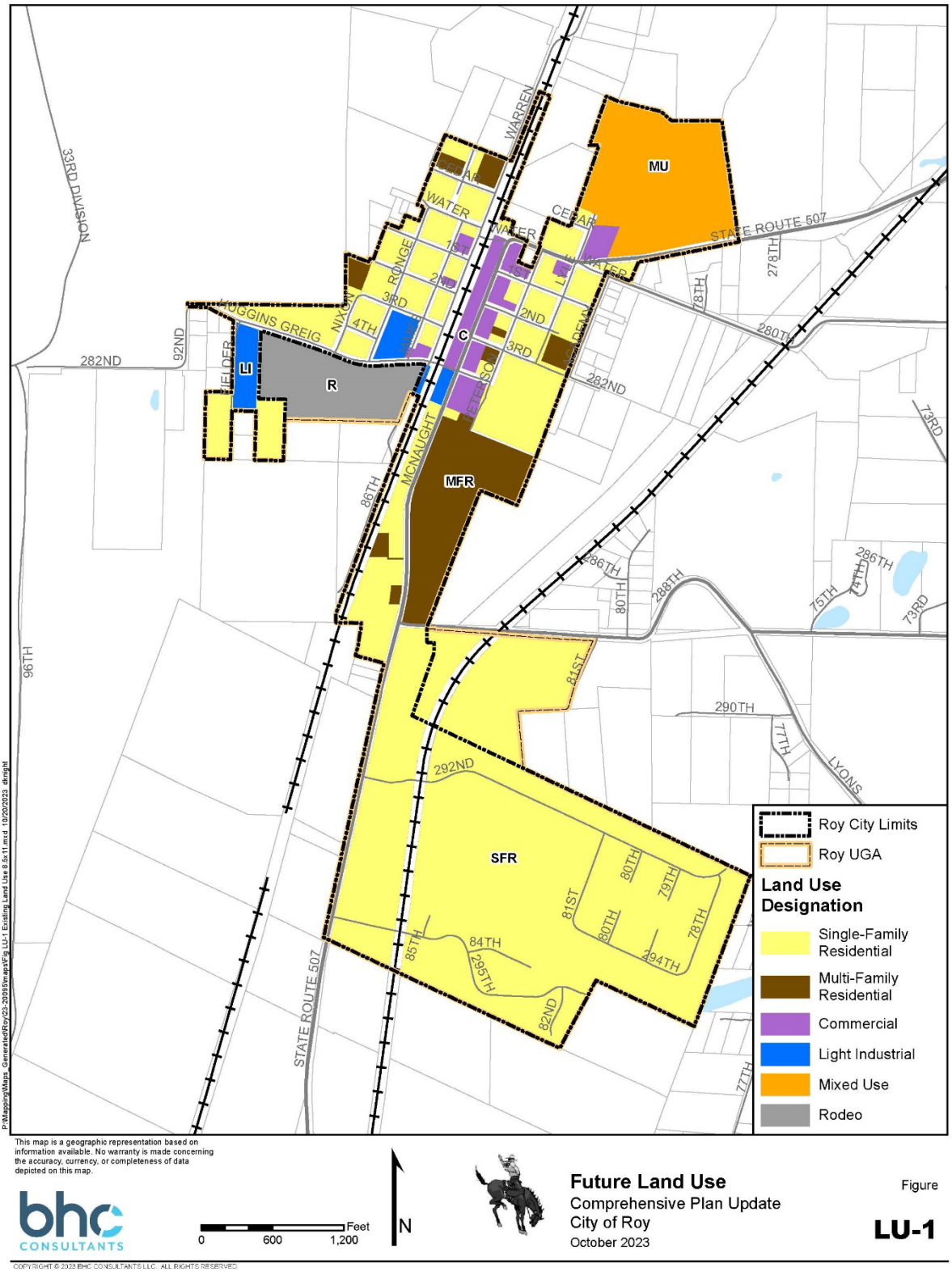
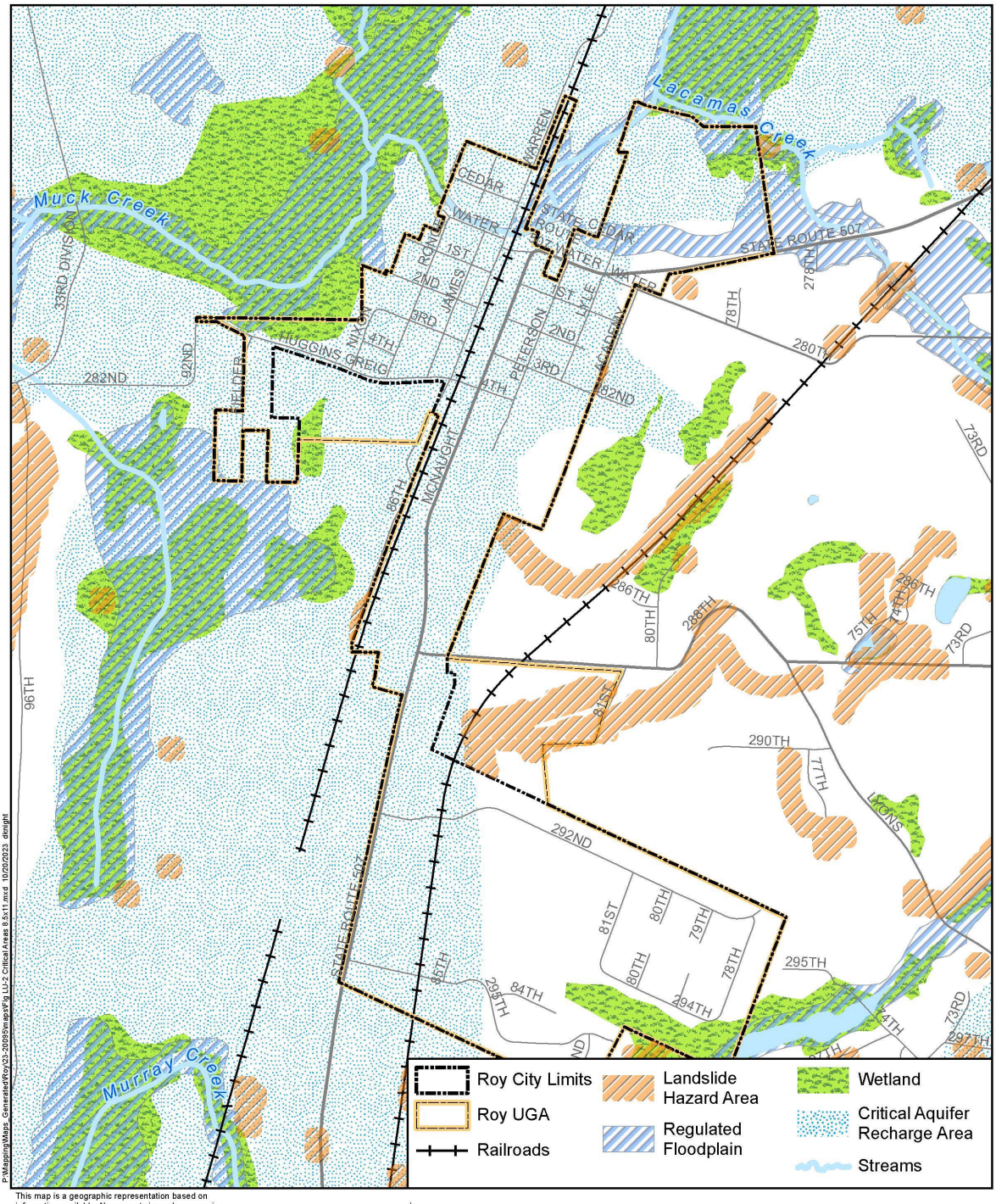


Figure A-2. Critical Areas



Appendix B: Housing

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List of Tables

This Appendix accompanies the Housing Element of this Comprehensive Plan. It includes the City's housing profile and a housing needs assessment.

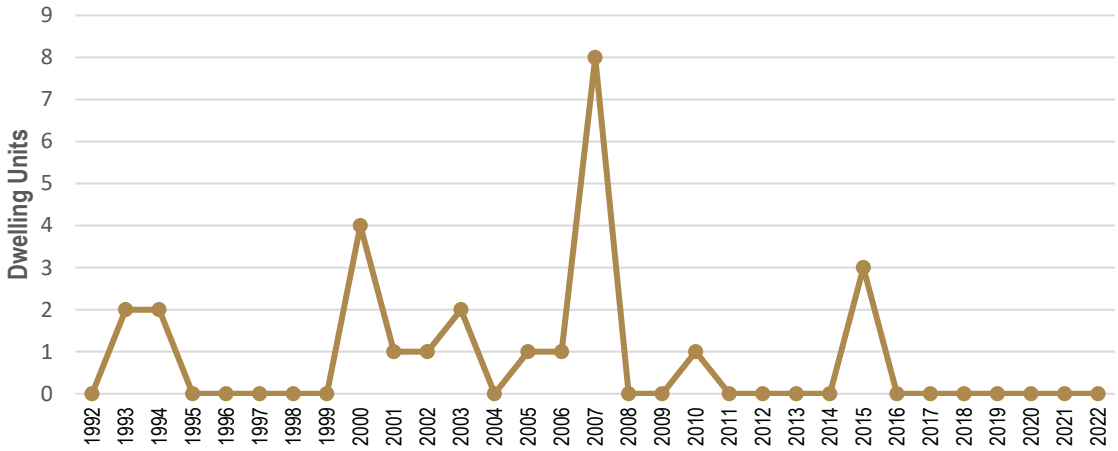
HOUSING PROFILE

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 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. Demographic information that also influences the types of housing residents in Roy need can be found in the Introduction element of this Comprehensive Plan.

Housing Development

The City has historically permitted few units, averaging less than one per year, since 1992. The year with the most building permits for residences was in 2007, when eight (8) units were permitted (see Figure B-1). To meet the total needed units for 2044, Roy would need to increase housing production to five (5) units permitted per year.

Figure B-1. Housing Units Permitted

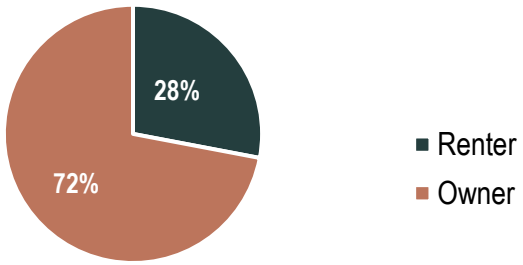


US Census Bureau, Building Permits Survey.

Housing Types and Characteristics

Most City residents, 72%, were homeowners in 2020. Out of the 315 housing units counted in the 2020 census, 23 were vacant, resulting in a 7% vacancy rate. This is slightly higher than the county's rate of 5% in 2020. See Figure B-2.

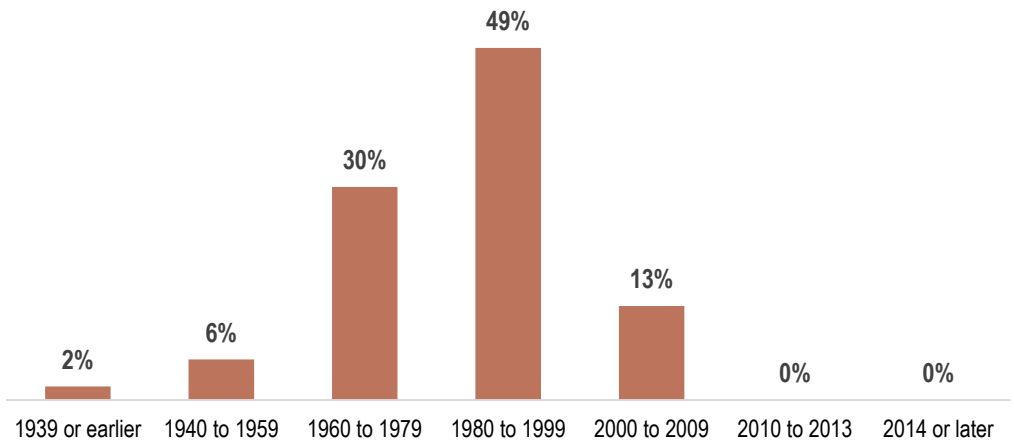
Figure B-2. Housing Tenure



US Census Bureau, 2020 ACS 5-Year Estimates, Housing Tenure.

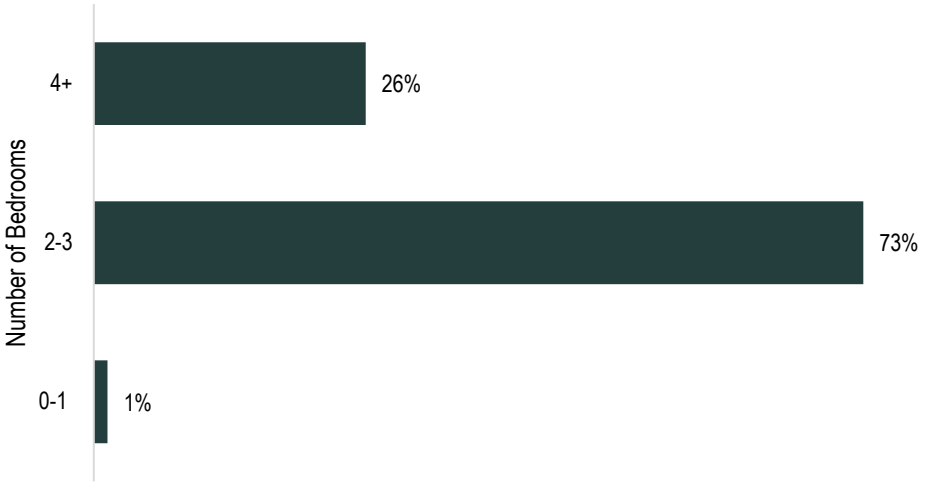
No-to-little housing has been constructed in the City since 2010. Eighty seven percent (87%) of the City's existing housing stock was built prior to 2000 and nearly half of all existing housing was built between 1980 and 1999. See Figure B-3. The average house in the City has 2-3 bedrooms, and many have more. There are very few 1-bedroom homes. See Figure B-4.

Figure B-3. Age of Existing Housing Stock



US Census Bureau, 2020 ACS 5-Year Estimates, Physical Housing Characteristics.

Figure B-4. Housing Unit Size



US Census Bureau, 2020 ACS 5-Year Estimates, Physical Housing Characteristics.

Existing Household Characteristics

Table B-1 provides data on whether the City's residents live alone or with others. The largest share of households has one or more people under 18 years of age (37%), followed by households with one or more people 60 years and over (30%). This follows the age distribution of town, which showed higher numbers of residents aged 0-10 and 60+ years old. It is interesting to note that one third of householders are living alone.

Table B-7. Households Living Alone and with Others

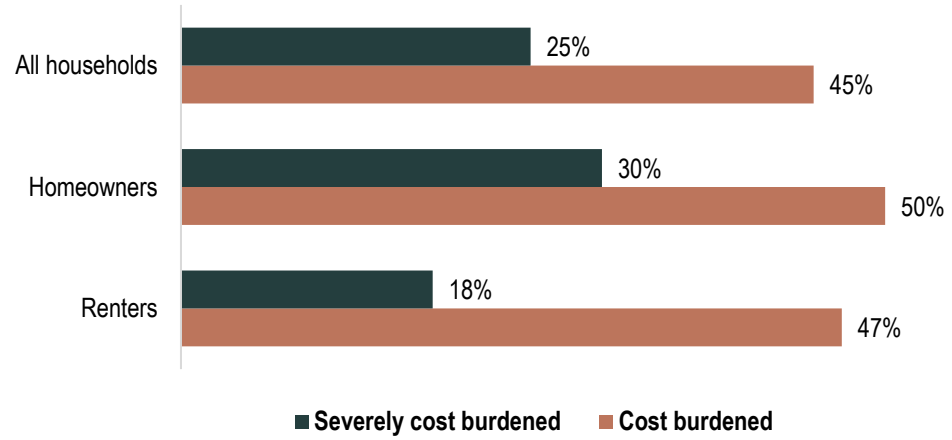
Characteristic	Percentage of Roy Households
Households with one or more people under 18 years	37%
Households with one or more people 60 years and over	31%
Householder living alone, all households	30%
Householder living alone, 65 years and over	9%

US Census Bureau, 2020 ACS 5-Year Estimates, Households and Families.

A household is considered "cost burdened" if they spend more than 30% of their income on housing. If they spend more than 50% of their income on housing, the household is considered "severely cost burdened." Figure B-5 shows the percentage of households that are considered cost burdened. Overall, nearly half of the City's households spend over 30% of their income on housing. Half of homeowners spent over 30% of their incomes on housing.

Such high shares of households spending a larger share of their income on housing increases vulnerability to displacement if housing costs increased.

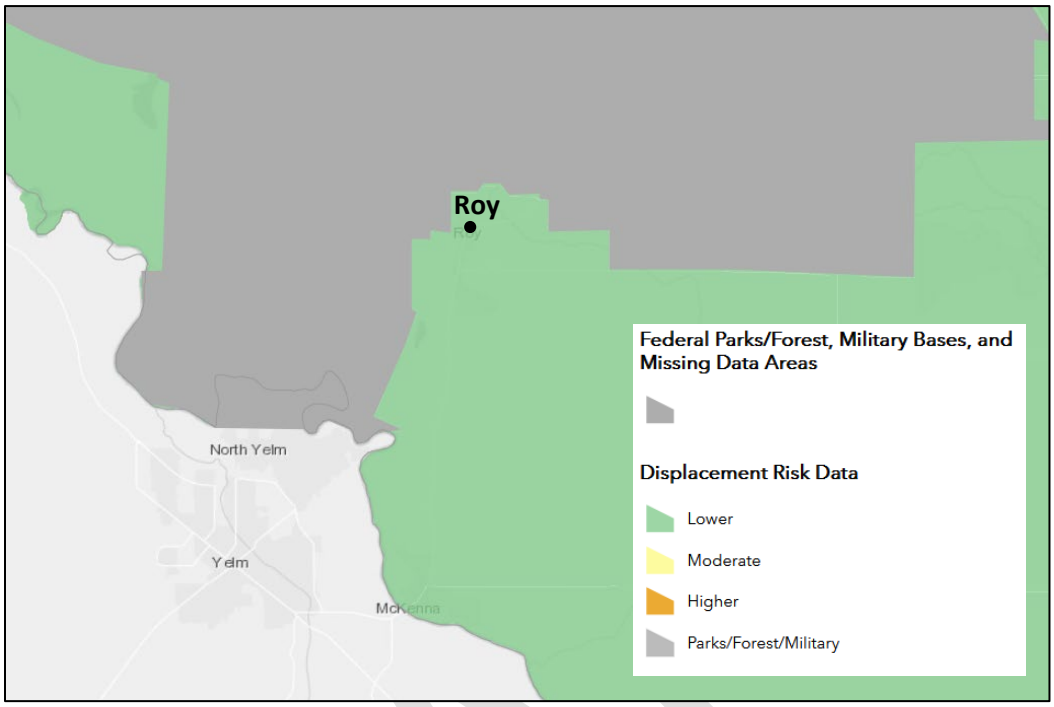
Figure B-5. Households Spending More Than 30% of Their Income on Housing



HUD, 2006-2019 CHAS, Housing Burden.

The Puget Sound Regional Council provides a displacement risk mapping tool. The tool classifies the City as having lower displacement risk, as seen in Figure B-6.

Figure B-6. Regional Displacement Risk



PSRC Displacement Risk Index

HOUSING NEEDS ASSESSMENT

The City is expected to provide capacity for 100 additional units over the next 20 years. This is based on the Pierce County Adopted Housing Growth Targets under Pierce County Ordinance No. 2022-46s. Since HB 1220 was passed, Washington State requires that the City show that the jurisdiction has capacity to accommodate these housing needs over the next 20 years through a land capacity analysis and review of development regulations. Provision of these units will be dependent on development and market demands.

Table B-2 shows the share of housing the City must accommodate based on the County's projections and whether its existing land has the capacity to fit these units. Housing need distributed by income bracket is shown in the column titled "Units Needed from HAPT Tool." This data comes from the Housing for All Planning Tool (HAPT) tool provided by the Department of Commerce and follows the method required by HB 1220, codified in RCW 36.70A.070(2). In the case of the City, they are required to accommodate 100 units of housing.

The next column titled "Total Dwelling Unit Capacity" shows the results of a land capacity analysis, which followed these steps:

1. Find the net developable land acres in the City, divided by zone.
2. Assign a likely development density to each zone (called "assumed density").
3. Determine how many units can fit in the net developable acres at the assumed density.

4. Add units recently built or in the development pipeline to find the Total Dwelling Unit Capacity.

The result of this analysis is that there is a capacity of 134 total units in the City.

The final column in the analysis titled "Net Housing Need by Income" shows the resulting surplus or deficit when housing need and land capacity are compared. The analysis shows that the lowest income group, those making 0%-30% of the Area Median Income will have an unmet need of 30 housing units, whereas the other income brackets up to 120% Area Median Income will have a surplus of housing units. The income bracket of 120% and above Area Median Income will also have a deficit of 66 housing units.

The HAPT method also assigns need for emergency housing, which is not included in Table B-2. There is a need for seven (7) beds of emergency housing in Roy and there is currently no existing emergency housing. Therefore, there is a deficit of seven (7) beds of emergency housing. Emergency housing is not considered permanent, so it is not included in the overall required housing units. However, to provide a safe shelter option for those facing immediate housing crisis, each community must plan for emergency housing beds.

Table B-8. Housing Need by Zoned Land Capacity

Income Level	Income Bracket	Zones Included	Units Needed from HAPT Tool	Total Dwelling Unit Capacity	Net Housing Need by Income
0-30% AMI	$0 - $19,023	MRF	34	4	30
30-50% AMI	$19,023 - $31,705	MRF	-32 (surplus)	4	-36 (surplus)
50-80% AMI	$31,705 - $50,727	MFR, SFR	-8 (surplus)	18	-26 (surplus)
80-100% AMI	$50,727 - $63,409	MFR, SFR	15	23	-8 (surplus)
100-120% AMI	$63,409 - $76,091	SFR	25	66	-41 (surplus)
>120% AMI	$76,091+	SFR	66	-	66
Net			100	134	16

Units needed by income bracket are from County allocations using Commerce's HAPT method. Income brackets use the 2020 estimated median income for Roy, rounded to the nearest $1k. Roy's zoning code also includes the Traditional Residential Design zone (TRD). There is currently no land with this zoning, so it has been left off this table. However, it is important to note that this zone has a higher assumed density of 10 dwelling units per acre, so rezoning to TDR could provide an option for higher density development.

Table B-9. Affordable Rents and Prices

Income Group	2020 Annual Household Income	Maximum Affordable Monthly Rent/Utility (30% of Monthly Income)	Maximum Affordable House Price**
Extremely Very Low-Income (< 30% AMI*)	$0-$19,023	$676	$44,600
Very Low Income (30-50% AMI)	$19,023-$31,705	$676-$793	$88,600
Low Income (50- 80% AMI)	$31,705-$50,727	$793-$1,268	$151,000
Moderate-Income (80-120% AMI)	$50,727-$76,091+	$1,268-$1,902	$234,400
Median-Income (100% AMI)	$63,409	$1,585	$194,500

* Area Median Income
**The maximum home price calculation assumes a monthly debt payment of $350, 6.83% mortgage interest rate, 36% debt to income ratio, a good credit score, and a $20,000 down payment.

Appendix C: Transportation

List of Figures

List of Tables

This Appendix provides additional information for the Transportation Element of this Comprehensive Plan. It includes an inventory of transportation facilities in Roy as well as a discussion of future transportation needs.

LAND USE ASSUMPTIONS

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

Table C-1. Land Use Assumptions

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 Comprehensive Plan for Pierce County, Washington. 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 C-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. SR 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 provides 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 classified as local streets to serve primarily local access to property and circulation within neighborhoods or specific areas. Several 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. An

interconnected network of local streets disperses traffic and allows multiple access routes for emergency service vehicles.

o 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. 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.

o Minor Arterial Streets

Minor arterial streets interconnect with and augment arterial streets as the principal circulation routes within the community. Ease of traffic mobility and the length of trips may be somewhat less along minor arterials than principal arterials. Intercommunity travel is typically facilitated by minor arterials. In fully developed areas minor arterials are normally not more than one mile apart.

o Principal Arterial Streets

Principal Arterial Streets serve as the primary routes within and through the community. They may serve as the principal 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. 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.

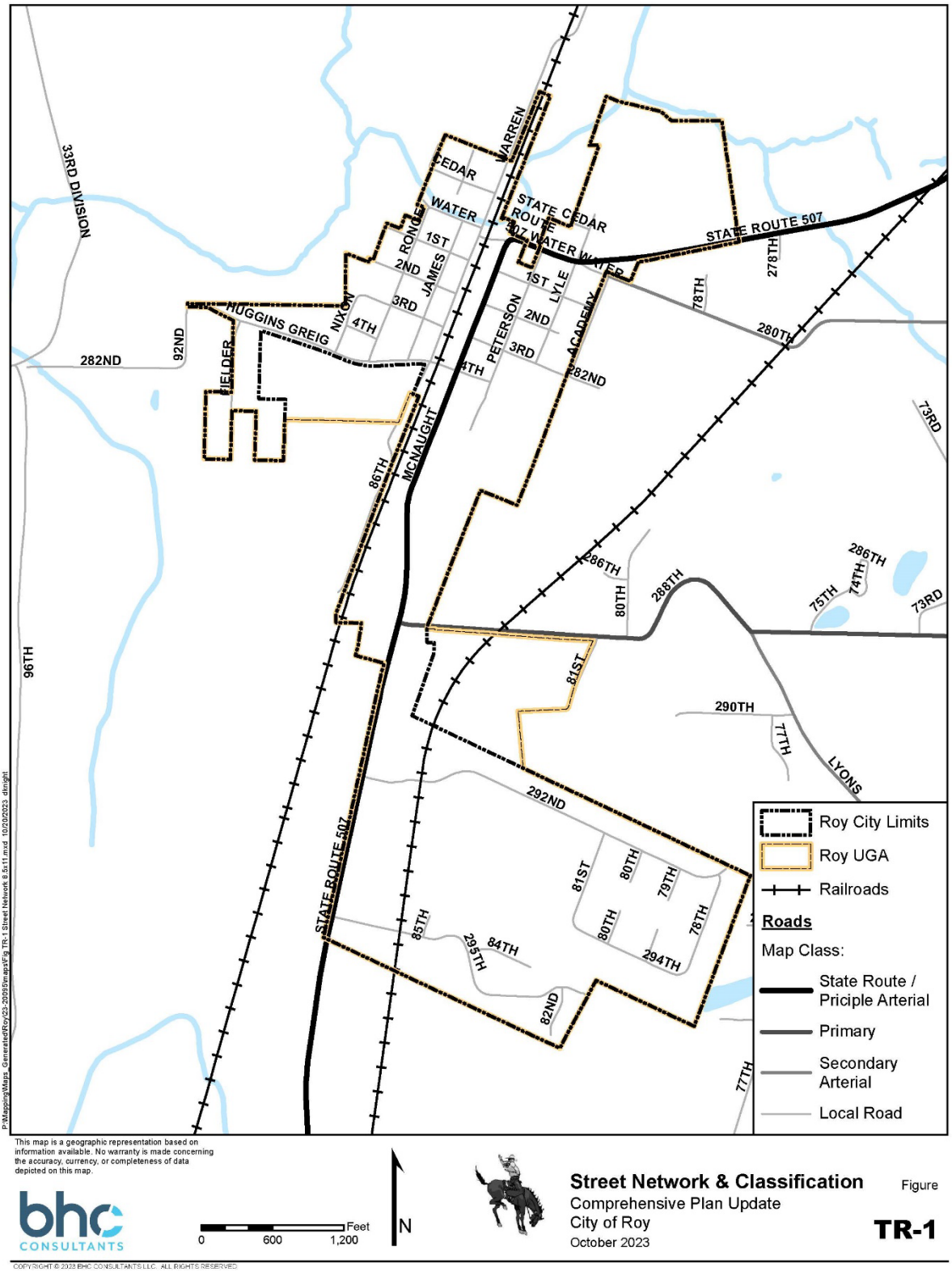
Air Service

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.

Figure C-1. Street Network and Classification



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 2023 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 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 workplace 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 C-2).

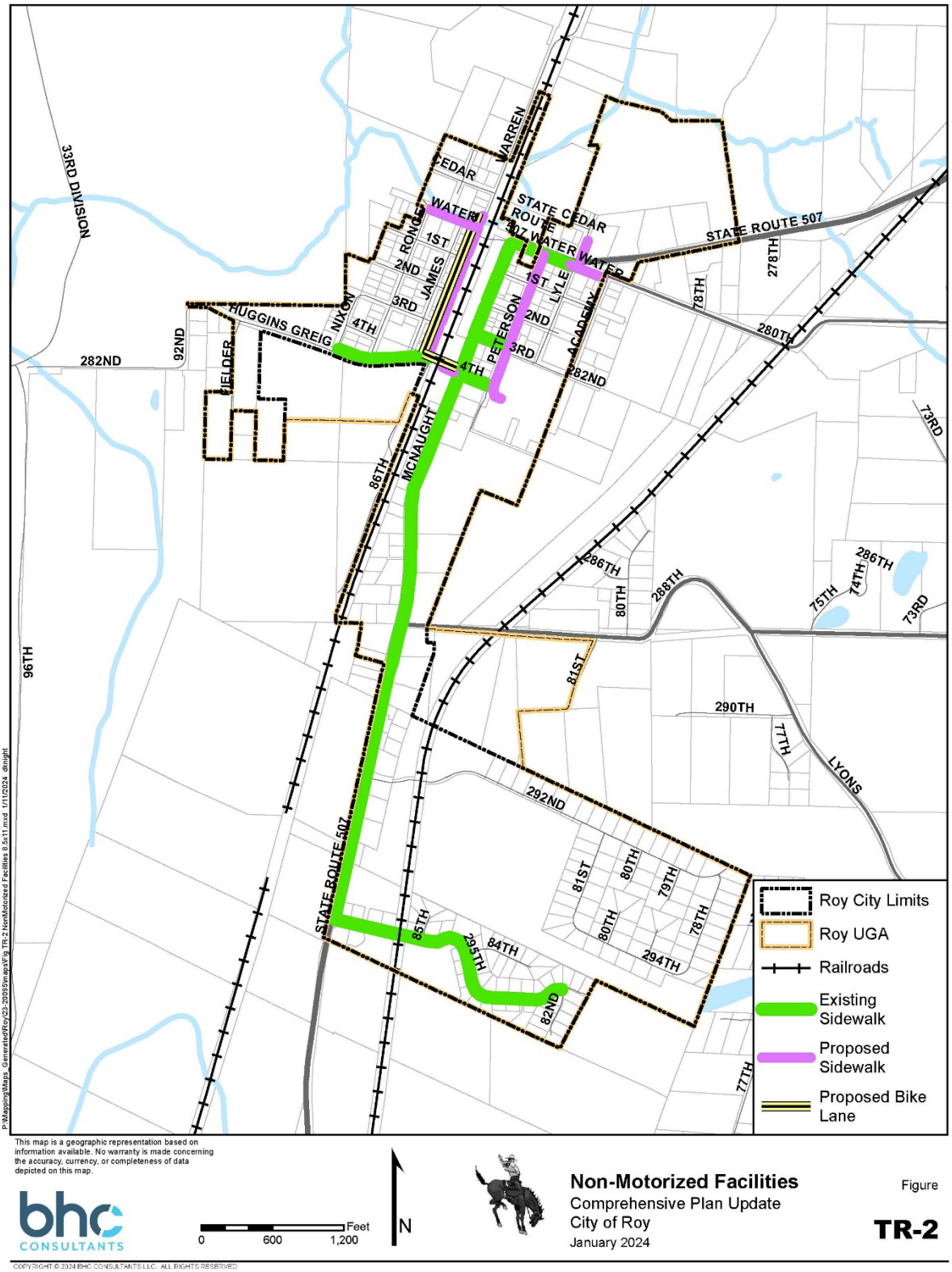
Cyclist facilities are also limited in that Roy does not have any dedicated bike lanes, bike routes, or off-street bike paths.

Planned Facilities

Planned sidewalk improvements listed in the City's 6-Year CIP are shown in Figure C-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.

Figure C-2. Non-Motorized Facilities



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 new Spanaway transit center, located on Highway 7 approximately 9 miles north of Roy should be up and running in fall of 2023.

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.

Appendix D: Parks, Recreation, and Open Space (PROS)

List of Figures

List of Tables

This Appendix provides additional information and context for the Parks, Recreation, and Open Space Element. It includes an inventory of parks in Roy, description of the park classification system, level of service (LOS) standards, and a needs assessment.

EXISTING PARK, RECREATION AND OPEN SPACE FACILITIES

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

Table D-1. Existing Park, Recreation and Open Space Facilities and Proposed Improvements

Park, Recreation or Open Space Site	Description	Acres	Park Type
Roy City Park 215 Cedar Street, abuts James Street and Water Street APN 5705200050	The park is 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.	1.32	Neighbor-hood Park
TOTAL		1.32	

Private open space tracts are located within the Oakview Heights and McKenna Meadows subdivisions. These tracts are managed by the neighborhood homeowners' associations.

The Roy Pioneer Rodeo Association owns and operates a 15.5-acre site for rodeos and other recreational activities at 8710 Higgins Greig Road, which is outside of City limits (but in Roy's UGA). 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

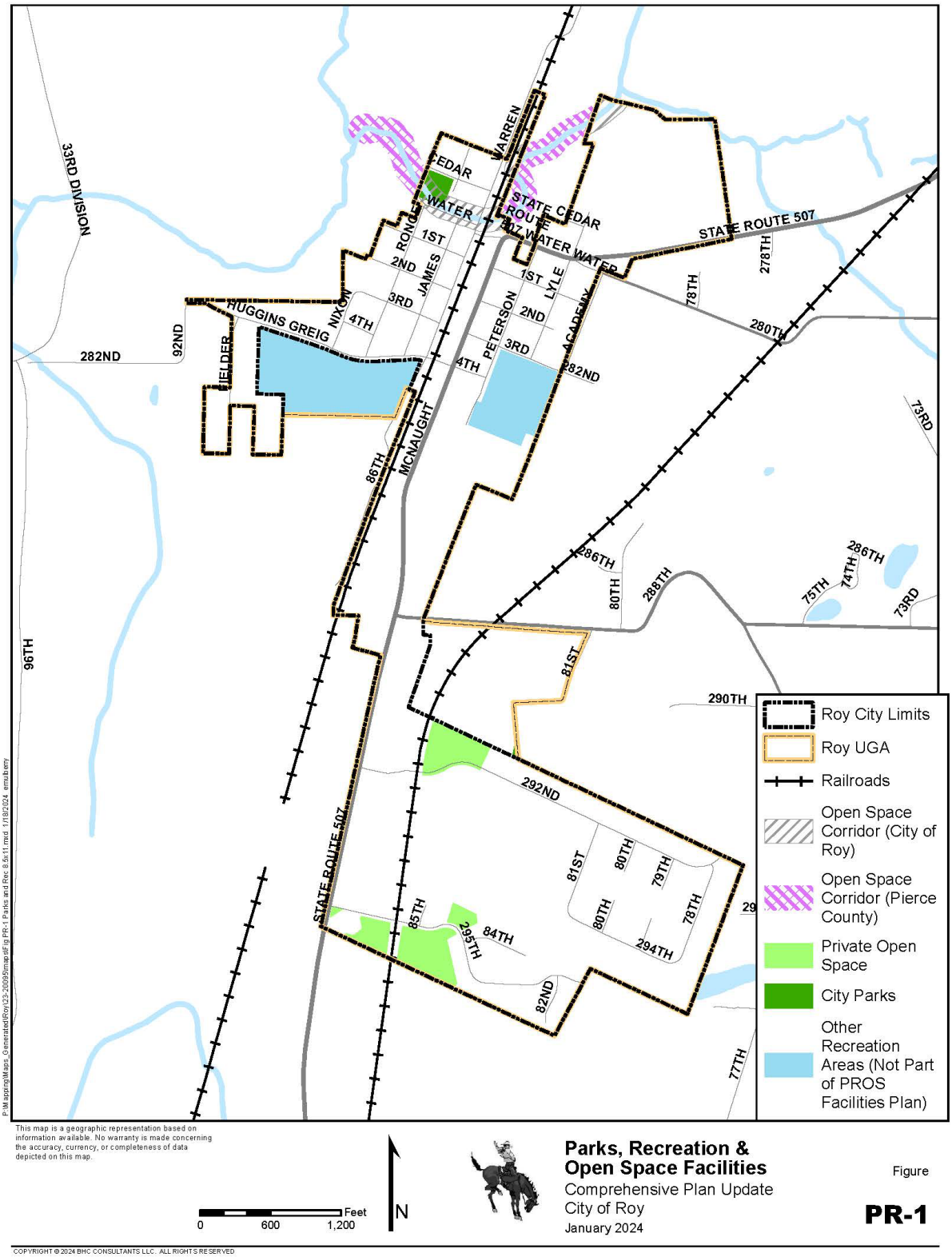
Pursuant to RCW 36.70A.160, Roy has identified an open space corridor that consists of lands in the vicinity of Muck Creek between the Roy City Park and Muck Lake, located in Pierce County to the northeast of the city, and between the Roy City Park and Joint Base Lewis McChord to the west. Privately-owned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

Any 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.

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 (SR 507). This facility could accommodate a children's play area, farmers markets, display area for artwork, a staging area for a variety of events, restrooms, a ride share/transit park and ride, and other amenities.

Figure D-1. Parks, Recreation, and Open Space Facilities



PARK CLASSIFICATION SYSTEM

To identify level of service standards, this classification system is intended to serve as a guide for identifying the variety of recreational opportunities that create a well-balanced park and open space system. Currently, Roy has one neighborhood park.

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 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 may 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 undeveloped areas that serve a variety of uses. These lands may include 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 D-2. In addition, the city supports measures to ensure walkability and accessibility by applying distance LOS standard, as shown in Table D-2.

Table D-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 the need for park and recreation facilities is based on the LOS standards established above, and the City population, existing and projected. This assessment is based on the City's 2020population and 2044 population projection. This allows for current deficiencies and future planning needs to be identified.

The 2020 population under the decennial census was 816. The 2044 population target assigned to Roy by the Pierce County Council, as summarized in the Introduction chapter, is 1,069 persons. The 2020 and 2044 park and recreation demand and need, respectively, for Roy are shown in Table D-3.

Table D-3. Assessment of Demand and Need

Park Type	LOS Standard acres / persons	Existing Acreage	2020 Demand	2044 Need
Regional Park	5-10 acres / 1,000	*	*	*
Community Park	8 acres / 1,000	*	*	*
Neighborhood Park	2 acres / 1,000	1.32	1.63 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 Roy City Park as their community park, based on the classifications described above and the small scale of the park, this element classifies the site as a neighborhood park.

The demand and needs assessment indicate 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 1.63 and 2.24 acres, respectively.

To meet current demand and projected need for neighborhood park land, about one additional acre would be required. Assorted 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.

Appendix E: Capital Facilities

List of Figures

List of Tables

This Appendix accompanies the Capital Facilities Element of this Comprehensive Plan. It includes an inventory of capital facilities in Roy, as well as future improvements and funding sources.

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 City-owned land and buildings. All 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 based on school district and fire district capital facilities plans and other documentation and included to ensure that all capital facilities owned by public entities are addressed.

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 better serve the community. 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 occupy 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.

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 is no longer in operation. The Community Center is used as a venue for the City's hosted events and is available for rent.

Roy-Owned Land, Buildings, and Other Facilities

Roy owns or leases several 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 E-1 and are described in greater detail in the PROS Element.

Table E-1. Public Facilities Improvements

Location, Size and Use	Improvements
216 McNaught Street S (SR Highway 507) City Hall 0.14 acres	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 land located to the south of the building site at the corner of McNaught and 3rd Street E, which the City acquired.
	There are no plans to remodel or add facilities to the City Hall.
215 W Cedar Street Roy City Park 1.32 acres	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.
500A 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, and a booster station. The city would like to acquire the land if this proves feasible in the future.
29113 SR 507 S Well #2 0.98 acres	Domestic water well and appurtenances, including a backup generator.
XXX 3rd 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 2nd Street E Pierce County Parcel 0218343044 0.33 acres	Public street right-of way – open space

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 E-2 identifies level of service standards that are used to determine what capital improvements are essential to the community.

Table E-2. 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 Design Standards and Guidelines for Streetscape Elements for City arterial streets
Streets (collector/local)	RCC Chapter 8.2 and the City's Design Standards and Guidelines for Streetscape Elements
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.

Table E-3. General Fund 2024

Description	2024 Budget
Beginning Balance	$423,349
Taxes	$586,449
Licenses and Permits	$41,858
Intergovernmental Revenues	$66,195
Charges for Services	$22,720
Fines and Forfeitures	$20,100
Grants & Miscellaneous Revenues	$104,680
Non-Revenues	-
TOTAL ESTIMATED REVENUES	**$842,002**

Table E-4. Enterprise Funds

Description	2024 Budget
Water Operations and Maintenance Fund	
Beginning Fund Balance	$307,759
Base Rate	$272,000
Capital	$82,000
Total Revenue	**$363,000**
Water Capital Improvement Fund	
Beginning Fund Balance	$1,079,372
Total Revenue	**$85,000**
TOTAL ESTIMATED REVENUES	**$448,000**

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.

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 water 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 households. 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.

Table E-5. Significant Capital Improvement Projects

Project Name	Funding Source	Budget
Water Tower	Water Capital Improvement Fund	$240,000
Water Filtration	Water Capital Improvement Fund	$600,000

Figure E-1. Six Year Transportation Improvement Program

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Agency	City of Roy	Hearing Date	, 2023
County No.	27	Adoption Date	, 2023
City No.	1125	Resolution No.	

Rank	Project Identification	Improvement Type	Status Funded/Planned	Miles	Underground Utilities	Funding Source	Project Phase	Start Year	State/Federal Fundings (in thousand dollars)	Local Fundings - 5% match (in thousand dollars)	Project Total (in thousand dollars)	R/W REQ Y/N
1	**JBLM access route**	4,5,6,	Planned	0.25		State	PE	2024	142.5	7.5	150	
	From SR 507 to Muck Creek Bridge via Huggins-Greig Rd & Warren	15,16,			Cable		R/W					N
	Reconstruction: asphalt concrete overlay, curbs, sidewalks, drainage,	17,18,			Electric		CONST	2025	380.0	20.0	400	
	pedestrian/traffic control, streetlights, bike lanes, landscaping	21,22			Water		TOTAL		522.5	27.5	550	
2	**James Street**	1,5,15	Planned	0.10		State	PE	2024	114.0	6.0	120	
	From Huggins-Greig Rd. to Water St.	17,18			Cable		R/W					N
	Resurfacing, restoration, road installation, rehabilitation, sidewalks,	19,21			Electric		CONST	2026	304.0	16.0	320	
	asphalt concrete overlay, storm drainage.				Water		TOTAL		418.0	22.0	440	
3	**4th St**		Planned	0.10		State	PE	2024	114.0	6.0	120	
	From SR507 to Peterson St.	5			Cable		R/W					N
	Resurface, restoration, rehabilitation, asphalt concrete overlay, storm	21			Electric		CONST	2027	304.0	16.0	320	
	drainage, sidewalks, pedestrian crossing.				Water		TOTAL		418.0	22.0	440	
4	**Peterson St**	4	Planned	0.20		State	PE	2024	142.5	7.5	150	
	From School Gate North to SR 507/Water St.	5			Cable		R/W					N
	Reconstruction, rehabilitation, sidewalks, pedestrian crossing, storm	21			Electric		CONST	2027	361.0	19.0	380	
	drain improvements and asphalt concrete overlay.				Water		TOTAL		503.5	26.5	530	
5	**Nixon Street**	4	Planned	0.10		State	PE	2025	114.0	6.0	120	
	From Third St. to Huggins-Greig Rd.	5			Cable		R/W					N
	Widening, resurfacing, restoration, rehabilitation, asphalt concrete	21			Electric		CONST	2028	285.0	15.0	300	
	overlay, storm drainage, sidewalks.				Water		TOTAL		399.0	21.0	420	
6	**Fourth Street**	4	Planned	0.05		State	PE	2025	57.0	3.0	60	
	From Ronge St. to Nixon St.	5			Cable		R/W					N
	Resurfacing, restoration, rehabilitation, asphalt concrete overlay,	21			Electric		CONST	2028	142.5	7.5	150	
					Water		TOTAL		199.5	10.5	210	
7	**1st St**		Planned	0.30		State	PE	2026	114.0	6.0	120	
	From SR507 to Academy	5			Cable		R/W					N
	Resurface, restoration, rehabilitation, asphalt concrete overlay, storm	21			Electric		CONST	2027	285.0	15.0	300	
					Water		TOTAL		399.0	21.0	420	
8	**Peterson St**	1,17,18	Planned	0.30		State	PE	2027	114.0	6.0	120	
	From School Gate South and East to 500A Peterson St. S.	19,21,15			Cable		R/W					N
	water site				Electric		CONST	2029	285.0	15.0	300	
	Asphalt concrete overlay, storm drainage				Water		TOTAL		399.0	21.0	420	
9	**Lyle Street**	1,4,5	Planned	0.27		State	PE	2027	128.3	6.8	135	
	From Water St. to 3rd St.	15,17,18			Cable		R/W					N
	Reconstruction, rehabilitation, restoration, asphalt concrete overlay,	19,21			Electric		CONST	2029	332.5	17.5	350	
	extension, storm drainage, sidewalks.				Water		TOTAL		460.8	24.3	485	
10	**First Street**	4	Planned	0.13		State	PE	2028	128.3	6.8	135	
	From Warren St. to West end.	5			Cable		R/W					N
	Resurfacing, restoration, rehabilitation, extension, asphalt overlay,	21			Electric		CONST	2028	332.5	17.5	350	
	storm drainage, sidewalks.				Water		TOTAL		460.8	24.3	485	
11	**Second Street**	4	Planned	0.13		State	PE	2028	128.3	6.8	135	
	From Warren St. to West end.	5			Cable		R/W					N
	Resurface, restoration, rehabilitation, extension, asphalt concrete	21			Electric		CONST	2028	299.3	15.8	315	
	overlay, storm drainage, sidewalks.				Water		TOTAL		427.5	22.5	450	
12	**Third Street**	4	Planned	0.11		State	PE	2027	114.0	6.0	120	
	From Warren St. to Nixon St.	5			Cable		R/W					N
	Resurface, restoration, rehabilitation, ashalt concrete overlay, storm	21			Electric		CONST	2028	285.0	15.0	300	
	drainage, sidewalks, widening.				Water		TOTAL		399.0	21.0	420	

13	**Huggins-Greig Road**	4	Planned	0.50		State	PE	2026	142.5	7.5	150	
	From Warren St. to 92nd Ave. S.	5			Cable		R/W					N
	Resurfacing, rehabilitation, asphalt concrete overlay, lighting, storm drainage, sidewalks.	21			Electric		CONST	2029	332.5	17.5	350	
					Water		TOTAL		475.0	25.0	500	
14	**Water St**		Planned	0.18		State	PE	2025	142.5	7.5	150	
	From Warren St. to Ronge St.	5			Cable		R/W					N
	Resurfacing, rehabilitation, asphalt concrete overlay, barrier against and redirection of storm drainage along creek	21			Electric		CONST	2028	361.0	19.0	380	
					Water		TOTAL		503.5	26.5	530	
15	**Ronge Street**	4	Planned	0.23		State	PE	2026	142.5	7.5	150	
	From Huggins-Greig Rd. to Water St.	5			Cable		R/W					N
	Resurfacing, restoration, rehabilitation, asphalt concrete overlay, storm drainage, sidewalks.	21			Electric		CONST	2027	361.0	19.0	380	
					Water		TOTAL		503.5	26.5	530	
16	**3rd St**		Planned	0.30		State	PE	2026	114.0	6.0	120	
	From SR507 to Academy.	5			Cable		R/W					N
	Resurface, restoration, rehabilitation, asphalt concrete overlay, storm drainage, sidewalks.	21			Electric		CONST	2027	285.0	15.0	300	
					Water		TOTAL		399.0	21.0	420	
17	**2nd St**		Planned	0.22		State	PE	2026	114.0	6.0	120	
	From SR507 to Lyle St.	5			Cable		R/W					N
	Resurface, restoration, rehabilitation, asphalt concrete overlay, storm drainage, sidewalks.	21			Electric		CONST	2027	285.0	15.0	300	
					Water		TOTAL		399.0	21.0	420	
19	**3rd St**	1,17,18	Planned	0.10		State/Federal	PE	2025	261.3	13.8	275	
	From Warren St. to SR 507.	19,21,22			Cable		R/W					N
	New road construction, sidewalks, traffic control, pedestrian crossing, landscaping, curbs, drainage, bike lanes.	15,25			Electric		CONST	2028	627.0	33.0	660	
					Water		TOTAL		888.3	46.8	935	
20	**288th Street**		Planned	0.04		State	PE	2027	85.5	4.5	90	
	From SR 507 intersection East to city limit.	4			Cable		R/W					N
	Storm drainage improvements and associated resurface/restoration/rehabilitation - asphalt concrete overlay, sidewalk	21			Electric		CONST	2029	199.5	10.5	210	
					Water		TOTAL		285.0	15.0	300	
21	**Academy Street**		Planned	0.15		State	PE	2028	142.5	7.5	150	
	From Third St. to Water St.	5			Cable		R/W					N
	Resurface, restoration, rehabilitation, asphalt concrete overlay, storm drainage, sidewalks.	21			Electric		CONST	2032	361.0	19.0	380	
					Water		TOTAL		503.5	26.5	530	
22	**James Street**	3	Planned	0.10		State	PE	2028	114.0	6.0	120	
	From Creek (N. side) to end of city limits.	5			Cable		R/W					N
	Resurface, restoration, rehabilitation, sidewalks, storm drainage, asphalt concrete overlay	21			Electric		CONST	2029	285.0	15.0	300	
					Water		TOTAL		399.0	21.0	420	
23	**Cedar Street**		Funded	0.09		State	PE	2028	19.0	1.0	20	
	From Warren St. to West end.	5			Cable		R/W					N
	Resurface, restoration, rehabilitation, asphalt concrete overlay				Electric		CONST	2029	66.5	3.5	70	
					Water		TOTAL		85.5	4.5	90	
24	**Lyle/Cedar Streets**		Planned	0.08		State	PE	2028	114.0	6.0	120	
	From SR 507 to North/West ends.	4			Cable		R/W					N
	Resurface, restoration, rehabilitation, asphalt concrete overlay, curbs, sidewalks, storm drainage.	21			Electric		CONST	2029	285.0	15.0	300	
					Water		TOTAL		399.0	21.0	420	

Appendix F: Utilities

This Appendix accompanies the Utilities Element of this Comprehensive Plan. It includes an inventory of utility services and facilities in Roy.

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 are 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 2018 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
- New reservoir.
- Additional water rights.

Many capital improvements recommended in the initial 6-year planning horizon consist 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 drain fields. 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. 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 near 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 the 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 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.

Appendix G: Climate Vulnerability

LIST OF FIGURES

This appendix includes a brief vulnerability assessment that informed the inclusion and identification and will help inform the implementation of goals and policies in the Comprehensive Plan that further climate resilience.

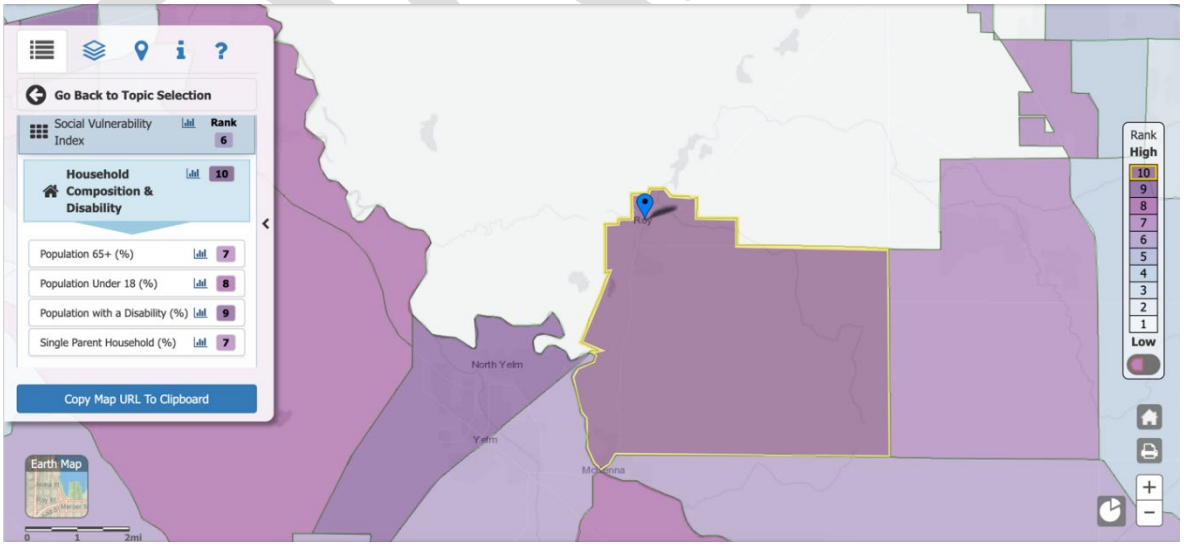
SOCIAL AND ENVIRONMENTAL VULNERABILITY

Certain populations in the City are more susceptible to hazards, including those in poverty, those over age 65 or under the age of 18, and those without a high school diploma. These vulnerabilities can impact the City's resilience to natural hazards and climate change and require special consideration for planning.

Health Vulnerability

The City's social vulnerability is relatively high, especially among those over age 65 or under age 18, those with a disability, and those who are living in poverty. The census tract encompassing the City has a high social vulnerability compared to neighboring census tracts. These populations could be most at risk to health and hazard vulnerabilities. See Figure G-1.

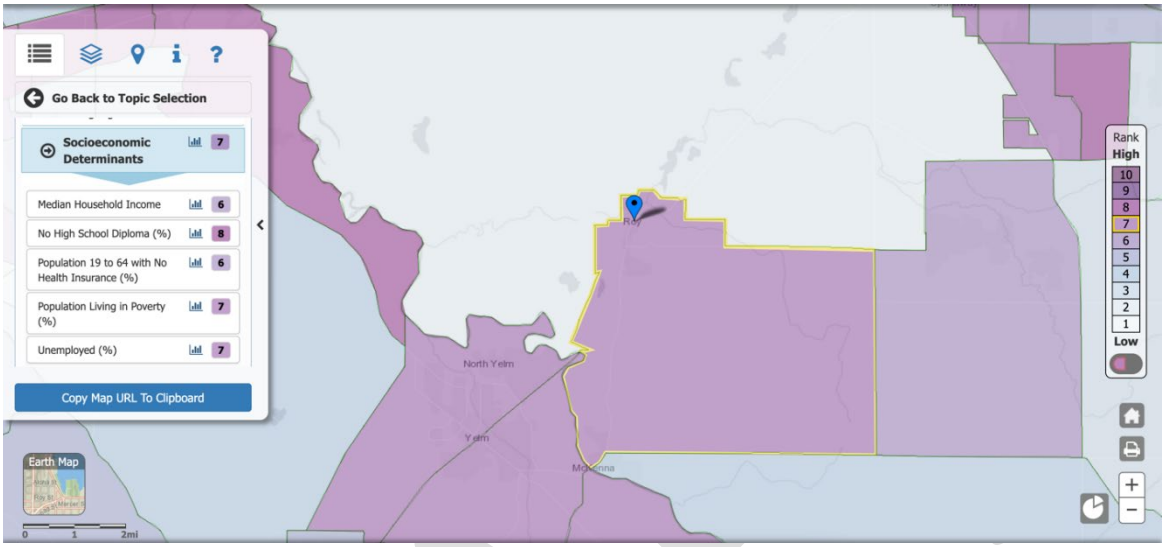
Figure G-2. Social Vulnerability Index



The City is also part of a census tract with a relatively high percentage of those without a high school diploma, those who are unemployed, and those living in poverty. Compared to surrounding census

tracts, the City has high social vulnerability which can impact the resilience of these populations to hazards. See Figure G-2.

Figure G-3. Socioeconomic Determinants of Vulnerability



On the other hand, the City of Roy has relatively low vulnerabilities stemming from other social determinants of health such as limited English proficiency, access to a private vehicle, and those over 65 years of age living alone. See Figure G-3.

Figure G-4. Environmental Health Disparities – Social Determinants

Environmental Hazard Vulnerability

Overall, according to this map, Roy has relatively low environmental vulnerabilities. High ozone concentration poses the greatest environmental threat to residents in Roy, while other environmental exposures remain low, similar to surrounding census tracts. See Figure G-4. However, this map does not

reflect known potential contamination of Roy's water supply with PFAS chemicals. This potential contamination is still not widely understood, but the City may need to be prepared to address hazardous drinking water in the future.

Figure G-5. Environmental Exposures