

City of Royal City

Comprehensive Plan



2009 Update

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City of Royal City Comprehensive Plan 2009

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City of Royal City Community Vision Statement

The following statements serve to guide the comprehensive plan. This vision was developed following community input at community meetings held as an element of the public participation plan for this document update.

- *The City of Royal City is a community that respects and preserves its natural, historical and cultural resources.*
- *The City of Royal City is a community that desires to improve the appearance of public property and to encourage improvements and clean-up on private property within the City*
- *The City of Royal City is a community that promotes the development of recreational facilities and activities and encourages broad based participation by the community of such facilities and activities.*
- *The City of Royal City is a community that encourages a balanced, cohesive, and diverse community that makes room to accommodate differences as we grow.*
- *The City of Royal City is a community that strives to improve and increase the tax base to provide a high level of service to its residents and visitors and to improve and increase employment opportunities by encouraging new businesses to join the community.*
- *The City Royal City is a community that supports and promotes the development of light industrial uses and Agricultural related business.*

These vision elements will serve as a guide in setting Goals for the City of Royal City and in the development of policies and implementation strategies associated with the Royal City Comprehensive Plan

I. INTRODUCTION

Royal City is at a critical point in its growth and development. Population is growing; however, much of the infrastructure necessary to support the growth is in need of improvement. Only as necessary infrastructure improvements are made will the community capacity be able to provide for new and existing businesses and residents. The City is taking a proactive role in its future by updating this plan. The City will continue to examine ways to improve and increase capacity of its infrastructure to accommodate the projected growth while maintaining and enhancing the quality of life for all of its citizens.

II. HISTORY OF ROYAL CITY

Royal City was founded in 1956 and officially incorporated on February 14, 1962, becoming the first code city in Grant County in 1985. The naming of the city has always been a mystery. The name originated in 1957 when the town of Royal City was incorporated. The early pioneers referred to the area as Royal Flats. One story is about a pair of Scotsmen, who climbed the Saddle Mountains and drank in the view of the south-canted topography – perfect for farming – and remarked "Now that's a Royal Slope."

Another story was that one of the pioneers named the Royal Flats because she always said, "We are so royal here to each other."

A book which describes the origin of Washington State names, 'Washington State Place Names', reads, "Once the area around the post office, known by the topographically descriptive title of Red Rock, the new town situated on Royal Flats adopted its present name in 1957 when it became the center of prime agricultural area as a result of reclamation projects in the Royal Slope area

III. COMPREHENSIVE PLANNING UNDER THE GROWTH MANAGEMENT ACT

The Washington Growth Management Act [RCW 36.70A] establishes a framework which encourages communities to respond to growth in realistic ways. It recognizes that some central issues exist for all communities, and that these issues have implications for the state as a whole.

The interest of statewide planning lies at the heart of the Act. The statute asks that each community create a comprehensive plan based on the foundation and framework of the thirteen goals contained in RCW 36.70A.020:

- **Urban Growth** - Encourage development in urban area where adequate public facilities and services exist or can be provided in an efficient manner.
- **Reduce Sprawl** - Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.
- **Transportation** - Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- **Housing** - Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- **Economic Development** - Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and the disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the states natural resources, public services, and public facilities.
- **Property Rights** - Private property will not be taken for public use without just compensation having been made. The property rights of landowners will be protected from arbitrary and discriminatory actions.
- **Permits** - Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
- **Natural Resource Industries** - Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
- **Open Space and Recreation** - Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.
- **Environment** - Protect the environment and enhance the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- **Public Facilities and Services** - Ensure that those public facilities and services necessary to support development will be adequate to serve the development at the time the development is available for occupancy and use without decreasing current levels below locally established standards.
- **Historic Preservation** - Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
- **Shorelines of the State** - The goals and policies of the Shoreline Management Act (RCW 90.58.020) are adopted by reference as a goal of the GMA.

IV. OVERALL PLANNING PROCESS GOALS

GOAL 1.1: Active citizen participation in community goals and government.

GOAL 1.2: Civic pride in the community.

GOAL 1.3: Encourage citizen participation in community activities and government.

GOAL 1.4: Develop a functional, continuing city planning process.

GOAL 1.5: Preservation of the small City, friendly atmosphere of Royal City.

GOAL 1.6: Encourage the inclusion and participation in community activities by all segments of the Royal City Community.

GOAL 1.7: Increase planning coordination with the other jurisdictions of Grant County.

GOAL 1.8: Actions regarding new proposed developments, including proposed new land uses and capital facilities and services improvements will consider the Comprehensive Plan goals and policies.

GOAL 1.9: Provide for frequent review of the City's comprehensive plan and development regulations, by council review at least every seven years.

GOAL 1.10: Encourage economic growth and creation of new industries and services, if sited appropriately.

GOAL 1.11: Private property will not be taken for public use without just compensation having been given. The property rights of landowners will be protected from arbitrary and discriminatory actions.

GOAL 1.12: Applications for development approval should be processed in a timely and fair manner by the City.

V. URBAN GROWTH AREA

In accordance with RCW 36.70A.110, the City and Grant County are required to address urban growth to ensure the future orderly and efficient use of county and municipal lands.

Since future expansion of Royal City's municipal boundaries should be anticipated over the twenty-year planning period, the potential for expansion of the Urban Growth Area [UGA] should be analyzed and considered if necessary

VI. COMPREHENSIVE PLAN

The City of Royal City's Comprehensive Plan will be used to identify potential growth for Royal City over the twenty year planning period, and how to address and accommodate various development impacts. The comprehensive plan text includes goals and policies for the long-term development of the City. The Goals and Policies in the comprehensive plan offer the direction guidance in the decision making process of the City when the plan is formally adopted by its legislative body, the City Council.

Generally, a community plans to:

- Make sure the tax dollars invested in public roads, water and sewer lines, fire stations, parks and other public services are spent wisely.
- Introduce long range considerations into decisions on short-range actions. Promote the public interest, the interest of the community at large, rather than the interests of individuals or special groups within the community.
- Improve the physical environment of the community as a setting for human activities to make it more functional, efficient, beautiful, healthful, decent and interesting. The comprehensive plan includes goals and policies for the long-term development of the community. Each element of the comprehensive plan includes a list of the community's goals and policies for addressing particular issues. Goals are general expressions of the City's hopes and aspirations about its future development. They are the target to shoot for, even though they may never be completely attainable. Policies are broad statements of intent to guide or direct action in order to achieve objectives. Policies can prohibit, permit, or require various actions. Within this document, these statements will guide public and private land use decisions as the community develops. The City of Royal City's Comprehensive Plan includes the following elements:

1. Land Use
2. Housing
3. Capital Facilities
4. Utilities
5. Transportation
6. Economic Development
7. Open Space and Recreation

IMPLEMENTATION

With the enactment of growth management, the comprehensive plan initiates the beginning step in the overall development of the community, reflecting the desires of citizens and officials as to how the City should grow over the twenty-year period. It does not intend to anticipate all of the changing needs that will occur over a 20 year planning period; therefore, an annual review of the plan is available to ensure that it is meaningful and effective.

The City is required to assess its existing development regulations based on the Comprehensive Plan, and amend those regulations for consistency. Zoning, subdivision, building, critical areas ordinance, health, street standards, development standards and sign codes are examples of regulations that may be useful in the implementation of the comprehensive plan. Recommendations to update to the zoning, subdivision, other development ordinances must be based on and be consistent with the comprehensive plan.

Zoning

The zoning ordinance and map divide the land into districts and, within these districts regulate the permitted and conditional uses, density, and the placement, height, bulk and coverage of buildings and structures. This ordinance is required to be consistent with the Comprehensive Plan goals, policies and maps.

Subdivision

The subdivision ordinance regulates the process of laying out parcels of undeveloped land into lots, blocks, streets and public areas. It is primarily used to control new or expanding residential, commercial or industrial development. Consideration of how land may be developed in the Urban Growth Area will be based on the County's subdivision and cluster subdivisions ordinances; therefore, communication and coordination are vital to ensure adequate public facilities.

Critical Areas Ordinance

The Critical Areas Ordinance (CAO) regulates the preservation, protection and enhancement of identified critical areas within the City's jurisdiction and will also apply to lands that may be annexed. The CAO must reflect the overall goals and policies of the Comprehensive Plan, be consistent with the requirements of the Growth Management Act and be based on best available science

Other Implementation Tools

Building codes also are used to implement the Comprehensive Plan. These codes regulate design, construction, quality of materials, use occupancy, location and maintenance of buildings and structures within the City. Building codes are required to be updated periodically to ensure that the specifications do not contradict the Comprehensive Plan and are consistent with adopted building code requirements at the State level.

COMPREHENSIVE PLAN AMENDMENTS

The Comprehensive Plan is an overall policy document based upon community desires. It is a dynamic document that needs to reflect changes and circumstances as they develop within the community. The comprehensive plan must be maintained, evaluated, and updated if it is to keep pace with the changing needs of the City.

Amendments to the Comprehensive Plan may be requested by the City Council, Planning Agency, or by any affected citizen or property owner. By reviewing and updating the plan on a regular basis, Royal City can maintain public interest and involvement in the planning process. It demonstrates the City's own commitment toward implementing a long term vision for the community through the policy guidance in the comprehensive plan. The Comprehensive Plan can be amended no more than once per year. Exceptions to this regulation are contained within the Growth Management Act. There may be times when a proposed change or revision is necessary to address a public health, safety, welfare issue, and/or Court Order. Such "emergency amendments" will follow State regulations but may not follow an established Comprehensive Plan amendment timeline.

The Growth Management Act states that public participation will have a wide range of input the process will have a "broad dissemination of proposals and alternatives, opportunity for written comments, public meetings after effective notice, provision for open discussion, communication programs, information services, and consideration of and response to public comments." Amendments to the Comprehensive Plan should include early and continuous public input. Local individuals, businesses, and groups along with regional, state, and national organizations can add distinctive and valuable input to the planning process.

Types of Public Participation

Encouraging public participation may require a variety of approaches. The following samples techniques provide a range of options for consideration.

NOTICE

- Newspaper legal notices and special advertisement
- Postings at post office or other areas know to attract people
- Newsletters and/or utility flyers
- Website
- Invitations to specific groups or interested parties
- Direct mailing

MEETINGS

- Council and Planning Meetings
- Public Hearings
- Open House or Workshops
- Special Community Visioning Meetings

WRITTEN COMMENT

- Survey
- Written Comment
- E-mail and other forms of electronic communication

ADDITIONAL FORMATS

- Youth workshops, public service messages, advisory committee, school programs, visioning, etc.

Comments and ideas are used throughout the process to shape the Comprehensive Plan changes. To fully secure adequate public participation or as new proposal are considered additional meetings may be required.

In the development of the 2009 Comprehensive Plan Update the Royal City City Council adopted a Public Participation Plan which stated:

“The City of Royal City recognizes the need for early and continuous public involvement in the process of updating the City’s Comprehensive Plan. The following public participation plan is intended to encourage public involvement in the update to the City’s comprehensive plan in a manner consistent with the requirements of RCW 36.70.A

The City of Royal City will do this through the following actions:

- Conduct Community Visioning Meetings allowing the public to provide input into the Comprehensive Plan Update.
- Conduct a public hearing before the City Council to hear and consider public input to the draft updated Comprehensive Plan prior to adoption.

- Encourage written comment from the public and other interested parties.
- Utilize other methods, such as public postings, to keep the public informed of the update process.”

VII. BACKGROUND INFORMATION

The following information provides historical and projected population estimates, land use analysis and a housing needs assessment.

POPULATION PROJECTIONS

Population projections allow the City to analyze facility and land needs to support orderly development. The analysis of local population and demographic trends is important for a broad understanding of the community and to anticipate future needs. The analysis of population projections for the next 20 years is based on the Office of Financial Management (OFM) projections for the County.

The most recent population estimate available for Royal City is for 2008 which is 1988 and comes from the State Office of Financial Management (OFM). Grant County has adopted a population projection using the high series projection issued by OFM. As such, Grant County is planning for a population of 117,459 in 2025.

Grant County allocates a percentage of the projected County population growth to each community based on Office of Financial Management (OFM) high-end projections. The last projections were determined with the adoption of the Grant County Comprehensive Plan Update in 2006 by Resolution No 06-269-CC and shows the City of Royal City growing at a rate of 3%. The allocated population to Royal City for the planning period ending in 2025 is 3817. A population projection of 113 is projected for the unincorporated Royal City Urban Growth Area.

Although growth rates historically have significantly fluctuated the growth rates for Royal City have stabilized over the last several decades. The population projections adopted by Grant County represent the highest rates allowed under the provisions of the Growth Management Act but do not necessarily reflect the true growth rates county-wide and within Royal City. It will be important to carefully monitor the growth rates over the next 20 year planning period and make mid-course modifications as warranted.

LAND USE ANALYSIS

With population projections and housing requirements outlined, the next step is to determine current land uses and what lands are available for development. An analysis of residential housing lands necessary to meet population projections and lands for commercial and industrial development has been completed.

Current Land Uses

Land Use designations show the general distribution of land uses reflecting the unique character of the City, as well as the desired pattern for new development.

The "Residential" category represents a majority of the land used for traditional dwelling units, including single family, multi-family, manufactured and mobile home residences.

Included in the "Public" classification are all of the parks, schools, play fields and federal, state, county and City-owned facilities. The number of acres identified for right-of-way was calculated by subtracting the parcel-based land use inventory number from the overall land located within the UGA.

City of Royal City Land Use	Acres	Acres Vacant	% Vacant
Residential-Medium Density	310	74	24%
Residential-High Density	109	22	20%
Employment Area-Commercial	105	27	25%
Employment Area-Industrial	262	146	52%
Total	806	532	33%

Land Use Pattern

The current land use pattern in downtown Royal City is organized primarily by two commercial corridors which cut through a general pattern of single family housing. Vacant parcels and vacant structures also occupy a significant amount of land in the City of Royal City.

Royal City has an active industrial area including privately owned lands and lands in public ownership, primarily by the Port of Royal Slope. A fair percentage of the Industrial areas within the port are vacant leaving room for future growth and employment development

Single family homes occupy much of the remaining lands in the Royal City core. The character of the single family housing varies significantly. Small aging single family homes occupy many of the parcels.

The following table identifies the date of construction and number of homes constructed

- 1999 to March 2000: 43
- 1995 to 1998: 56
- 1990 to 1994: 12
- 1980 to 1989: 47
- 1970 to 1979: 165
- 1960 to 1969: 113
- 1950 to 1959: 61
- 1940 to 1949: 6
- 1939 or earlier: 0

Public and Civic uses are dispersed throughout the City of Royal City.

The number of vacant properties is worth noting. Approximately 1/4 of all the non right-of-way land area in the City of Royal City is vacant or underutilized. Many of these are single family parcels which do not currently have a home on them. Others are large vacant parcels of land. The prevalence of vacant property suggests that Royal City has ample space to attract and accommodate additional residents and businesses. The only area that may be lacking for future development is general commercial land however there is currently sufficiently zoned land to meet demand. A careful watch on the development needs during the planning period will be necessary to ensure adequate land is zoned for general commercial use.

LAND DISTRIBUTION

Based on the existing pattern of uses, population projections, capital facility and utility capacities, desires for tourism related land uses, and a review of buildable lands the Urban Growth Area which was initially established in the 1990's and as modified over time is expected to adequately accommodate growth within a planning horizon of 20+ years to 2028.

The following assumptions were developed during the 2008 comprehensive plan amendments and UGA expansion process to analyze the location of the Urban Growth Area, as well as the distribution of land uses and the density limitations in the different residential designations.

1. General lifestyles and living patterns will continue for the anticipated planning horizon of 20+ years, to the year 2028.
2. Because of the increasing number of retirees, advances in technology and lower cost of living growth is expected to slightly exceed historical trends.
3. Overall density within the community is expected to continue at 4-6 units per acre.
4. It is expected that the areas within the city limits that are already platted for residential development will develop before those areas in the unincorporated UGA.
5. Existing household size (4.1) is expected to remain consistent with the 2000 US Census figures^a.
6. The percentage of land devoted to right-of-way needs will remain the same because the majority of the land base has already been subdivided.
7. It is not anticipated that any of the land owned by public entities will be available for residential development in the future.

POPULATION & HOUSING

Expected population growth for the Royal City Urban Growth Area, as well as for the rest of Grant County and neighboring cities, can be seen in the table below. The Growth Management Act requires that the designated urban growth area must include areas and densities sufficient to accommodate the urban growth projected to occur in the County for the next 20 years according to population projections developed by the State Office of Financial Management (OFM). The numbers provided in Table 2 reflect the outcome of a coordinated process between the cities/towns and the county during 2006 where the 2000 US Census and the updated OFM high range projections were allocated to the urban and rural areas of Grant County.

Population analysis and forecasting was conducted using various methods. The guiding principles for allocating future population are historical growth trends, adopted county-wide planning policies found in the Grant County Comprehensive Plan and the supply of vacant, buildable land within each community.

POPULATION PROJECTIONS – 2002 through 2025

^a H3. OCCUPANCY STATUS [3] - Universe: Housing units Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data

Areas of Growth	Projected Average Annual Growth Rate	Incorporated City			Unincorporated UGA	
		2000 Actual	2006 Estimate	2025 Projection	2000 Census Analysis	2025 Projection
Royal City	3%	1823	1875	3817	54	113
Ephrata	2.0%	6,808	6,950	11,169	8	13
Moses Lake	3.0%	14,953	16,830	31,308	10,234	21,428
Quincy	2.0%	5,044	5,395	8,275	366	600
Grant County		74,698	80,600	117,459	74,698	117,459

Source: Grant County Comprehensive Plan, 2006

The official 2000 US Census count for Royal City was 2544

INCOME

Estimated median household income in 2007: \$34,127 (it was \$28,529 in 2000)^b



Here is how Royal City compares to the State of Washington as a whole.

Royal City:  \$34,127
Washington:  \$55,591

HOUSING COSTS^c

Estimated median house or condo value in 2007: \$95,495 (it was \$65,900 in 2000)

Here is how Royal City compares to the State of Washington as a whole.

Royal City:  \$95,495
Washington:  \$300,800

^b City Data.com and 2000 US Census

^c City Data.com

HOUSING DEMAND ANALYSIS and ANALYSIS OF LAND NECESSARY FOR RESIDENTIAL GROWTH

The adopted population projections and allocations for Royal City are equivalent to the need for an additional 473 new dwelling units over the 20 year planning period or an average of 23 new dwelling units being built each year. This is based on the expectation of 1942 new residents over the 20 year planning period with an average of 4.1 people per household. Based on an average density of 4 dwelling units per acre it is projected that Royal City will need a total of 118.25 acres of buildable land available. This does not take into account land that may be vacant but unavailable for development due to ownership desires (market factor) and land that is un-buildable due to physical limitations such as critical areas, soil conditions and other factors.

Assuming a market factor of 25% and a non-buildable land factor at 30% the following formula can be utilized to determine the residential acreage needed to meet expected population growth.

$$118.25 \text{ acres} + 30 \text{ acres (market factor)} + 35.5 \text{ acres (non buildable land factor)} = 183.75 \text{ acres.}$$

Based on this analysis Royal City will need to add additional land for residential use over the 20 year planning period. There are currently 139 acres of residential lands that are vacant and available for development. Royal City should plan for an additional need of approximately 100 acres to be added to the residential zoned land over the next 20 years.

Analysis of Land Necessary for Commercial/Industrial

The City of Royal City is fortunate to have a substantial number of acres zoned for Industrial Use. The Port of Royal Slope is the primary owner of the vacant land available for industrial development and since it is the Ports mission to provide for industrial land development and job creation it puts the opportunities for further development of these industrial lands in a favorable position. Looking just at the numbers, it appears that Royal City will need to add additional land zoned for Commercial use within the planning period.

Capital Facilities and Utilities

Royal City is a code city with a mayor-council form of government. In addition to the five-member council and mayor, there is a Finance Officer/ Clerk, a Public Works Director, and various support staff.

Water & Sewer Infrastructure

Water System

Production - Royal City's water system includes **NOTE** information regarding water and Wastewater treatment to be added

Well	Production	Location
1	GPM	
2	GPM	
3	GPM	
4	GPM	

Storage - The City has a total storage capacity of. The City is preparing a Comprehensive Water Plan that will analyze the City's current water system and evaluate the need for improvements and expansions to serve the City's Urban Growth Area.

Reservoir	Capacity	Location
1	gallons	
2	gallons	

Domestic Wastewater Treatment System

The domestic sewage disposal system includes

Fire Protection

Royal City's fire protection is provided by Fire District #10

Transportation

Regional Traffic Circulation - Due to Royal City's central location, with respect to irrigated farmland and the excellent transportation facilities available, Royal City has emerged as a desirable site for agriculturally oriented industries, resulting in large volumes of truck traffic. Easy access to Interstate-90, to the north, and State Route 26, provides for efficient product movement.

Interstate-90 provides the east-west connection across the state, and across the United States. By I-90, traffic can reach Ellensburg, Seattle to the west, and Spokane and the eastern U. S.

State Route 26 provides the east west connection to reach a number of important statewide destinations

VIII. LAND USE ELEMENT

The Land Use Element of a comprehensive plan is intended to promote orderly community growth by providing for planned land use areas that consider environmental, economic and human factors. The Plan is designed to meet both the present and future needs of the community, and to serve as a guide to decision makers when presented with options for developing and redeveloping Royal City's Urban Growth Area (UGA). This Element also helps to retain the basic form and pattern of the community while creating opportunities for an orderly expansion. As a portion of the Royal City Comprehensive Plan, the Land Use Element includes the City of Royal City's twenty-year vision for land use planning.

In general, the Comprehensive Plan Land Use Designations Map shows the locations of the different land use categories, as well as the boundary which defines the UGA. These designations are intentionally non-specific in order to account for site and project specific flexibility. They are a graphic expression of the goals and policies within this document, and were based on number of factors, including:

- The unique physical factors and social/economic characteristics in the area
- The type of existing development and identified need for new development
- Existing and proposed zoning regulations
- Ownership patterns

- Resource Lands and Critical Areas

The Land Use Map and the goals and policies are meant to be used to evaluate individual land use proposals, as well as being a guide for both public and private actions affecting the growth and development in the community. The Land Use Designations Map is not a zoning map. It is intended to indicate the type of future development that is desired for an area, while at the same time allowing flexibility for previously approved development. It is important to keep in mind that this plan addresses a twenty year time period. Any changes that result from the policies in this plan will likely take place slowly, over time, and will result in incremental changes as opposed to drastic changes overnight.

CRITICAL AREAS

The purpose of defining resource and critical land is to ensure that land actions will not negatively impact the natural environment or the health, safety and welfare of residents and businesses. The prevention of environmental problems is stressed in order to avoid long-term costs associated with correcting these problems. The City does not have any designated agricultural commercial lands of long term significance within the corporate limits or the UGA. Furthermore, there are no forest or mineral resource lands within the UGA.

The quality of life is directly related to the quality of environmental factors, such as air and water issues. Many times the subtle and prolonged degradation of the environment can undermine the community's appeal and viability. The following goals and policies are intended to provide some measure of protection to the environmental elements that contribute to the quality of life in Royal City without being prohibitive as to development potential and private property rights. In reviewing and updating these goals and policies, the best available science was considered in order to protect the functions and values of critical areas. In addition, the goals and polices work to support and compliment the updated Critical Areas Ordinance.

The GMA states that local governments must classify, designate and regulate to protect critical areas, which include:

- Wetlands
- Areas with a critical recharging effect on aquifers used for potable water
- Fish and wildlife habitat conservation areas
- Frequently flooded areas
- Geologically hazardous areas

The City is adopting a Critical Areas Ordinance as an element of the 2009 update process. This will be codified in the Royal City Municipal Code

GOALS AND POLICIES- LAND USE

GOAL LU 1: Balance the utilization of land to provide for viable uses which do not unduly interfere with adjacent land uses.

POLICY LU 1.1: The following land use categories are to be implemented through the zoning ordinance and other implementing regulations, as necessary:

R-1 RESIDENTIAL DISTRICT

R-2 RESIDENTIAL DISTRICT

R-3 RESIDENTIAL DISTRICT

S-1 RESIDENTIAL DISTRICT

C-1 COMMERCIAL

C-2 COMMERCIAL

I- INDUSTRIAL DISTRICT

OS-R OPEN SPACE - RECREATION

OS-UR OPEN SPACE URBAN RESERVE

POLICY LU 1.2: Encourage new development to provide land for parks, links to parks through the development of trails, and tourist recreational opportunities throughout the City.

GOALS AND POLICIES – RESIDENTIAL

GOAL LU 2: Maintain a sufficient number and variety of safe, aesthetically pleasing housing units by encouraging new and by enhancing/refurbishing existing housing in a variety of neighborhoods that are served by adequate public facilities and utilities for people of all income levels.

POLICY LU 2.1: The community will continue its primary role in the conservation of housing by publicly investing in the infrastructure servicing the area, such as storm drainage, street paving, and recreation, and will provide zoning to help prevent incompatible land uses and depreciation of property values.

Rationale: Preservation of property values can be maintained by providing predictability in what is going to happen in surrounding areas. Zoning is one tool that addresses that

issue. The City has a program to improve infrastructure that should be continued within the Capital Facilities Plan.

POLICY LU 2.2: Encourage residential development to locate within the urban growth area, consistent with the comprehensive plan.

Rationale: Within Urban Growth Areas there will be sufficient urban-type services either already available, or planned for, which can handle urban densities.

POLICY LU 2.3: Encourage residential growth to occur in areas where public utilities exist or may be provided at reasonable costs.

Rationale: Development in areas where services can be easily provided will keep the costs down, making housing more affordable and keeping public expenditures to a minimum.

POLICY LU 2.4: The City of Royal City will encourage development proposals and public projects within the Urban Growth Area be jointly reviewed by the county and the City, with final approvals continuing to reside with the county for areas outside of corporate limits.

POLICY LU 2.5: Prior to annexation of new areas for residential purposes, encourage redevelopment and in-fill of existing corporate boundaries.

POLICY LU 2.6: Encourage the construction of housing on vacant property within the City and the redevelopment of underdeveloped property within residential areas to minimize urban sprawl and associated public service costs.

Rationale: Redevelopment and in-fill of existing areas helps to lower the cost of development and provide more efficient use of existing public utilities by cutting down on the cost of providing these services. In-fill also eliminates a significant number of vacant lots that may cause fire hazards or collect junk materials that may be a detriment to surrounding property values.

POLICY LU 2.7: Within the single family residential districts, allow only residential development, with the exception of home occupations, subject to the appropriate land use review procedures.

Rationale: To help preserve and enhance the quality of life in Royal City, it is important to take all possible steps to avoid incompatible uses within residential districts. By prohibiting higher intensity uses, such as commercial or industrial, in residential areas numerous conflicts should be avoided.

POLICY LU 2.8: Provide for multi-family uses near business centers that are adequately serviced by multi-modal transportation systems and utilities.

Rationale: Multi-family developments should serve as a buffer between business centers and residential neighborhoods where the largest number of residents are closest to shopping and transit to decrease motorized traffic and encourage other modes of transportation.

POLICY LU 2.9: Encourage Manufactured home parks requiring urban services/facilities be located within urban growth areas.

Rationale: Manufactured home parks generally maintain densities that are more characteristic of urban areas than rural ones. Consequently, they need to be serviced by urban facilities and services which are to be provided only within Urban Growth Areas.

POLICY LU 2.10: Provide for accessory apartments in residential zones as long as the unit maintains the appropriate residential character and quality living environment.

Rationale: Auxiliary apartments can increase density without having a high impact to a neighborhood. It also allows for the owner to either supplement their income or to house a relative, such as an elderly parent.

POLICY LU 2.11: Allow for day care facilities throughout residential areas in a manner consistent with state law.

Rationale: It is increasingly necessary for households to have two incomes in order to maintain their standard of living, thereby creating a need for adequate day care facilities. Because of the convenience to working families and depending on the density of an area, day care facilities are appropriate in residential areas and should be allowed accordingly.

POLICY LU 2.12: Require the construction of sound, safe and sanitary dwelling units.

Rationale: To ensure the public health, safety and welfare are served by requiring that all dwelling units will at a minimum meet all building codes adopted and amended by Washington State.

POLICY LU 2.13: Maintain high standards for residential development, construction and maintenance. Such standards will include a diverse choice of housing types, quantities and designs.

POLICY LU 2.14: Provide innovative and flexible development and design opportunities by establishing a process for and encouraging planned developments.

Rationale: High standards for all development will help provide long-term stability to the community by ensuring the continuance of a durable housing stock. However, such standards are not meant to preclude the development of housing units to serve all income levels and special needs populations because of higher cost. Planned developments can provide flexibility which allows the municipality to encourage the maximum use of new concepts in land development that might otherwise be inhibited by the strict application of the zoning ordinance. It can also encourage the enhancement of the natural characteristics of the land, help create permanent open space, and help utilize the public facilities requires of residential developments more efficiently.

POLICY LU 2.15: Establish criteria for housing and home sites that enhance the compatibility of residential developments.

POLICY LU 2.16: Multi-family residential housing should be subject to design criteria that relate to density, structure bulk, size and design, landscaping and neighborhood compatibility.

Rationale: Criteria helps assure that the uses and/or types of development which may have the potential to be inconsistent with residential neighborhoods are either precluded from a zoning district or are conducted in such a way as to be compatible. Construction and lot maintenance standards within the different zoning categories will reduce the chance of incompatible adjacent development or vacant lot neglect.

POLICY LU 2.17: Promote the retro-fitting and weatherization of existing housing for improved energy efficiency.

POLICY LU 2.18: Develop incentives that work to preserve and protect historic sites and buildings.

Rationale: Part of the quality of life of the area is expressed and promoted in the history behind the community. By preserving historic sites and buildings not only is this quality maintained, the long term viability of the community is enhanced.

POLICY LU 2.19: Encourage owners of vacant parcels and/or vacant buildings or structures to maintain said parcels, buildings and/or structures in a manner that does not promote or create fire hazards, and that does not detract from the quality of the surrounding area.

Rationale: Because of the arid climate, vacant lots that are overgrown with weeds and brush, and buildings that are left in a dangerous state of disrepair, cause a significant fire hazard and dangerous potential accident situations, and may be a detriment to surrounding property values.

GOALS AND POLLICIES - COMMERCIAL

GOAL LU 3: Preserve and maintain a commercial area that will provide the goods and services needed in the community.

POLICY LU 3.1: Promote the image of the Central Business District as a location for family oriented business, cultural and recreation activities.

Rationale: By promoting the downtown as a center for community needs and services a strong sense of community will evolve, encouraging local shopping and serve to strengthen the high quality of life enjoyed by Royal City residents.

POLICY LU 3.2: Promote continued use, development, revitalization and historic preservation within established commercial areas, particularly the downtown business area.

Rationale: Existing commercial areas represent a substantial public and private investment in buildings and infrastructure support. Maintaining and enhancing the vitality of these areas would serve to reduce the costs associated with development of new commercial areas. Additionally, the downtown core is a major financial and professional center with historic significance that has a major role in promoting a sense of community. This character should be retained. To promote the efficient use of utilities, existing traffic patterns and continuity of the commercial areas incentives should be provided to upgrade and expand existing commercial areas. Commercial identity should be encouraged to be maintained and character of the area revitalized to keep the existing commercial areas vibrant.

POLICY LU 3.3: Promote improvement of the area economy through diversification of commercial and tourist oriented business.

POLICY LU 3.4: Encourage business districts in scale with the needs of the population throughout the City and region.

Rationale: The stability of a community can be directly tied to the viability of its commercial areas. By encouraging an inviting aesthetically pleasing commercial environment through design criteria, that stability is strengthened. The future of Royal City and the quality of life its residents enjoy can be enhanced and expressed through a quality and vibrant commercial district.

POLICY LU 3.5: The expansion of commercial uses will occur adjacent to existing similarly developed areas in conformance with the comprehensive plan and in a manner sensitive to less intensive land uses, such as residential neighborhoods.

Rationale: Additional commercial development will be necessary to support population growth and accommodate economic diversification. This development should occur within and adjacent to existing commercial activities where infrastructure support is

available or can be conveniently and efficiently extended and should mitigate potential adverse impacts on adjoining uses of differing intensity.

POLICY LU 3.6: Encourage businesses that will, through excellence of design and the nature of the use, provide long term benefits to residents and visitors.

POLICY LU 3.7: Commercial land will be developed in a manner which is complimentary and compatible with adjacent land uses and the surrounding environment.

Rationale: By making adjacent land uses complimentary and compatible, the continuation of commercial uses is ensured, less resistance to additional growth will be expressed, and both land uses can co-exist without undue hardship to either.

POLICY LU 3.8: Support commercial areas with adequate streets, parking and utilities and access to public transit.

POLICY LU 3.9: Require commercial development to provide adequate off-street parking, appropriate landscaping and setbacks.

POLICY LU 3.10: Promote development in the Central Business District that is compatible with the existing characteristics. This may include common-wall construction, zero-lot lines and off-street parking located behind structures.

Rationale: Commercial activities are intensive land uses generating traffic volumes and service needs greater than those in residential areas. Commercial areas should be accessed by major or secondary arterials, provide adequate parking and be supported by a full range of utilities including sanitary and storm sewage collection and disposal and water quantities adequate to provide required fire flows.

POLICY LU 3.11: Encourage adequate circulation patterns in commercial areas and provide linkages to other land use activities where practical.

POLICY LU 3.12: Recognize pedestrian needs in commercial areas by promoting a more pleasant and comfortable environment through drought tolerant landscaping, buffering vehicular traffic, and pedestrian amenities.

Rationale: To maximize the efficient utilization of commercial development by consumers, the atmosphere should be as inviting as possible, and ease in moving from one place to another is essential. The circulation patterns for not only motorized traffic, but also pedestrian and transit traffic, must provide linkages between commercial uses, and within each area as well. This is particularly important to maintaining the viability of each existing area until such a time as they can be connected to become one. Attractive, vibrant commercial areas will encourage additional merchants to locate close by, enhancing the commercial core.

POLICY LU 3.13: Maintain existing zoning for commercial uses and protect it from conversion to other uses.

POLICY LU 3.14: Encourage the co-use of existing commercial structures with upper story residential uses. Maintain commercial uses at street level.

Rationale: By encouraging more joint residential/commercial use there will be a continuing presence in the Commercial core that will support and encourage commercial development.

GOALS AND POLICIES - Industrial

GOAL LU 4: Promote industrial and light industrial development that contributes to; the creation of an employment base, economic diversification, growth and stability of the community without degrading its natural systems or residential living environment

POLICY LU 4.1: Identify lands best suited for industrial and light industrial activity through the development and application of location and design criteria.

Rationale: To facilitate industrial and light industrial development, lands must be designated as appropriate for intensive activities including but not limited to manufacturing, wholesaling and repair. As with any use, not all areas are suitable for industrial development. This policy recognizes that some areas not now designated for industrial use may be more appropriate than those presently designated and an inventory and evaluation should be undertaken to determine needs and suitability. Criteria for the location of such lands should consider present uses of the land as well as existing and developing uses of surrounding lands; the availability and suitability of land in the immediate vicinity beyond the study area boundary; the adequacy of the transportation network and supporting utilities; physical constraints; ownership patterns; and community appearance.

POLICY LU 4.2: Promote and enhance community characteristics to assist in planning industrial and light industrial development.

Rationale: In the process of industrial site selection a major emphasis is placed on the characteristics of the community including appearance, environmental quality, and opportunities for housing, recreation, and education. Maintaining a high standard for each of these factors will enhance the ability of the area to attract new industries.

POLICY LU 4.3: Encourage clean industrial and light industrial development which is compatible with the quality of the City and natural environment (air, water, noise, visual).

Rationale: Industrial and light industrial development should be compatible with the quality of the environment enjoyed by area residents. In development and operational phases industrial activities should be sensitive to the expectations of the community.

POLICY LU 4.4: Encourage small, light industries to locate in Royal City.

Rationale: Small clean industrial developments that are compatible with and do not detract from the quality of life enjoyed by the area residents are encouraged to locate in the City of Royal City to help increase economic diversification, create jobs and promote economic stability.

POLICY LU 4.5: Encourage industrial and light industrial development to locate in industrial/ business park areas adjacent to major street arterials, preferably on lands not well suited for residential uses.

Rationale: Ensure that industrial and light industrial development adjacent to other land uses is compatible and will not detract from the environmental quality and sensitivity of the area. Location requirements would be based on a set of criteria that provide ease of access, adequate utilities and compatibility with adjacent land uses.

POLICY LU 4.6: Encourage, whenever possible, the extension of support facilities, infrastructure and services for industrial and light industrial activity.

Rationale: To encourage industrial development, generally a full range of utilities is necessary. Integrated capital improvement programs should be reviewed to assure timely provision of those services.

POLICY LU 4.7: Encourage variety and innovative design in industrial site development and encourage an attractive and high quality environment for industrial activities through good landscaping, parking and building design where land uses of distinct character or intensity adjoin.

Rationale: Through well designated sites, encouragement of firms to locate will be easier and promote development. Including provisions for landscaping, adequate parking and innovative building designs will decrease conflicts in land use and make industrial areas inviting to locate.

POLICY LU 4.8: Actively support economic development measures that serve to revitalize and promote the growth of existing sites.

Rationale: By revitalizing existing industrial areas, efficient use of existing infrastructure can be utilized. This should promote additional expansion by attracting new business maximizing land use potential.

GOALS AND POLICIES - Mixed Use Developments

GOAL LU 5: Encourage attractive mixed use development in support of the local and regional needs.

POLICY LU 5.1: Develop design standards that provide flexible land use options while supporting the need for enhanced community character.

POLICY LU 5.2: Promote, through streets, sidewalks, streetscape, bike lanes and other design concepts that promote traffic flows to the Central Business District.

POLICY LU 5.3: Support tourist uses and stays by allowing service and tourist destination activities and land uses.

POLICY LU 5.4: Allow light industrial uses provided that the impacts can be sufficiently mitigated to minimize affect to surrounding properties.

POLICY LU 5.5: Ensure adequate drainage facilities to protect property and environment from flooding and declines in water quality.

POLICY LU 5.6: Support development of new industries, such as computer campuses and research and development centers.

POLICY LU 5.7: Support mixed use development, including a variety of retail, commercial, service businesses.

GOALS AND POLICIES - CRITICAL AREAS

GOAL CA 1: Preserve and protect the functions and values of the area's natural features and maintain a harmonious relationship between the man-made community and the natural environment.

POLICY CA 1.1: Protect environmentally sensitive natural areas and the functions they perform by the careful and considerate regulation of development.

POLICY CA 1.2: Coordinate conservation strategies and efforts with appropriate state and federal agencies and private organizations to take advantage of both technical and financial assistance and to avoid duplication of efforts.

POLICY CA 1.3: Encourage the development of an education program that promotes conservation areas and private stewardship of these lands.

POLICY CA 1.4: Promote the recycling of all usable materials and alternative disposal methods.

POLICY CA 1.5: Use best available science when determining critical areas location and qualified specialists for site specific development.

POLICY CA 1.6: Promote fertilizer and pesticide best management practices of schools, parks, and other non-residential facilities that maintain large landscaped areas, to protect against ground water contamination, as recommended by the Cooperative Extension Service, or a licensed chemical applicator.

POLICY CA 1.7 Adopt a Critical Areas Ordinance which provides for appropriate regulation of:

- A. Frequently flooded areas,
- B. Areas with critical recharging effect on aquifers used for potable water;
- C. Geologically hazardous areas,
- E. Fish and wildlife habitat conservation areas and,
- F. Wetlands.

IX HOUSING ELEMENT

The Growth Management Act RCW 36.70A.070 (2) states that the Housing Element of the comprehensive plan must ensure the vitality and character of established neighborhoods that:

- Includes an inventory and analysis of existing and projected housing needs;
- Includes a statement of goals, policies, and objectives and provisions for the preservation, improvement, and development of housing, including single family residences;
 - Identifies sufficient land for housing including, but not limited to; government assisted housing, housing for low-income families, multifamily housing, and group homes and foster care facilities; and
 - Makes adequate provisions for existing and projected needs of all economic segments of the community.

Housing represents a critical physical feature of the built environment, and the need for adequate housing for all residents of the community is important and can only be realized through a fair and open housing market.

INVENTORY

Services to housing and to the residents within them comprise a major portion of City expenditures. Taxes on housing are a principal source of local government revenue. The availability and condition of housing within the City, therefore, is important in its long-term planning.

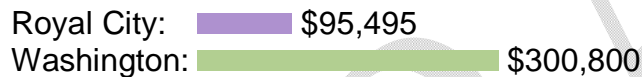
Physical assessment of housing is necessary to get an understanding of problems individuals and families face now, and might expect to face in the future. In describing housing information should be presented by the number and kinds of housing units, number of owner or renter occupied units, location, condition, vacancy rates and supply. In addition, regular analysis of assessed valuation should be performed to show value-use relationships of land. This analysis can be used as general information, used to locate areas of similarity that should be protected from unsuitable land use, and used to show areas appropriate for the location of city facilities.

The average household size in Royal City is 3.5 persons.

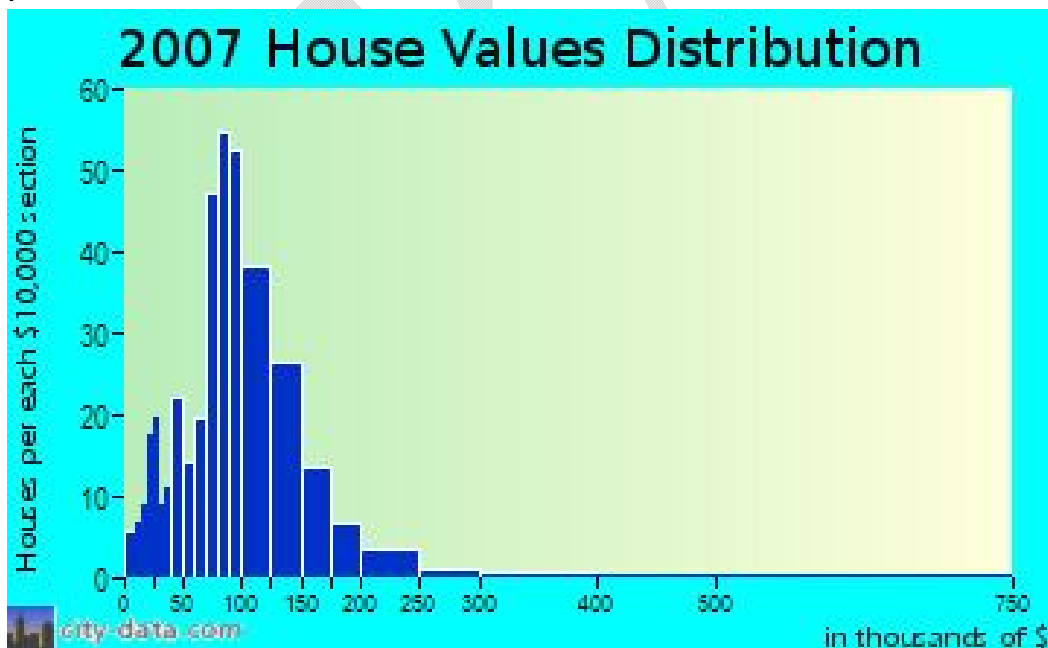
HOUSING COSTS^d

Estimated median house or condo value in 2007: \$95,495 (it was \$65,900 in 2000)

Here is how Royal City compares to the State of Washington as a whole.



^d City Data.com



Income Range of Households

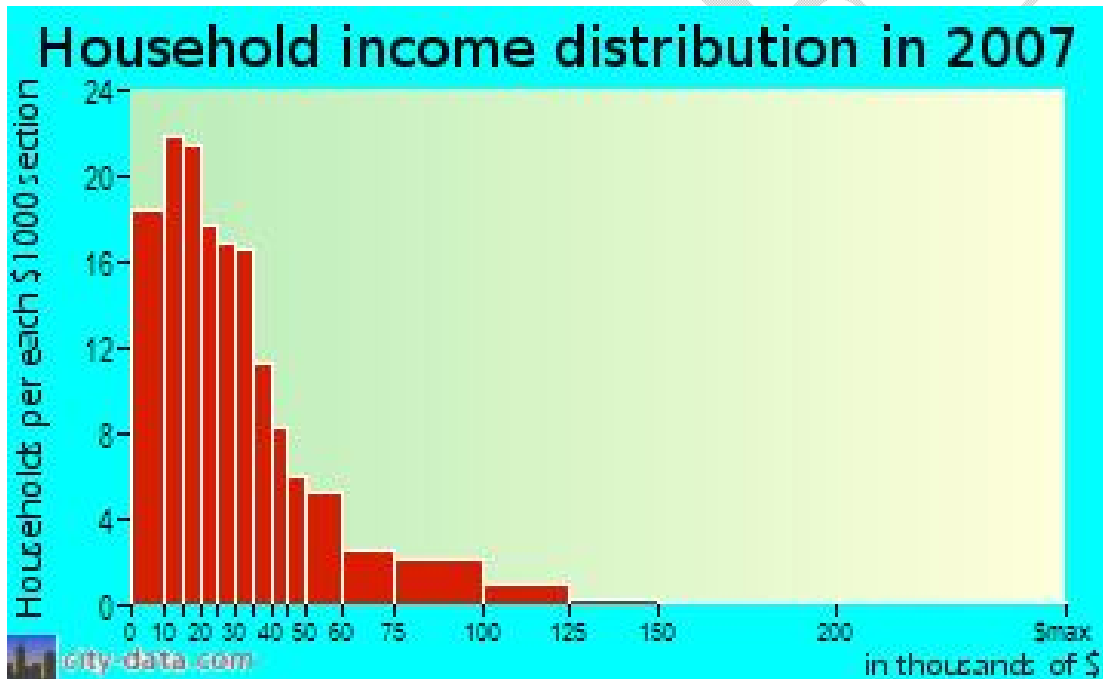
INCOME

Estimated median household income in 2007: \$34,127 (it was \$28,529 in 2000)

Here is how Royal City compares to the State of Washington as a whole

Royal City:  \$34,127

Washington:  \$55,591



The value of housing has increased at a rate that is nearly three times that of the median household income from 2000 to 2007.

Housing Analysis

Housing units needed to meet the expected population projections and the corresponding land analysis is located in the Introduction section under “Background Information”.

GOALS AND POLICIES

GOAL H 1: Promote the development and maintenance of housing, together with adequate services, that meets the needs and income levels of the citizens of the City of Royal City

Policy H 1.1: The City of will coordinate its actions with countywide planning policies on housing.

Policy H 1.2: Housing Types: A wide range of housing development types and densities will be encouraged and promoted. This will include multiple-family and special needs housing to provide affordable housing choices for all.

Policy H 1.3: Manufactured housing, meeting specific requirements, is a viable housing option and will be allowed in all residential zones.

Policy H 1.4: The inclusion of all types of housing for individuals with special needs should be encouraged.

Policy H 1.5: Multi-family housing that meets the needs of all income levels should be encouraged where appropriately zoned.

Policy H 1.6: The City should consider economic techniques and strategies for providing affordable housing.

Policy H 1.7: The City should consider creating a means to survey housing and housing problems in the future.

Policy H 1.8: Promote quality residential growth; more specifically by involving the citizens of the City early in the planning process.

Policy H 1.9: Promote and enforce City codes that maintain building safety, property maintenance, and public participation in neighborhood clean-ups and improvement programs.

Policy H 1.10: Seek funding and develop programs to ensure affordable housing programs and a range of new residential units.

X. UTILITIES ELEMENT

For the purposes of this Comprehensive Plan, utilities will include power, telecommunications, internet providers, and cable/television service. All of these are similar in that they are delivered on a parcel by parcel basis and generally entail the payment of a monthly bill to the purveyor. They are generally provided by private entities and/or public entities other than the City. The intent of the following goals and policies is to provide direction to decision makers involved in the process of planning for and expanding these utilities. The general theme is to 1) Encourage the provision of these services at levels appropriate to the intensity and density of development in an area; and 2) Encourage coordinated planning efforts between the different agencies and purveyors to more efficiently provide these services.

Current utility providers within the community are:

Electricity

Electrical service is provided to Royal City by the Public Utility District No.2 of Grant County, Washington.

Telephone

Local telephone service is provided by Qwest The local calling area includes the cities of Moses Lake and most of Grant County .

Cable Television

Garbage Collection

Garbage collection is provided by the City of Royal City through contract with Waste Management Services

GOALS AND POLICIES

GOAL U 1: Coordinate the timing, location and extension of utilities with other improvements necessary for development in a safe, efficient and cost effective manner.

Policy U 1.1: Ensure that development takes into account the timely provision of adequate and efficient utility systems.

Policy U 1.2: Encourage development of vacant properties adjacent to established utility systems, where feasible, according to the appropriate zoning classification and/or land use designation.

Policy U 1.3: Encourage the coordinated development, review, update, and implementation of City and County public utility and capital facilities programs, consistent with the Comprehensive Plan(s).

Policy U 1.4: Promote the planned development and phasing of utility construction consistent with the Comprehensive Plan.

Policy U 1.5: The cost of on-site utility improvements or site preparation for developments should be the responsibility of private enterprise whenever possible.

Policy U 1.6: Ensure the adequate sizing of utility trunk lines and main lines, consistent with the Comprehensive Plan.

Policy U 1.7: Utilities should be installed within or adjacent to existing utility or transportation corridors/easements whenever possible.

Policy U 1.8: Promote continued use, maintenance, development and revitalization of existing utilities whenever possible.

Policy U 1.9: Ensure that utility planning and programs are consistent with the goals and policies of the Comprehensive Plan.

Policy U 1.10: Encourage utility purveyors to keep pace with updated technology and the demand for new and/or expanding services.

Policy U1.11: Whenever utilities are placed in City rights-of-way the City shall encourage the placement of additional conduit that can be utilized by the City or other utilities minimizing the need to further disturb existing improvements.

XI. CAPITAL FACILITIES ELEMENT

For the purposes of this Comprehensive Plan, capital facilities are those things necessary to maintain the livelihood of a community, as provided by local governmental agencies.

Capital facilities and services play a large role in determining what kind, where, when and how much development will occur. The intent of this element is to serve as a guide/framework to encourage coordinated and comprehensive planning efforts, including routine maintenance, upgrading schedules, new construction, timing and funding sources and capabilities, to more efficiently provide these services.

The Capital Facilities Plan identifies and budgets projects indicated as important to the community needs to ensure adequate public facilities and services, funding, programming, and maintenance are available to meet future demands. Projects that

require large amounts of funding may limit the ability of the City to accomplish other projects. Having a clear understanding of the fiscal impacts of any given project is a valuable assessment tool for policy makers facing land use decisions.

The Capital Facilities Plan must be consistent with, and demonstrate agreement or harmony with all of the elements of the Comprehensive Plan and the budget decisions of the City. If identified projects can not be completed due to lack of funding the City may need to review its land use element to determine if changes are needed to ensure all residents are receiving adequate public facilities.

Development of Level of Service Standards

Level of service standards are numerical measures of service delivered. They will be different for each type of facility, for example, water service standards can be measured in terms of gallons available per person per day, while police protection standards might be in officers per hundred residents or in average minutes of response time. Development of such standards is required by the Growth Management Act as a means to set measurable targets which are clearly related to population and business growth. The following table presents level of service standards for the City 's current utilities, services and facilities.

CFP Element	LOS Standard	Current Demand	5-Year	10-Year	20-Year
Fire	14 minute response time Class 8 Insurance Rating	14 min. Response Time.	14 min	14 min	14 min
Police Services	4 minute response time 2 Officers/1000 population	4 minute response 3Officers	4 min 4 Officers	4 min 4 officers	4 min 5 Officers
Parks	1.5 acres/1000 residents 1 park per neighborhood	3 acres			5acres
Water	The City of Royal City has developed a comprehensive water system plan that identifies the system capacity and future needs. The plan was completed in 2005. The water plan is adopted as part of this plan by reference.				
Waste Water	The City of Royal City has developed a Comprehensive Wastewater Facilities plan that identifies the system capacity and future needs. The Plan was completed in 2001 and updated in 2005. The Comprehensive Wastewater Facilities Plan is adopted as part of this plan by reference				
Stormwater	0, 25, 100-yr Storm Event	Development Review			
Streets	LOS D or better average	Traffic Management			

Fire- Fire LOS standards are defined in terms of Insurance Rating Classification, available fire flow from the water system, and response time in the event of a fire in the City. The City wishes to retain and improve its Insurance Rating Classification of 8. Improving its insurance rating will result in a cost savings of thousands of dollars in

insurance rates. Fire District 10 provides an efficient response time and the City wishes to maintain its current response time of 14 minutes, and improve it to less than 14 minutes in five years.

Funding- The Fire District is a separate taxing district not funded in the City 's budget.

Police-Police LOS standards are defined in terms of response time in the event of a call for service and officers per 1000 residents. The City's goal is to maintain its officer population ratio and its current response time.

Funding-The City funds its police department through its current expense fund. The City can expect to meet the Police LOS, current expense funds will increase as the population increases.

Parks and Recreation- Park and Recreation LOS standards are defined in terms of acres per thousand people and parks per neighborhood. The City has approximately 4 acres of park land, which meets the desired level of service . This ratio is considerable more park land per person than many small communities. The table indicates that by using the standard 1.5 acres per 1000 residents, the amount of park land will need to be increased to meet the include a park per neighborhood, and the projected population increase.

Funding- The City utilizes its current expense fund to budget for parks and recreation expenses.

Water - The City of Royal City is currently completing a Comprehensive Water System Plan to make the necessary updates to its water system. The Water Plan has identified the LOS standard as 5.05 million gallons per day. The Comprehensive Water Plan provides a detailed analysis of the water system as well recommended improvements to meet future needs and projected costs of funding the water system, water rights, and system deficiencies. The Comprehensive Water Plan was prepared by Grey and Osborne

The City's water funding sources are derived from user fees. Funding for proposed water system capital facilities will come from user fees, taxes, loans and grants.

Capital Expenditures Needed to Correct Deficiencies

Short term-Capital Facilities expenditures are anticipated to be \$455,480 to correct system deficiencies. The long-term improvements anticipated for system maintenance will require an additional estimated expenditure of \$1,175,000.

Capital Expenditures Needed to Meet Expected Growth

Short term (6-year) water system capital expenditures for meeting expected growth demands upon the Royal City Water System are anticipated to be \$1,201,500. An additional \$2,250,000 of capital improvements are anticipated to be needed during the 20-year planning period to accommodate the expected growth in the Royal City area. Projects are listed in the following tables.

Water LOS standards are used for the purpose of calculating the maximum possible population which can be served by the water system. They are not intended to regulate the amount of water available to residents.

Sewer - The current level of service for domestic sewage is 205 gallons per capita per day.

The City of Royal City is undertaking a Comprehensive Sewer Planning program to identify system problems that need to be corrected and prepare a detailed plan for improvements to correct existing system deficiencies. This plan will also identify improvements and additions needed to accommodate the anticipated growth during the next 20 years in the Royal City UGA.

Funding- The expenditure for domestic sewer is funded by sewer service and connection fees, and general funds.

General Financial Capacity

The City of Royal City's projected funding is limited in comparison to total capital needs identified. Therefore, a Capital Budget Policy and Process is needed to guide the development of this Capital Facilities Plan. The City's future capital needs should be evaluated on the basis of the relative importance of each project proposal. Only the most important projects should be selected for funding in any given year.

The development of this CFP by the City council will provide the direction necessary to accommodate capital improvement needs for the next 20 years and beyond. A comprehensive list of capital needs based on existing plans, policies and City council direction was considered while selecting the projects to make up the "Priority Projects" list in the 2002 to 2022 Capital Facilities Plan for Royal City.

The following considerations were used to evaluate each proposal for a project to be included in this Capital Facilities Plan. Certain proposals have been suggested in many instances with only cursory technical evaluation and ballpark cost estimates. The opportunity to include these projects was not precluded as they may be more thoroughly reviewed during future planning activities and subsequently become a high priority for some future budget year. The following 15 considerations were used to select projects for this Capital Facilities Plan:

1. The problem identified is a serious threat to public health or safety to citizens, employees, environment, etc. and the proposed Capital Project will have a significant impact on alleviating the identified problem.
2. Projects which reduce the cost of operations by eliminating obsolete or inefficient services (current or future operating and maintenance costs), increase employees productivity or result in an increase in revenues will receive priority.
3. Maintaining or increasing the useful life of existing capital assets as opposed to replacing them or acquiring new ones. These requests will be ranked in order of critical use and impact on current and future operations.
4. Severity of impact to delay the project will be considered. If not acted upon now, will the opportunity be irrevocably lost or will delayed action cause significant cost increases.
5. The project has exhibited a high degree of citizen support.
6. Extent of service benefits to the total community rather than specific groups, department or small area's of the City .
7. The project is linked to other existing or planned improvements which will mutually benefit and improve system efficiencies or ability to service city residents.
8. The local economy will derive significant benefit from the project.
9. The tax base of the City and adjacent area will benefit significantly from the proposed project.

10. State or Federal grants/loans are involved in the project and the City of Royal City must provide its matching share or forfeit the grant/loan opportunity.
11. The project will provide services for a long period of time relative to the other approaches to solving the problem.
12. The project does not cause undue pressure on any other community services, facilities or program operating budgets of the City of Royal City.
13. Projects specifically included in an approved replacement schedule will receive priority, including debt service on prior

GOALS AND POLICIES – Capital Facilities

GOAL CF 1: Ensure that adequate public facilities and services are planned for, located, designed, and maintained to accommodate the changing needs of all residents within the City of Royal City urban area.

Policy CF 1.1: Develop and maintain annually the Capital Facilities Element, including the Capital Improvement Plan and budget analysis, based on existing and future growth and development that will provide a guide for phased and orderly development of public services and facilities within the urban growth area.

Policy CF 1.2: Use the schedule for public facilities and services defined in the Capital Facilities Element as a basis for land use, development approval and annexation decisions.

Policy CF 1.3: Ensure a coordinated timely process for development and review of the capital facilities, current and planned, with participation from all city departments. Capital Facility planning should be integrated into the yearly budget process

Policy CF 1.4: Establish adequate water rights for the community and a process for expanding water rights with new growth.

Policy CF 1.5: Provide needed public facilities in a manner which protects investments in and maximizes the use of existing facilities, and which promotes orderly compact urban growth.

Policy CF 1.6: Require developments to provide safe access to schools.

Policy CF 1.7: Encourage compatible, multiple uses of public facilities such as schools and parks, thereby increasing their usefulness and cost effectiveness.

Policy CF 1.8: Coordinate land use, public works activities, development actions, and development needs with planning activities in order to conserve fiscal resources.

Policy CF 1.9: Evaluate capital improvement projects through the comprehensive planning process to ensure consistency with the other elements of the plan.

Policy CF 1.10: Encourage the coordination and joint development of capital facilities, utilities, and land use plans within the Urban Growth Area.

Policy CF 1.11: Improvement standards for new development proposed within the Urban Growth Area should be jointly developed by the County and the City of Royal City. Standards should address such improvements as street alignment and grade, public road access, right-of-way widths, street improvements, sanitary sewer, storm water improvements, and park and recreation facilities.

Policy CF 1.12: New development requiring and/or requesting the extension of the City's public water and sewer systems will be required to pay for those extensions as well as providing a fair-share investment in the existing systems.

Policy CF 1.13: Support community awareness of Capital Facilities issues through public participation, newsletters and postings.

Policy CF 1.14: Maintain updated City Water Plan, Transportation Plan, and other capital facilities plans.

Policy CF 1.15: Reassess the land use element of the comprehensive plan if probable funding falls short of meeting existing capital improvements.

GOAL CF 2: Maintain a level of service that protects the public health, safety, and welfare.

Policy CF 2.1: Policy adopted Level of Service standard for potable water is 408 gallons per capita per day raw water source including a 10% contingency; 189 gallons per capita per day treatment and piping capacity, plus 15 million gallons per day fire reserve, or as defined in the Water Plan.

Policy CF 2.2: Level of Service standard for sanitary sewer is 100 gallons per capita per day, or as defined in the Wastewater Plan.

Policy CF 2.3: The following are recommended standards for a level of service (LOS) the City should provide for recreation:

- Neighborhood parks
1.5 acres per 1,000 residents;
- Community parks
2.6 acres per 1,000 residents;
- Regional parks
20 acres per 1,000 residents;

Open space

5% of the total 598.4 acres of city area (includes public rights-of-way), thus 149.6 acres

Policy CF 2.4: Review and adjust Level of Service standards for police and fire to ensure adequate support and volunteer staffing are provided.

GOAL CF 3: Establish criteria for the evaluation and prioritization of capital facility development.

Policy CF 3.1: Proposed capital facility projects shall be evaluated and prioritized using the following criteria:

- A. Whether the project is needed to correct existing deficiencies, replace needed facilities or to provide facilities for future growth.
- B. Elimination of public hazards.
- C. Elimination of capacity deficits.
- D. Financial feasibility.
- E. Site needs based on projected growth pattern.
- F. New development and redevelopment needs.
- G. Implement plans of State agencies or other jurisdictions or public entities.
- H. Location and effect upon natural and cultural resources.

FINANCING

It is understood that some capital needs may go beyond the resources available through the general city revenues. Furthermore, future issues may develop quickly in response to changes in community standards or circumstances. This element is designed to be flexible to these situations, in part, by identifying multiple funding sources and projects and laying a framework for providing needed services.

There are numerous potential financing options the City of Royal City will need to consider to implement the Capital Facilities Element. The plan presumes that funding for needed capital improvements will be obtained from a variety of sources, including private, local, state and federal agencies.

Local Funding

Local funding for projects will come primarily from the City of Royal City's General Fund, or from specific reserves built from utility rate revenues. The City may also need to consider bonds, levies and other revenue sources as needed for specific projects. The City's ability to finance identified improvements through many funding sources, will depend partly on its current indebtedness. Revising the rate structures for utilities/services will also help provide the revenue needed to generate local match for state and/or federal dollars.

State/Federal Funding

Federal and State funding may be available to provide portions of the funding necessary to implement improvements contemplated in this plan. Timely and up-front contact with the appropriate agencies should be made early in the planning process for a project to determine the applicability of the proposed funding source. To obtain this type of funding it is important for the community to attempt to fund projects on its own, to carefully document the need for assistance, as well as demonstrate the ability generate some matching funds.

AMENDMENT PROCESS

Because the Capital Facilities Plan not intended to be a static and unchanging document, amendments to it should occur on an annual basis in response to changing conditions within the community. The most appropriate time for it to be amended is during the City's annual budget process. Amendments can be in many forms, such as the addition of projects which arise as result of unique opportunities or the unexpected availability of special funding; or deleting projects that are deemed unnecessary. The amendments can be proposed by individual citizens, city staff, the Planning Commission or City Council, but amendments must be formally adopted by the City Council through the same process as the initial Capital Facilities Plan.

The Capital Facilities Plan should guide the annual budget process by outlining desired and necessary projects and determining needed revenue for the completion of those projects. By yearly reviewing the projects and the funding options the City will be able to maintain a clear picture of it's financial goals.

Because there will almost always be more projects than available funding projects should be prioritized based on the demonstrated needs of the City. A project's status should be based on a combination of things, primarily the goals and policies of the comprehensive plan, identified deficiencies in the existing systems, legal requirement, citizen input, and the feasibility of obtaining funding.

XII TRANSPORTATION ELEMENT

The transportation element is required by the Growth Management Act to be consistent with the land use element. The transportation element should encourage efficient multi-modal and inter-modal transportation systems that are based on regional priorities and coordinated between City and County comprehensive plans. The GMA provides detailed guidance on what needs to be included in the transportation element including:

- Land use assumptions used in estimating travel
- Facility service needs including:
- Inventory of facilities and services
- Level of service standards for all arterials and transit routes

- Identify actions needed to bring substandard services and facilities into compliance with level of service standards
- Forecasts of 10 year traffic needs
- Identification of system expansion needs
- Financing (included in the Capital Facilities Element)
- Monitoring program to assess funding versus needed improvements
- Intergovernmental coordination and impact assessment
- Strategies for reducing travel demand

Concurrency requirement

Land use changes have a direct impact on transportation. As new development takes place the City must insure that it will not negatively affect the current level of service defined by the community. If a negative impact is expected then mitigation measure should include transportation demand management strategies, possible land use changes, and or review of adopted level of service standards.

Coordination & Certification

Land use affects on transportation can impact neighbor jurisdictions; therefore, large development or transportation changes made within the City are benefited by intergovernmental coordination efforts. The City is available to meet with County as such issues emerge. Additionally, the Regional Transportation Planning Organization works to ensure an effective transportation system for its region and State. The City of Royal City supports this effort by having their transportation plan certified by the regional transportation planning organization.

Transportation Demand Management (TDM) Strategies

TDM strategies are a proven way to reduce traffic congestion in communities of all sizes. Individuals within the community currently work together to help provide ride or car sharing as needed. Additional TDM's that may work in the city include:

- Public education and promotion
- Public Transit provided by GTA
- Support for pedestrians and cyclists, such as, shelters and benches
- Park & Ride Lots

may receive both state and federal funding. The Federal Functional Classification map shows the streets as designated.

FFC 7 Major Rural Collector	7631.32 ft (1.45 miles)
FFC 8 Minor Rural Collector	4867.08 ft (.92 miles)

Local Traffic Circulation

First St provides the main east-west thoroughfare and the main entry into the City from State Route 17, (SR 17 is located four miles to the east). County Rd, a Major Rural Collector is the main north-south thorough fare. It provides access to Interstate-90, eight miles to the north. It also provides access to the residential area in the west section of town. Main St, a Minor Rural Collector, provides the main access to the commercial district. First Street North, Evan Hall St., and County Rd., provide for traffic circulation in the industrial area.

Six Year Transportation Improvement Plan

The City of Royal City's most recent Six year Transportation Improvement plan has been adopted for the years 2003-2009. The TIP is a planning tool for local governments and aids in identifying projects eligible for state and federal funding.

Available Funds

4.61% Street Fund (½¢):		
Balance on Hand		\$105,000
Less Amount Obligated on Approved Projects	(85,000)	
Sub-Total available		\$ 20,000
Add: ½¢ tax, 17,000 yr (6 yrs)		\$102,000
TOTAL ½¢ FUNDS AVAILABLE	(A)	\$122,000
Other Sources:		
TEA21 Funds - \$28,000 yr (5 yrs)		\$140,000
General Fund - \$83,000 yr (6 yrs)		\$498,000
Gas Tax - \$53,000 yr (6 yrs)		\$328,000
Property Owners (LID)		-0-
Other Uses:		
Maintenance & Operations- \$ 156,000 year/ for 6 years		(\$936,000)
TOTAL OTHER FUNDS AVAILABLE	(B)	\$ 20,000
TOTAL FUNDS AVAILABLE FOR SIX YEAR TRANSPORTATION IMPROVEMENT PLAN (A+B)		\$142,000

The Six Year Transportation Improvement Program

1. South County Road- From 1st St to 11th St. Reconstruct with base, curb, gutter and walkway. \$567,000.

2. South Main Street- From E. 3rd St. To E. 6th St. Pre level, BST Class “C” seal. \$40,000.

3. Maple Ave- From E. 2nd St to E. 4th St. Partial reconstruction with BST class “C” seal. \$ 26,000.

4. Alder Ave- from E. 1st St to E 5th St. Partial reconstruction with BST Class “C” seal. \$45,000.

5. E. 7th St.- From S. Ash Ave to S. Pine Ave. Partial reconstruction with BST class “C” seal. \$34,000.

6. E. 2nd St- From S. Maple Ave to S. Pine Ave. Partial reconstruction with BST Class “C” seal. \$26,000.

Regional Traffic Circulation

Due to Royal City’s central location, with respect to irrigated farmland and the excellent transportation facilities available, Royal City has emerged as a desirable site for agriculturally oriented industries, resulting in large volumes of truck traffic. Easy access to Interstate-90, to the north, and State Route 26 provides for efficient product movement.

Interstate-90 provides the east-west connection across the state, and across the United States. By I-90, traffic can reach Ellensburg, Seattle to the west, and Spokane and the eastern U. S.

State Route 26 provides the connection to reach destinations such as the Tri-Cities, (Pasco, Richland, Kennewick) and Oregon to the south,.

Transit Service.

The City has participated in establishing the Grant Transit Authority which started operations with a two-year transportation demonstration project under a Department of Transportation Rural Mobility Grant. GTA offered rides between Grant County cities.

GTA now operates as a Public Transportation Benefit Area. With the elimination of the motor vehicle excise tax in 1999, GTA lost half of its funding, forcing service cuts. GTA reports increased ridership of over 109,000 in 2000 and 2001, despite the cuts in service. Grant Transit Authority has worked hard to provide service for people to get to school, work and medical trips as well as opportunities to shop. (www.gta-ride.com)

Northwestern Trailways and Greyhound Bus Lines are available in Moses Lake, 23 miles to the north provide long distance bus transportation.

Quad County Regional Transportation Organization.

The City of Royal City participated in the Quad County Regional Transportation Organization (QuadCo RTPO). The regional agency identified transportation issues that affect all four participant counties (Adams, Lincoln, Grant, Kittitas) and the communities within those counties. A complete list of the RTPO transportation issues is included in Appendix B. Some of the identified issues which affect the City of Royal City or may affect the City indirectly include:

General Roadway Issues:

1. Center Striping of roads.
2. Limited sight distance and at intersections.
5. WSDOT-noted deficiencies
8. Lack of coordination at Grant/Adams boundary.
12. Regional affects of the development of new north-south corridors.
25. Loss of access to SR-395 as it becomes a major corridor.

Trucking Issues:

28. Hazardous materials movement.
29. Haul Road conditions.
30. Need to designate roads for solid waste transportation.
32. Classification and re-surfacing of city and town streets leading to grain terminals.
35. Lack of rural collectors for new specialty crop areas.
36. Need for terminal space as food processing increases.
39. Improper classification of haul roads.
40. Imbalance between roads being funded for oiling and those most heavily used.

41. Increased peaking of agricultural traffic in some locations with steady increases in other areas.
42. Long-term routing trends of agricultural traffic.

Transit and Para-transit:

49. Transit study issues.
51. Institute package express service connecting the smaller communities with the regional centers.
54. Transit service to Grant County airport.
55. Transit service for farm labor.
56. Institute transit or Para-transit service.

Non-motorized Issues:

57. Bicycle and pedestrian safety in conflicts with trucks during harvest period.
58. Lack of a coordinated Non-motorized system.
59. Completion of the John Wayne Trail.

Rail Issues:

61. Inattention to rail spurs.
63. Utilize existing rail corridors for local passenger service.
65. Lack of coordination with BN on improvements of crossings.
67. Rail abandonment concerns.

Water and Pipeline Transportation Issues:

72. Incomplete links in provision of natural gas.

General Issues:

75. Lack of supportive infrastructure.

Projected Travel

Projected travel in the planning area is expected to grow at a rate higher than with the population growth rate as forecasted by the Office of Financial Management in part due to the strong tourist efforts undertaken as part of the Coulee Corridor promotions including increased tourist travel to the City of Royal City. Other factors that may contribute to increased traffic demands will be growth in the commercial and industrial sectors.

Level of service (LOS)

The levels of service standards adopted in this plan will be maintained through upkeep of the existing circulation system, expansion of transportation services, and/or traffic demand management strategies. LOS standards provide measurable criteria to judge the adequacy of service. Transit facilities should be linked to established LOS standards and should be addressed in a partnership with the Grant County Transit Authority. As specified in the Growth Management Act new development will be prohibited unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.

Pedestrian & Bike (non-modal transportation)

The benefits of walking and bicycling go beyond an individual's enjoyment and health benefits; having fewer vehicles on the road will result in less pollution and a healthier environment. There is also a positive economic impact seen in increased property values and marketability for property located near trails, creeks and open space. Beyond property values businesses located in pedestrian friendly downtowns or centers encourage visitors to stop and shop.

Additionally, the City benefits from the lower cost and maintenance of bicycle and pedestrian facilities. Design standards for pedestrian and bicycles are available through the Washington State Department of Transportation.

Currently, the City of Royal City has a very limited sidewalk and bike lane system.

The City has identified a desire to provide sidewalks in areas of identified need as shown in the Capital Facilities Plan project list. Additional projects will be identified and completed when funding becomes available.

GOALS AND POLICIES – Transportation

GOAL T1: Maintain efficient, safe and reliable transportations and services at a minimal cost to residents.

Policy T1.1: Coordinate actions with neighboring jurisdictions, regional transportation planning organization and the State of Washington.

Policy T1.2: Provide for a complete and consistent circulation system, including sidewalks, bike lanes and disability access to ensuring maximum efficiency and safety.

Policy T1.3: Identify future street connections to promote the historical grid pattern of development.

Policy T1.4: Provide for the transportation needs of all citizens, including children, disabled, low-income, and senior citizens.

Policy T1.5: Promote developments which ensure safe access to school.

Policy T1.6: Require new development to meet or mitigate street system impacts to maintain acceptable levels of service for capacity and quality. For all local streets, the City adopts a level of service “C” as described herein. For regional and state-owned transportation facilities, the City recognizes the authority of the Regional Transportation Planning Organization and the Washington State Department of Transportation to establish levels of service for said facilities, pursuant to the requirements of the Growth Management Act.

Policy T1.7: Promote and support the maintenance of existing street and sidewalk systems.

Policy T1.8: Within the Urban Growth Area, classify streets according to the following system that is consistent with federal, state, regional and local guidelines to maximize the funding available.

A. Arterials: Streets that are designed to carry a high proportion of the total urban area traffic, and usually either serves traffic going from the

central business district to outlying residential areas, or traffic entering and leaving the urban area. They also provide a connection to collector streets, and provide intra-community continuity while maintaining identifiable neighborhoods. (These streets are classified by Washington State DOT and Federal Highways as Major Arterials and/or Major Collectors.)

B. Collectors: Streets that are designed to provide access service and traffic circulation within residential neighborhoods and commercial/industrial areas. They differ from the above arterials in that they may penetrate residential neighborhoods, distributing traffic from arterials to the ultimate destination or vice-versa.

C. Local Access: Streets that have a primary function of providing access to abutting land and to collector and arterial streets. They offer the lowest level of mobility and through traffic in residential neighborhoods should be deliberately discouraged. Local Access Streets are further classified according to the primary intended use of the area, based on the comprehensive plan land use designations map”

1. Local Access – Commercial/Industrial: Streets that serve primarily commercial and industrial uses with adequate structural and design features to serve traffic typical for these areas, including larger trucks. Important features include, but are not limited to, adequate sight distance, turning radius, travel lane widths, etc.

2. Local Access - Residential: Streets that primarily serve residential uses with design components to slow down traffic and to discourage through traffic.

GOAL T2: Consider land use and budgeting options to minimize short and long-range cost of transportation facilities.

Policy T2.1: Coordination with comprehensive water plan and other appropriate planning documents to ensure consistent planning and budgeting for services.

Policy T2.2: Future capital facilities maintenance plans and corresponding budgets should take into account expected expansion of all facilities and funding sources.

Policy T2.3: Encourage street development options, including local improvement districts.

GOAL T 3: Develop a plan to provide avenues for pedestrian, bicyclist and other non-motorized travel.

Policy T 3.1: Bicyclists and pedestrians should be considered in street and subdivision standards, parking standards, parking lot design (allowing protected access to storefronts), and other related standards.

Policy T 3.2: Support a pedestrian friendly community by seeking funding for sidewalks and encouraging development to include pedestrian friendly design, such as lighting, trees and low shrubs.

Policy T 3.3: Encourage development to increase connections within the community by adding trails and sidewalks.

Policy T 3.4: Promote current trail use and the development of new trails within the City and neighboring jurisdictions.

Policy T 3.5: Coordinate trail development with neighboring jurisdictions and interested parties to support regional trails.

XIII Economic Development Element

The City of Royal City recognizes that implementing an economic development strategy will benefit the future vitality of the Royal City community. Generating economic activity in Royal City will increase employment opportunities, expand the tax base, increase disposable incomes and provide additional tax revenues.

Increased economic development will also have the potential to cause adverse impacts on the community, such as traffic congestion, increased demands for housing and additional demands on the water supply and sewer services. Therefore, it is crucial for the City to develop an economic strategy that facilitates improvements and maintenance of capital facilities, transportation needs, and coordinates land use and housing policies with the economic development policies. The economic development goal of the Growth Management Act is:

To encourage economic development throughout the state that is consistent with adopted comprehensive plans, promotes economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth all within the capacities of the state's natural resources, public services and public facilities

To support the economic development goal of the Growth Management Act, the City of Royal City will utilize the following goals and policies to guide decisions that will foster and support economic development within the City of Royal City.

GOALS AND POLICIES – Economic Development

GOAL ED 1: The City of Royal City will insure that there is infrastructure in place to accommodate orderly growth during the planning period.

Policy ED 1.1: The City will maintain the sewer system at a level of capacity at which it will serve the existing needs and be prepared to serve additional users as projected in the comprehensive plan. The City will continue to pursue funding mechanisms to expand the sewer system.

Policy ED 1.2: The City will maintain a capital facilities improvement program and a long range public facilities and services plan that will allow for the provision of appropriate public facilities and services to commercial, industrial and residential lands beyond the immediate planning period.

Policy ED 1.3: The City will protect or acquire water rights and maintain the ability to provide water to meet all projected residential, commercial and industrial needs.

Policy ED 1.4: The City will establish funding priorities for future infrastructure projects to further economic development.

Policy ED 1.5: The City will prioritize geographical areas for infrastructure expenditures and invest in public infrastructure in a timely way that supports economic development.

Policy ED 1.6: The City will identify new funding mechanisms and spread infrastructure costs over time to minimize up-front costs.

GOAL ED 2: Improve communication between different interests in the community by participation in a variety of efforts to guide a downtown revitalization program and address issues related to economic growth and development.

Policy ED 2.1: Support the development of a low interest program for downtown improvements that would reinvest in downtown buildings, enhance appearance of the downtown area and create a cohesive image for downtown.

Policy ED 2.2: Support the development of plans for beautification of the business district.

Policy ED 2.3: Support the development of publications such as a Community Business Guide or Tourist Brochure.

Policy ED 2.4: Support the recruitment of new business development.

Policy ED 2.5: Support the regional effort to develop and promote Tourism in Grant County

Policy ED 2.6: Support the development of a “Main Street” program.

Policy ED 2.7: Encourage the development of vacant parcels and the redevelopment of under utilized and poorly maintained development in the downtown area.

Policy ED 2.8: Support community events and activities and encourage year round events and activities that will focus on attracting people to Royal City from outside the Central Columbia Basin.

Policy ED 2.9: Support the development of a tourism program that establishes long range goals.

Policy ED 2.10: Support efforts to actively work with the State of Washington to promote tourism and economic development in the City of Royal City and surrounding region.

GOAL ED 3: The City of Royal City will encourage public and private sector endeavors that will foster the expansion of the tourism industry.

Policy ED 3.1: The City of Royal City will maintain working relationships with business groups, Grant County Tourism, and local and regional economic development agencies in order to market the City and attract new business development.

Policy ED 3.2: The City will explore opportunities to support the development of a community center.

Policy ED 3.3: The City will acquire property as funding is available to accommodate recreational and tourism needs.

Policy ED 3.4 The City will develop ordinances to define maintenance standards for streets, water, sewer, and sidewalks.

Policy ED 3.5 The City will consider strategies to support and expand recreational vehicle, camping and other tourist facilities

XIV Parks and Recreation Element

The purpose of this element is to identify and designate existing open space areas, determine future needs, develop a plan to meet those future needs and define goals. In addition, policies and objectives are included to protect and maintain planned open space areas. The Growth Management Act specifies that the community encourage the retention of open space and development of

recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

Recent trends impart a new urgency to planning for open spaces, if residents are to continue to enjoy their benefits in the future. Lands which have historically functioned as informal open space -the vacant lots next door- are being rapidly developed. At the same time, changing lifestyles and the desire for increased activities, together with a growing retirement-age population, have placed increased demands on existing parks, open spaces, and recreational lands.

To maximize the benefit of open space lands, the City should seek a meaningful system of open space. The system should consist of a complementary set of parks and open spaces which, when considered together, meet the needs of a full range of community interests. Emphasizing the importance of establishing an open space system, the Royal City Open Space and Recreation Plan places high priority on protecting lands which can physically and functionally link other open spaces. For example, linear greenbelt areas, trails, and links between neighborhood parks. Open spaces should be well related to the residential areas they serve. Resource lands and critical areas should be incorporated into the open space systems as they are identified.

The City of Royal City recognizes the need for open spaces and to find a balance between requirements for areas designated as necessary for economic well being and areas devoted to residential purposes. There is an equal need for open spaces that provide city beautification, recreational activities, historic preservation and environmental protection. The City also recognizes that all people should have access to recreational activities and facilities regardless of interest, age, income, cultural background, housing environment or disability.

Park and Recreation Inventory

The City of Royal City has a variety of sites available for park and recreation facilities. There are no trails or paths developed for walking/jogging or bicycle usage within the City. The school facilities available for playground and community recreation activities are very limited and heavily used.

The school recreational facilities include limited playgrounds, ball fields, gym and track which are intensely used in school programs with limited access for general community recreation.

GOALS AND POLICIES – Parks and Recreation

GOAL PR 1: In order to preserve and enhance the quality of life, the City of Royal City will implement a recreation, open space and design plan that preserves open space, provides diverse park and recreation facilities,

promotes the proper management of recreation resources, and encourages diverse recreational opportunities. The Open Space, Recreation and Design Element will address:

Community Character. The City will maintain and, where appropriate, improve the general appearance and aesthetic quality of the community.

Recreation Areas. The City will seek to preserve, acquire and enhance open space areas to provide a variety of recreational opportunities.

Geological Features. The City will preserve geological features and vistas which are dominant in the landscape and aesthetically pleasing. Open space areas will also be designated to protect critical areas and resource lands.

Incompatible Land Uses. The City will use open space and buffer areas to separate incompatible land uses.

Open Space Links. The City will develop links between open space areas that provide a variety of functional recreational areas and other uses such as schools and commercial areas in order to encourage pedestrian oriented transportation.

Recreational Opportunities. The City will encourage public and private endeavors which provide a full range of easily accessible recreational opportunities to all persons including the physically disabled, elderly, youth and economically disadvantaged

GOAL PR 2: The City will seek to improve the existing character of the community which projects an open and uncrowded ambience in a safe environment.

Policy PR 2.1: The City will develop a system of pedestrian corridors and bicycle paths to encourage pedestrian orientation and discourage noise, pollution and traffic congestion.

Policy PR 2.2: The City will develop buffer areas and sidewalks along the pedestrian corridors to provide for the safety of the pedestrians.

GOAL PR 3: The City will seek mechanisms to fund the enhancement and expansion of existing parks and recreation facilities.

Policy PR 3.1: The City will seek expansion of Jeske Park.

Policy PR 3.2: The City will support the development of the John Wayne Trail and pursue the means to provide facilities for a "Trailhead" in Royal City.

Policy PR 3.3: The City will actively pursue development and improvements to the downtown park that will provide a focal point in the business district.

Policy PR3.4: The City will prepare a plan for the development of a jogging/exercise path in Royal City.

Policy PR 3.5: The City will pursue the development of bike routes.

Policy PR 3.6: The City will require open space park areas in newly developing residential zones sufficient to serve the new population.

GOAL PR 4: The City will ensure the separation of incompatible land uses through the development of buffer areas and standards.

Policy PR 4.1: The City will identify existing land areas which will benefit from the development of vegetated or natural buffer areas.

Policy PR 4.2: The City will develop buffer standards for new development.

GOAL PR 5: The City will develop an integrated open space system that offers residents many opportunities for physically active and/or passive recreation in the surroundings of the natural environment.

Policy PR 5.1: Connect all the existing city parks, neighborhoods, schools and recreation facilities by means of walking and bicycle routes.

Policy PR 5.2: Require new development to participate in the linked system and provide land area where appropriate.

GOAL PR 6: Determine what role the City's parks should play in the future revitalization/economic development plans developed for the City, then provide a sufficient budget over a long term time frame to accomplish capital improvements.

Policy PR 6.1: Adopt a regular maintenance/improvements schedule for the parks and equipment which prioritized needed improvements and a time line for implementing and completing them.

Policy PR 6.2: Make the parks a showcase for promoting tourism and recreational activities that contribute to economic growth.

Policy PR 6.3: Update the parks and recreation plan every three years and make it a readily used management tool for future improvements.

Policy PR 6.4: Encourage programs which promote varied recreational

activities, skill development, and participation opportunities.

Policy PR 6.5: The City will cooperate with Royal City School District to maximize use of community recreation and open space resources.

GOAL PR 7: The City will support efforts to improve the appearance of the City and revitalize the downtown area.

Policy PR 7.1: Support service group efforts to improve the community by landscaping, tree planting and other activities to improve the appearance of the City .

Policy PR 7.2: Participate in efforts to develop a "Downtown Revitalization" Plan which maintains open space and provides pedestrian and bicycle facilities.

Policy PR 7.3: Develop appearance goals for the City .

Policy PR 7.4: Improve the entrances to the City .

Policy PR 7.5: Seek assistance through the Department of Natural Resources Urban Forestry Program.

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APPENDIX A: Definitions

The City of Royal City Comprehensive Plan utilizes the following definitions.

Capacity: the measure of the ability to provide a level of service on a public facility.

Capital Facilities: those physical structures or assets which provide a public service such as, but not limited to, fire stations, water towers, police stations, libraries, highways, sewage treatment plants, communication and recreation facilities.

Capital Improvement: physical assets constructed or purchased to provide, improve, or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally non-recurring and may require multi-year financing.

Comprehensive Plan: a generalized coordinated land use policies that guide regulations and decision making of the governing body pursuant to the requirements of RCW 36.70A

Concurrency: a method to insure that adequate capital facilities are available when the impacts of development occur.

Consistency: that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in system.

Critical Areas: include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Density: a measure of the intensity of development, generally expressed in terms of dwelling units per acre. It can also be expressed in terms of population density (i.e., people per acres).

Development Regulations: any controls placed on development or land use activities by the City, including but not limited to zoning ordinances, official controls, critical areas ordinance, Shoreline Management Master Plan, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances.

Financial Commitment: that sources of public or private funds or combinations thereof have been identified which will be sufficient to finance capital facilities necessary to support development and that there is assurance that such funds will be timely put to that end.

Goal: a statement of the desires of a group/individual.

Growth Management: a method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

Infrastructure: those man-made structures which serve the common needs of the population, such as: sewage disposal systems, potable water wells serving a system, solid wastes disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

Intensity: a measure of land use activity based on density, use, mass, size, and impact.

Land Development Regulations: any controls placed on development or land use activities by the City, including, but not limited to, zoning ordinances, subdivision ordinances, rezoning, building codes, sign regulations, binding site plan ordinances, or any other regulations controlling the development of land.

Level of Service (LOS): an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. LOS means an established minimum capacity of capital facilities or services provided by capital facilities that must be provided per unit of demand or other appropriate measure of need.

Local Improvement District: legislative establishment of a taxing district to pay for specific capital improvements.

Planned Unit Development (PUD): the result of a site specific zone change, based on binding site plan.

Planning Period: the 20-year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction or other time period as may be mandated by state regulation.

Policy: the way in which programs and activities are conducted to achieve an identified goal.

Public Facilities: may include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. These physical structures are owned or operated by a government entity which provides or supports a public service.

Public Services: include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Regional Transportation Planning Organization (RTPO): the voluntary organization conforming to RCW 47.80.020, consisting of local government within a region containing one or more counties which have common transportation interests.

Rural Lands: all lands which are not within an urban growth area and are not designated as natural resource lands having long-term commercial significance for production of agricultural products, timber, or the extraction of minerals.

Sanitary Sewer Systems: all facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

Transportation Demand Management Strategies (TDM): strategies aimed at reducing traffic through alternative travel options, such as, the promotion of work hour changes, ridesharing options, parking policies, and telecommuting.

Urban Lands: those lands located inside the Urban Growth Area or the City and are generally characterized by densities and uses of a non-rural character with municipal services provided.

Urban Growth Area: those areas designated by a county pursuant to RCW 36.70A.1 10.

Urban (or Municipal,) Governmental Services: include those governmental services historically and typically delivered by cities, and include sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public services associated with urban areas.

Utilities: private facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the delivery of natural gas, electricity and telecommunications services.

Visioning: a process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Zoning: the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones.

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APPENDIX B: Transportation Data

The Link (A-F) LOS standards are a minimum criteria for the quality of service provided at peak hours for roadway segments that handle significant levels of local traffic. The evaluation of LOS was conducted using the ratio of “peak hourly demand volume” to “peak hourly capacity .” The LOS standards were assigned using the following descriptions of service levels for roadway segments:

LOS A: Primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Volume/ capacity ratio is less than or equal to 0.06. Signalized intersection delays less than or equal to 5 seconds per vehicle.

LOS B: Reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions. Volume / capacity ratio greater than 0.60 or less than or equal to 0.70. Signalized intersection delays greater than 5 and less than or equal to 15 seconds per vehicle.

LOS C: Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues an/or adverse signal coordination may contribute to lower aggregate travel speeds. Motorists will experience appreciable tension while driving. Volume/ capacity ratio greater than 0.70 and less than or equal to 0.80. Signalized intersection delays greater than 15 and less than or equal to 25 seconds per vehicle.

LOS D: Small increases in traffic flow may cause substantial increase in approach delays and, hence, decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Volume/ capacity ratio greater than 0.80 and less than or equal to 0.90. Signalized intersection delays greater than 25 and less than or equal to 40 seconds per vehicle.

LOS E: Significant delays in traffic flow operations and lower operation speeds. Conditions are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing. Volume/ capacity ratio greater than 0.90 and less than or equal to 1.00. Signalized intersection delays greater than 40 and less than or equal to 60 seconds per vehicle.

LOS F: Traffic flow operations at extremely low speeds. Intersection congestion is likely at critical signalized location, with high approach delays resulting. Adverse signal progression is frequently a contribution to this condition. Volume/ capacity ratio great than 1.00. Signalized intersection delays greater than 60 seconds per vehicle.

Peak Hourly Volumes: Peak hourly demand volumes for roadway segments were estimated from average daily traffic volume counts for the base year. When peak hour counts are not available, average daily traffic volume counts are multiplied by a factor of 0.1 and the resulting figure used to estimate peak hourly demand.

Volume/Capacity Ratio: The capacity of a roadway is often defined as the maximum number of vehicles which have a reasonable expectation of passing

over a given roadway section or through a given intersection during a specified period of time. Additional data collection will be done when funding is available.

Appendix C - Maps

Future Land Use Map

Zoning Map

(To be developed)

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