

DRAFT

**2024
COMPREHENSIVE
PLAN**



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GLOSSARY AND DEFINITIONS

ACS	American Community Survey
CPP	Countywide Planning Policy
GMA	Growth Management Act
MPP	Multicounty Planning Policy
PSRC	Puget Sound Regional Council
TCC	Tacoma Community College



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INTRODUCTION

I. INTRODUCTION

PLAN OVERVIEW

PURPOSE

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

While the Comprehensive Plan is meant to provide a strong and constant vision for the future, it is also a living document that must be able to accommodate change, such as a new technology, an unforeseen impact, or an innovative method of achieving a component of the vision. It is therefore regularly updated every ten years to account for changing issues or opportunities facing Fircrest, while still maintaining the core values of the community. Fircrest's Comprehensive Plan is consistent with mandatory elements of the [Growth Management Act \(GMA\)](#), [PSRC's VISION 2050 Regional Growth Strategy](#), [Pierce County County-Wide Planning Policies](#), factors affecting land use, assumptions about future trends, and public opinion.



Fircrest's Comprehensive Plan was initially developed and then updated through a public involvement process conducted by the Planning Commission. The Plan reflects a community vision of how Fircrest should grow and develop over a 20-year planning horizon. The Plan aims to protect residents' high-quality of life and equitably share the public and private costs and benefits of growth. The Plan establishes an overall direction for residential, commercial, and industrial growth in a pattern that maintains and enhances existing neighborhoods.



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

A VISION FOR FIRCREST

Proposed Vision *Fircrest treasures its walkable and forested environment, its peaceful and quiet nature, while embracing a variety of more housing choices for all people.*

Fircrest is a unique community in the region. We will remain safe, resilient, flexible, and connected to our neighbors.

We value community spaces and events that bring us together.

This Vision statement was written collaboratively with community members and City staff. This Vision provides direction for the City, the goals and policies of this Comprehensive Plan, and the City's development code.

HOW TO USE THIS COMPREHENSIVE PLAN

The following principles in the Vision statement guide and are enacted in this Comprehensive Plan:

Principle 1: Community-oriented

This principle suggests agreement among residents that Fircrest remains a well-connected community, through community events and spaces, that is resilient and safe for all who live in the City. The City will pursue the development and maintenance of public spaces that are accessible for all and increase the City's resilience, so it remains a safe place for all residents.

The Comprehensive Plan helps the City achieve this through several goals and policies that support this concept, such as the goals and policies in the [Community Development](#) element, Goal LU-3, LU-9, LU-14, P-2, P-6, and their corresponding policies.

Principle 2: Peaceful and connected to nature

This principle suggests the City aspires to remain a walkable and forested place that provides a peaceful setting to live in. The City will prioritize the walkability and protection of natural resources in Fircrest so that it remains a peaceful place that is connected to nature.

The Comprehensive Plan helps the City achieve this through several goals and policies that support this concept, such as those in the [Climate Resilience](#) element and goals LU-10, LU-15, T-1, T-12, P-5, and their corresponding policies.

Principle 3: Housing choices available for all

This principle suggests that Fircrest will work to provide housing choices for everyone who lives in Fircrest, while accommodating its designated growth. People have varying housing needs based on their family size, occupation, abilities, and age, among other variables. Ensuring there is housing in Fircrest available for all needs is crucial to Fircrest remaining a resilient and community-oriented place.

The Comprehensive Plan helps the City achieve this through several goals and policies that support this concept, such as the goals and policies in the [Housing element](#), and goals LU-1, LU-5, and their corresponding policies.

HOW THE PLAN WILL BE IMPLEMENTED AND AMENDED

The Comprehensive Plan documents Fircrest's vision for the future and provides goals and policies that will facilitate achieving that vision. Goals and policies must be implemented in the city's regulatory documents and operational procedures. Plan implementation involves a variety of activities. New controls may be placed on development or land use activities through revisions or additions to municipal code.

More detailed plans may be developed for specific areas. Decisions about the allocation of funds to various projects and programs must be tested against plan goals and policies to ensure consistency.

Annual Review and Amendments

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

Implementation is monitored through an annual review process during which the success of implementation is evaluated, changes to implementation strategies are developed as necessary, and proposed amendments to the plan are reviewed and potentially adopted. The annual update cycle for addressing amendments to this plan ordinarily will coincide with the City's budget process in the fall of each year. More frequent amendments may be made only under emergency conditions; such amendments will be made in addition to, and shall not count as, the annual review and amendment process.

Procedures for amending the plan will be in accord with Fircrest Municipal Code as it may be revised to conform to the goals and policies of this plan. Amendments and procedures will be consistent with the requirements of the GMA, VISION 2050, CPP, and applicable environmental laws.

Emergency Amendment Types and Procedures

There are two types of emergency amendments, disaster response amendment and noncompliance response amendment. Emergency amendments are in addition to, and do not replace, the annual review and amendment process.

Disaster Response Amendment

When a disaster as defined in an adopted disaster recovery plan occurs, the Comprehensive Plan may be temporarily amended to enable the City to conduct disaster management and recovery procedures specified in the adopted disaster recovery plan. If a disaster recovery plan has not been adopted when a disaster occurs or if the plan's provisions are inadequate to respond to the disaster appropriately, procedures may be specified through a resolution adopted by the City Council.

Noncompliance Response Amendment

The City Manager may request by staff report that the Planning Commission and City Council consider an emergency amendment if noncompliance of the Comprehensive Plan with the GMA, *VISION 2050*, or CPP occurs. This request may result from a noncompliance issue that was not detected at the time of adoption of the Comprehensive Plan and subsequent amendments, or it may be a result of amendments to the GMA, *VISION 2050*, or CPP. Under most circumstances, the annual review and amendment process will be sufficient to handle these situations. However, the City Manager may determine that the need for an amendment is urgent. The City Manager must explicitly identify the noncompliance issue, amendment contents, and reason for urgency in the staff report.

Emergency Amendment Procedures

An emergency Comprehensive Plan amendment procedure shall be incorporated into Fircrest Municipal Code. This procedure shall enable a timely response to disasters and urgent noncompliance issues and shall, as much as possible, allow for public input to the emergency amendment process. Emergency amendments shall be considered temporary and shall be revoked after the urgency of the emergency declines. Emergency amendment procedures shall identify the conditions under which emergency amendments will be revoked. Authorities for initiating, adopting, and revoking emergency amendments shall be identified in the emergency amendment procedure. If appropriate, temporary emergency amendments may be proposed as standard amendments during the next annual review process.

PLANNING FRAMEWORK

STATE PLANNING CONTEXT

Growth Management Act (GMA)

In 1990 Washington's Legislature passed the Growth Management Act (GMA), which established 13 planning goals and a system of planning for cities and counties that have experienced rapid growth. A 14th goal, shorelines of the state, was subsequently added. The overarching goal of the GMA when it was adopted was to prevent urban sprawl by managing growth and ensuring adequate public facilities and services. The GMA sets the framework for the Comprehensive Plan by establishing required Elements and goals for local jurisdictions' Plans. Since its adoption in 1990, the Act has been amended several times to address more than sprawl. In recent years, GMA was amended requiring a new Climate Element and requiring that jurisdictions plan for housing affordable to low- and moderate-income households.

Periodic Update

Cities and counties are required to periodically update their plans to comply with updates in regional and state requirements, as well as changes in local conditions. The Fircrest Comprehensive Plan satisfies the 2024 GMA Periodic Update requirement and addresses planning issues throughout a 20-year planning horizon ending in 2044. This Comprehensive Plan ensures compliance with Washington State, regional, and Pierce County requirements for comprehensive planning. **Minor amendments have occurred each subsequent year.**



REGIONAL PLANNING CONTEXT

Vision 2050 Multicounty Planning Policies (MPPs)

The Puget Sound Regional Council (PSRC) is the designated forum for collaborative work on regional growth management and transportation planning in Pierce, King, Kitsap, and Snohomish counties. *VISION 2050*, adopted in 2020 by the PSRC, promotes an environmentally friendly growth pattern that will contain the expansion of urban growth areas, conserve farm and forest lands, support compact communities where people may both live and work, and focus new employment and housing in vibrant urban centers.

VISION 2050 includes a set of multicounty planning policies that provide an integrated framework for addressing land use, economic development, transportation, public facilities, and environmental issues. Under the GMA, consistency between regional transportation plans,

countywide planning policies and the transportation elements of local comprehensive plans is required. MPPs serve as the regional guidelines and principles used for the Regional Council's consistency certification of policies and plans within the four-county area.

VISION 2050 provides clear and specific guidance for the distribution of population and employment growth into types of places defined as "regional geographies." Fircrest is assigned to the small cities' geography, which obligates the City to accommodate an assigned share of regional growth envisioned for this particular geography. Population, housing, and employment targets for individual cities within each geography are set by Pierce County in consultation with municipalities.

Pierce County Countywide Planning Policies (CPPs)

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

CONSISTENCY AND COORDINATION

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

- Drafted goals, policies, and land use designations consistent with the goals and policies of the GMA;
- Consulted the regional growth strategy documented in *VISION 2050*; and
- Ensured consistency with the Ratified the Pierce County CPPs, adopted on May 17, 2022, by considering the applicable policies of the CPPs during updates to this plan.

Conformance to the GMA, *VISION 2050*, and the CPPs facilitate the consistency and coordination of Fircrest's Comprehensive Plan with plans of other jurisdictions. In addition, Fircrest's plan identifies those areas for which interlocal planning and cooperation are desirable or essential during plan implementation. Fircrest has laid the foundation for interlocal planning within the context of the GMA through its participation in the Pierce County Growth Management Coordinating Committee (GMCC), a staff level committee that provides technical assistance to the Pierce County Regional Council (PCRC).

COMMUNITY INVOLVEMENT

City of Fircrest residents, business owners, employees of businesses located in Fircrest, owners of property in Fircrest, or just about anyone who is affected by the Plan are invited to help develop and update the Comprehensive Plan. Generally, planning begins with the identification of the issues and of the stakeholders. Planning may be focused on refining the overall vision of the city or neighborhoods or may be related to subjects like parks, recreation

and open space, or community design and development. Participants may vary depending upon the scope of the issue.



The Planning Commission is charged with the responsibility initially developing, and then reviewing proposed changes to the Comprehensive Plan - considering the community's vision. The Commission meets regularly and addresses planning issues on an ongoing basis. It is the Hearing Examiner's job to hold public hearings, discuss updates and make recommendations to the City Council. At times, Council has established ad hoc advisory committees to focus on specific topics within a limited scope or time frame. These temporary committees may provide recommendations on planning matters to the Planning Commission.

Over the years, the City has used a number of methods to encourage community participation in planning. These methods have included community meetings for citywide visioning, neighborhood meetings for smaller planning areas, and stakeholder meetings for topical interests. Community forums, open houses, and design charrettes have been, or may be, held to present ideas and to discover new ones. The Fircrest *Town Topics* newsletter, surveys, and questionnaires have been used to reach those who may not be able to make meetings. The City Council meetings are held in a hybrid format so that the public can participate via Zoom.

Fircrest's website and a variety of communication technologies will increasingly provide a way to advertise meetings and seek ideas on planning questions. Ultimately, all major planning

decisions fall to the City Council, which is responsible for establishing regulations, programs and planning policies, and adopting the City budget.

Major planning highlights for the community are summarized in Table I-1 below.

Table I-1 Planning for Fircrest - Major Highlights

Year	Highlight
1907	Regents Park Plat I and II Recorded
1925	Incorporation of City of Fircrest
1957	This is Fircrest 1907-1957 – First Comprehensive Population Survey
1975	Adoption of Comprehensive Bikeway Plan
1988	Adoption of Town of Fircrest Comprehensive Plan 1987 to 1997
1992	Adoption of Interim Critical Area Regulations
1993	Adoption of Interim Design Guidelines
1995	Publication of Draft Environmental Impact Statement for Comprehensive Plan
1996	Publication of Final Environmental Impact Statement for Comprehensive Plan
1996	Adoption of GMA Comprehensive Plan
2000	Adoption of unified Land Development Code (Zoning, Subdivision, Design Guidelines, Permit Processing, Critical Area, and other regulations)
2005	Adoption of Critical Area Amendments incorporating Best Available Science
2014-2015	Adoption of GMA Periodic Update Amendments to Comprehensive Plan
2015	Adoption of GMA Periodic Update Amendments to Development Regulations
2018	Annexation of Potential Annexation Area
2020	Form-based Code Adoption

WHAT IS IN A COMPREHENSIVE PLAN?

The Comprehensive Plan contains an introduction chapter and eight elements:

1. Community development
2. Land Use
3. Housing
4. Transportation
5. Park, Recreation and Open Space.
6. Capital Facilities
7. Utilities
8. Climate Resilience

Each element typically contains goals, policies, explanatory text and, in some cases, charts, tables, and maps. The goals and policies are the guiding principles – the heart of the Plan; however, they are often preceded by explanatory text that describes the context or justification

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

Table I-2 Element Components

Components	Intent and Purpose
Introduction	Provides a local planning context for major planning issues and challenges
State Planning Context	Provides an overview of GMA goals and objectives as they relate to planning issues and challenges
Regional Planning Context	Provides an overview of PSRC and PCRC goals, policies and objectives as they relate to planning issues and challenges
Local Planning Context	Looking ahead 20 years, illustrates a vision of where the community would like to be positioned in responding to major planning issues and challenges
Goals	Define what the community wishes to achieve over a 20-year planning horizon
Policies	Provide guidance for creating and implementing development regulations and taking other actions to achieve the goals
Background Information	Provides factual data that help inform the statements, goals and policies

COMMUNITY DEMOGRAPHICS

FIRCREST'S PLANNING AREA

This Plan includes planning information for incorporated Fircrest. The GMA requires that counties designate urban growth areas (UGAs) within which urban levels of development shall be encouraged. Outside of these UGAs, development can occur only if it is rural in nature.

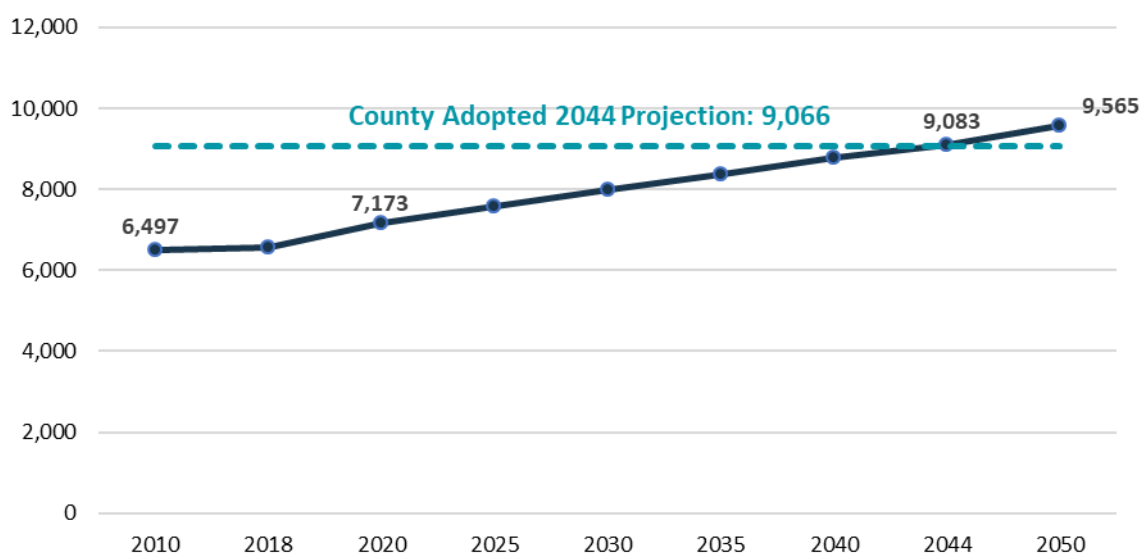
The Pierce County Countywide Planning Policies elaborate on GMA requirements concerning the provision of urban services. In addition, the Comprehensive Plan for Pierce County, Washington may specify for municipalities a potential annexation area (PAA), formerly known as an urban service area. The PAA represents the geographic area within which the city may anticipate providing urban services in the future, either prior to or subsequent to annexation. Delineation of each city's PAA is based on input from the municipalities and on evidence that the city is capable of providing urban services to the area. The City of Fircrest annexed its PAA in 2018 as outlined in the Countywide Planning Policies and the Fircrest Comprehensive Plan.

Existing land uses within the community are shown in the [Land Use Element](#) in Figure LU-2.

PROFILE OF FIRCREST

Fircrest’s adopted Population Target is a total population of 9,066 people by 2044. That is an additional 1,831 people compared to the Washington State Office of Financial Management’s (OFM) 2023 estimate of 7,235. That would result in an average of 87 people being born or moving into Fircrest over the next 21 years. PSRC projects that this will be as high as 9,565 by 2050.

Figure I-1 Fircrest 2050 Population Projection Forecast

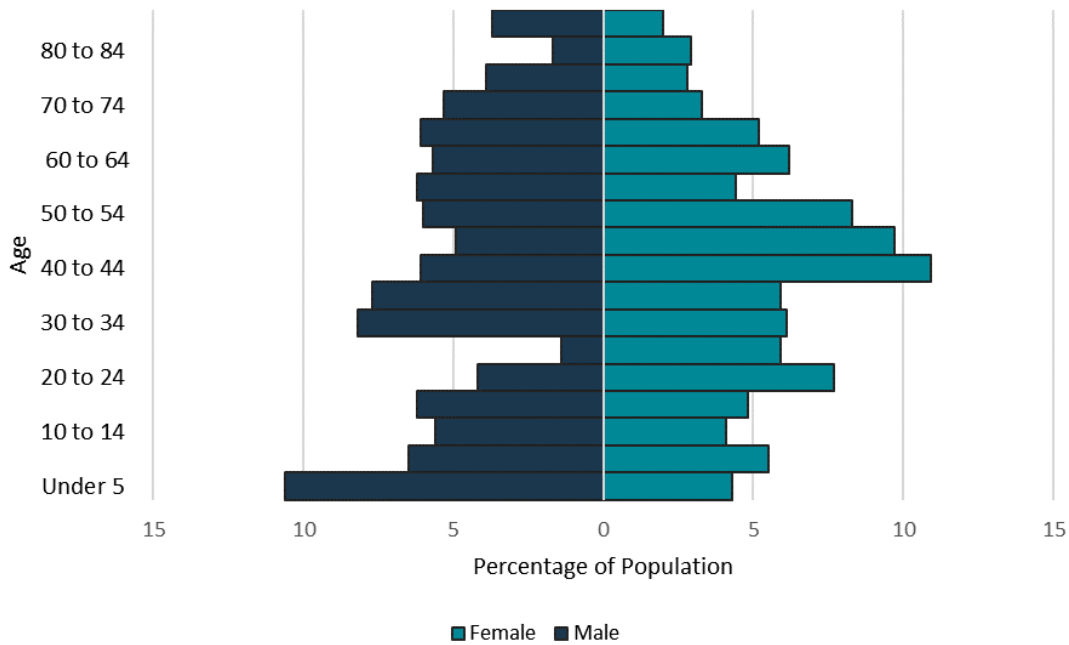


Source: 2023 PSRC LUV-it Forecast Model. 2044 Projection Target adopted under Pierce County Resolution No. 2022-46.

DEMOGRAPHICS

The median age for Fircrest is 42 years according to the 2021 American Community Survey (ACS). Figure I-2 shows the population pyramid for the city. Ages 0 -10 account for the greatest share of community members, at 17% of the population, followed closely by those aged 30-40, making up 16% of the population.

Figure I-2 Population Distribution by Age



Source: 2021 ACS, Age and Sex.

Table I-3 Population with Disabilities

Age group	Percent of group a disability
Under 18 years old	1%
Ages 18-65	5%
Ages 65+	92%
Perc. of total population with a disability	8%

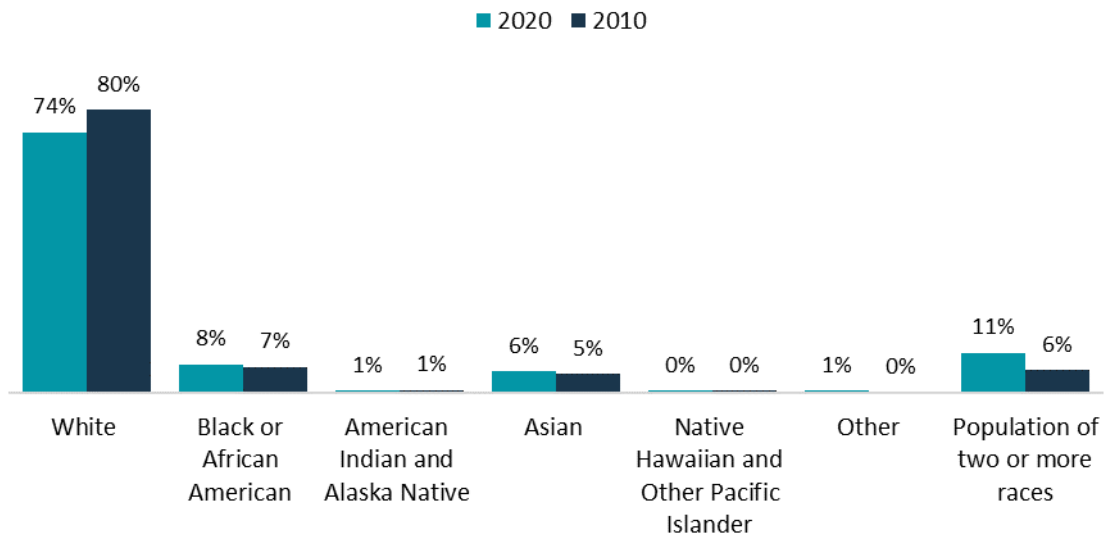
Source: 2021 ACS, Age by Number of Disabilities.

RACE AND ETHNICITY

Over the past 10 years Fircrest’s race and ethnicity have seen an increase in those identifying as two or more races (11%). The largest share of the population (74%) identifies as White. See Figure I-3 for the full racial demographic distribution.

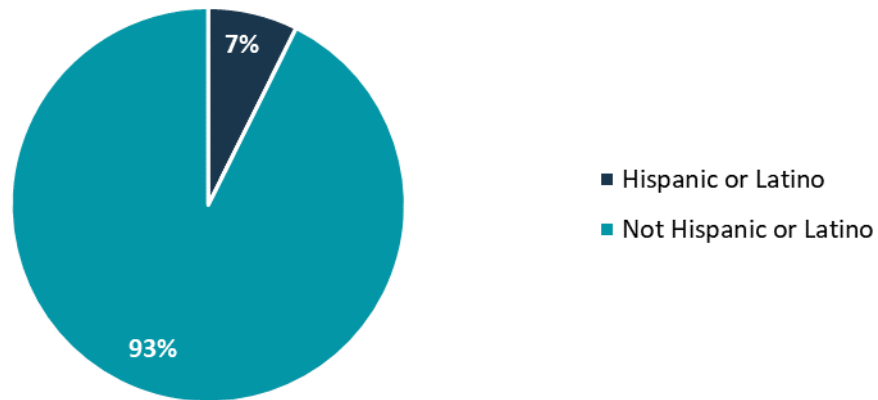
For ethnicity, around seven percent of the overall population identifies as Hispanic or Latino (see Figure I-4).

Figure I-3 Race



Source: 2020 Decennial Census.

Figure I-4 Ethnicity

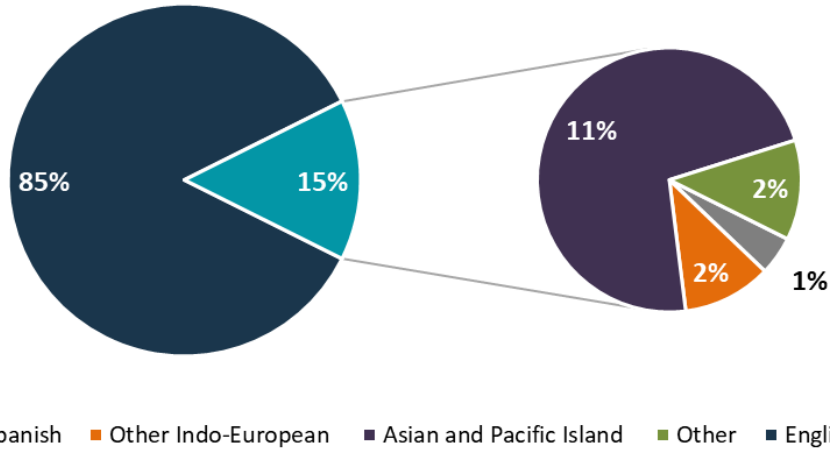


Source: 2020 Decennial Census.

LANGUAGES

Most of the city’s community members speak only English at home, as seen in Figure I-5. Approximately one in 10 households speak Asian and Pacific Island languages; 1% speak Spanish; and 2% speak an Indo-European language or other language (2021 ACS).

Figure I-5 Languages Spoken at Home

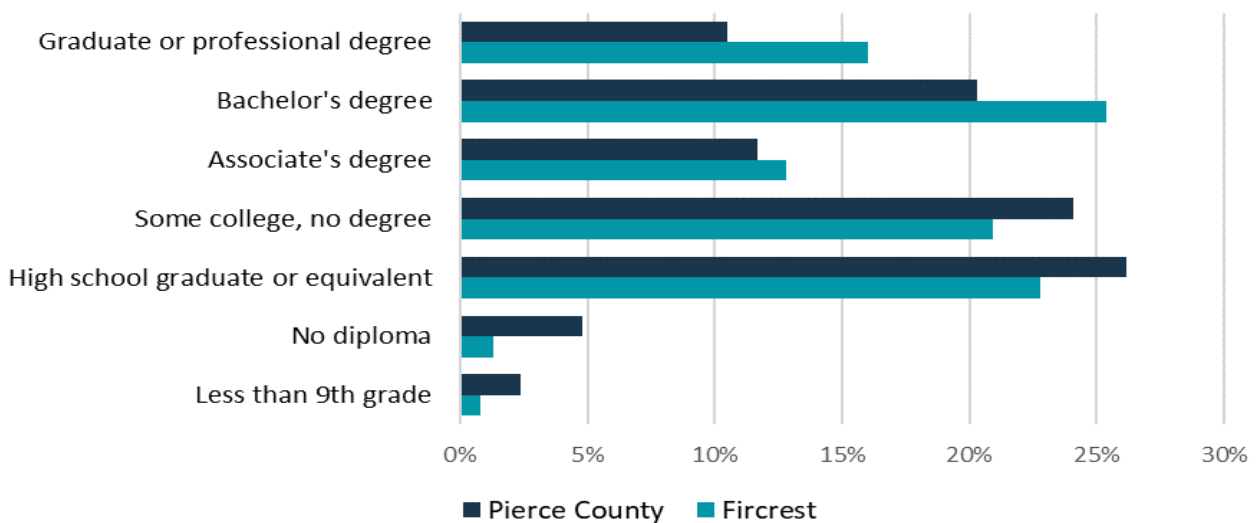


Numbers may not add to 100% due to rounding. Source: 2021 ACS, Languages Spoken at Home.

EDUCATIONAL ATTAINMENT

The City of Fircrest has slightly higher educational attainment than Pierce County when it comes to college education and higher. 25% of Fircrest residents over the age of 25 had a bachelor’s degree, compared to 20% for the County as a whole. Graduate and professional degree attainment was a similar 5 percentage point difference between Fircrest and the county, with 16% of Fircrest residents having an advanced degree compared to 11% of county residents, as seen in Figure I-6.

Figure I-6 Educational Attainment, Ages 25+



Source: 2021 ACS, 5-Year Estimates, Educational Attainment.

HISTORY OF FIRCREST

Thirty years after the establishment of the Northern Pacific transcontinental railroad terminus in Tacoma in 1872, and following the depression associated with the Panic of 1893, optimism for future development within the Tacoma area was revived. In 1907, financiers from San Francisco, including Major Edward J. Bowes (of Mayor Bowes' Original Amateur Hour fame) and his partner W.A. Irwin of California, saw tremendous opportunities for growth in Tacoma and had a vision of a 'residential park, an enchanting spot to enjoy life and raise a family.' With this in mind, the Narrows Land Company purchased a parcel of land to the west of Tacoma and named the subdivision they platted *Regents Park*. Bowes and Irwin hired Civil Engineer M.R. (Roy) Thompson to design a subdivision layout and plat the land. The influence of the developers is reflected in the streets named after their California backgrounds and their value of higher education.

Many of the ideas credited to Thompson in the design of what are now the original plats for Fircrest, Regents Park I and II, were likely fostered by Fredrick Law Olmsted. The similarities between Thompson's plan for Regents Park and the Olmsted plan of 1873 for downtown Tacoma were striking. The concept of open space and abundant park lands was Olmsted's, as were his ideas for taking full advantage of topography in designing streets and other improvements. According to James Osness in his book "Of Lions and Dreams, of Men and Realities", Regents Park was declared to be one of the earliest developments in the United States to eschew straight streets and rectangular blocks, in favor of curved streets and correspondingly aesthetically designed blocks.



With its curved, aesthetically designed streets, sidewalks, and sewers, Regents Park offered quiet living with a strong sense of community. The first store was established in 1908 on the corner of University Street (now Columbia Avenue) and Berkeley Avenue. The Fircrest Golf

Club was incorporated in 1923. In September 1925, Regents Park and its 306 residents incorporated as the Town of Fircrest to jumpstart development and reenergize the community. Incorporation gave them the financial stability and control to repair and develop needed infrastructure and services.

Beginning in the 1950s, the community grew through numerous annexations and experienced much more rapid residential development. In 1960, Fircrest constructed the Community Center, which was followed by the construction of the community's swimming pool at Fircrest Park and the dedication of Masko Park. Fircrest continues to provide exceptional recreational resources, facilities, and programs, and is home to the Fircrest Golf Club.



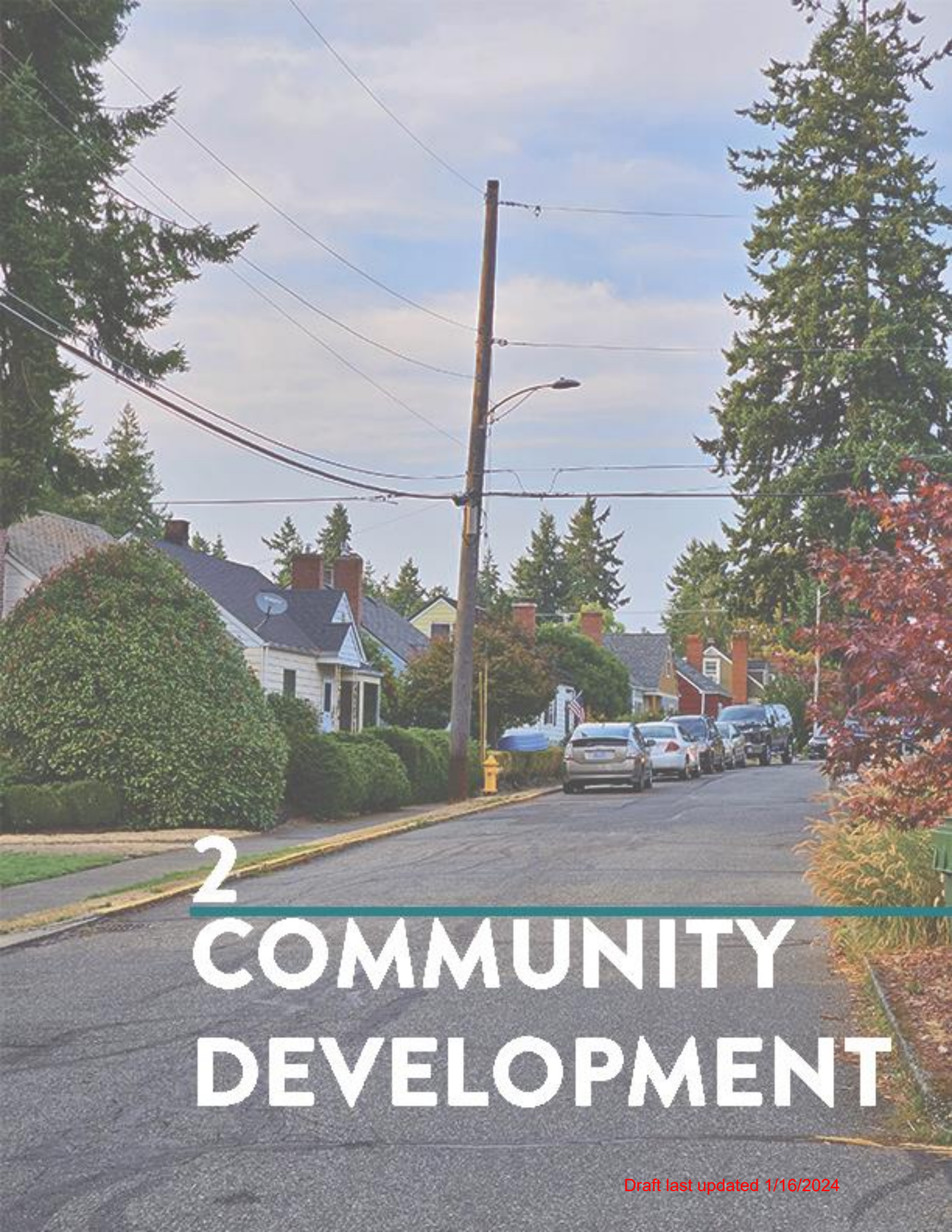
Fircrest constructed its Public Safety Building in 1979. In 1988, Fircrest changed to a Council-Manager form of government, and in 1990, the town that had started as an early example of a planned development became the City of Fircrest, having grown in size and population. The 1990s saw the end of the volunteer fire department's 52 years of service to the community, and a contract was signed with the Tacoma Fire Department for emergency services. Fircrest constructed its Public Works Facility in 1993 and built a new City Hall in 1999.

At key points in history, several books documenting the City's growth and community character have been published - *Of Lions and Dreams, of Men and Realities (An Illustrated History of*

Fircrest, Washington) in 1976 during the town's biennial, followed by *Fircrest The Ideal Home Place* from 2001 after the City's 75th anniversary. Fircrest is poised to celebrate its centennial in 2025 to much fanfare.

Today, Fircrest, with a population of 7,156 (in 2020), has grown well beyond its roots and has lived up to the dream of a residential park. Fircrest continues to work hard to keep its reputation of a quiet, residential community with attractive, livable neighborhoods and fine recreational facilities, while accommodating growth. Looking to the future, Fircrest will be supportive of carefully planned economic development that provides a foundation for continued prosperity for the community and its character. As growth occurs, there are characteristics that residents would like to retain, such as Fircrest's green nature; a safe, friendly, and sustainable community; and some physical remnants of the past as reminders of its early history.





2 COMMUNITY DEVELOPMENT

II. COMMUNITY DEVELOPMENT

INTRODUCTION

The Community Development Element provides a framework for new development and redevelopment, addresses natural features and historic preservation and intends to encourage community and civic engagement through events and placemaking. The Element is meant to address the goals of retaining Fircrest's distinctive form and creating gathering places and cultural opportunities for people of diverse backgrounds. It addresses Fircrest's desire to maintain and enhance a successful business climate and to foster innovative thinking. It addresses the vision of respect for the natural environment. It is also intended to help carry out the vision of keeping Fircrest a safe, healthy, friendly, and attractive city in the future.

This Element is complementary to other elements of the Comprehensive Plan where specific aspects of community development are addressed. For example, Fircrest's locations for various uses are addressed primarily in the Land Use Element. The Community Development Element focuses more closely on design goals and historic resource opportunities and challenges for the community over a 20-year planning horizon.

STATE AND REGIONAL PLANNING CONTEXT

The Community Development element of this Comprehensive Plan is an optional element under the Growth Management Act. However, some of the policies established in this section do meet state and regional goals. For example, this Element contains goals and policies that foster climate resiliency, a new requirement being implemented in the GMA, and are consistent with Countywide Planning Policies (CPPs).

LOCAL PLANNING CONTEXT

As identified in the community survey, Visioning and Council workshop outreach events, community members value Fircrest's family-friendly nature, existing residential architectural scale, and its greenery and parks. This Element establishes goals and policies in recognition of these values and to better implement the Plan's Vision. The goals and policies include topics like community and urban design, urban forests and landscaping, community events and capacity building.



GOALS AND POLICIES

The following goals represent the general direction of the City related to community development and design, while the policies provide more detail about the steps needed to meet the intent of each goal.

People and Public Places

Community cohesiveness develops in many ways: it can come from a shared vision for the community or can be developed using public places for interaction. Successful public places have the following qualities: accessibility, comfort or image, activity, a welcoming feeling, and sociability. Accessibility means having good links from surrounding areas, by foot, bike, transit,

or other means. It also means visual accessibility. The comfort and image come from several characteristics, including a perception of safety, cleanliness, and availability of seating, both formal and informal.

Identifying features, such as a fountain, artwork, or a unique building, may also enhance image. Activity may be a natural outcome from a collection of uses or may be programmed through music presentations, performing arts, or other endeavors. People typically feel welcome at public places that provide basic features, such as lighting, shelter, and play areas for children, along with spaces for meetings or other gatherings. Sociability is when a space becomes a place sensitive to diverse cultural context for people to go or to meet, usually because it has elements of the first four qualities. These public spaces can be made more visually interesting by incorporating local art and greenery.

Goal CD-1: Facilitate the success of public places that foster community cohesiveness by ensuring well-designed and distinctive spaces that support activity and community interaction.

Policy CD-1.1

Provide community gathering places in recreation facilities and park sites, like Fircrest Park, Whittier Park, and the Gene Goodwin Tot Lot, throughout the city and encourage development of new community gathering places, especially in underserved areas of the community. Future redevelopment of Fircrest's mixed-use neighborhoods, especially those located in the Form-Based Code area, should explore opportunities for establishing new gathering places.

Policy CD-1.2

Preserve, develop, and enhance informal community gathering places, such as plazas, spaces within parks, and mixed-use centers that include local cafes and coffee shops with comfortable outdoor seating or all-season parklets. Future planning, especially for neighborhoods located on Regents Boulevard or within the Form-Based Code area, should explore opportunities for establishing new informal gathering places. This can be accomplished by:

- Requiring/providing seating opportunities with multi-seasonal amenities, such as canopies or other cover from the elements and heating during periods of cooler temperatures.
- Encouraging installation of art or water features.
- Installing outdoor plantings and other landscape features.
- Providing visual access to sites.
- Providing for active uses in the space.
- Promoting public-private partnerships and implementing incentives where appropriate to create public places, such as plazas in combination with outdoor cafes.
- In areas regulated by the City's form-based code, redevelopment proposals should establish green streets, squares, and other open spaces consistent with the adopted regulating plan.

Policy CD-1.3

Design and manage public places to encourage high levels of activity by including:

- Multiple entrances.
- Flexible spaces.

- Linear urban parks.
- Focal points that create activity throughout the space.
- A signature attraction that provides a compelling identity.
- Multi-seasonal attractions.
- Active management of space and activities.
- Way-finding signage and directions to other City landmarks.

Policy CD-1.4

Design and build Fircrest's public buildings and indoor/outdoor facilities to enhance their function as community gathering places. The Recreation Center at Fircrest Park, replaced in 2020, is an example of a public facility designed to be a community gathering place.

Policy CD-1.5

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

NEW *Policy CD-1.6*

Encourage collaboration between local or Indigenous artists and developers to create public art that respects, recognizes, and elevates Tribal or coast Salish art and voices.

NEW *Policy CD-1.7*

Strengthen existing businesses to protect them from incompatible neighbors and displacement using public financing where appropriate. Make information and technical assistance available for business expansion and job creation.

NEW *Policy CD-1.8*

Contribute to economic growth in areas with lower access to opportunity. Support the contributions of culturally and ethnically diverse communities in fostering local businesses.

Events and Community Building

Community cohesiveness can also be nurtured by community events, which provide an opportunity to help foster people's interest in getting to know the diverse cultures of the community and their neighbors and form friendships and collaborative networks. These events can also enhance awareness of diversity, cultural traditions, and Fircrest's heritage throughout the community. By providing or supporting community events, such as Fircrest Fun Days, the community Tree Lighting Ceremony, and the Car Show, as well as a variety of other public activities, the City serves as a conduit supporting these interactions and possible community building outcomes that can support a myriad of other objectives from disaster preparedness to economic vitality.

Goal CD-2: Promote activities and events that enliven public spaces, build community, and enrich the lives of Fircrest residents.

Policy CD-2.1

Provide links and support access to public spaces to encourage their use through such means as:

- Providing safe, shaded, and convenient pedestrian walkways.
- Providing bikeways.
- Developing nearby transit stops and other transit-supportive facilities.
- Designing for visual access to and from the site.
- Redeveloping arterials into complete streets.

Policy CD-2.2

Encourage and support a wide variety of community festivals or events, such as Fircrest Fun Days or the community Tree Lighting Ceremony, reflecting the diversity, heritage, and cultural traditions of the Fircrest community.

Policy CD-2.3

Facilitate the continued development and support of a diverse set of inter-generational recreational and cultural programs and organizations that celebrate Fircrest's heritage and cultural diversity, such as visual and performing arts, and an active parks and recreation program.

Policy CD-2.4

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



Entrances and Landmarks

People orient themselves with certain features that include unique public views, defined entries, and landmarks. These features also can set apart one community from another and are part of what defines the uniqueness of a place. Preserving key features like the Time and Temperature Clock, hanging baskets, and creating new ones can help define Fircrest and its neighborhoods.

Goal CD-3: Preserve and enhance key features and create new ones that can help define Fircrest and its neighborhoods.

Policy CD-3.1

Identify and establish distinctive gateways or entryways into the city, support neighborhood efforts to identify and maintain unique neighborhood entryways, and emphasize these locations with design elements, such as landscaping, signage, art, or monuments. Develop and enhance current gateway features at key entry points to the community, i.e., the intersections of Regents Boulevard and Orchard Street, Regents Boulevard and Mildred Street, Emerson and Orchard Street, Emerson Street and 67th Avenue West, 19th and Mildred Street, 19th and Alameda Avenue, and 19th and Orchard Street.

Policy CD-3.2

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

Policy CD-3.3

Prohibit new billboards and other large signs and use design review for new signage to avoid visual clutter and ensure design standards are met.

Policy CD-3.4

Encourage and require, when practicable, underground installation of utility distribution lines, to allow for a more focused view of buildings, landscaping, and open space areas. Use of underground lines should be required, when practicable, in accordance with rate, tariffs, and franchise agreements and/or regulations applicable to the serving utility. The City should work with utility providers, residents, and developers to find ways of funding the undergrounding of existing utilities.

Buildings and Site Design

There is a high expectation for quality design in Fircrest, exhibited by local guidelines, form-based codes, and design standards. Commercial, multi-family, mixed-use, civic, and traditional residential design projects receive a higher level of scrutiny than detached single-family homes. Generally, these projects are reviewed at an administrative level using the City's adopted design standards and guidelines, which may apply to specific locations or to types of uses.

In 2000, the City adopted generalized design standards and guidelines that apply to commercial and other types of development. These were supplemented by detailed design standards and guidelines for multi-family development in 2015. In 2020, the City adopted a

form-based code that applies to mixed-use zones located within the 19th and Mildred area to support an anticipated transit village with future light-rail station. The City may consider expanding the scope of this code to apply to an expanded geographic area including nearby multi-family areas and portions of Regents Boulevard.

Goal CD-4: Adopt and implement form-based codes and design standards and guidelines that will achieve design excellence, desired urban form, and community design goals consistent with community members' preferred design parameters.

Policy CD-4.1

Implement the adopted Form-Based Codes and design standards and guidelines to guide development. Consider adopting additional form-based codes that would apply to Neighborhood Commercial areas on Regents Boulevard and the City's medium- to high-density multi-family areas to achieve unique, high-quality built environments in each area.

Policy CD-4.2

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

- Development that exhibits the highest standards of urban design, architecture, and landscaping at the transect scale of neighborhood, block, lot, and building.
- An increased focus on the design of the public realm - the public space defined by the exterior of buildings and the surrounding streets and open space.
- A human-scale design that creates a pleasant walking environment for all ages and abilities. Buildings should provide "eyes-on-the-street".
- Elements of design, proportion, rhythm, and massing that are desirable and appropriate for proposed structures and the site.
- Places and structures in the city that reflect the uniqueness of the community and provide meaning to its residents.
- Building scale and orientation that are appropriate to the site.
- The use of high-quality and durable materials, as well as innovative building techniques and designs.
- The use of environmentally friendly design and building techniques, such as LEED, for the construction or rehabilitation of structures.
- Minimization of negative impacts, such as glare or unsightly views of parking.
- Incorporation of historic features whenever possible.
- A design that fits with the context of the site, one that is sensitive to its surroundings and reflective of natural features and existing design and scale.

Policy CD-4.3

Design and build Fircrest's civic buildings in a superior way and with high-quality materials to serve as innovative and sustainable models for the community.

Policy CD-4.4

Encourage the use of building and site design techniques consistent with the National Crime Prevention's Crime Prevention through Environmental Design (CPTED) guidelines to:

- Distinguish between publicly accessible open space and private open space.
- Provide vandal-resistant construction.

- Provide opportunities for residents and workers to view spaces and observe activities nearby.
- Reduce or eliminate “unclaimed” areas, such as unmaintained easements between fence lines and street or trail right-of-way.

Policy CD-4.5

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

- Encouraging thoughtful landscape and building design that minimizes impacts on natural systems.
- Using innovations in public projects that improve natural systems.
- Preserving and enhancing key areas of open space.
- Requiring the preservation, maintenance and installation of new street trees and other vegetation in accordance with the City’s design standards and guidelines, and landscaping requirements.
- Incentivizing high performing energy and environmental standards for new development.
- Encouraging green stormwater and low impact development infrastructure to manage stormwater and help prevent flooding during large precipitation events.

Policy CD-4.6

Encourage design and installation of landscaping that:

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



Street and Pathway Linkages

Streets can be more than just a means of getting from one point to another. They can define how the city is viewed as one passes through and create a sense of uniqueness. Elements of street design, such as width, provisions for transit or bikes, pavement treatments, and street-side vegetation, affect the quality of a traveler's trip and sense of place. These design elements also can affect the behavior of motorists, such as their speed, their decisions to yield or take the right-of-way, and the degree of attention that is paid to pedestrians, bicycles, and other vehicles. Linear urban parks that incorporate pathways and complement the street system can create a park-like setting for the community. Indeed, this is not a new concept – it is something that the original developers of Regents Park attempted to do in 1925.

Goal CD-5: Design streets to distinguish Fircrest from neighboring communities.

Policy CD-5.1

Promote the conversion of arterial streets originally designed primarily to move motor vehicles quickly to complete streets that support safe and convenient access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities, within uniquely designed corridors that are visually differentiated from arterial streets in adjacent cities. Coordinate with Tacoma and University Place in redesigning arterials shared with Fircrest when opportunities arise for complete street conversions, such as in the Form-Based Code area.

Complete streets in Fircrest may include a mix of design elements including sidewalks, bike lanes, special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, curbside parking, and other traffic calming elements.

Policy CD-5.2

Design complete streets that result in active urban streets, accessible public spaces, and safe and convenient linkages for all users, especially within the Form-Based Code area and along Regents Boulevard.

Policy CD-5.3

Use distinctive design elements to create unique identities for mixed-use areas, like the Form-Based Code area and Regents Boulevard, such as:

- Specially designed landscape.
- Unique crosswalk treatments and frequent crosswalks.
- Sidewalk design that supports a mix of commercial, residential, and other uses and activities such as outdoor café service.
- Placemaking materials and accessories, such as seating and wayfinding elements.
- Art elements.
- Pedestrian-scale lighting.

Policy CD-5.4

Prioritize historically underserved communities while designing and creating trails, urban linear parks, sidewalks, bikeways, and paths to increase physical activity and connectivity for people by providing safe, direct, or convenient links between the following:

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

Urban Forest Management

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

- Provides opportunities to develop neighborhood and community partnerships that benefit the participants physically, sociologically, and psychologically.
- Can lessen the impacts of drought, tree diseases, insect pests, construction, storm damage and stormwater runoff.
- Benefits the entire community economically, aesthetically, and ecologically.

- Supports the conservation, protection, and enhancement of Fircrest’s watershed and the Puget Sound, and promotes the health of fish habitat.
- Has a positive effect on surrounding businesses and residences and people’s sense of place and well-being.



Goal CD-6: Plan, manage, and preserve a healthy urban forest that increases carbon sequestration in Fircrest and reflects community urban design goals by establishing effective programs, practices, landscaping standards, and guidelines.

Policy CD-6.1

Require landscaping with a drought-tolerant native plant component (trees, shrubs, and groundcovers) to be installed with new construction and substantial alterations of existing structures, parking areas, streets, and sidewalks.

Policy CD-6.2

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

Policy CD-6.3

Complete an Urban Tree Canopy Report to catalogue existing assets for tree management. Use the report data as a basis to modify development standards for tree removal during development. Track and manage tree removal and replanting using GIS software.

Streetscape Landscaping

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

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

Goal CD-7: Achieve community and urban design goals through the preservation, installation and maintenance of street trees and other landscaping in accordance with the City's adopted street tree list, landscape regulations, and [applicable design standards and guidelines](#).

Policy CD-7.1

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



Residential Design

Today, factors such as an aging population, changes in family size and composition, changing housing needs, and regional housing supply shortages are influencing changes in the social and economic residential fabric. These changes could greatly influence the residential urban design of Fircrest's community. As such, it is important that the City guide future residential development and design in a manner that will be compatible with, and build upon, the assets of existing neighborhood design.

Goal CC-8: Support residential infill development and redevelopment that responds to local preference and demand for innovative, high-quality housing that is sensitive to surrounding residential areas, and that supports community design goals and objectives.

Policy CD-8.1

Periodically review and update form-based codes, design standards and guidelines, and other zoning provisions that apply to mixed-use development, multi-family redevelopment, and single-family infill housing to assess their effectiveness in accomplishing design objectives and community design goals, and to assess the extent to which they successfully respond to neighborhood compatibility issues and concerns.

Policy CD-8.2

Consider expanding the applicability of its form-based codes to medium- and high-density multi-family zones to better ensure a high-quality public realm, design excellence, and neighborhood compatibility.



Historic Resources

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

Fircrest has a rich history but very few "surviving" historic structures and identified cultural and archaeological sites. Nonetheless, the community takes pride in its shared heritage and history. The City of Fircrest has maintained photographs and other historic records that date back to the beginnings of the community in 1907, well before its incorporation in 1925. Public projects can help foster this connection and build community awareness by incorporating elements of Fircrest's history into design features.

Goal CD-9: Support the preservation and active use of cultural and historic resources to enhance Fircrest's quality of life, economic vibrancy, and environmental stewardship.

Policy CD-9.1

Encourage and incentivize the preservation, restoration, and appropriate adaptive reuse of historic properties to serve as tangible reminders of the area's history and cultural roots. Utilize the SEPA review process to consider mitigating impacts of demolishing historical buildings to salvage historic components such as doors or windows.

Policy CD-9.2

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

Policy CD-9.3

Actively pursue grant funding to create a historic registry of properties within the City along with a GIS layer database. Establish an ongoing process of identification, documentation, and evaluation of historic properties' historical and cultural significance and the extent to which it has maintained its integrity. Property evaluation forms, deed documents, news articles, and other information may all be used to evaluate a property. Maintain and update the historic property inventory as new information arises to guide planning and decision making, as well as to provide reference and research material for use by the community.

Policy CD-9.4

Encourage nomination of historic resources that appear to meet Historic Landmark criteria by individuals, community groups, and public officials. A Historic Landmark designation is the most common method to identify which historic and cultural resources to protect. Designation of a property can occur at four levels: local, county, state, or national. Pierce County, the State of Washington, and the United States – through the United States National Park Service (Secretary of the Interior)–all maintain registers of Historic Landmarks. The City of Fircrest has not established a local historic landmark register.

Policy CD-9.5

Encourage restoration and maintenance of historic properties through code flexibility, fee reductions, and other regulatory and financial incentives. Incentives actively encourage both preservation of existing structures and restoration of structures to resemble the original style and setting more closely. Historic resources reflect a use of certain materials, an architectural style, or an attention to detail.

Policy CD-9.6

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

Policy CD-9.7

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

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

Policy CD-9.8

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

Policy CD-9.9

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

- Brochures and plaques.
- Online information.
- Educational efforts to foster public awareness of Fircrest's history.
- Time capsules at public facilities.
- Awareness and outreach during Fircrest's centennial celebration in 2025.



Community Life

Community life can be influenced over time by how well a community supports its residents – in terms of supporting educational opportunities, the provision of care facilities, public participation, and sensitive pricing of fees and charges for services offered to those who may have limited physical, mental, or financial abilities.

Goal CD-10: Encourage programs and practices that foster a sense of community and enrich residents' lives.

Policy CD-10.1

Coordinate with Tacoma and University Place School Districts and Tacoma Community College to ensure that Fircrest residents are provided High-quality, diverse, and satisfying educational

opportunities. Continuing education programs for adults should be encouraged as well as educational programs for college students and children.

Policy CD-10.2

Encourage the establishment of high-quality childcare and adult care facilities/adult family homes and ensure locally focused essential services are equitable and available for working households. Prioritize locating childcare facilities that offer after school care in the vicinity of schools to increase the safety of children.

Policy CD-10.3

Create city programs that encourage and facilitate the sharing of the talents, skills, and abilities of Fircrest's residents with other members of the Fircrest community.

Policy CD-10.4

Encourage new residents to participate in Fircrest's community life and to fully integrate into the community.

Policy CD-10.5

Consider the special requirements of small children, the elderly, disabled persons, and other potentially disadvantaged persons when making decisions concerning utility fees and rates, licensing fees, park and recreation programs and fees, facility projects, City programs, development projects, and other matters that may affect the quality of life in Fircrest for those who may have limited physical, mental, or financial ability.





Figlio Middle School

DRAFT

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LAND USE

III. LAND USE

INTRODUCTION

The Land Use Element is designed to help Fircrest achieve its vision for a city that has gracefully accommodated growth and change, while ensuring that the community's high-quality of life and cherished are retained. The Land Use Element provides the basis for planning for anticipated growth, including needs for transportation, parks and open space, and other public facilities and services to serve future growth. The pattern of uses that make up Fircrest helps support the community's long-term vision and goals by describing locations where development is appropriate. Additional information, including the land use inventory, can be found in Appendix A.

STATE PLANNING CONTEXT

Growth Management Act (GMA)

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

"A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, public utilities, public facilities, and other land uses. The land use element shall include population densities, building intensities, and estimates of future population growth. The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies. Where applicable, the land use element shall review drainage, flooding, and stormwater runoff in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound."

REGIONAL PLANNING CONTEXT

Vision 2050 Multicounty Planning Policies (MPPs)

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

The MPPs provide guidance for implementing Puget Sound Regional Council's VISION 2050 Regional Growth Strategy. This strategy is a preferred pattern for accommodating a significant share of the region's residential and employment growth within a number of regional centers. It is designed to minimize environmental impacts, support economic prosperity, improve mobility, and make efficient use of existing infrastructure. The strategy promotes infill and redevelopment within urban areas to create more compact, walkable, and transit-friendly communities.

Pierce County Countywide Planning Policies (CPPs)

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

The CPPs are intended to provide guiding goals, objectives, policies, and strategies for the subsequent adoption of comprehensive plans. CPPs that offer guidance for development of the Land Use Element include ones that address Buildable Lands, Community and Urban Design, Economic Development and Employment, Health, Healthy Communities, and Healthy Community Planning, and Urban Growth Areas.

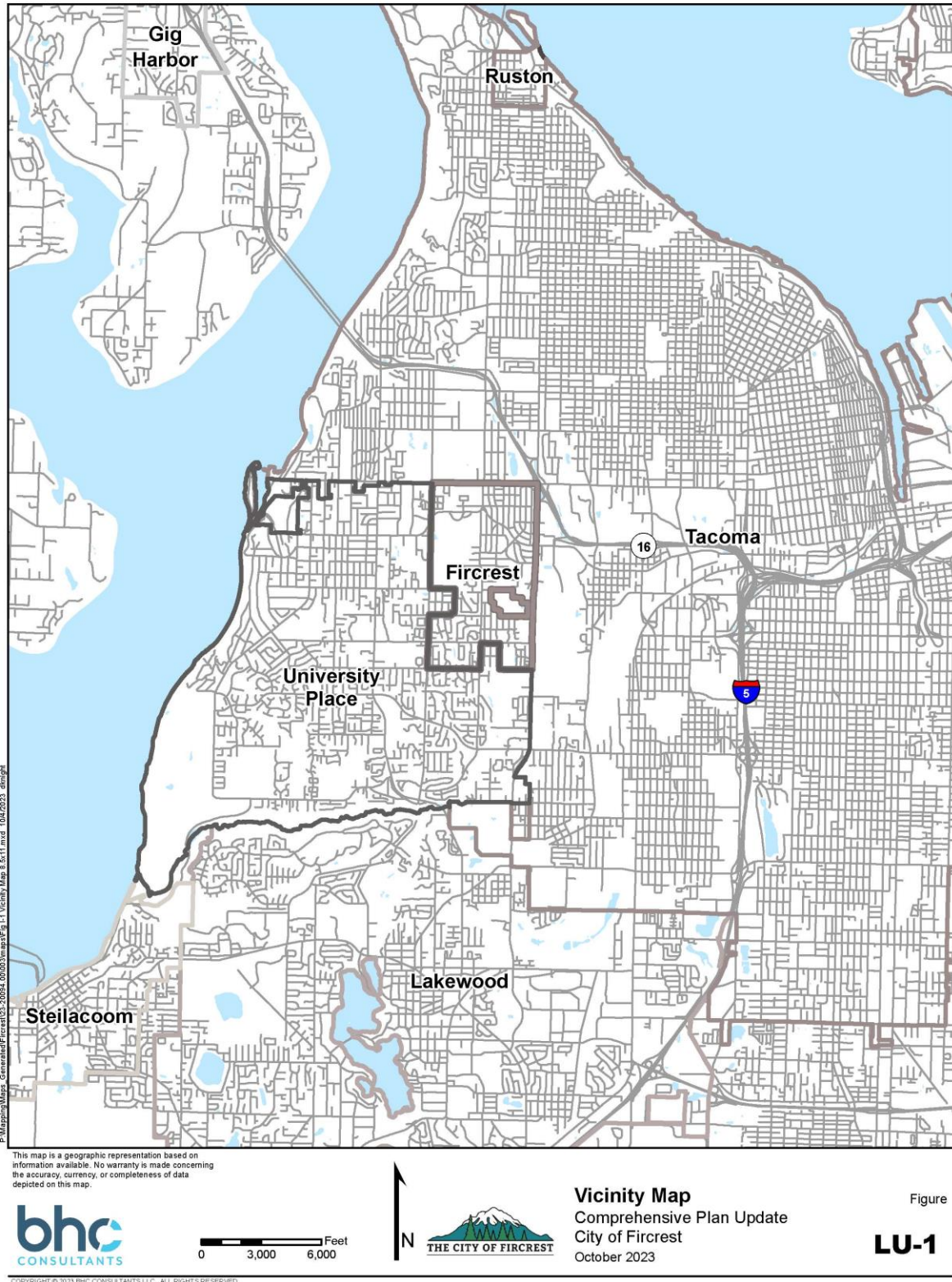
LOCAL PLANNING CONTEXT

As identified through the plan's outreach and visioning, community members value the existing low-scale residential uses, their Community Center and parks, tree canopy, and have indicated desire for more places to gather, whether it be a public amenity or use or private retail opportunities. Simultaneously, community safety, particularly when it comes to road safety and traffic, were a large concern.

The goals and policies must also consider the fact that Fircrest operates within a wider region. With high regional growth and demand for housing, the planned light rail coming to Tacoma Community College (TCC), and the resulting increase in land values, the Land Use Element's goals and policies must balance the desired community design characteristics while ensuring that Fircrest remains attainable and accessible for its existing residents and future families who choose to move to the City.

The goals and policies established in this Element intend to find a balance between ensuring land uses provide for and maintain the types of uses that community members value, provide land use design that encourages community safety, and recognizes the need for growth management and the addressing any potential displacement pressures through land use policies.

Figure LU-1 Vicinity Map



GOALS AND POLICIES

This Element contains the land use goals and policies for the City of Fircrest. The following goals establish broad direction for land use, while the policies provide more detail about the outline steps needed to meet the intent of each goal. Goals may be preceded by an initial statement that provides an intent or purpose for the goal.

Growth Management

The following goals are consistent with Washington's Growth Management Act, Vision 2050, Pierce County CPPs, and Fircrest's Vision. These goals include encouraging efficient development in urban areas to retain open space, providing a variety of housing types and sustainable economic growth, focusing population and employment growth in cities, ensuring that public facilities and services are adequate, and investing in transportation to support planned land use and to provide travel choices.

Goal LU-1: Provide sufficient land area and densities to meet Fircrest's projected needs for housing, employment and public facilities while focusing growth in appropriate locations.

Policy LU-1.1

Ensure that development regulations, including form-based codes and density, land use, and site development standards, provide for achievement of Fircrest's preferred land use pattern and urban form.

Policy LU-1.2

Manage growth so that delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment. Allow new development only where adequate public facilities and services can be provided.

Policy LU-1.3

Encourage development of both public and private lands in Fircrest that provides long-term benefit to the community using techniques such as green building and green infrastructure. Incentivize green building techniques and certification for new development where possible and encourage retrofits to existing buildings to improve energy efficiency.

Policy LU-1.4

Provide an appropriate level of flexibility through development regulations to promote efficient use of buildable land. Balance this flexibility with other community goals and the need for predictability in decision making. Achieve this through implementation of form-based codes, through measures such as clustering that preserve open space, and by considering administrative variances for minor variations.

Policy LU-1.5

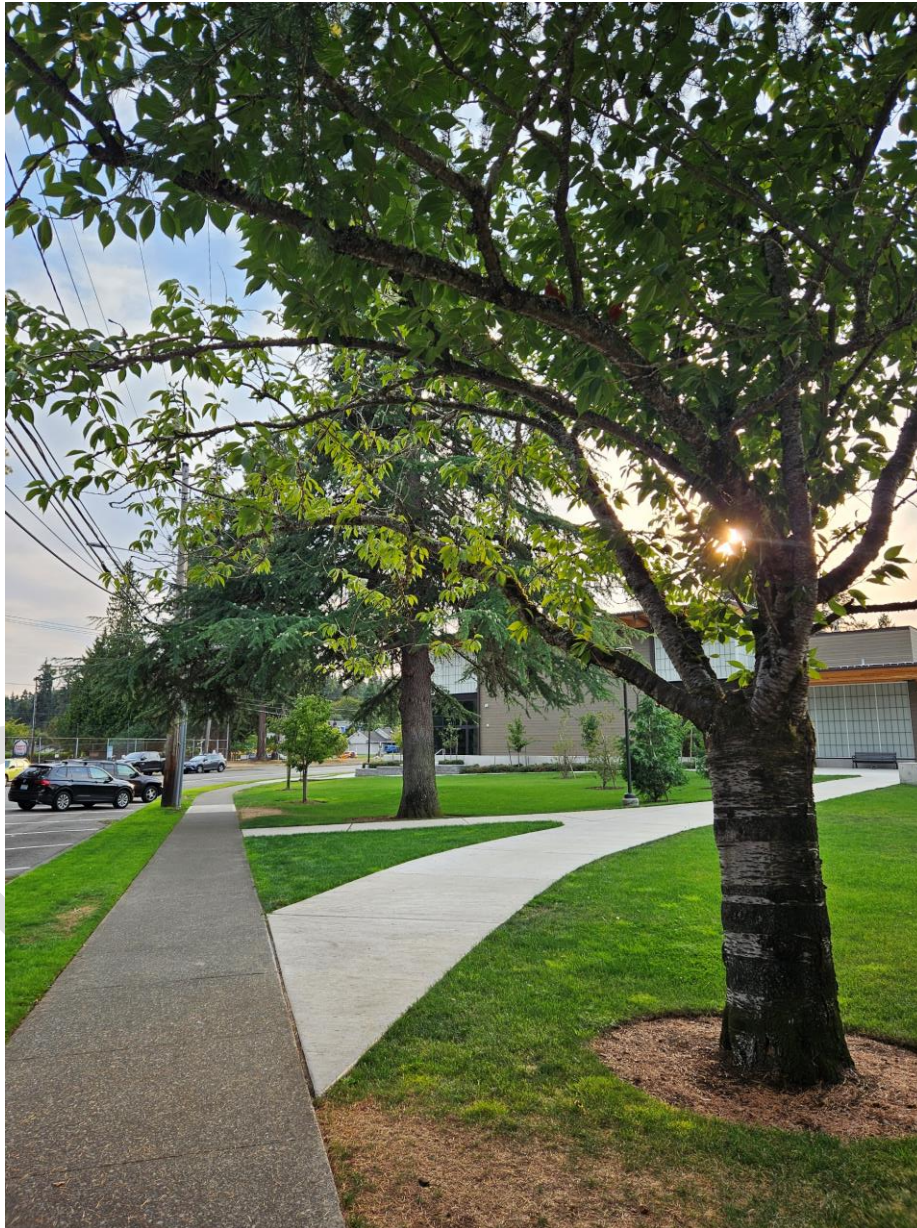
Encourage infill development on suitable vacant parcels and redevelopment of underutilized parcels. Ensure that the height, bulk, and design of infill and redevelopment projects are supportive of the public realm and compatible with their surroundings.

Policy LU-1.6

Support opportunities for shops, services, recreation, and access to healthy food sources within walking or bicycling distance of homes, workplaces, and other gathering places, while prioritizing historically underserved communities.

Policy LU-1.7

Encourage land uses and designs that encourage modes of travel other than driving alone, such as walking, bicycling and transit, and provide connections to the nonmotorized system.



Land Use Compatibility

Retaining and enhancing Fircrest's high-quality of life is important to the Fircrest community. Many uses can enhance the community's scale and assets if designed and developed well.

However, some activities such as noise or fumes may create impacts which adversely affect other uses. Fircrest's overall policy is to minimize adverse impacts on sensitive, lower intensity uses, such as residential uses, while fostering uses that contribute to community members' health and well-being.

Goal LU-2: Guide future growth and development to protect and enhance the City's quality of life, scale, and compatibility with existing community fabric.

Policy LU-2.1

Refine and maintain development regulations that promote compatibility between uses, retain and enhance desired neighborhood scale and a human scale public realm, ensure adequate light, air and open space.

NEW LU-2.2

Encourage land uses that protect and improve overall environmental quality and mitigate potential impacts on public facilities and services. For example, such uses may include those that reduce impervious surface areas, building intensities, and include high-quality landscaping and active transportation options.

Policy LU-2.2

Through development regulations, promote high-quality residential designs that complement Fircrest's existing residential scale while also promoting residential uses that meet differing household needs and incomes. Examples may include:

- Providing variety in building and site design and visually appealing streetscapes in residential developments of several dwellings or more.
- Minimizing significant impacts, such as loss of light or privacy, from large residential infill buildings on adjacent residents.
- Promoting compatibility with Fircrest's residential neighborhoods and avoid an appearance of overcrowding when rezones will increase residential development capacity or when density bonuses or flexibility in site standards are utilized.
- Emphasizing features existing single-detached dwellings, such as pitched roofs, single points of entry and substantial window trim, as part of missing middle housing.

Policy LU-2.3

Promote compatibility between land uses by minimizing uses with adverse impacts, including as noise, vibration, smoke, and by providing effective transitions between land uses. This can be achieved through gradually stepping up building heights, screening, and increased landscaping buffers.

Community Facilities and Services

A well-functioning community depends on the availability of and equitable access to a variety of community facilities and services. Schools, libraries, and facilities for enjoying recreation and art are essential to the social and cultural vibrancy of the community. The health of the community depends on the availability of safe drinking water, adequate wastewater collection,

sustainable stormwater management, a coordinated public safety system, access to healthy food, and opportunities for active living.

Goal LU-3: Provide community facilities and services commensurate with the needs of the community.

Policy LU-3.1

Provide needed facilities that serve the public such as facilities for education, libraries, parks, culture and recreation, police and fire, transportation, and utilities.

NEW Policy LU-3.2

Ensure that these facilities are located in a manner that is compatible with the Future Land Use Map. When facilities are not provided within the community, provide alternative means of support for their services.

NEW *LU-3.3*

Prioritize providing access to a public library, through either partnership with the City of Tacoma or Pierce County library system, or by identifying opportunities to establish a local Fircrest library.

Policy LU-3.4

Incorporate consideration of physical health and well-being into local decisions through locating, designing, and operating public facilities. Examples of this include facilities that:

- Use building and development practices that provide long-term benefit to the community.
- Encourage walking and bicycling access to public facilities.
- Support creation of community gardens on public open space in accessible locations throughout Fircrest.
- Provide tools such as educational and demonstration programs that help foster a healthy environment, physical activity and well-being, and public safety.



Future Land Use Designations

The Future Land Use Map (Figure LU-2) establishes the City’s preferred land use pattern by designating Land Use Designations. These designations provide a framework for guiding development consistent with the City’s vision, goals, objectives, and policies. The purpose and intent of each designation, and the general types of uses allowed in each designation, are provided in the section of the Land Use Element following the goals and policies.

Goal LU-4: Ensure that decisions on land use designations and zoning are consistent with the City’s vision, goals, objectives, and policies as articulated in the Comprehensive Plan and consider GMA goals regarding urban growth, sprawl, property rights, permits, economic development, and open space and recreation.

Policy LU-4.1

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

- Whether development will be directed away from environmentally sensitive areas and other important natural resources and in a way that minimizes impacts on natural resources.
- The adequacy of the existing and planned transportation system and other public facilities and services.
- Projected need and demand for housing types and commercial space.
- The balance between the amount and type of employment in Fircrest and the amount and type of housing in Fircrest.
- Suitability of an area for the proposed designation or zone.
- Opportunities to separate potentially incompatible uses by topography, buffers, zoning transitions or other techniques.
- The regional effects of the growth on Fircrest’s adjacent neighbors within Pierce County.

Policy LU-4.2

Apply zone classifications and overlays consistent with the Plan Map land use designations, as shown in Table LU-1.

Table LU-1 Future Land Use Designations

Plan Map Land Use Designation	Consistent Zone Classifications and Overlays
Low Density Residential	Residential-4 Residential-6
Low Density Residential - Conservation	Residential-4-C
Medium Density Residential	Residential-8
Medium Density Residential - Traditional Community Design	Residential-10-TCD

Plan Map Land Use Designation	Consistent Zone Classifications and Overlays
High Density Residential	Residential-20; Residential-30
Parks, Recreation and Open Space	Park, Recreation and Open Space Golf Course
Neighborhood Commercial	Neighborhood Commercial Neighborhood Office
Mixed-Use	Mixed-Use Neighborhood Mixed-Use Urban
Public and Quasi Public Facilities	All districts

Residential Land Use

Fircrest community members treasure their neighborhoods and the characteristics that make each one unique and special. Many community members value safety, quiet, friendliness, attractiveness, and a feeling of connection to their neighborhood and to the community. The following goals and policies provide general guidance for development in residential areas, including density, allowed uses, and development standards.

Goal LU-5: Achieve a mix of housing types and densities, maintain attractive and healthy residential neighborhoods, and guide new housing development into appropriate areas.

Policy LU-5.1

Accommodate and encourage a wide range of housing types to meet the needs of community members through various life stages.

Policy LU-5.2

Expand housing choices, such as missing middle housing, to enable residents to remain living in the community as their housing needs or preferences change over time, and to attract new residents to the community.

Policy LU-5.3

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

Policy LU-5.4

Allow manufactured homes in low density residential areas, subject to applicable federal and state siting requirements and local health and safety regulations.

Policy LU-5.5

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

Policy LU-5.6

Encourage innovation in site and building design in and adjacent to critical areas in accordance with Comprehensive Plan goals and policies. For example, clustering of units outside of critical areas and associated buffers may be permitted provided that overall density of a site does not exceed the maximum allowable dwelling units per acre. Appropriate buffering, design features, and amenities must be included in all innovative designs.

NEW Policy LU-5.7

Enhance and complement the existing human scale of residential neighborhoods.

Revised for CPP TR-12.1 Policy LU-5.8

Support the development of transit and multimodal hubs by implementing the Form-Based Code and mixed-use uses to achieve increased residential density near arterials and transit hubs, for example the Form-Based Code area, to accommodate expected population and employment growth.

Policy LU-5.9

Ensure residential infill development is compatible with surrounding development in terms of scale, form, relationship to the street, and other design elements. Buffers, landscaping, and building design and placement should blend with the neighboring community to enhance the transition between different densities and land uses. Multi-family design standards and guidelines should be implemented to support this objective.

Policy LU-5.10

Encourage home occupations that are compatible with the surrounding residential area to expand local economic opportunities for Fircrest's residents.



Commercial Land Use

Commercial areas provide for the development and operation of retail and service businesses in support of community needs. Well-designed and -located commercial developments enable people to walk to a nearby restaurant or to park once and shop at several businesses. Good design and location are also important to providing transit service, avoiding conflicts with nearby uses, reducing traffic problems, and providing for easy delivery and pickup of goods. Encouraging small-scale commercial areas near residential areas can reduce the distance people have to travel for frequently purchased goods and services.

Goal LU-6: Achieve a mix of commercial land uses that serve the needs of the City's residents, businesses and visitors while protecting and enhancing the uniqueness of Fircrest's residential neighborhoods.

Policy LU-6.1

Design new and redeveloped commercial and mixed-use buildings and neighborhoods to achieve community goals for attractive streets, public spaces, and pedestrian amenities.

Policy LU-6.2

Encourage the development of new businesses and expansion of existing businesses to help meet the retail and service needs of Fircrest's residents. Recruit new businesses to the City to expand and diversify the City's employment base.

Policy LU-6.3

Encourage environmentally clean, non-polluting businesses through the implementation of performance standards that mitigate potential environmental and health impacts. Commercial uses that have minimal impact on adjacent areas shall be preferred over higher impact uses when located immediately adjacent to residential land uses.

Policy LU-6.4

Discourage the expansion of linear commercial "strips", and support pedestrian-oriented development instead. Buildings and off-street parking should be sited to enhance the public realm and streetscape, achieving pedestrian-orientated site design. Parking should be located to the rear or side of buildings. Buildings should have an obvious pedestrian entrance, pedestrian-level windows, weather protection, and architectural details and pedestrian-scale signage on the street.

Policy LU-6.5

Where possible, prevent automobile-oriented businesses such as restaurants with drive-up windows in neighborhood commercial areas. Reduce the negative impacts of businesses providing delivery services in these areas through development regulations.

Policy LU-6.6

Enable existing automobile-oriented businesses, such as restaurants with drive-up windows, to continue to operate or be modified in mixed-use areas subject to compliance with design standards and guidelines intended to minimize impacts on neighboring properties. Site design for such businesses should consider the safety of motorists, bicyclists, and pedestrians on the streets, shoulders, and sidewalks adjacent to the business driveways to avoid conflicts. For instance, site design should ensure safe and convenient pedestrian access separate from drive-up access that does not require the pedestrian to cross drive-up facilities to reach the pedestrian entry. Prohibit additional drive-through facilities in mixed-use areas.

Policy LU-6.7

Improve the visual appearance of commercial areas through public and private measures for beautification, implementation of design strategies, maintenance, and streetscape improvements. Commercial and mixed-use buildings should conform to form-based codes and design standards and guidelines to achieve urban design objectives and ensure architectural compatibility with surrounding neighborhoods. Commercial rehabilitation, development, or redevelopment occurring in an area with historic significance should be sensitive to the historic fabric of the area. New commercial and mixed-use development should incorporate landscaping, seating, and other pedestrian-supportive amenities to provide pleasant and comfortable resting, socializing, and picnicking areas for employees and shoppers.

Policy LU-6.8

Require high-quality, safe, and contiguous facilities for pedestrians, bicyclists, disabled persons, and users of the public transit services for new commercial and mixed-use development. Design commercial and mixed-use development to provide connections, both vehicular and pedestrian, to adjoining sites to reduce personal automobile trips. Incorporate sidewalks and internal pathways to enhance pedestrian circulation.

Policy LU-6.9

Coordinate with public transit providers to ensure land uses both foster and are served by transit service, particularly to mixed-use and neighborhood commercial areas.

Policy LU-6.10

Implement maximum automobile parking standards for various types of commercial development. Encourage Transportation Demand Management through shared parking facilities that complement hours of operation of different businesses.

Policy LU-6.11

Ensure parking areas include plantings of vegetation that reduce visual impact through effective screening and the establishment of a substantial tree canopy. Form-based codes and design standards that strongly encourage the placement of parking to the side or rear of buildings and ingress/egress loading through alleys should be implemented. Parking facilities should conform to the parking-related policies of the Transportation Element.

Policy LU-6.12

Concentrate commercial uses in locations that best serve the community, complement stable residential areas, and are attractive to private investment.

Policy LU-6.13

Encourage a mix of retail, office, service, and residential uses in mixed-use and neighborhood commercial areas.

Policy LU-6.14

Encourage the redevelopment of vacant and underutilized sites to the highest and best use allowed under the City's development regulations. Prioritize infill development and the expansion of existing facilities.

Policy LU-6.15

Encourage culturally enriching uses such as libraries, bookstores, galleries, museums, and theaters in mixed-use areas.

Policy LU-6.16

Protect residential areas and public gathering places such as parks, schools and churches, and neighborhood commercial areas from the negative impacts of “adult” business and entertainment establishments.

Essential Public Facilities

Essential public facilities of a local, statewide, or regional nature may range from schools and fire stations to jails, work release facilities, state prisons, airports, and sewage treatment facilities. Some public facilities are controversial and difficult to site because of real and/or perceived impacts. The GMA requires that local comprehensive plans include a process for identifying and siting essential public facilities. The City of Fircrest does not have any existing essential public facilities within its incorporated boundary and does not anticipate the addition of essential public facilities in the near future.

Goal LU-7: Allow essential public facilities in locations appropriate for the services provided and the people served, and where they fit in with the natural features of the surrounding development, land, and vegetation.

Policy LU-7.1

Administer a process to site essential public facilities that is consistent with the Growth Management Act and Countywide Planning Policies and that adequately considers impacts of specific uses.

Policy LU-7.2

Enable small public facilities intended to serve a few neighborhoods, such as neighborhood parks, drainage facilities, and electric transformer boxes within a neighborhood.

Policy LU-7.3

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

Policy LU-7.4

Site public facilities that have service areas extending substantially beyond the city boundaries at a location appropriate to meet the transportation needs of the users of the facilities. Locate facilities that generate a significant amount of truck, automobile, or foot traffic along arterial streets and convenient to public transit facilities. School facilities should be given flexibility to locate on non-arterial streets. Require developers of these facilities to make infrastructure improvements to support the facilities, which may include street construction, signage, sidewalks, streetlights, bus shelters, benches, parking, bicycle racks, utility lines, and similar improvements.

Policy LU-7.5

Seek mitigation of disproportionate financial burdens resulting from the siting of essential public facilities in Fircrest. Provide accompanying facilities or programs with clear community benefits alongside any federal, state, regional, or county facilities that may impose a detrimental effect on Fircrest if located within the city.

Policy LU-7.6

Require clear justification from federal, state, regional, and county agencies proposing to locate facilities in Fircrest. Explore alternate sites outside of Fircrest through a cooperative inter-jurisdictional approach. If the final site selected is within Fircrest, the site shall be consistent with the provisions of all Fircrest's Comprehensive Plan elements and development regulations.

Policy LU-7.7

Site, design, and buffer all public facilities to fit in harmoniously with the surrounding neighborhood and to conform with the provisions of the urban landscaping and environmental goals and policies of this Comprehensive Plan. Special attention should be given to minimizing the noise, light, glare, dust, and traffic associated with essential public facilities.

Policy LU-7.8

Process proposals for public facilities that are not difficult to site using the minimum permitting procedures required to ensure the facilities conform with the goals and policies of this Comprehensive Plan while providing adequate opportunity for public input.

NEW Policy LU-7.9

Consider future climate conditions during the siting and design of capital facilities to ensure they function as intended over their planned life cycle. Site essential public facilities outside of the 500-year floodplain.

Light Industrial Land Use

Light industrial businesses can supply employment opportunities and services for the greater Fircrest community and region. Historically, few properties in Fircrest have supported industrial uses, with the notable exceptions being two sites that hosted industrial activities on Mildred Street. Today, few if any opportunities exist to accommodate light industrial uses on a moderate to large scale. On a smaller scale, however, opportunities exist within Fircrest to support the maker movement, an umbrella term for independent inventors, designers, and technology.

Goal LU-8: Provide for limited light industrial land uses within appropriate locations.

Policy LU-8.1

Support incubator or start-up small-scale light industrial uses in appropriate locations within the mixed-use areas. Support activities pursued by individuals that fit under the maker movement umbrella in appropriate locations while ensuring that sensitive land uses located near such businesses are protected from potential impacts.

Policy LU-8.2

Separate light manufacturing uses that create impacts from incompatible uses, such as creating buffers or zoning that enables transitions from more intensive to less intensive uses. During site

plan review, consider potential adverse impacts on nearby uses due to manufacturing operations.

Countywide Center

The northwest corner of Fircrest, which includes the Form-Based Code area, contains the community's most intensively developed concentration of land uses, including retail, office, service, and restaurant uses, and multi-family neighborhoods. This area was approved as a Center of Local Importance (CoLI) by the Pierce County Regional Council (PCRC) in 2015. The city's largest undeveloped tract of land planned and zoned for mixed-use development, is located within this center.

In 2019, the City of Fircrest applied to the PCRC to have a portion of the Northwest Fircrest CoLI re-designated as part of the 19th and Mildred Countywide Center with the City of University Place and the City of Tacoma. This Countywide Center is bisected by Mildred Street West, which runs north-south, and by South 19th Street, which runs east-west. The joint center includes Tacoma Community College, the Narrows Plaza, which is part of University Place, and James Center, a Tacoma mixed-use center. In addition, the Tacoma Community College Transit Center is a centrally located multi-modal facility currently serving Pierce Transit and Sound Transit. This location is planned to be the future terminus for the ST3 Link Light Rail Extension.

The 19th and Mildred Countywide Center will allow complementary planning as it accommodates much of the community's planned commercial and residential growth over the next 20 years.

Goal LU-9: Ensure that the 19th and Mildred Countywide Center will be Fircrest's priority location for accommodating growth as laid out under VISION 2050 and the Pierce County Countywide Planning Policies. The Center supports a high intensity mix of business, residential, cultural, and recreational uses that may operate during daytime and nighttime hours and provide a sense of place and community.

Policy LU-9.1

Review form-based codes, development standards, design guidelines, level of service standards, public facility plans, and funding strategies to ensure they support focused development within the 19th and Mildred Countywide Center.

Policy LU-9.2

Recognize the 19th and Mildred Countywide Center in all relevant local, regional policy, planning, and programming forums, such as SSHA3P and Thriving Communities.

Policy LU-9.3

Leverage local, regional, state, and federal agency funding for needed public facilities and services within the 19th and Mildred Countywide Center. Prioritize this center for multi-modal transportation projects that will increase mobility to, from, and within this center.



Environmental Quality

Sensitive management of land uses and development and redevelopment projects is essential for preserving and improving the natural, as well as built, environment.

Goal LU-10: Guide land uses and development and redevelopment projects to preserve and improve the natural environment as well as the built environment and protect development from climate change impacts.

Policy LU-10.1

Support the development of green infrastructure to improve the capacity of and complement the services provided by the City's natural systems as future land use becomes more intense to accommodate growth. Recognize green infrastructure as a capital and public asset that can increase water and air quality, sequester carbon, provide habitat, and reduce flooding risk. Support efforts to reserve, enhance and expand the community's inventory of green infrastructure. Examples of strategies include:

- Natural areas, such as critical areas and portions of public lands that are monitored and maintained by community stewards.
- Trees.
- Community gardens.
- Rain gardens and other natural stormwater management facilities.
- Native growth protection habitat areas.

Build or support the building of facilities that mimic natural systems to improve the capacity of, and complement the services provided by, the city's natural systems. These facilities can also include such structures as constructed wetlands, rain gardens, and green roofs. The city and the community may support green infrastructure through a combination of green

development techniques and preserving environmental assets into the future as land use becomes more intense to accommodate growth.

Policy LU-10.2

Enforce standards that will achieve environmentally sensitive development when it occurs within and adjoining critical areas, natural buffers, and areas designated as open space.

Policy LU-10.3

Size and categorize wetlands with respect to their natural features rather than with respect to city boundaries. Wetlands that are contiguous across jurisdictional boundaries shall be treated according to their total size and characteristics and managed as part of a cross-jurisdictional effort.

Policy LU-10.4

Consider the reduction or variation of residential lot sizes, density bonuses, planned developments, clustering of housing, and innovative development techniques to preserve open space, protect critical areas, or provide vegetative buffers which protect the environment while allowing reasonable use of property.

Policy LU-10.5

Consider performance standards as a regulatory alternative to fixed zoning regulations in and around environmentally sensitive areas.

Policy LU-10.6

Structure city facility projects, maintenance and operating procedures, and programs to minimize and mitigate environmental damage, restore, and improve the environment if possible, and increase the environmental awareness of city employees and residents. Use natural boundaries, where possible, to determine the routes and placement of infrastructure connections and improvements.

Policy LU-10.7

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

Policy LU-10.8

Prevent the indiscriminate and unnecessary removal of native trees, shrubs, and ground covers, promote the protection of areas that provide food, cover, resting, and nesting areas for wildlife, and protect and enhance the quality of Leach Creek waters.

NEW Policy LU-10.8

Promote the retention and maintenance of Fircrest's existing tree canopy. Pursue grant opportunities for urban tree canopy studies that track data on tree canopy changes year-over-year. Work to adopt an Urban Forestry Management Program.

Policy LU-10.9

Preserve, protect and, where possible, restore natural habitat critical for the conservation of salmonid species listed under the Federal Endangered Species Act. Protect, maintain, or restore aquatic ecosystems, associated habitats, and aquifers using management zones,

development regulations, incentives for voluntary efforts of private landowners and developers, land use designations, habitat acquisition programs, or habitat restoration projects. Support efforts to remove invasive species and restore areas with native plants.

Policy LU-10.10

Protect natural habitat critical for the conservation of salmonid species listed under the federal Endangered Species Act, using planning activities or study techniques that are capable of determining changes in stream hydrology and water quality under different land use scenarios at full build-out of designated land use classifications.

Policy LU-10.11

In the event that a species listed under the federal Endangered Species Act is determined to be located within Fircrest, establish a monitoring and evaluation method that is designed to determine the effectiveness of enhancement and recovery strategies for the species. Develop the methodology with technical assistance from appropriate state or federal resource agencies.

Policy LU-10.12

The City recognizes that the best available science to address listed species recovery is evolving. Apply an adaptive management strategy to determine how well the objectives of listed species recovery and critical habitat preservation or restoration are being achieved. Incorporate the results of pilot developments into land use regulations, zoning, and technical standards.

Policy LU-10.13

Achieve “no net loss” of wetlands by ecological function and values. Protect and enhance wetlands where possible to maintain and increase their carbon sequestration potential.

Policy LU-10.14

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

Policy LU-10.15

Manage development activities and land uses within the city to minimize noise; light and glare; and water, soil, and air pollution. Work with adjacent jurisdictions and property owners to minimize transmission of pollutants from development activities and industrial, commercial, and public facility land uses near the city's boundary.

Policy LU-10.16

Consider the adoption of new development controls and guidelines designed to avoid or mitigate adverse cumulative air quality impacts prior to project approval. Require air quality impact analyses for major new developments that could adversely impact the air quality levels in the vicinity. Such analyses should address the policies listed in Transportation Goal 3 that are intended to promote the reduction of criteria pollutants for mobile sources (WAC 173-420-080). In Fircrest, criteria pollutants include ozone (HC and NOx) and carbon monoxide (CO).



Water Resources

Goal LU-11: Manage surface, ground, storm, waste, and creek waters in an ecologically responsible manner and as interconnected components of the region's watershed to achieve a healthy watershed that is resilient to climate change.

Policy LU-11.1

Conduct private and public development and redevelopment projects in a way that preserves or improves the viability of each component of the water ecosystem and of the entire ecosystem.

Policy LU-11.2

Improve the quality of stormwater runoff, minimize flooding due to stormwater runoff, and prevent the erosion of land by stormwater runoff, to maintain natural aquatic communities and beneficial uses.

Enforce development regulations to minimize stormwater runoff as a result of development projects by limiting grading and clearing of a development site only to the extent reasonably needed to accommodate the development project, minimizing roadways and other

impervious surfaces in the completed project, and encouraging the use of natural vegetation and ground covers during development and in the completed project.

Policy LU-11.3

Require effective erosion control during and after tree or vegetation removal where removal of trees or other vegetation may result in runoff and erosion. Require restoration and replanting consistent with urban landscaping guidelines and significant tree retention and protection standards where extensive vegetation removal occurs in order to mitigate heat, promote mental and physical health, and enhance the tree canopy.

Policy LU-11.4

Require all new development and redevelopment to use the sanitary sewer system. Require development currently using septic systems to convert to sanitary sewer when any portion of the on-site system fails, functions improperly, or needs replacement, or whenever a community or neighborhood sewer system is extended by local improvement methods or becomes reasonably available by other means. Establish a City ordinance requiring property adjacent to presently existing accessible sewer mains to make connections within a specified time.

Policy LU-11.5

Structure City procedures and programs to minimize pollutants entering storm, surface, ground, and creek waters from City-owned and City-maintained properties. Encourage residents to minimize non-point pollutants originating from landscapes, automobiles, and similar sources.

Policy LU-11.6

Closely monitor the quality of groundwater, and maintain or increase protective measures to ensure an uncontaminated water supply that prevents impacts on human health. Implement regulations regarding installation, inspection, maintenance, and removal of above ground and below ground tanks designed to store potentially contaminating materials such as heating oil and industrial chemicals. Develop and implement regulations as necessary to ensure management of potentially contaminating wastes from commercial and industrial operations. Develop other protective regulations as appropriate to protect groundwater.

Policy LU-11.7

Structure City procedures, programs, and water rates to minimize the city's consumption of water and to improve the water conservation habits of Fircrest's residents.

Policy LU-11.8

Require, Low Impact Development (LID) in areas where soils and geology support it to protect groundwater used for the public water supply in accordance with EPA Phase II Western Washington Municipal Stormwater Permit directives.

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

Policy LU-11.9

Promote use of techniques, such as current use taxation programs, stormwater utility funds, conservation easements, sensitive site planning, best land management practices and flexible regulations, to help retain and protect open space, environmentally sensitive areas, and unique natural features.

Policy LU-11.10

Participate in regional watershed planning efforts to maintain natural hydrologic functions.

Development Regulations and Permit Processing

Goal LU-12: Continue to refine the permit process for development and other local government approvals, as needed, to ensure that it is timely and fair to all affected parties.

Policy LU-12.1

Periodically review and revise development regulations to ensure that they are consistent with and relate directly to the implementation of the Comprehensive Plan and other state and federal mandates. Eliminate duplicative and unnecessary regulations.

Policy LU-12.2

Periodically review and modify procedures for processing permits to improve interdepartmental coordination, ensure uniform processing for all permit applications, enhance communication with applicants, combine and simplify processing steps, and minimize processing time.

Policy LU-12.3

Solicit input from developers, business proprietors, residents, and other interested parties concerning updates to regulations and permit processing procedures.

Policy LU-12.4

Process permit applications for minor projects of a routine nature at the staff level without requiring public hearings. However, the streamlining of permit processing procedures should not be done at the expense of public input concerning permit applications of a non-routine, major, or controversial nature. The public should be given ample opportunity to review and comment on major, non-routine, or controversial development permit applications.

Policy LU-12.5

Maintain adequate staff and equipment to ensure meaningful revision and enforcement of development regulations and timely processing of permits.

Policy LU-12.6

Consider the impact of land use ordinances and policies on the rights of private property owners. Take steps to ensure the rights of private property owners are protected through a cost effective and timely appeal process.

Policy LU-12.7

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



Inter-jurisdictional Planning

Goal LU-13: Ensure that decisions, policies, and activities of other governmental and advisory agencies that may affect Fircrest are consistent with the goals and policies of the Comprehensive Plan. Encourage cooperative, coordinated inter-jurisdictional efforts consistent with this goal, including coordination with interested Indigenous tribes.

Policy LU-13.1

Participate in various county and regional organizations concerned with the implementation of the Growth Management Act and the planning and funding of transportation projects, such as SSHA3P, Thriving Communities, Pierce County Growth Management Coordinating Community, and Puget Sound Regional Council.

Policy LU-13.2

Support the development of inter-jurisdictional programs that address regional problems and issues that affect the city and the Puget Sound region. Examples of regional issues include affordable housing, transportation, health care, open space corridors, and economic growth.

Policy LU-13.3

Develop and adopt interlocal agreements to address concerns relating to land use, new development, and redevelopment. Attempt to reach agreements with adjacent jurisdictions to

ensure that land uses adjacent to Fircrest are compatible with Fircrest land uses. Annually review University Place and Tacoma Six-Year Transportation Improvement Program (TIP) projects to understand impacts to Fircrest. Seek agreements with adjacent jurisdictions to minimize and mitigate the negative impacts to Fircrest of land uses and development in adjacent jurisdictions.

Policy LU-13.4

Work with adjacent jurisdictions to identify and protect natural habitat networks that cross jurisdictional boundaries. Networks should link large, protected, or significant blocks of fish and wildlife habitats within and between jurisdictions to achieve a continuous countywide network. Establish informational sharing workshops or present information at established coordinating committees. Whenever possible, utilize watershed boundaries instead of jurisdictional boundaries for plans and studies.

Policy LU-13.5

Work with adjacent jurisdictions to coordinate watershed/aquatic restoration planning and implementation activities within a watershed such as fish barrier removal and culvert replacement.

Economic Development

Fircrest and the surrounding region will have a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high-quality of life.

Goal LU-14: Support small and locally owned businesses, recognizing their importance in both job growth and promoting sustainable economic development. Support key employment sectors in the region including established and emerging industry clusters that create wealth by selling products or services to outside markets, industries involved in trade-related activities, startups, and new businesses that provide family-wage jobs.

Policy LU-14.1

Foster a supportive environment for business startups, small businesses, and locally owned businesses to help them continue to prosper.

Policy LU-14.2

Encourage the private, public, and non-profit sectors to incorporate environmental and social responsibility into their practices.

Policy LU-14.3

Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of family wage jobs for Fircrest's residents.

Policy LU-14.4

Sustain and enhance arts and cultural institutions to foster an active and vibrant community life.

Policy LU-14.5

Ensure that economic development sustains and respects Fircrest's environmental quality.

Policy LU-14.6

Utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance Fircrest's unique attributes and distinctive identity in recognition of the economic value of sense of place.

Policy LU-14.7

Concentrate economic growth in the Form-Based Code area in a manner that is coordinated with economic growth and infrastructure development within the adjacent University Place Regional Growth Center, Tacoma's James Center Mixed- Use Center, and Tacoma Community College in order to strengthen the local and regional economy and promote economic opportunity.

NEW Policy LU-14.8

Ensure that Fircrest's local economy is resilient to climate disruptions and supports businesses' efforts to bolster climate preparedness to support continuity of operations.

Climate Change

NEW Goal LU-15: Prepare for the impacts of climate change that are expected to impact Fircrest, prioritizing preparedness among low-income and historically marginalized communities.

NEW Policy LU-15.1

Protect and enhance street trees to increase shade, reduce the urban heat island effect, increase carbon sequestration, improve air quality, and improve the mental and physical health of residents, prioritizing frontline communities, or those that will be most affected by climate change.

NEW Policy LU-15.2

Establish development regulations that incorporate best practices for reducing extreme heat, the urban heat island effect, wildfire, flooding, and other climate-exacerbated hazards and impacts.

NEW Policy 15.3

Prioritize low-income and historically marginalized populations to ensure they will not bear the brunt of climate change impacts.

NEW Goal LU-16: Support regional greenhouse gas emission reduction goals. Other goals and policies throughout this plan also contribute to this goal, as outlined in the Climate element of this Comprehensive Plan.

NEW Policy LU-16.1

Establish greenhouse gas emission reduction goals that align with state and countywide goals. Specifically, create plans for vehicle fleet electrification, City building insulation and energy efficiency, and carbon capture of utility emissions.

LAND USE DESIGNATIONS

Land use designations for this Comprehensive Plan have been determined largely by existing land uses and development opportunity. Fircrest is extensively developed and provides limited infill development opportunities. Much of the development in Fircrest is recent enough that redevelopment opportunities are also limited. Thus, goals and policies, while addressing infill development and redevelopment, also focus on the ongoing maintenance, refinement, and improvement of the existing community. This Comprehensive Plan emphasizes maintaining and enhancing Fircrest's unique form and design through land use designations and goals and policies that cultivate the presence of desirable features in existing neighborhoods and through development and redevelopment.

Figure LU-2 shows Fircrest's land use designations, which include:

- Low Density Residential
- Low Density Residential - Conservation
- Medium Density Residential
- Medium Density Residential - Traditional Community Design
- High Density Residential
- Parks, Recreation, and Open Space
- Neighborhood Commercial
- Mixed-Use
- Public and Quasi-Public Facilities

The remainder of this section defines each land use designation for Fircrest.

Low Density Residential

LAND USES

The Low Density Residential designation generally applies to areas of the community that were platted and developed for single-family dwellings prior to 2000. These areas are intended to include the following housing types:

- Single-family dwelling units
- Attached and detached accessory dwelling units
- Group family homes, including adult family homes
- Assisted living facilities, congregate care facilities, convalescent homes, hospice care centers, residential care facilities and residential treatment facilities in accord with the applicable goals and policies of this Comprehensive Plan
- Duplex dwelling units when allowed within a zoning district
- Existing duplex or multi-family dwelling units, which may be renovated or redeveloped as duplex or multi-family dwelling units in accord with the applicable goals and policies of this Comprehensive Plan

Additional uses in Low Density Residential areas include public facilities that support residential neighborhoods. For example, streets, sidewalks and other pedestrian facilities, bike paths and associated facilities, transit facilities including stops, shelters and benches, neighborhood parks, and utilities will be allowed. Infrastructure for utilities may include, but is

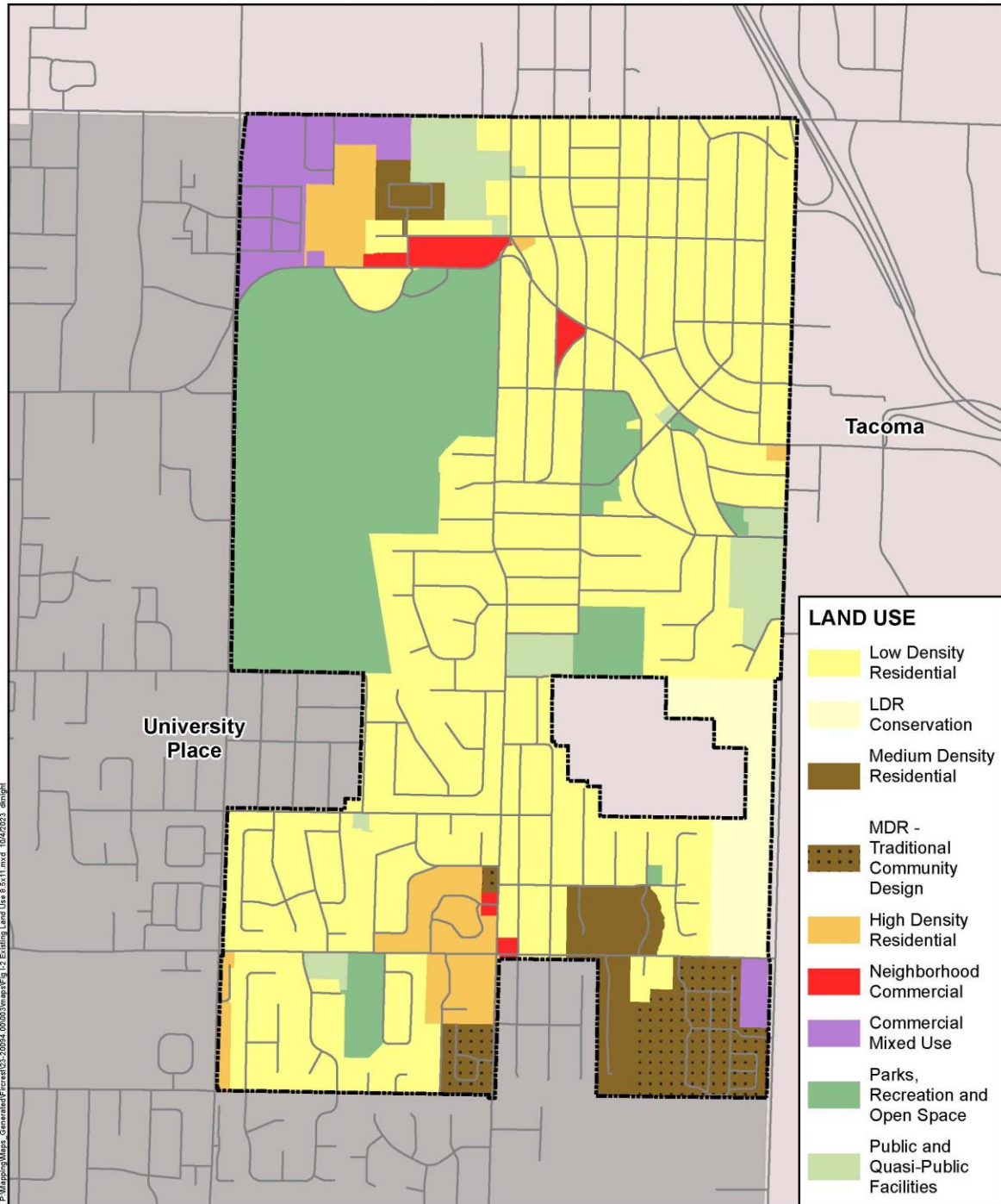
not limited to: storm drainage, power, water, sewer, natural gas, and telecommunications facilities. In addition, other small public facilities compatible with the surrounding neighborhood will be allowed. Home occupations that are compatible with the surrounding neighborhood will be allowed.

BUILDING INTENSITY

A building intensity of four to six dwelling units per acre may be achieved in Low Density Residential areas, depending on the zoning classification and development pattern. Allowable building intensity is limited by bulk regulations, impervious surface coverage limits, and other provisions specified in the city's Land Development Code ([Title 22 FMC](#)).



Figure LU-2 Future Land Use Designations Map



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Existing Land Use
Comprehensive Plan Update
City of Fircrest
October 2023

Figure

LU-2

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Low Density Residential – Conservation

LAND USES

The Low Density Residential - Conservation designation generally applies to undeveloped environmentally-sensitive tracts of land. These areas are intended to include the following housing types:

- Single-family dwelling units, including cottage housing and small lot developments
- Attached and detached accessory dwelling units
- Group family homes, including adult family homes
- Assisted living facilities, including congregate care facilities, convalescent homes, hospice care centers, residential care facilities, and residential treatment facilities in accord with the applicable goals and policies of this Comprehensive Plan

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

BUILDING INTENSITY

Low Density Residential -- Conservation areas contain significant physical constraints, which place practical limitations on building intensity. Physical constraints include wetlands, frequently flooded areas, and steep slopes. Properties located within these areas are subject to the city's critical area regulations, which may further limit building intensities. New development in these areas shall be clustered to provide for the retention of substantial portions of the properties as undeveloped open space; avoid critical areas; and generally, avoid steep slopes. In consideration of these physical site constraints and regulatory constraints, a base density of four dwelling units per acre may be achieved in Low Density Residential -- Conservation areas. This density may be increased to a maximum of five to eight dwelling units per acre when innovative designs, including small lot development or cottage housing are used.

Allowable building intensity is limited by bulk regulations, impervious surface coverage limits, and other provisions specified in the city's Land Development Code ([Title 22 FMC](#)). Innovation in site and building design will be encouraged in accord with Comprehensive Plan goals and policies; appropriate buffering, design features, and amenities must be provided.

Medium Density Residential

LAND USES

The Medium Density Residential designation generally applies to areas previously developed for single-family attached and duplex housing. These areas are intended to include the following housing types:

- Single-family attached dwelling units
- Attached and detached accessory dwelling units
- Group family homes, including adult family homes
- Duplex dwelling units
- Assisted living facilities, including congregate care facilities, convalescent homes, hospice care centers, residential care facilities and residential treatment facilities in accord with the applicable goals and policies of this Comprehensive Plan
- Existing multi-family dwelling units, which may be renovated or redeveloped as multi-family dwelling units in accord with the applicable goals and policies of this Comprehensive Plan
- New multi-family dwelling units in tracts containing critical areas or significant open space, when clustered to avoid critical areas or to retain significant open space, and provided that overall density does not exceed ten dwelling units per acre. In such cases, innovation in site and building design will be encouraged in accord with Comprehensive Plan goals and policies; appropriate buffering, design features, and amenities must be provided; and no more than four dwelling units per building will be allowed.

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

BUILDING INTENSITY

A maximum building intensity of eight dwelling units per acre may be achieved in Medium Density Residential areas. Allowable building intensity is limited by bulk regulation impervious surface limits, and other provisions specified in the city's Land Development Code ([Title 22 FMC](#)).

Medium Density Residential – Traditional Community Design

LAND USES

Medium Density Residential -- Traditional Community Design designations apply to The Commons and Fircrest Greens neighborhoods and other smaller sites. These areas are intended to include the following housing types:

- Single-family attached and detached dwelling units, including cottage housing and small lot developments
- Attached and detached accessory dwelling units
- Group family homes, including adult family homes
- Duplex dwelling units
- Assisted living facilities including congregate care facilities, convalescent homes, hospice care centers, residential care facilities, and residential treatment facilities in accord with the applicable goals and policies of this Comprehensive Plan

- Multi-family dwelling units within a structure containing no more than eight dwelling units, when clustered to avoid critical areas or to retain significant open space

Additional uses in Medium Density Residential -- Traditional Community Design areas include public facilities that support residential neighborhoods. For example, streets, sidewalks and other pedestrian facilities, bike paths and associated facilities, transit facilities including stops, shelters and benches, and utilities will be allowed. Infrastructure for utilities may include, but is not limited to: storm drainage, power, water, sewer, natural gas, and telecommunications facilities. In addition, other small public facilities compatible with the surrounding neighborhood will be allowed. Home occupations that are compatible with the surrounding neighborhood will be allowed.

BUILDING INTENSITY

Medium Density Residential -- Traditional Community Design areas may contain physical constraints, such as wetlands, which place practical limitations on building intensity within portions of an area. Property located within such areas is subject to the city's critical area regulations, which may further limit building intensities. In consideration of these physical site constraints and regulatory constraints, a maximum building intensity of ten dwelling units per acre may be achieved in Medium Density Residential -- Traditional Community Design areas. Allowable building intensity is limited by bulk regulations, impervious surface limits and other provisions specified in the city's Land Development Code ([Title 22 FMC](#)).

High Density Residential

LAND USES

High Density Residential designations generally apply to areas developed primarily for multi-family housing, and to a lesser extent duplex housing. These areas are intended to include the following housing types:

- Duplex dwelling units
- Group family homes, including adult family homes
- Multi-family dwelling units
- Assisted living facilities, including congregate care facilities, convalescent homes, hospice care centers, residential care facilities and residential treatment facilities in accord with the applicable goals and policies of this Comprehensive Plan

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

BUILDING INTENSITY

A building intensity of 20 to 30 dwelling units per acre may be achieved in High Density Residential areas, depending on the zoning classification and development pattern.

Rehabilitation or redevelopment of existing development will be in accord with the goals and policies of this Comprehensive Plan and applicable design standards and guidelines. Allowable building intensity is limited by bulk regulations impervious surface limits and other provisions specified in the city's Land Development Code ([Title 22 FMC](#)).

Parks, Recreation, and Open Space

LAND USES

Lands designated as Parks, Recreation, and Open Space include tracts that are publicly and privately owned. Land uses in Parks, Recreation and Open Space areas, subject to restrictions of the critical area ordinance where applicable are intended to include:

- Neighborhood parks designed to meet the needs of residents and employees in the immediate area
- Community parks designed to meet the needs of the entire Fircrest community
- Recreational buildings including facilities such as gymnasiums, basketball courts, community kitchens, banquet halls, indoor stages, meeting rooms, etc.
- Outdoor recreational facilities such as swings, all-age, all-ability climbing toys, picnic areas, swimming pools, golf courses, disc golf courses, baseball diamonds, volleyball courts, pickleball courts, lawn bowling lanes, outdoor stages, etc.
- Trails and paths for pedestrians and bicyclists
- Transit facilities including stops, shelters and benches which serve the park, recreation facility, open space site or adjacent uses
- Preserved natural areas characterized by native vegetation and wildlife with educational signage
- Residences may be developed on private property that is designated as park, recreation or open space but that has not been permanently dedicated as park, recreation, or open space, provided significant tracts are permanently dedicated for parks, recreation, or open space at the time of development approval

BUILDING INTENSITY

Building intensity for Parks, Recreation, and Open Space areas will vary widely. There will be no building intensity in preserved natural areas. For other park and recreation facilities, building intensity will be determined by the purpose of the facility. Because park and recreation facilities may occur in conjunction with other land uses, any park or recreation facility that is proposed must harmonize with surrounding development and must not exceed the building intensity of the surrounding area. Ideally, park and recreation facilities will provide visual relief in the urban landscape by having a significantly lower building intensity than the surrounding development.

Neighborhood Commercial

LAND USES

Neighborhood Commercial areas provide for small-scale shops that offer retail goods and personal services primarily for the needs of nearby neighborhoods. These areas are intended to reduce vehicle trips by providing convenient shopping for nearby residents. Neighborhood Commercial areas are located on transit routes, and site and building design encourage pedestrian, bicycle, and transit use. A pedestrian orientation is required for new development

and new automobile-oriented uses are prohibited. Neighborhood Commercial areas are limited in size to keep them in scale with the neighborhoods they serve.

Limited residential uses above the ground floor level of mixed-use buildings are encouraged, and culturally enriching uses will also be allowed. Additional automobile-oriented businesses such as restaurants with drive-up windows are prohibited in Neighborhood Commercial areas. Businesses providing delivery services may be permitted provided they meet development standards specified in the Land Development Code.

High-quality landscaping helps make Neighborhood Commercial areas attractive and functional and minimizes negative impacts on nearby uses. Other measures, such as buffering requirements and limits on hours of operation, may be used to reduce impacts to nearby residences. Public facilities, including transit facilities such as stops, shelters and benches that support development in the commercial areas will be allowed as will quasi-public facilities that are compatible with the surrounding development.

BUILDING INTENSITY

Allowable building intensity for new development, rehabilitation, and redevelopment in Neighborhood Commercial areas is limited by bulk regulations, impervious surface limits and other provisions specified in the city's Land Development Code ([Title 22 FMC](#)).

Mixed-Use

LAND USES

Mixed-Use areas provide opportunities for a broad mix of retail and office uses, personal, professional and business services, institutions, recreational and cultural uses, residential uses, and other facilities that provide services for the needs of nearby residents and businesses and the surrounding community. Development standards support moderate to high density residential development and moderately intense commercial development. In addition, Mixed-Use areas provide limited opportunities for light industrial activities that enhance the city's economic base and provide employment for residents in the area in a manner that is compatible with neighboring commercial and residential uses.

Public facilities, including transit facilities such as stops, shelters and benches that support development in the Mixed-Use areas, will be allowed, as will quasi-public facilities that are compatible with the surrounding development.

DEVELOPMENT FORM

Site and building design support pedestrian, bicycle and transit use while accommodating automobiles. As properties redevelop, a fine-grained street grid and block pattern are established. Community greens, squares, plazas, and other publicly accessible spaces are incorporated into mixed-use developments that include a variety of complementary uses. High-quality architecture, landscaping, streetscape, artwork, and other public amenities contribute to making the area inviting, attractive, functional, and vibrant for residents, employees, and visitors alike.

Buildings are close to property lines and occupied with ground floor retail, service, and other active uses along commercially viable corridors. Residential uses on the ground floor provide

appropriate frontage that ensure privacy to the units. Units are accessed directly from the street. Upper floors and the floor area behind shopfronts are flexible for a wide variety of office, lodging, and housing uses. Building mass along the street's edge is articulated with balconies and terraces and building bases include human scaled detailing.

Active streetscapes provide continuity with adjacent areas. A range of tree-lined walkable streets continues the adjacent street pattern while also providing opportunities for future development to extend the street grid. Commercial frontages such as shopfronts, arcades, or galleries; wide sidewalks; and street trees encourage interesting, safe, and comfortable walking environment, while yards porches, dooryards, stoops, forecourts and light courts may extend privacy to residential frontages.

BUILDING INTENSITY

Allowable building intensity for new development, rehabilitation, and redevelopment in Mixed-Use areas is regulated by form-based codes, bulk regulations in the MUN and MUU zones, and other provisions specified in the city's Land Development Code ([Title 22 FMC](#)).

Public and Quasi-Public Facilities

LAND USES

Areas designated for Public and Quasi-Public Facilities are now used for, or could be used for, public facilities such as schools, libraries, parks, major utilities, and other government-owned facilities. Designated areas are also suitable for quasi-public facilities such as privately-owned utility facilities, religious institutions, private recreational facilities, and private organizations offering services complementing or supplementing services typically offered by government agencies.

To improve visual clarity on the land use map, public facilities that occur throughout the city, such as paths and utilities, are not shown on the land use map. Such facilities are discussed in the Transportation, Utilities, and Capital Facilities Elements of this Comprehensive Plan.

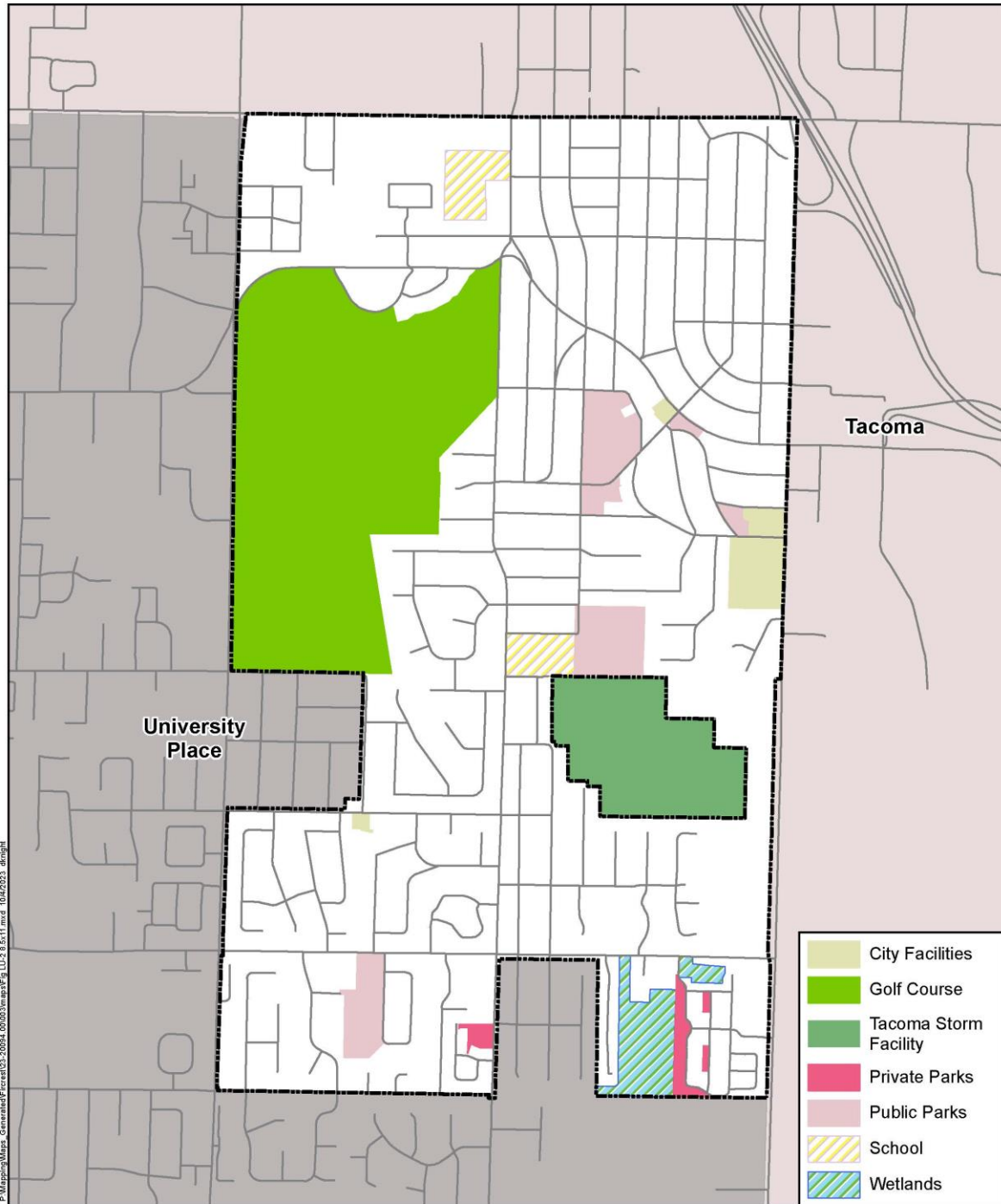
BUILDING INTENSITY

Building intensity for a public or quasi-public facility depends upon the purpose of the facility. Because public facilities may occur in conjunction with other land uses, any public facility that is proposed must harmonize with surrounding development and must not exceed the building intensity of the surrounding area.

LANDS USEFUL FOR PUBLIC PURPOSES

Figure LU-3 indicates lands useful for public purposes. Lands useful for parks, recreation, and open space are, by definition, useful for public purposes. In addition, lands that may be useful for public purposes include those designated Public and Quasi-Public Facilities, Mixed-Use, and Neighborhood Commercial. These designations are shown in Figure LU-2. Public or quasi-public facilities are considered a secondary use in commercial areas and must be compatible with surrounding development. All public and quasi-public facilities must be appropriately sited and buffered in accord with the goals and policies of this Comprehensive Plan.

Figure LU-3 Lands Useful for Public Purposes Map



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This map is a geographic representation based on information available. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.



Land Useful for Public Purposes Figure
 Comprehensive Plan Update
 City of Fircrest
 October 2023

LU-3



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4

HOUSING

IV. HOUSING

INTRODUCTION

Housing has a direct impact on Fircrest's quality of life. Residents place a high value on having a safe, affordable, and comfortable place to live within a neighborhood that is attractive and conveniently located. As Fircrest plans to accommodate future housing needs it must also ensure that the community's high-quality of life is maintained. This Element addresses the major housing priorities identified facing the City of Fircrest over a 20-year planning horizon, 2024-2044, as identified through community outreach:

- Preserve and enhance the special qualities of existing residential neighborhoods.
- Encourage the availability of housing that is affordable for all economic segments of the community.
- Increase the range of housing choices that are reflective of rapidly changing demographics, preferences and needs.
- Accommodate an increase in population and housing units consistent with Pierce County GMA population and housing targets for 2044 and the PSRC VISION 2050 Regional Growth Strategy, through support of innovative, high-quality design that is functional and livable.

Additional information, including the housing inventory and needs assessment, can be found in Appendix B.

STATE PLANNING CONTEXT

Fircrest's efforts to plan for its housing needs must fit within the planning framework established through the enactment of state, regional and county laws, directives, goals, and policies.

Growth Management Act (GMA)

The Washington State GMA Housing Goal mandates counties and cities to encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of the existing housing stock. [RCW 36.70A.020(4)]. Washington state legislature passed HB 1220 in 2021, which requires that jurisdictions plan to accommodate, and provide adequate provisions for, housing unit needs for extremely low-, very low-, low-, and moderate-income levels. The amendment also requires jurisdictions to identify local policies that result in racially disparate impacts, displacement, and exclusion, then implement policies and regulations to undo them.

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

- **Housing Needs Assessment** - An inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage

projected growth. This includes an inventory of needed units for moderate, low, very low, and extremely low-income households.

- **Preservation of Housing** - A statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, and within an urban growth area boundary, moderate density housing options such as duplexes, triplexes, and townhomes.
- **Housing Land Capacity Analysis** - A demonstration that sufficient land capacity exists to accommodate: government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multi-family housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within an urban growth area boundary, consideration of duplexes, triplexes, and townhomes. (See Housing Appendix)
- **Housing for All Income Segments** - Adequate provisions for existing and projected housing needs of all economic segments of the community. (See Housing Appendix)
- **Policies to Address Racially Disparate Impacts** - Identify and implement policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions. (See Housing Appendix)
- **Policies to Address Displacement Risk** - Identify areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments and establish anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing.

REGIONAL PLANNING CONTEXT

Vision 2050 Multicounty Planning Policies (MPPs)

The overarching goal of Puget Sound Regional Council's VISION 2050 housing policies is for the Puget Sound region to "preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people."

VISION 2050 establishes multicounty planning policies each County must remain consistent with. Vision 2050's housing policies respond to changing demographics and the need to diversify the region's housing supply, increase affordability, achieve a jobs-housing balance, focus housing near transit options, and foster community stability by mitigating displacement. The policies place an emphasis on preserving and expanding housing affordability and offering healthy and safe home choices for all the region's residents, while recognizing historic inequities in access to a range of housing options for communities of color. Goals and policies in the Land Use, Housing, and Community Development Elements of this Plan address these topics.

Pierce County Countywide Planning Policies (CPPs)

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

This plan has been drafted to be consistent with Countywide Planning Policies. At a high level, the County establishes goals, objectives, policies, and strategies intended to:

- Meet affordable housing goals.
- Provide housing for all economic segments.
- Work collaboratively to address housing at a county or regional scale.
- Periodically monitor and assess progress toward meeting housing needs.
- Support and encourage homeownership opportunities for low-income, moderate-income, and middle-income households while recognizing historic inequities in access to homeownership opportunities for communities of color.
- Plan to avoid displacement of low-income households and marginalized populations.
- Identify opportunities to reutilize and redevelop existing parcels where rehabilitation of the buildings is not cost-effective.



LOCAL PLANNING CONTEXT

The existing conditions analysis found several key housing issues that the Comprehensive Plan's goals and policies should address:

- Renters comprised 34% of residents in 2021, while owners accounted for 66% of residents, compared to 31% renters and 69% owners in 2010.
- Over half of Fircrest's housing stock is older than 40 years, and only 11% of housing units have been built in the last 20 years. The lack of newer housing is not negative by itself but could indicate a lack of housing production supplied for future populations in the city. Effective maintenance is also an important consideration to ensuring the longevity of the older housing stock.
- Over the last 10 years, the City permitted, on average, 5 units per year. To match population growth, Fircrest would have needed to permit nearly 14 units per year (considering the City added an average of 34 people per year over the last 10 years, and assuming 2.5 persons per household).
- Single-family-detached housing comprises 70% of Fircrest's housing stock. While not an issue itself, as housing costs increase with increases in demand and lack of regional housing supply, this type of housing will become less affordable to more households.
- Over a third of Fircrest's community members spend more than 30% of their household income on housing. Additionally, 10% of renter households spend more than 50% of their income on housing costs.

GOALS AND POLICIES

This Element contains the housing goals and policies for the City of Fircrest. The following goals reflect the general direction of the City, while the policies provide more detail about the steps needed to meet the intent of each goal. Goals and policies that are cross-referenced in the Climate Resilience element are indicated with parentheses following the goal or policy number.

Neighborhood Vitality

These policies intend to ensure the longevity, quality, and vitality of existing residential neighborhoods while meeting the housing needs of current and future community members.

Goal H-1: Preserve and enhance existing residential neighborhoods.

Policy H-1.1

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

Policy H-1.2

Encourage repair and maintenance of existing housing to ensure safe and naturally affordable housing supply. The City should provide community members with information on assistance programs for repair and maintenance.

Policy H-1.3

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

Policy H-1.4

Support and protect vulnerable households by exploring or promoting tenant protection programs and tax incentives. For example, provide community members with information on Pierce County's tax deferral program for senior citizens and people with disabilities.

Housing Choice

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

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

Policy H-2.1

Support housing innovation, using appropriate incentives, to meet Fircrest's needs for housing affordability and diversity for a variety of household sizes, incomes, types, and ages. Examples of innovative housing may include, but are not limited to: cottage housing, small lot development, live/work units, condominiums in vertical mixed-use buildings, and cluster housing.

Policy H-2.2

Encourage increased residential density in mixed-use and multi-family zones, especially those located within the Form-Based Code area, subject to compliance with appropriate form-based code standards and design guidelines. Prohibit new detached single-family development in these areas to promote more intensive use of mixed-use and multi-family properties.

Policy H-2.3

Facilitate development of accessory dwelling units (ADUs) and duplexes in conjunction with single-family attached structures, to promote housing choice and opportunities to age in place.

Policy H-2.4

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

Policy H-2.5

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



Housing Affordability

The City intends to increase affordable housing stock, consistent with Countywide Planning Policies (CPP). Housing is considered “affordable” when a household spends 30% or less of their income on housing. Communities that offer a range of housing types and affordability provide more opportunity for families and individuals to live where they choose. As part of the Visioning workshop, survey, and public meetings, Fircrest community members expressed their desire for a diverse, intergenerational community, enabling older households able to age in place and younger adults to establish new households.

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

Policy H-3.1

Coordinate with the County to determine the housing unit need for housing affordable for all economic segments of the population, both existing and projected for its jurisdiction over the planning period, with special attention paid to the historically underserved and those with special housing needs – consistent with CPP AH3.

Policy H-3.2

Explore and identify opportunities to reutilize and redevelop existing parcels where rehabilitation of the buildings is not cost-effective - consistent with CPP AH1, provided the same is consistent with the countywide policy on historic, archaeological, and cultural preservation.

Revised Policy H-3.3

Promote home ownership opportunities for households with various incomes and from different socioeconomic and racial backgrounds.

Policy H-3.4

Ensure sufficient developable capacity for housing unit types affordable to extremely low- to moderate-income households, while balancing existing neighborhood scale and form and the proximity to infrastructure, services, and jobs - consistent with CPP AH3.2.

Policy H-3.6

Support and participate in efforts by the South Sound Housing Affordability Partners (SSHA³P), Pierce County, the Pierce County Housing Authority, and other municipalities in the County to address regional housing planning, design, development, funding, affordability, and housing management.

Policy H-3.7

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

NEW Policy H-3.8

Explore state funding opportunities to implement housing preservation programs to reduce displacement pressures and preserve existing affordable housing stock. Examples may include, but are not limited to, the Housing Trust Fund, and federal subsidy funds such as Community Development Block Grant, HOME Investment Partnership, and other sources to implement housing preservation programs.

NEW Policy H-3.9

Consider the availability and proximity of public transportation, governmental and commercial services to support connections between housing and jobs and services.

Policy H-3.10

Provide incentives like density bonuses to developers and builders of affordable housing for moderate- and low-income households.

Policy H-3.11

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

NEW Policy H-3.12

Explore opportunities to dedicate revenues from sales of publicly owned properties, including tax title sales, to affordable housing consistent with CPP AH4.3.

Policy H-3.13

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

Policy H-3.14

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

NEW Policy H-3.15

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

Policy H-3.16

Identify, amend, and streamline policies, codes, and procedures to eliminate barriers to affordable housing opportunities.

Policy H-3.17

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

Policy H-3.18

Improve social, emotional, and mental wellness by supporting residential stability and efforts to improve the ability of residents to live independently in affordable, accessible, and service-enriched housing.

New Policy H-3.19

Provide and preserve housing types that support and allow aging in place. These may include homes and residential neighborhoods like the 11th and Tee houses.



Special Needs Housing

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

Goal H-4: Support opportunities for the provision of special needs housing, including group homes, assisted care facilities, nursing homes and other facilities.

Policy H-4.1

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

Policy H-4.2

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

Policy H-4.3

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

Policy H-4.4

Encourage the provision of a sufficient supply of special needs housing – consistent with CPP AH3.3. Such housing should avoid the creation of significant impacts from inappropriate scale and design. Some clustering of special needs housing may be appropriate if proximity to public transportation, medical facilities or other essential services is necessary.

Policy H-4.5

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

Policy H-4.6

Encourage a range of housing types for seniors affordable at a variety of incomes, such as independent living, various degrees of assisted living and skilled nursing care facilities. Strive to increase opportunities for seniors to live in.

Policy H-4.7

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

Policy H-4.8

Support the strategic plan contained in the Consolidated Plan for Pierce County to increase the level of support for meeting the region's demand for special needs housing, as well as other types of affordable housing. The Consolidated Plan for Pierce County fulfills federal Department of Housing and Urban Development (HUD) planning requirements by describing how funding will be expanded and administered over the next five years, such as for Community Development Block Grants (CDBG), Home Investment Partnership Program (HOME), and Emergency Shelter Grant (ESG).

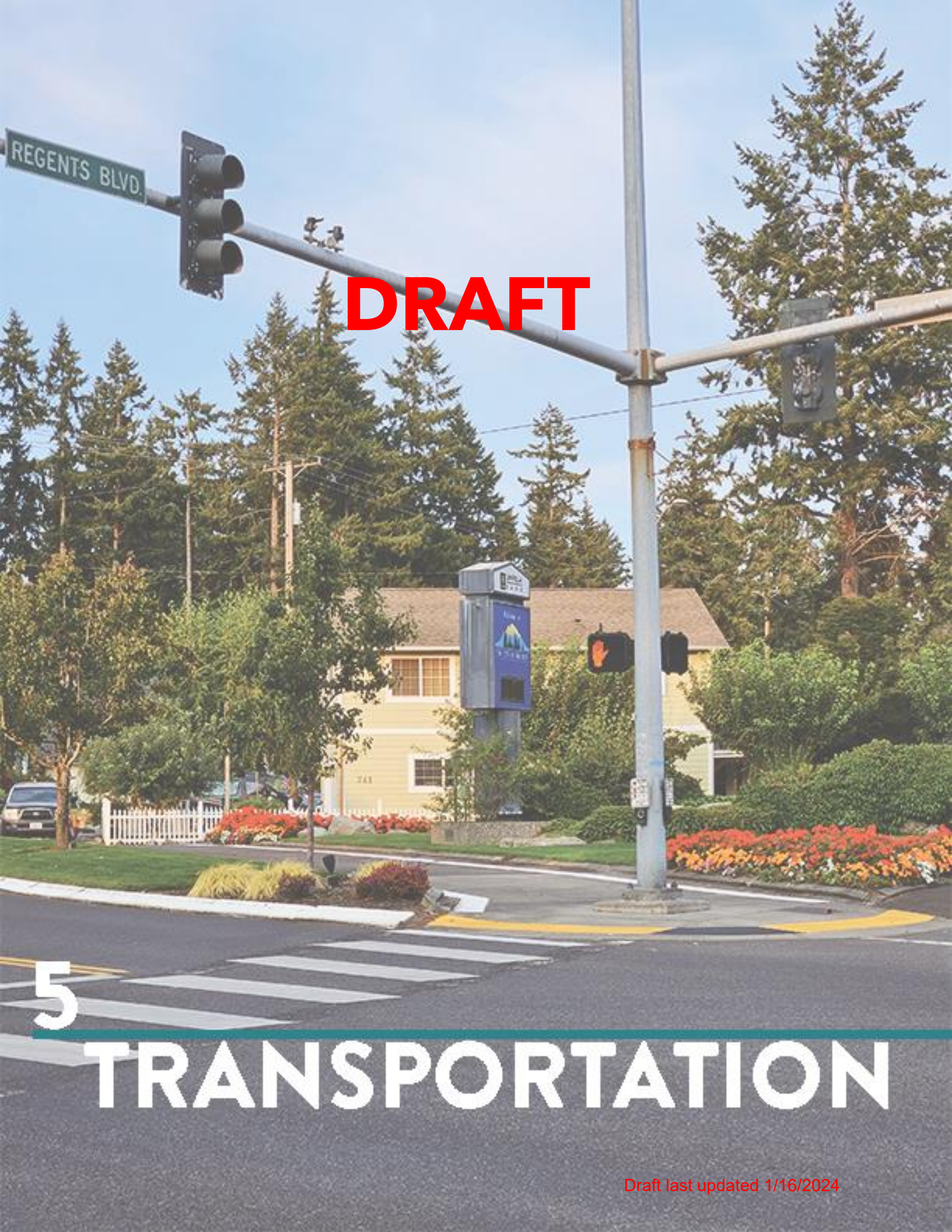
Policy H-4.9

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

Table H-1 Housing Types Allowed by Zone

Zone	Detached Single-Family, Duplex, Family Group Home, ADU, Mfg.	Attached SFD / ADU / Duplex / Family Group Home	Small Lot, Cottage, Carriage, Two-Three Unit Home	Multi-family	Live- Work	Unit above Ground Floor of Vertical Mixed-Use Building	Assisted Living, Nursing Home
R-4	✓	✓					✓
R-4-C	✓	✓	✓				✓
R-6	✓	✓					✓
R-8		✓		✓			✓
R-10-TCD	✓	✓		✓			✓
R-20		✓		✓			✓
R-30		✓		✓			✓
NO						✓	
NC						✓	
MUN			✓	✓	✓	✓	✓
MUU				✓	✓	✓	✓
GC	✓	✓	✓	✓			

✓ indicates if the housing type is allowed in the zone



DRAFT

5

TRANSPORTATION

V. TRANSPORTATION

INTRODUCTION

The overall goal of this Element is to ensure that the transportation system serves to achieve the land use pattern established in the Land Use Element. In addition to this goal, the Transportation Element identifies the existing and current levels of service and facility improvements needed, forecasted transportation demands, and works to ensure safe, efficient, and equitable transportation services for all community members. The Transportation improvement plan can be found in Appendix C, and additional information, including the transportation inventory, can be found in Appendix D.

STATE PLANNING CONTEXT

Growth Management Act

The Transportation Element is required under the Washington State Growth Management Act (GMA). The Act identifies transportation facilities planning and, specifically, encourages efficient multi-modal transportation systems. The Act also requires coordination and consistency with regional priorities. GMA requires that the element include land use assumptions used in estimating travel, facilities and service needs, finance, intergovernmental coordination efforts and assessment of the impacts of the transportation plan and land use assumptions on adjacent jurisdictions, and demand management strategies.

Commute Reduction Efficiency Act

The Commute Reduction Efficiency Act of 2006 (RCW 70.94.521-531) goal is to reduce congestion on the roadway network and help address the air pollution issues within the urban areas. This act requires local governments to work with their larger employers to develop and implement strategies for reducing their single occupant auto trips. Jurisdictions affected by the commute trip reduction (CTR) law are required to develop local CTR plans that include the documenting of local transportation settings of the affected work sites and the strategies by which the rate of single occupant vehicle use may be reduced.

REGIONAL PLANNING CONTEXT

Vision 2050 Multicounty Planning Policies (MPPs)

VISION 2050's overarching goal is listed as: *The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.* The goals and policies in this element have been updated to better reflect the updated transportation-related policies in PSRC's MPPs. This includes considering environmental sustainability, regional transportation growth factors, climate

change, multi-modal systems, reducing emissions, and freight and transit infrastructure and corridors.

Pierce County Countywide Planning Policies (CPPs)

The GMA's transportation planning requirements and VISION 2050 transportation planning policy directives are expounded upon in greater detail in Pierce County's Countywide Planning Policy on "Transportation Facilities and Strategies." The CPP goals include prioritizing and promoting sustainable multi-modal transportation options, consider equity and inclusion when planning transportation, promoting healthy communities and active modes, coordinating across agencies to support state and regional goals for freight and mobility, and advancing transportation technologies where feasible.

LOCAL PLANNING CONTEXT

In both the community survey and the in-person workshops conducted as part of the outreach for this Plan, community members iterated a common theme: Fircrest values walking and active transportation and identified a need for better road and traffic safety. When asked about commercial and retail opportunities, community members also expressed concerns about traffic implications and impacts because of more of these uses. The goals and policies in this Element prioritize and address these factors. Goals and policies that prioritize multi-modal access and safety while ensuring that those who must drive are able to safely and conveniently are themes across this Element. Additionally, with the planned light rail station adjacent to the City's Form-Based Code area, aligning transportation goals and policies will be important to both take advantage of the benefits of future planned changes while preserving and maintaining safe transportation facilities for Fircrest community members.



GOALS AND POLICIES

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

A Multi-Modal Transportation Network

A well-integrated multi-modal transportation network will help support the City's other growth management goals and policies including those addressing economic vitality and livability, accessibility, and compatibility with natural systems.

Goal T-1: Develop, maintain, and operate a multi-modal transportation system that provides for the safe, efficient, and reliable movement of people, goods, and services.

Policy T-1.1

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

Policy T-1.2

Implement form-based code street standards and complete street design standards, including amenities in street designs like street trees, landscaping, benches, and waste receptacles. These street designs will support pedestrians, bicyclists, motorists, and micro mobility and transit users, thereby increasing capacity, increasing safety, and improving street aesthetics and walkability.

Policy T-1.3

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

Policy T-1.4

Classify collector and arterial streets to reflect their desired use and function consistent with state and shoreline classifications to support transportation funding requests. Classification should be based on present and future traffic volumes and other criteria.

Accessibility to Transportation

Not all Fircrest community members are able to drive due to age, disability, or financial situations. It is important to establish transportation facilities that are accessible for all. Ensuring that transportation is safe, accessible, and universal to all users has benefits beyond helping those who cannot drive, as it improves safety for everyone in all modes, regardless of age or ability.

Goal T-2: Provide transportation improvements for alternative and multi-modal transportation choices that ensure equitable and accessible mobility choices for all people. This involves providing special attention to the needs of those with special needs, including persons with disabilities, the elderly, young, and low-income populations, and racially and socio-economic diverse community members.

Policy T-2.1

Ensure compliance with Americans with Disabilities Act (ADA) requirements by making all street sidewalk and curb ramp areas accessible to all pedestrians, including those with disabilities, by constructing new pedestrian facilities in compliance with the ADA (at a minimum), and upgrading existing facilities to remove barriers and improve accessibility. Improvements should include appropriate pavement markings and signalization and facilitate the use of transit. Prepare an ADA Transition Plan for City facilities for certification from the Washington Department of Transportation.

Policy T-2.2

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

Transportation Safety

Transportation safety is influenced by how the transportation system is designed, constructed, operated, and maintained. Traffic conditions on residential streets can greatly affect

neighborhood livability and environment. When streets are safe and pleasant, the quality of life is enhanced, but when high vehicle speeds or excessive volumes of through-traffic become a daily occurrence, residents' sense of community, personal well-being, and mental health are threatened. These in turn can lead to problems such as collisions, conflicts with driveway access, and unreasonable safety risks for pedestrians and bicyclists. Generally, higher rates of speed equate to much higher fatality rates when vehicle-pedestrian accidents occur.

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

Policy T-3.1

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

Policy T-3.2

Monitor traffic volumes and develop comprehensive, integrated, and cost-effective traffic, bicycle, and pedestrian safety improvements in residential areas. Such improvements may include sidewalks and pathways to connect to schools, parks, and transit stops. Additional improvements may include signage, bicycle facilities, and street improvements that include traffic calming design elements.

Policy T-3.3

Establish and assign truck routes to the City's major delivery destinations along major arterials to avoid impacts, such as increased maintenance or decreased safety, on secondary arterials, collectors, and neighborhood streets, which are not designed to accommodate heavy truck traffic.

Policy T-3.4

Require shared access driveways and cross-access between developments when planning for public rights-of-way improvements and private development to reduce turning movement conflicts and enhance pedestrian and vehicular traffic safety. When street improvements are implemented, consolidate private driveway access to properties along major, secondary, and collector arterials to reduce safety hazards and increase street capacity.

Policy T-3.5

Encourage the use of existing major arterials for the movement of through-traffic and freight to reduce the need for new capital projects and support the reliable movement of people, goods, and services. Employ traffic calming measures on residential and mixed-use neighborhood streets to discourage or slow neighborhood through-traffic. Work with the adjacent cities of Tacoma and University Place to ensure that adjacent land uses do not increase truck traffic onto Fircrest streets without appropriate mitigation in place.

Policy T-3.6

Use traffic circles, landscaped medians, pedestrian bump-outs, textured pavement and signage, and other traffic calming measures to reduce speeds and increase safety. Where appropriate, design these facilities to provide pedestrian refuge areas or mid-block crossings

that reduce pedestrian crossing distances, reduce conflict points, and enhance streetscape landscaping.

Policy T-3.7

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

Policy T-3.8

Implement form-based code street standards that avoid the construction of sidewalks next to curbs, except where parking lanes will provide physical separation between traffic lanes and sidewalks, to enhance pedestrian safety. Separate pedestrians from traffic lanes by installing landscaped planter strips that include street trees, or use contrasting paving, street trees in tree wells, and street furniture consistent with form-based code street standards.



Vehicle and Pedestrian Circulation

All major modes of transportation and public circulation should be designed to provide the highest level of accessibility and safety for the protection of human life and to ensure that there are transportation choices for people of all ages and abilities.

Pedestrian facilities must meet ADA accessibility requirements. An integrated, safety-oriented pedestrian and bicycle system increases mobility choices, reduces reliance on single-occupant vehicles, provides convenient access to schools, mixed-use centers, transit systems, parks and other recreation areas, and encourages regular physical activity to enhance health and wellness.

Goal T-4: Improve vehicular and pedestrian traffic circulation within the City to enhance the quality of life.

Policy T-4.1

Through redevelopment, establish a traditional urban street grid in the Form-Based Code area and extend this grid to adjoining properties to provide access between residential and mixed-use neighborhoods and areas that are common destinations, including commercial areas, schools, and parks.

Policy T-4.2

Improve access to the Pierce Transit Tacoma Community College (TCC) Transit Center, which is located directly across 19th Street from the northwest corner of Fircrest, by supporting investments that increase access to this center and support more frequent service to benefit the community by enhancing local and regional connections.

Goal T-5: Encourage use of public transportation to accommodate a larger proportion of the traveling public.

Policy T-5.1

Work with Pierce Transit to support the provision of local transit service on principal arterial, minor arterial, and collector streets providing feeder service to residential areas, connections to adjacent jurisdictions, and to serve the entire community including underserved neighborhoods and those individuals with special needs.

Policy T-5.2

Coordinate with Pierce Transit and the Tacoma and University Place school districts to develop bus stops and shelters with seating to provide greater comfort for riders and encourage higher ridership.

Revised *Policy T-5.3*

Participate in Sound Transit's system planning process to help identify and evaluate potential options for system expansion, including design alternatives for its proposed ST3 Link light rail extension to a new terminus near the TCC Transit Center. Work with Sound Transit and the community to determine long-term high capacity and express transit needs for the City and regional transportation partners. Consider and participate in Sound Transit's long-range plans to provide regional express bus service to the Tacoma Community College Transit Center, particularly in evaluating improvements to the Form-Based Code area. Work with citizens and other stakeholders to determine what regional high-capacity transit modes and routes would best serve the community.

Sidewalks and Bicycle Lanes

The needs of bicyclists, pedestrians, and transit users must be integrated in all roadway projects. Sidewalk networks should be well connected with opportunities for regular safe street crossings, and bicycle facilities should be available to encourage people to bike rather than drive for short and moderate-distance trips. Roadways designed to discourage vehicular speeding can be more comfortably used by pedestrians and bicyclists alike.

Transit-friendly design should support a high level of transit activity and include provisions for pedestrians safely crossing the street on their return trip. Walking and bicycling provide numerous individual and community benefits related to health, safety, the environment, transportation, and quality of life. People who cannot or prefer not to drive should have safe and efficient transportation choices.

Goal T-6: Develop facilities for pedestrians and bicyclists to achieve a walkable community to support active and independent living, health, environmental quality, and cost savings for travel.

Policy T-6.1

Require sidewalk facilities on all new and substantially redeveloped public streets to enhance public safety. Ensure the provision of sidewalks near schools to offer protection for children who walk to and from school. Assign high priority to projects that provide linkages to transit or complete planned pedestrian facilities or trails.

Provide pedestrian facilities on non-arterial streets to supplement principal pedestrian facilities located on arterials. Ensure that crosswalks, signing, and pedestrian-activated signals conform to the Manual on Uniform Traffic Control Devices (MUTCD).

Policy T-6.2

Develop a system of bicycle routes that connects neighborhoods and is coordinated with surrounding jurisdictions to allow people to conveniently travel between and within neighborhoods and local parks, mixed-use areas, and regional facilities.

Consider the recommendations of the Town of Fircrest Comprehensive Bikeway Plan of 1975 when updating bicycle route system facilities. Coordinate the planning, design, and construction of these facilities with adjacent jurisdictions to ensure consistency with regional plans. Base the design and type of bicycle facilities on the design standards for the functional classification of the roadway.

Policy T-6.3

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

- Projects are consistent with applicable pedestrian and bicycle plans, master plans and development standards.
- Planned facilities include required frontage and crossing improvements consistent with applicable pedestrian and bicycle plans.
- On-site bicycle trails and pedestrian facilities have formal, direct, and safe connections between buildings and subdivisions and the general circulation system.

- New subdivisions and short plats include, consistent with state law, the required pedestrian facilities (frontage and off-site improvements) that assure safe walking conditions for students who walk to and from school.
- Construction and implementation of other multi-use trails and trail crossings, as described in the Park, Recreation and Open Space Plan, are coordinated with project review.
- Safety and security considerations for pedestrians and bicyclists are factored into the review of development proposals.

Concurrency

Transportation concurrency and level of service (LOS) standards are key requirements of the GMA. By policy and regulation, the City of Fircrest is required to ensure that transportation programs, projects and services needed to serve growth are in place either when growth occurs or within six years. Regulations implementing concurrency and LOS standards are contained in FMC Chapter 22.12 Concurrency Management.

Goal T-7: Maintain a consistent level of service on the arterial system that mitigates impacts of new growth and is adequate to serve adjoining land uses.

Policy T-7.1

Except as otherwise designated, establish a capacity LOS standard D for intersections and roadways on major arterials, secondary arterials, and collector arterials and minor streets where they intersect with a major or secondary arterial street. Per HB1181, new development projects may utilize active transportation projects to meet the LOS standard D.

Policy T-7.2

Ensure transportation facilities and services are in place concurrent with or within a reasonable time to support growth as it occurs consistent with the Growth Management Act, as restated in *VISION 2050* and the Pierce County Countywide Planning Policies. Make sure facilities and services do not drop below the adopted level of service and thereby cause negative impacts such as congestion, diminished safety, environmental and health impacts. Ensure concurrency by requiring payment of traffic impact fees to be used for capacity improvements, using SEPA to mitigate development-related impacts, or requiring developers to pay a proportionate share of traffic mitigation measures to maintain the adopted level of service.

Policy T-7.3

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

Transportation Revenue and Funding

The Capital Facilities Element's Six-Year Capital Improvements Plan for transportation facilities contains details of transportation revenue sources that the City can reasonably expect to receive during the life of the transportation facilities plan. Revenue sources vary widely in terms

of the amounts available and the types of projects for which they may be used. In most cases, individual transportation projects are funded by a combination of funding sources, reflecting the fact that transportation projects have multiple purposes and serve multiple beneficiaries.

Goal T-8: Develop an adequate and equitable funding program to make transportation improvements in a timely manner, as mandated by the Growth Management Act.

Policy T-8.1

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

Policy T-8.2

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

Policy T-8.3

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

New policy for MPP-T-23 *Policy T-8.4*

Plan transportation facilities and systems to encourage sustainable economic and living conditions in Fircrest.

New policy for MPP-T-34, CCPP-TR-22.6 *Policy T-8.5*

Explore and support opportunities to establish public-private partnerships to meet changing mobility patterns, needs, and safety considerations.



Street Maintenance and Management

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

Goal T-9: Maintain the public street system to promote safety, comfort of travel, and cost-effective use of public funds.

Policy T-9.1

Administer a Pavement Management System (PMS) and comprehensive signage and markings program to address improvements for motorized and nonmotorized travel and the impacts of present and projected land uses. Implement the PMS in a manner that can reduce the need to build higher cost capital improvements by extending the useful life of existing facilities. The maintenance program should include provisions for vegetation removal to improve sight distances, installing adequate crosswalk markings and signage, and repairing sidewalks as needed.

Policy T-9.2

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

Policy T-9.3

Utilize Transportation System Management (TSM) strategies to make the existing roadways more efficient. Maximize the efficiency of the existing roadway system to reduce or delay the need for system improvements. Use a variety of methods, including coordinating traffic signal timing, implementing a signal retiming and coordination program to reduce delay and congestion at the City's signalized intersections as major improvements are implemented, making intersection improvements to facilitate turning movements, and restricting access along principal roadways.



Demand Management Strategies

Transportation Demand Management (TDM) encompasses the range of actions and strategies that offer alternatives to single-occupant vehicle (SOV) travel and help to use the transportation system more efficiently. TDM focuses on more effectively using existing and planned transportation capacity, ensures the compatible use of the transportation system consistent with planned uses, helps accommodate growth consistent with community scale, design, and land use objectives, and serves to mitigate impacts and to better meet mobility needs.

Goal T-10: Implement TDM strategies to achieve efficient use of transportation infrastructure, increase the person-carrying capacity, accommodate and facilitate future growth, and achieve Fircrest's land use objectives.

Policy T-10.1

Utilize TDM strategies to reduce congestion, emissions, fuel consumption, and the need for new transportation facilities - especially new roads and capacity improvements. Coordinate with Pierce Transit on service levels, frequency, and route location, and actively pursue street improvements that include bike lanes, sidewalks and pedestrian crossings that provide a safe, convenient alternative to the use of the automobile. Consider developing vanpool and ride match programs in conjunction with Pierce Transit, advancing other private and public rideshare programs and systems, and actively promoting commute trip reduction practices.

Policy T-10.2

Require large employers to implement a CTR Program for employees, as mandated by the State Commute Trip Reduction Act. Encourage telework as part of the CTR strategies.

Policy T-10.3

Encourage large employers to participate in Transportation Management Associations to support trip reduction activities.

Policy T-10.4

Implement TDM strategies that emphasize incentives rather than disincentives and avoid the imposition of disincentives to single-occupant vehicle travel when the City determines that there is an absence of reasonable transportation alternatives.

Policy T-10.5

Provide physical features supportive of the use of alternative modes of travel and develop and maintain a list of acceptable TDM techniques and physical features.

Policy T-10.6

Support the development and implementation of TDM programs for both commute/employer-based, and non-commute/non-employer-based sites including schools.

Consistency with Plans and Policies

One of the most important planning tenets expressed in the Growth Management Act is consistency between the City's Comprehensive Plan, the Pierce County Countywide Planning Policies, PSRC's MPPs, and the comprehensive plans of all municipalities within the County.

Fircrest must also ensure its Transportation Element is consistent with the Land Use Element and the City's Six-Year Capital Improvement Program.

Goal T-11: Integrate land use and transportation planning to support active communities through the provision of a variety of travel choices and improve accessibility and mobility.

Policy T-11.1

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

Policy T-11.2

Use mechanisms that encourage transit use including limiting off-street parking spaces, establishing maximum parking requirements, offering commute trip reduction programs, and implementing other TDM measures. Locate higher densities and use intensities close to transit stops to create a core area to support transit and high occupancy vehicle use. Support development of transit centers, bus pullouts, and other transit facilities. Establish incentives for developers to provide transit and TDM-supportive amenities to further encourage transit use. Design and construct complete streets, bicycle-friendly facilities, including bike-activated signals and secure bicycle racks or lockers, and pedestrian pathways.

Policy T-11.3

Ensure comprehensive plan consistency with PSRC's Regional Transportation Plan and VISION 2050, by supporting the development of a safe and efficient transportation network that supports a healthy environment and strong economy, encouraging increased utilization of clean and renewable energy and a reduction in greenhouse gas emissions, and promoting sustainable funding programs.

Policy T-11.4

Coordinate with state, regional and local transportation efforts to develop a highly efficient multi-modal system that supports the VISION 2050 Regional Growth Strategy. Coordinate with the State Department of Transportation, PSRC, Sound Transit, the Pierce County Regional Council, Pierce Transit, Pierce County and surrounding cities and towns to integrate transportation systems for easy and efficient mobility of people, freight, and services.

Environmental Health

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

Revised Goal T-12: Reduce environmental impacts and greenhouse gas emissions associated with transportation infrastructure and operations.

Policy T-12.1

Enhance strategies that improve air quality and reduce greenhouse gas emissions. Build green streets to improve air and water quality, and coordinate with transit agencies. Support the development of infrastructure to encourage the use of electric and low emission vehicles by including electric vehicle charging stations in new and substantially redeveloped public facilities and in public commercial areas, and revise regulations as technology advances.

Policy T-12.2

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

Policy T-12.3

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

NEW, MPP-T-29, CPP TR-9, and MPP-T-30 Policy T-12.4

Pursue transportation projects that include energy conservation, alternative energy sources, and promote the use of cleaner fuels and electric vehicles. This includes identifying grants for and developing infrastructure that supports a widespread shift to electrification.

Goal T-13: Consider benefits and impacts to health in the design of transportation infrastructure by providing opportunities for exercise, and reducing exposure to air, water, and noise pollution.

Policy T-13.1

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

Policy T-13.2

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

Policy T-13.3

Concentrate population and employment growth in the Form-Based Code area and other areas served by transit routes to reduce environmental impacts associated with growth and the construction of additional infrastructure. Integrate transportation and land use planning to meet environmental goals by reducing the impacts of the transportation system such as contaminated stormwater run-off, greenhouse gas emissions, noise pollution, and energy consumption.

New to meet MPP T-32 and CPP ENV-19, -27, and T-9.3 Policy T-13.4

Through planning and development, reduce and address impacts from transportation infrastructure runoff on fish and water passage systems.

New to meet MPP-T-33, CPP T-9.5, TR-21 Policy T-13.5

Support and explore opportunities to implement technologies that increase transportation system safety, efficiency, and environmental sustainability.



Disaster Planning

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

Goal T-14: Protect the City's transportation system against disaster and develop prevention and recovery strategies and coordinated responses.**Policy T-14.1**

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

New Policy T-14.2

Plan for and ensure that Fircrest's transportation infrastructure is resilient to climate-related weather events and impacts.

Citizen Involvement

Transportation improvements may strongly influence community design and function and have direct impacts on residents, business owners and other stakeholders within a community. The designs for such improvements may benefit greatly from input received during public outreach in the early stages of project formulation and for some projects during the final stages of design work.

Goal T-15: Facilitate the involvement of interested citizens in planning transportation system improvements.**Policy T-15.1**

Solicit input from interested citizens early in the design process where major improvements are planned. Use some or all of the following techniques to encourage participation: citizen advisory committees, design charrettes, public open houses, workshops and hearings, and informational outreach through Town Topics, the city's website, social media, and other methods. Where minor improvements will affect a specific neighborhood, provide neighborhood residents with an opportunity to provide their input and comment on designs. Review work done by citizens in the past such as the Town of Fircrest Comprehensive Bikeway Plan of 1975, and incorporate elements into future transportation improvement plans, as appropriate.

Policy T-15.2

Initiate changes after a major transportation system improvement is approved by Council, including those to landscaping, lighting, and to utility locations and configurations, through a formal engineering change request and review procedure that ensures that potential impacts of the change are considered by all involved departments. Approve changes that do not significantly alter any element of the design at the staff level; don't approve changes that negatively impact the proposed design's safety or level of service. Require Council approval for proposed design changes that significantly alter design elements.

A photograph of a park with green grass, trees, and a picnic shelter. The word "DRAFT" is written in red at the top. The number "6" is written in white on the left side. The text "PARKS, RECREATION, AND OPEN SPACE" is written in white in the center. The date "Draft last updated 1/16/2024" is written in red at the bottom right.

DRAFT

6

**PARKS,
RECREATION,
AND OPEN
SPACE**

VI. PARKS, RECREATION, AND OPEN SPACE

INTRODUCTION

The Park, Recreation and Open Space Element serves as an expression of the community's goals, objectives, needs and priorities for recreation planning. In all communities, recreation provides an important personal and social outlet. Park, recreation, and open space facilities are common areas that both Fircrest residents and visitors can enjoy. They can promote physical health and social/mental wellness by providing physical activity, making neighborhoods safer, building communities, and fostering social interactions. Parks provide places for exercise, sports, children's playgrounds, relaxation, and community gatherings, and serve as important community centers that are among the most heavily used and enjoyed places within Fircrest. These areas also enhance the aesthetic qualities of the community.

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



STATE PLANNING CONTEXT

Growth Management Act

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

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

The GMA also identifies mandatory and optional plan elements. [RCW 36.70A.070 and .80]. A Park and Recreation Element is a mandatory plan element that must, at a minimum, implement, and be consistent with, the capital facilities plan element as it relates to park and recreation facilities. [RCW 36.70A.070(8)]. The element shall include:

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

REGIONAL PLANNING CONTEXT

Pierce County Countywide Planning Policies

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

This policy directs Fircrest to:

- Develop a plan for the provision and designation of open space considering several factors, including the following:
 - Define open space in conjunction with recreation and facilities;
 - Identify linkages via open space and environmentally sensitive lands across jurisdictional boundaries and coordinate with these entities;
 - Encourage open space cluster design; and
 - Encourage natural buffering as part of development design.
- Consider ways to use open space for recreation, including parks (golf courses, picnic areas, bicycle, equestrian, and walking trails), general recreation, or greenbelts.
- Regulate open space through tools such as zoning and subdivision ordinances, development impact fees for park and open space acquisition or dedication of land or money in-lieu of land, and designation of open space corridors.
- Cooperatively inventory existing and potential open space by creating local and regional planning inventories.



LOCAL PLANNING CONTEXT

Relationship to Park, Recreation, and Open Space Plan

In 2020, the Fircrest Comprehensive Park, Recreation, and Open Space (PROS) Plan was adopted. The 2020 PROS Plan and amendments thereto are hereby incorporated by reference and considered to be a component of this PROS Element and Comprehensive Plan.

The PROS Plan provides specific guidelines for meeting the recreational needs of a changing community and makes recommendations concerning property and facility improvements necessary to provide recreational opportunities in the future.

The PROS Plan also serves as a strategic planning tool for making parks, open space, facility, and recreational program decisions over a twenty-year period. The PROS Plan identifies the actions the City should implement to satisfy the expectations of the community. It includes recommendations that provide guidance for making land acquisitions and protecting open spaces and improving and establishing new facilities.

The PROS Plan is divided into five chapters:

- Vision, Goals & Objectives
- Existing Parks, Facilities & Program Resources
- Public Involvement

- Needs Assessment, including Level of Service Recommendations
- Capital Facilities Plan & Implementation Measures

This Element adopts the 2020 PROS Plan in its entirety. To avoid redundancy with the PROS Plan, this Element focuses primarily on goals and policies and does not duplicate inventory and level of service information contained in the 2020 PROS Plan.



Park, Recreation and Open Space Facilities

Existing parks, recreation and open space facilities are summarized below in Table PR-1.

The locations of these facilities are shown on the PROS Facility map (Figure PR-1 Figure PR-). Additional details are provided in Chapter 2 of the PROS Plan, which summarizes existing parks, facilities, and program resources.

Table PR-1 Existing Park, Recreation and Open Space Facilities

Park, Recreation or Open Space Site	Classification	Acres
Alice Peers Park – 601 San Juan Avenue	Pocket Park	0.2
Gene Goodwin Tot Lot – 611 Contra Costa	Neighborhood Park	1.4
Fircrest Park – 555 Contra Costa Avenue	Community Park	7.8
Whittier Park – 921 Contra Costa Avenue	Community Park	10.0
Thelma Gilmur Park – 1404 Evergreen Drive	Natural Open Space	6.5
Masko Park – 805 San Juan Avenue	Special Use Area	1.2
TOTAL		27.1

Proposed park, recreation, and open space facilities, including specific recommended improvements to existing facilities, are addressed in detail in the needs assessment provided in Chapter 4 of the PROS Plan and in the capital facilities plan, and implementation measures summarized in Chapter 5 of the PROS Plan. The Six-Year Capital Improvements Program for park, recreation and open space facilities is part of the Capital Facilities Element of this Comprehensive Plan. Finance options for recommended projects are explored in Appendix A to the PROS Plan.

Pursuant to RCW 36.70A.160, Fircrest has identified an open space corridor that consists of lands in the vicinity of Leach Creek between Whittier Park and the City of University Place. Future pedestrian trails developed within this corridor would connect to the Chambers-Leach Creek trail system that the Cities of University Place and Lakewood, and Pierce County, are developing. The proposed trail system will reach its terminus at Chambers Bay and the Pierce County Chambers Creek Properties. The location of this proposed corridor is shown in Figure PR-



GOALS AND POLICIES

This Element contains the park, recreation, and open space goals and policies for the City of Fircrest. The following goals reflect the general direction of the City, while the policies provide more detail about the steps needed to meet the intent of each goal. Goals P1–P4 and their respective policies reiterate goals and policies contained in the PROS Plan.

Goal P-1: Enhance a high-quality, diversified system of parks, recreation facilities, and open spaces that are attractive, safe, functional, affordable, and accessible to all segments of the population, prioritizing historically underserved communities.

Policy P-1.1

Provide parks with activities for all age groups and abilities.

Policy P-1.2

Develop athletic facilities that meet the highest quality competitive playing standards and requirements for all age groups, skill levels, and recreational interests.

Policy P-1.3

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

Policy P-1.4

Re-develop indoor community spaces that provide arts and crafts, music, video, classroom instruction, meeting facilities, and other spaces for all age groups on a year-round basis.

Policy P-1.5

Provide a blend of passive and active parks and open spaces which fulfil the recreational needs of the City's residents.

Policy P-1.6

Design and manage park and recreational trails and facilities offering universal accessibility of residents of all physical capabilities, skill levels, ages, income, and activity interests.

Policy P-1.7

Plan for the future so adequate open space, historical elements, recreation facilities, and programs are provided for future generations.



Goal P-2: Provide adequate recreational opportunities to meet the leisure needs for all ages and interest groups that engage a broad cross-section of the community and prioritize historically underserved communities.

Policy P-2.1

Evaluate present use and demand of existing parks and facilities.

Policy P-2.2

Initiate joint planning and operating programs with other public and private agencies to provide for special activities like basketball, baseball, and soccer.

Policy P-2.3

Provide programs, special events, and facilities that promote a sense of community and stimulate socialization for the individual and family such as Fircrest Fun Days and National Night Out.

Policy P-2.4

Ensure a broad range of programs to stimulate good health and physical development for all ages.

Policy P-2.5

Support the development of athletic facilities that meet quality playing standards and requirements for all age groups and recreational interests, concentrating on field and court activities that provide for the largest number of participants.

Policy P-2.6

Offer programs at a range of costs and implement strategies to ensure program affordability, while meeting financial goals.

Policy P-2.7

Evaluate opportunities to produce revenues in excess of expenditures in appropriate areas to help fund other programs.

Policy P-2.8

Continue to be innovative in offering and providing a broad and varied program of leisure activities, recreation programs and services relevant to the needs, interests, and abilities of all citizens.

NEW Policy P-2.9

Ensure that all community members have equitable access to green space and other recreational facilities.

NEW Policy P-10

Where possible, ensure that access to parks and the Community Center prioritize residents of Fircrest when user space is limited.



Goal P-3: Provide a park, recreation, and open space system that is efficient to administer and maintain.

Policy P-3.1

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

Policy P-3.2

Prepare master plans for parks and facilities prior to development, major improvement, or renovation to promote cohesive, quality designs and ensure consistency with community needs - such as the Whittier Park Master Plan.

Policy P-3.3

Incorporate sustainable standards and best management practices into planning and design of new parks and rehabilitation of existing facilities.

Policy P-3.4

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

Goal P-4: Develop, staff, train, and support a professional Parks and Recreation Department that effectively serves the community in the realization of Goals P1, P2, and P3.

Policy P-4.1

Employ a diverse, well-trained work force that is knowledgeable, productive, courteous, responsive, and motivated to achieve department and citywide goals.

Policy P-4.2

Where appropriate, provide staff with education, training, and modern equipment and supplies to increase personal productivity, efficiency, and pride.

Policy P-4.3

Monitor workload and staffing needs to maintain an adequate and efficient work force.



Goal P-5: Enhance Fircrest's landscape and provide habitat for wildlife by increasing the amount of property permanently dedicated for open space uses with preference given to properties having the greatest significance as critical areas, properties that can act as buffers between different land use types and intensities, and properties that represent a valuable natural or aesthetic asset to the community.

Policy P-5.1

Consistent with Countywide Planning Policy Environment-15, methods that the City may use to increase public open space include, but are not limited to:

- Public acquisition of property in fee simple or through development easement acquisition;
- Private acquisition with covenants, conditions and/or restrictions limiting the use of the property to open space;

- Alternatives to public purchase, including, but not limited to:
 - Flexible zoning, subdivision and regulatory approaches designed for protection or preservation;
 - Land trust;
 - Conservation easement;
 - Transfer of development rights, purchase of development rights, and other compensable regulatory approaches;
 - Donations;
 - Preferential assessments;
 - Planned developments;
 - Dedications;
 - Impact fees;
 - View preservation easements; and
 - Use value assessments.



Goal P-6: Conduct appropriate long range and current planning analyses that will support the preservation, development, maintenance, and expansion of park, recreation, and open space facilities to meet the long-term needs of the community.

Policy P-6.1

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

Policy P-6.2

Coordinate park planning and use of facilities with other City projects and not-for-profit, private or public groups to assure maximum use of recreational facilities. Encourage a variety of uses in public schools and facilities to efficiently help meet the recreational needs of the community. Cooperate and coordinate with other jurisdictions in the planning and development of regional parks and recreational facilities.

Policy P-6.3

Dedicate adequate park and open space land within Fircrest by ensuring park or open space land has been dedicated or impact fees collected to contribute to park land acquisition and facility development before granting development or redevelopment approvals for residential projects.

Policy P-6.4

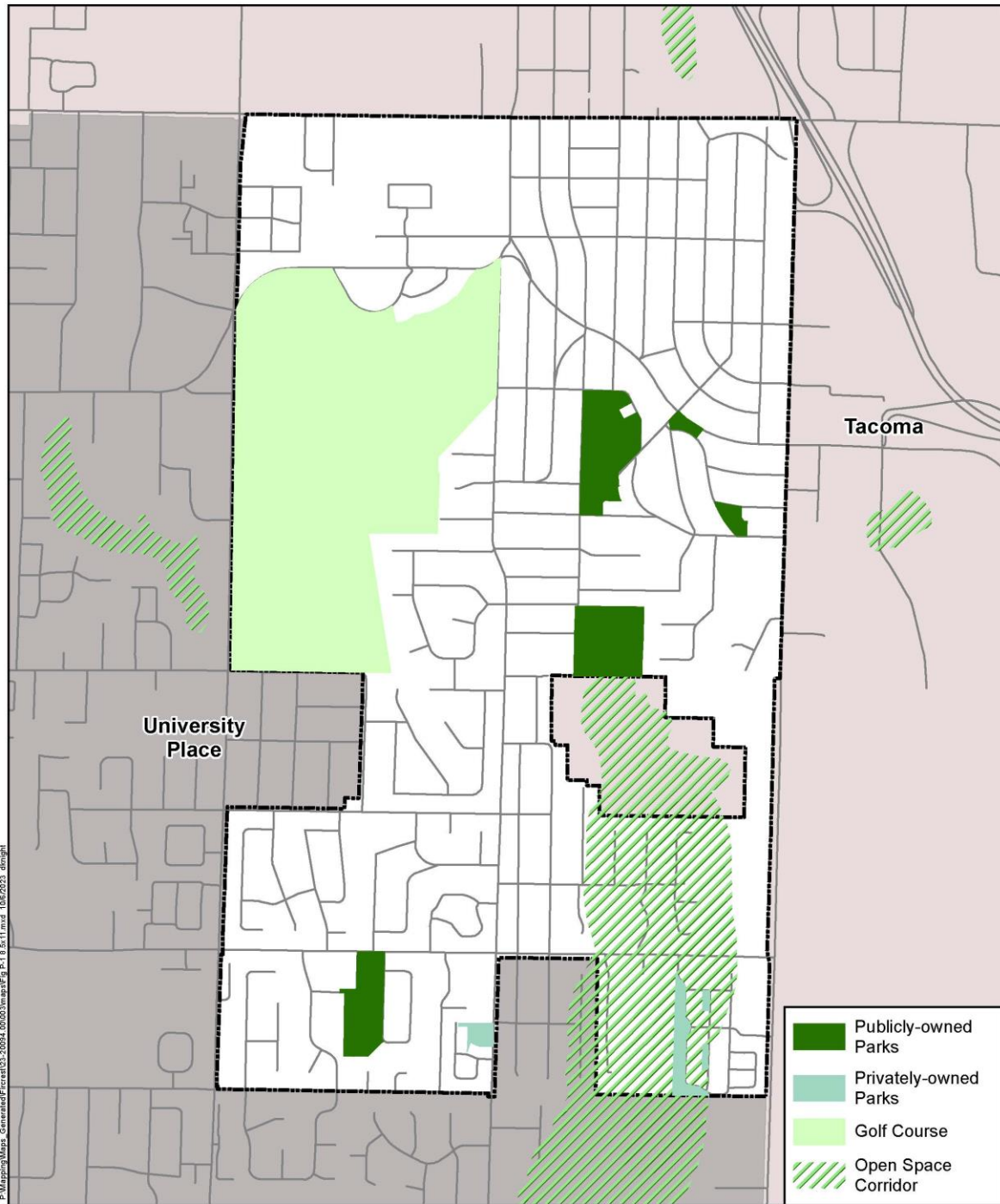
Improvements to dedicated open space should be appropriate for the natural constraints imposed by the open space area. Proposed improvements in critical areas designated as open space should be subject to review under the critical areas ordinance.

NEW Policy P-6.5

Enhance the resilience of existing parks, recreation, and open space facilities by assessing and addressing climate hazards and impacts to ensure the facilities can benefit the community long-term.



Figure PR-1 Parks, Recreation, and Open Space Facilities Map



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This map is a geographic representation based on information available. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.



Parks, Recreation, and Open Space Facilities Map
Comprehensive Plan Update
City of Fircrest
October 2023

Figure

P-1



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7

**CAPITAL
FACILITIES**

Draft last updated 1/16/2024

VII. CAPITAL FACILITIES

INTRODUCTION

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

The Capital Facilities Element promotes efficiency by requiring the City to prioritize capital improvements for a longer period than a single budget year. It also requires coordination between other government bodies to ensure that all levels of government are working together to help the City achieve its community vision.

For purposes of this Capital Facilities Element, capital improvements are those major facilities or items which cost \$10,000 or more and which require the expenditure of public funds over and above annual operating expenses. These facilities and items will generally have a life or use expectancy of more than ten years and will result in an addition to the City's fixed assets and/or extend the life or usefulness of existing capital improvements.

Additional information, including the capital facilities inventory, can be found in Appendix E.

STATE PLANNING CONTEXT

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

"A capital facilities element consisting of:

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

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

"Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for

occupancy and use without decreasing current service levels below locally established minimum standards."

REGIONAL PLANNING CONTEXT

Pierce County Countywide Planning Policies (CPPs) guide the siting of essential public facilities, which require cities to outline a process for identifying and siting essential public facilities. Fircrest's essential public facilities are addressed later in this element.

LOCAL PLANNING CONTEXT

Additional information relating to Fircrest's public facilities is contained in other elements and documents, specifically the Utilities, Transportation, and Parks, Recreation, and Open Space Elements. To avoid redundancy, this Capital Facilities Element provides references to information contained in other elements and documents instead of repeating information. These other Elements contain, for example:

- Facility inventories
 - Existing demand
 - Level of service standards
 - Future Needs
- Details on utility or service providers



GOALS AND POLICIES

This section contains the goals and policies to guide capital facilities planning in Fircrest for the 20-year planning horizon of 2024-2044.

Level of Service and Concurrency

The Comprehensive Plan establishes Level of service (LOS) standards as benchmarks for measuring the amount of a public facility and/or services provided to the community. Level of service means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need (WAC 365-195-210). Level of service standards will guide when and where developments will occur. This is because level of service is intricately tied to concurrency (see Policy CF-1.2).

GMA Goal 12 states that public facilities and services necessary to support development shall be adequate to serve the development at the time of development without decreasing current service level standards below locally established minimums (RCW 36.70A.020(12)). The GMA requires concurrency for transportation facilities.

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

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

Goal CF-1: Provide and maintain adequate public facilities to meet the needs of existing and new development, including identifying capital improvements needed to achieve and maintain level of service standards.

Policy CF-1.1

Establish level of service (LOS) standards for certain City owned and operated public facilities.

Policy CF-1.2

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

Policy CF-1.3

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

Policy CF-1.4

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

1. Provide the public facilities and improvements;
2. Delay development until public facilities and improvements are available; or
3. Modify the project, including a reduction or modification to the number of lots, units, or scope, to eliminate the need for public facilities and improvements.

Policy CF-1.5

Exempt the following development from concurrency requirements:

1. Development “vested” in accordance with RCW 19.26.095, 58.17.033, or 58.17.170;
2. Expansions of existing development that were disclosed and tested for concurrency as part of the original application; and,
3. Development that creates no additional impact on public facilities.

Policy CF1.6

Evaluate needed improvements to the City’s public facilities on an annual basis.

Policy CF-1.7

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

Policy CF-1.8

Apply its concurrency management regulations to new development to support the implementation of this Comprehensive Plan.

Policy CF-1.9

Re-evaluate total cumulative future demand for capital facilities prior to issuance of any permits for large-scale residential development on the Fircrest golf club property. Do not issue development permits if such development will cause levels of service to fall below standards established in this Comprehensive Plan, unless the developer provides the compensating facilities and improvements at the time of development or provides funds to Fircrest to make the necessary facilities improvements when they become necessary to maintain levels of service.

Environment

The City has a responsibility to ensure its investments in public facilities support a healthy environment and to avoid negative impacts on the community.

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

Policy CF-2.1

Facilities, services, programs, and procedures should be structured to prevent or minimize pollutants entering the air, water, and soil and to protect the environmental integrity of critical areas.

Policy CF-2.2

During facility planning and implementation, the cumulative adverse environmental impacts of all projects should be considered as well as immediate adverse impacts.

Policy CF-2.3

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

NEW Policy CF-2.4

Prioritize environmental sustainability and resource conservation in all City facilities, services, programs, and procedures. Incentivize residents to conserve resources and minimize the

negative environmental impacts of their use of facilities and services through procedures, programs, and rate structures.



Coordination with Service Providers

Certain public facilities and services are provided to the City by other public entities through contracts or other agreements. The City may study the feasibility of directly owning and operating these public facilities and services should concerns arise.

Goal CF-3: Contract with other facility and service providers, as needed, to ensure adequate urban facilities and maintain adopted level of service standards.

Policy CF-3.1

When selecting facility and service providers, potential providers should be evaluated with respect to cost, Fircrest's service standards, and environmental responsibility. Additional evaluation criteria may be established as appropriate. Fircrest should select the provider offering optimum conformance with evaluation criteria.

Policy CF-3.2

Existing facility and service providers that do not conform to Fircrest's service standards should be informed in writing of nonconformance issues.

NEW Policy CF-3.3

Regularly evaluate and monitor each service provider's quality of service and rates.

Financing

New private development creates impacts upon public facilities and should be responsible for bearing its fair share of costs. Likewise financial feasibility is required for scheduled capital improvements that support new developments. This plan includes revenue estimates to account for planned capital facilities expenditures with a goal of only planning for those improvements that can be paid for by private or public funds.

Capital facilities acquisition often focuses on purchase cost. However, a need also exists to focus on facility maintenance and operation costs and/or depreciation. Capital facility purchases commit the City to an operation and maintenance program. Sound financial practices are necessary when considering capital facility purchases, especially given other existing or anticipated long-term life cycle cost commitments.

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

Policy CF-4.1

Require new private development to fund a fair share of costs to provide services for growth generated by that development.

Policy CF-4.2

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

Policy CF-4.3

Consider life cycle costs when making capital facilities purchases.

Policy CF-4.4

Provide public facilities and services that the City can most effectively deliver, and contract for those best provided by other public entities and the private sector.

Policy CF-4.5

Help residents develop Local Improvement Districts (LIDs) and Utility Local Improvement Districts (ULIDs) and consolidate them to save administrative costs.

Policy CF-4.6

Aggressively seek conventional and innovative funding sources necessary to achieve the City's capital facilities goals, policies, and service standards. Fircrest should make efforts to secure grants and similar sources of funding and should explore other funding mechanisms when such sources will provide needed funding for capital improvements.

Policy CF-4.7

If proposed facility plans, projects, operating procedures, and maintenance procedures will cause cumulative adverse impacts to the natural environment, future costs of mitigating cumulative adverse impacts should be estimated. When decisions are made to implement such plans, projects, or procedures, funding programs should be established concurrently to

ensure funds sufficient for future restoration and mitigation programs. Funding programs should be designed to ensure availability of funds when restoration or mitigation programs are expected to be needed.

Coordination with the Comprehensive Plan, Other Plans, and Other Policies

The GMA requires internal consistency between the Capital Facilities Element and other Comprehensive Plan elements. Consistency is essential because the cost and long life of capital facilities sets precedent for location and intensity of future development.

Consistency is also important because the Capital Facilities Element implements other Comprehensive Plan elements, serves as a catalyst for financing key proposed projects, and establishes a process to balance competing requests for funds.

The City must continually reassess whether projected capital facilities funding is sufficient to meet existing needs. If probable funding for capital facilities is insufficient to meet existing needs, then certain planning decisions will need to be reassessed. At a minimum, this includes reassessment of the Land Use Element to evaluate whether the growth projected can realistically be achieved given expected capital facilities funding. Additional options include re-evaluating projected funding, alternative sources of funding, and level of service standards.

The Six-Year CIP should be amended on a relatively short-term basis so that financial planning remains current with changing conditions, development trends, and the economy.

The CPPs, VISION 2050, and the GMA represent region-wide visions for growth. Inter-jurisdictional consistency for capital projects within these regional visions is important in achieving the goal of managed growth. Fircrest should participate in project coordination efforts and joint planning with other jurisdictions to ensure achievement of capital facilities goals, policies, and service standards and to ensure consistency among jurisdictions.

Goal CF-5: Implement this element in a manner that is consistent with other applicable plans, policies, and regulations, such as the Growth Management Act (GMA), VISION 2050, Pierce County Countywide Planning Policies (CPPs), other Comprehensive Plan elements, and plans of other governments in the region.

Policy CF-5.1

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

Policy CF-5.2

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

Policy CF-5.3

Amend the Six-Year Capital Improvements Plan (CIP) on an annual basis.

Policy CF-5.4

Implement the Capital Facilities Element consistent with the requirements of the adopted Pierce County Countywide Planning Policies (CPPs), Puget Sound Regional Council (PSRC) VISION 2050, the GMA, and other relevant plans.

Policy CF-5.5

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

Policy CF-5.6

Explore opportunities to share facilities and services with nearby jurisdictions to achieve mutually beneficial increases in services or overall reduction in costs to the citizens of Fircrest and those of other jurisdictions.

Policy CF-5.7

Inform affected school districts early in the permit application review process for any residential developments that will significantly increase demand for school facilities. Permit applications may be denied if the school district is unable to provide educational services at the time that development is available for occupancy. Impact fees may be imposed to compensate for the school facilities impact of new developments.

Policy CF-5.8

Plans and projects described in other elements shall be consistent with the financial plan of the Capital Facilities Element and with the capacity of the City to fund facility operations and maintenance. If probable funding falls short of meeting needs, affected elements and the Capital Facilities Element shall be reassessed and revised as necessary to ensure an achievable Comprehensive Plan. Levels of service may be adjusted if other reconciliation measures do not achieve consistency.



Siting Public Facilities

The City must take care when citing public facilities. Just like private development, public facilities may be located near sensitive land uses or environmental areas, so it is important to consider location and impacts during the project design and permit review process.

Certain public facilities support multiple uses. For instance, public facilities may have meeting rooms available for use by community groups and private parties. Accessible areas should be considered when acquiring and siting public facilities. Further, certain public facilities attract people to an area and promote adjacent business development. This provides a convenience to the public while also fostering economic development.

Where feasible and if appropriate, the City will consider adaptive reuse of existing buildings as community facilities. Certain buildings may become notable community landmarks. In such cases, adaptive reuse should at least initially be considered as an alternative to demolition.

Inter-jurisdictional coordination is a fundamental GMA concept. Certain capital facilities are linear in nature and pass through more than one jurisdiction. These facilities often require significant inter-jurisdictional coordination. Other capital facilities may be site specific but regional in nature. These capital facilities serve a population beyond City limits and may have

a disproportionate financial burden on the jurisdiction where sited. These facilities also require considerable coordination and may have specific siting criteria.

Goal CF-6: Locate capital facilities for maximum public benefit while minimizing negative impacts.

Policy CF-6.1

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

Policy CF-6.2

Acquire and locate public facilities to create multiple use opportunities and support business areas where appropriate.

Policy CF-6.3

Encourage adaptive reuse of existing buildings as community facilities when possible.

Policy CF-6.4

Coordinate capital facility siting with the plans of surrounding jurisdictions and regional and State agencies as required and as appropriate for each facility.

NEW *Policy CF-6.5*

Consider future climate conditions, i.e., changes to temperature, rainfall, and sea level during the siting and design of capital facilities. Site capital facilities outside of the 500-year floodplain to avoid flooding impacts and ensure the facility can operate as intended over its planned life cycle.

NEW *Policy CF-6.6*

Promote affordable and equitable access to public services, especially to those historically underserved, by locating community facilities and health and human services near transit facilities for convenient access.

Essential Public Facilities

Essential public facilities are capital facilities typically difficult to site. The GMA requires that no local comprehensive plan may preclude the siting of essential public facilities. Essential public facilities may be drawn from three sources:

- a) the State list,
- b) the County list; and
- c) the City list.

Fircrest will identify essential public facilities of a statewide nature as defined by the Washington State Office of Financial Management (OFM) list. The Pierce County Countywide Planning Policies (CPPs) and the Pierce County Comprehensive Plan policies will be used as guidance to identify countywide essential public facilities. City essential public facilities will be identified using, at a minimum, criteria recommended in WAC 365-195-340 (2)(ii)(c).

The siting of essential public facilities in a neighboring jurisdiction or in the County may have an adverse impact on facilities and services and the citizens of Fircrest. By monitoring proposals

to site essential public facilities, the City will be better prepared to mitigate and seek mitigation for any associated impacts.

Goal CF-7: Permit the siting of essential public facilities in accordance with state requirements and City codes.

Policy CF-7.1

Use the City-adopted process and approval criteria when siting listed Statewide, Countywide, and local essential public facilities.

Policy CF-7.2

Adaptively manage the process for siting and permitting essential public facilities to ensure the public is protected from adverse impacts.

Policy CF-7.3

Actively monitor and participate in siting of essential public facilities in other parts of the County that may have an impact on Fircrest.



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A photograph of a water tower situated on a hill, partially obscured by a dense forest of evergreen trees. The sky is overcast with grey clouds.

8
UTILITIES

VIII. UTILITIES

INTRODUCTION

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

To ensure that all urban services necessary for the health and well-being of the community are available in the future, this element discusses both public utilities and private (investor-owned) utilities. The City of Fircrest currently owns and operates water, sanitary sewer, and stormwater management utilities within its corporate boundaries. A few areas adjacent to Fircrest are also served by some of Fircrest's utilities. Other public entities such as Pierce County and the City of Tacoma provide some public utilities in Fircrest.

Private utilities in Fircrest provide natural gas and telecommunications services. In addition, solid waste services are provided by a private vendor, although there are no facilities located within Fircrest. Information provided to Fircrest by the private utilities is included in this element and its appendix. Additional information, including a description of Fircrest's utility services and facilities, can be found in Appendix F.

STATE PLANNING CONTEXT

The Growth Management Act (GMA) requires that all comprehensive plans contain a utilities element that consists of the general location, proposed location, and capacity of all existing and proposed utilities.

Relationship to the Capital Facilities Element

The Capital Facilities Element is concerned with the same public utilities as the Utilities Element. To improve readability of the Comprehensive Plan, all topics related to public utilities are consolidated in the Utilities Element except the capital improvement program. Cross-references between the Capital Facilities Element and Utilities Element are provided as necessary to meet GMA requirements.

REGIONAL PLANNING CONTEXT

The Pierce County Countywide Planning Policies relating to urban growth areas, public services, and urban services elaborate on these and other GMA requirements.

In addition, the Comprehensive Plan for Pierce County, Washington may specify for municipalities a potential annexation area (PAA), formerly known as an urban service area. The PAA represents the geographic area within which the city may anticipate providing urban services in the future, either prior to or subsequent to annexation. Each city's PAA is based on

input from the municipalities and on the evidence that the city can provide urban services to the area. Fircrest's PAA was annexed in 2018.

LOCAL PLANNING CONTEXT

Relationship to the Capital Facilities Element

The Capital Facilities Element is concerned with the same public utilities as the Utilities Element. To improve the readability of the Comprehensive Plan, all topics related to public utilities are consolidated in the Utilities Element except the capital improvement program. Cross-references between the Capital Facilities Element and Utilities Element are provided as necessary to meet GMA requirements.



GOALS AND POLICIES

This Element contains the Utilities goals and policies for the City of Fircrest. These goals reflect the general direction of the City, while the policies provide more detail about the steps needed to meet the intent of each goal. The goals and policies address the following utilities challenges:

- Ensuring that adequate public utilities and facilities are planned for, extended, and sized in a cost-effective manner consistent with planned population and economic growth described in the Land Use Element and other provisions of the Comprehensive Plan;
- Locating utilities to minimize impacts on public health and safety, surrounding development, the environment and interference with other public facilities; and
- Reducing demand for new resources through support of conservation policies and strategies and the use of innovative technologies.

Goal U-1: Ensure that adequate public utilities and facilities are planned for, extended, and sized in a cost-effective and equitable manner consistent with planned population and economic growth described in the Land Use Element and other provisions of the Comprehensive Plan.

Policy U-1.1

Work with providers to appropriately site new utility facilities to maintain a reliable level of service, accommodate growth, minimize adverse impacts to the City, maximize efficiency, and preserve neighborhood scale and design.

Policy U-1.2

Support efforts by utilities to employ new technology to make operations and work practices safer, increase reliability, facilitate permitting, and minimize rate increases. Consider allowing utilities to develop pilot projects for innovative utility programs in Fircrest that may benefit the City's residents and businesses. Facilitate access to state-of-the-art technology.

Policy U-1.3

Work with utility providers and policy makers to improve service while maintaining the lowest possible utility rates. Actively monitor services provided by each utility provider and assess these services against the applicable rate structure. Utilize the franchise negotiation process to ensure provision of quality services to residents. Support reduced service rates for low-income senior and disabled householders.

Policy U-1.4

Process utility permits in a fair and timely manner, consistent with development and environmental regulations, to minimize the time and cost required for a utility to provide needed services to local residents and businesses. Consider utility providers' concerns about regulations during periodic code updates and strive to balance concerns for the public health, safety, welfare, and environment with utility providers' needs.

Policy U-1.5

Assist utilities with the development of accurate, long-term system facility plans that will ensure provision of adequate service capacity by sharing land use planning and growth projections and other information.

Policy U-1.6

Ensure reasonable access to rights-of-way for all providers consistent with federal and state laws. Utilize the franchise negotiation process to ensure that utilities have reasonable access to use the public right-of-way while guaranteeing that utility use will not degrade the roadway or overly disrupt the traveling public.

Policy U-1.7

Require proponents of development to pay for or construct the growth-related portion of utility infrastructure needs so that utility service providers can balance capital expenditures with revenues and still maintain established service standards. Support the use of reimbursement agreements, such as latecomer agreements, as a method of employing equitable cost sharing for development costs among the original developer and subsequent developers who benefit from the increased capacity provided by the original developer.

NEW *Policy U-1.8*

Equitably distribute telecommunication infrastructure to provide access for residents and businesses in all communities, prioritizing underserved areas.

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

Policy U-2.1

Encourage sharing of utility corridors to save time and expense associated with the cost of utility installation and repairs to the City right-of-way, reduce traffic disruptions, extend pavement life, and minimize required monitoring of repair quality. When permits are requested, the City should require the utility to notify other providers of possible coordination.

Policy U-2.2

Coordinate the design and timing of utilities siting, installation, and repair with street improvements whenever possible. The City should share plans for street construction or overlay with utilities in order to identify opportunities for simultaneous construction projects and provide timely resolution of conflicts.

Policy U-2.3

Promote high-quality designs for utility facilities to minimize aesthetic impacts and integrate these facilities into neighborhoods. Use architecturally compatible designs for above ground utilities, landscape screening, buffers, setbacks, and other design and siting techniques to minimize impacts. Mitigate the visual impact of transformers and associated vaults through measures such as the use of varied and interesting materials, use of color, additions of artwork, and superior landscape design.

Policy U-2.4

Minimize negative siting impacts associated with siting personal wireless telecommunication facilities through the administration of regulations consistent with applicable State and federal laws. Regulate the placement, construction, and maintenance of such facilities to minimize their

obtrusiveness by ensuring appropriate screening of facilities and encouraging collocation to lessen the number of towers or structures needed to support telecommunications equipment.

Policy U-2.5

Apply regulations and franchise agreement provisions that encourage the use of smaller telecommunication facilities that are less obtrusive and can be attached to existing utility poles or other structures without increasing their visual impact.

Policy U-2.6

Design, locate, and construct facilities to minimize adverse impacts to the environment and to protect environmentally sensitive areas, including critical areas. When no viable alternative exists to constructing facilities in critical areas, the environmental review process and critical areas regulations should identify and, if appropriate, mitigate negative impacts. Mitigation should take into account both individual and cumulative impacts. Impacts should be minimized through actions such as:

- Using construction methods and materials to prevent or minimize the risk of overflows into watercourses and water bodies;
- Locating utility corridors in existing cleared areas;
- Locating utility facilities and corridors outside of wetlands;
- Minimizing crossings of fish-bearing watercourses;
- Using bio-stabilization, riprap, or other engineering techniques to prevent erosion where lines may need to follow steep slopes; and
- Minimizing corridor widths.

Policy U-2.7

Avoid utility impacts to public health and safety, consistent with current research and scientific consensus. Monitor scientific research and adopt regulatory measures if research concludes that a proven relationship exists between electric utility or wireless communication facilities and adverse health impacts. Monitor improvements in the natural gas industry and require gas pipeline utilities to upgrade their facilities to implement the best available technology with respect to leak detection devices and other components.

Policy U-2.8

Protect the City's rights-of-way from unnecessary damage and interference and ensure restoration to pre-construction condition or better. Ensure that trenching for the installation, repair, or maintenance of facilities; installation of poles and streetlights; boring; or patching or restoring streets where work has just been completed are performed in accordance with City standards that apply to construction or repair of utility facilities in the right-of-way. Require bonds or other financial guarantees to ensure that restoration is performed properly and that failed repairs will be corrected.

Policy U-2.9

Promote undergrounding of existing utility lines to reduce visual clutter, minimize inappropriate pruning of trees and shrubs to accommodate maintenance of overhead lines, and enhance reliability of power and telecommunication facilities. Consider new technologies, such as wireless transmission, as they become available in order to minimize aboveground utilities.

Policy U-2.10

Require undergrounding of utility distribution lines or provisions for future undergrounding as a condition for development projects. Underground existing utility distribution lines or provide for future undergrounding as street projects occur. Fund undergrounding through a capital improvement program or through formation of a local improvement district. Require individual service lines to be underground when significant site improvements are made. Require undergrounding except where underground installation would cause greater environmental harm than alternatives or where it is demonstrated that such installation will be economically infeasible.

Policy U-2.11

Support efforts by utility providers to enhance the security of their infrastructure and protect critical systems from natural environmental forces and intentional acts of vandalism and terrorism. Coordinate with utility service providers in advance planning efforts as well as during or following an event that threatens critical infrastructure and public health and safety.



Goal U-3: Reduce demand for new resources through support of energy conservation policies and strategies and the use of innovative technologies.**Policy U-3.1**

Encourage resource saving practices and procedures in facilities and services used by the City. Conduct operations in a manner that leads by example through activities such as recycling, water conservation, energy conservation, and low-impact development processes whenever possible. Encourage coordination with utility providers to identify and implement resource saving procedures in City facilities and services. Use City facilities as demonstration sites for innovative resource conservation techniques.

Policy U-3.2

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

Policy U-3.3

Encourage the use of innovative technologies to provide and maintain utility services, reduce the negative impacts of additional utility service demands, improve the existing service, and reduce, where appropriate, the overall demand on utility systems.

Policy U-3.4

Encourage coordination with utility providers to identify and implement resource saving procedures in City facilities and services. Use City facilities as demonstration sites for innovative resource conservation techniques.

NEW Policy U-3.5

Support necessary investments in utility infrastructure that facilitate the transition to low-carbon energy sources, renewable energy sources, and overall energy consumption reduction.

NEW Policy U-3.6

Pursue the development of energy management technology to help meet energy needs and reduce greenhouse gas emissions.

NEW Policy U-3.7

Coordinate watershed planning with neighboring jurisdictions and tribal governments to increase water conservation efforts, protect the region's water supply from climate impacts, and meet the long-term water needs of the region.

Goal U-4: Support and expand electric vehicle infrastructure by including public charging stations.**NEW Goal U-5: Coordinate with neighboring jurisdictions to create and enhance public safety services and emergency management programs.**



9

CLIMATE RESILIENCE

IX. CLIMATE RESILIENCE

PURPOSE

The Climate Resilience Element is designed to help Fircrest remain resilient in the face of climate impacts. The element is intended to provide the City with a consolidated policy framework for climate change planning and to assist in meeting the planning goals of the Growth Management Act.

INTRODUCTION

The Climate Resilience Element is divided into two sub-elements: the Resilience Sub-element addresses efforts in Fircrest to increase the City's resiliency to climate impacts, build equity, and reduce risks of climate change impacts, while the Mitigation Sub-element addresses efforts in Fircrest to decrease Fircrest's contribution to climate change, primarily through the reduction of greenhouse gas emissions. Broad climate goals were identified that encapsulate the City's efforts to reduce its contribution to climate change and help prepare the community for potential climate impacts so the City is able to adapt and thrive in the face of climate change. The goals and policies in this element have been cross-referenced with other elements of this Comprehensive Plan where applicable.

STATE PLANNING CONTEXT

Growth Management Act

The Washington State Growth Management Act now requires cities to include a Climate Element in their comprehensive plans under HB1181. Climate elements must include the following sub-elements:

- Resilience sub-element: Includes goals and policies to improve preparedness, response, and recovery efforts for climate impacts.
- Greenhouse gas mitigation sub-element: Includes goals and policies to reduce greenhouse gas emissions through strategies such as reducing vehicle miles traveled.

REGIONAL PLANNING CONTEXT

Vision 2050 Multicounty Planning Policies (MPPs)

Under the Growth Management Act, multicounty planning policies provide a common region-wide framework for countywide and local planning in the central Puget Sound region, including climate change mitigation and adaptation goals. The MPPs provide guidance for implementing Puget Sound Regional Council's VISION 2050 Regional Growth Strategy. The strategy includes climate change policies that promote actions to reduce greenhouse gas

emissions, reduce building energy use, and address vulnerable populations and areas that have been disproportionately impacted by climate change.

Pierce County Countywide Planning Policies (CPPs)

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

The CPPs are intended to provide guiding goals, objectives, policies, and strategies for the subsequent adoption of comprehensive plans. CPPs that offer guidance for development of the Climate Resilience Element include ones that address the reduction of greenhouse gases, such as through reducing VMT or increasing carbon sequestration, and identify and address local climate impacts, such as sea level rise and extreme heat.



LOCAL PLANNING CONTEXT

A discussion on climate impacts and vulnerability in Fircrest can be found in Appendix G and was used as the basis for developing the goals and policies in this element.

GOALS AND POLICIES

This Element contains the climate resilience goals and policies for the City of Fircrest which were developed to prioritize vulnerable populations and infrastructure in Fircrest and target reductions in greenhouse gas emissions from transportation and building energy, which are likely Fircrest's main sources of greenhouse gas emissions. The goals and policies are categorized into resilience or climate adaptation and greenhouse gas mitigation categories, but some policies can be applied to both adaptation and mitigation efforts in Fircrest. The goals establish broad direction for enhancing resilience and reducing Fircrest's contribution to greenhouse gas emissions, while the policies provide more detail about the outline steps needed to meet the intent of each goal. Most goals and policies are cross referenced with other elements in this Comprehensive Plan, as shown in parentheses following the policy number, i.e., Policy CR-1.1(TR-4.6).

Resilience Sub-Element

The resilience goals were identified based on the climate impacts that are likely to impact Fircrest in the next 20+ years, as well as Fircrest's current efforts to increase resiliency and adaptive capacity. They prioritize vulnerable populations in Fircrest, such as those who have been historically marginalized or are currently living in poverty. Greater discussion can be found in Appendix G. The goals guide Fircrest's development to help improve carbon sequestration, reduce flooding risks, and ensure climate impacts are not disproportionately experienced by historically marginalized communities.

Goal CR-1 (Goal CD-6): Plan, manage, and preserve a healthy urban forest that increases carbon sequestration in Fircrest and reflects community urban design goals by establishing effective programs, practices, landscaping standards, and guidelines.

Policy CR-1.1 (Policy LU-15.1)

Protect and enhance street trees to increase shade, reduce the urban heat island effect, increase carbon sequestration, improve air quality, and improve the mental and physical health of residents, prioritizing frontline communities, or those that will be most affected by climate change.

Policy CR-1.2 (Policy CC-6.1)

Require landscaping with a drought-tolerant native plant component (trees, shrubs, and groundcovers) to be installed with new construction and substantial alterations of existing structures, parking areas, streets, and sidewalks.

Policy CR-1.3 (Policy T-12.2)

Adopt design standards to improve water quality and create more appealing streetscapes. Emphasize the use of landscaping elements in street improvement projects that help curb

stormwater runoff – bioswales, planters, rain gardens, and street trees – and that are mutually beneficial for mobility and ecology. Design these green elements to be deterrents of crashes and injuries and contribute to a more comfortable and visually interesting environment for all users. When designing complete streets, include trees and other plants to clean runoff and manage stormwater at the site. Use traffic-calming elements like traffic circles, chicanes, islands, and curb extensions to provide site opportunities for bioswales, street trees, and rain gardens.

Goal CR-2 (Goal LU-11): Manage surface, ground, storm, waste, and creek waters in an ecologically responsible manner and as interconnected components of the region's watershed to achieve a healthy watershed that is resilient to climate change.

Policy CR-2.1 (Policy LU-10.13)

Ensure that there is “no net loss” of wetlands by ecological function and values. Protect and enhance wetlands where possible to maintain and increase their carbon sequestration potential.

Policy CR-2.2 (Policy LU-11.8)

Require, Low Impact Development (LID) in areas where soils and geology support it to protect groundwater used for the public water supply in accordance with EPA Phase II Western Washington Municipal Stormwater Permit directives.

Review and revise development policies and regulations to support the use of LID more fully where feasible to improve their effectiveness. Consider the adoption of the Low Impact Development Technical Guidance Manual for Puget Sound, which was prepared by the Washington State University Extension and Puget Sound Partnership with the participation and support of a broad range of stakeholders.

NEW *Policy CR-2.3*

Encourage municipal reclaimed water systems and allow onsite non-potable water systems to reduce water demand in private-sector commercial and residential buildings.

NEW *Policy CR-2.4*

Develop a fund to build and maintain green infrastructure projects that help capture, filter, store, and reuse stormwater runoff, prioritizing infrastructure near the golf course, wetlands, and public parks in Fircrest.

NEW **Goal CR-3 (Policy LU-15.2): Establish development regulations that incorporate best practices for reducing extreme heat, the urban heat island effect, wildfire, flooding, and other climate-exacerbated hazards and impacts.**

NEW *Policy CR-3.1*

Develop design standards to integrate exterior building features that reduce the impacts of climate change and increase resilience, i.e., structures to provide continuous shade on sidewalks, utilizing cool roof strategies of using light colors or other reflective materials or green roofs to reduce costs for building cooling and heat-related impacts on human health.

NEW **Goal CR-4: Protect vulnerable infrastructure and the local economy from climate impacts.**

Policy CR-4.1 (Goal T-14)

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

NEW Policy CR-4.2 (Policy LU-14.8)

Ensure that Fircrest's local economy is resilient to climate disruptions and supports businesses' efforts to bolster climate preparedness to support continuity of operations.

NEW Policy CR-4.3

Prioritize at-risk community members for actions that mitigate wildfire smoke, such as providing face masks and air filters or incentivizing updates to facilities that serve high-risk populations.

NEW Goal CR-5: Consider future climate conditions and climate impacts when siting and designing new capital facilities, utilities, and other public facilities.**NEW Policy CR-5.1 (Policy LU-7.9)**

Consider future climate conditions during the siting and design of capital facilities to ensure they function as intended over their planned life cycle. Site essential public facilities outside of the 500-year floodplain.

NEW Policy CR-5.2 (Policy CF-7.5)

Consider future climate conditions, i.e., changes to temperature, rainfall, and sea level during the siting and design of capital facilities. Site capital facilities outside of the 500-year floodplain to avoid flooding impacts and ensure the facility can operate as intended over its planned life cycle.

NEW Policy CR-5.3 (Policy P-6.5)

Enhance the resilience of existing park, recreation, and open space facilities by assessing and addressing climate hazards and impacts to ensure the facilities can benefit the community long-term.

NEW Policy CR-5.4

Incorporate sea-level rise information into criteria for siting critical infrastructure, land use planning, and emergency management.

NEW Goal CR-6: Ensure that community members are equitably prepared for climate impacts.**NEW Policy CR-6.1 (Policy P-2.9)**

Ensure that all community members have equitable access to green space and other recreational facilities.

NEW Policy CR-6.2

Develop emergency preparedness programs and outreach materials to increase residents' awareness of emergency responses and make evacuation quicker and safer. Ensure that any outreach materials are translated to multiple languages to reach all residents.

NEW Policy CR-6.3

Designate or develop community facilities that can be used as community-serving facilities to support residents, coordinate communication, distribute resources and serve as evacuation centers, cooling centers, or places for residents to escape wildfire smoke during periods of prolonged heat or smoke exposure.

NEW Policy CR-6.4

Engage overburdened, low-income, and historically marginalized communities in participatory budgeting efforts in order to support equitable distribution of funding to build resilient communities and reduce emissions.

NEW Policy CR-6.5

Promote the use of health impact assessments and other tools to address the potential impacts of health, equity, and climate change on vulnerable communities in Fircrest, prioritizing climate preparedness in areas and for populations that will be most affected by climate change.



Greenhouse Gas Mitigation Sub-Element

The reduction of greenhouse gas emissions is crucial for cities to pursue to begin reducing the impacts of climate change. Greenhouse gas (GHG) emissions mitigation include actions to reduce or eliminate emissions of greenhouse gases in order to reduce the rate and intensity of

climate impacts. Many of Fircrest's goals and policies in other elements such as the Transportation and Land Use Elements align with and are cross-referenced to supplement the climate mitigation goals listed here. Some goals and policies listed here indirectly assist in greenhouse gas mitigation, such as by decreasing vehicle miles traveled (VMT) which can lead to reductions in GHG emissions.

NEW Goal CR-7: Reduce GHG emissions from transportation related activities and infrastructure in Fircrest.

Policy CR-7.1 (Goal T-12)

Reduce environmental impacts and greenhouse gas emissions associated with transportation infrastructure and operations.

Policy CR-7.2 (Goal T-1)

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

Policy CR-7.3 (Goal T-2)

Provide transportation improvements for alternative and multi-modal transportation choices that ensure equitable and accessible mobility choices for all people. This involves providing special attention to the needs of those with special needs, including persons with disabilities, the elderly, young, and low-income populations, and racially and socio-economic diverse community members.

Policy CR-7.4 (Goal T-10)

Implement TDM strategies to achieve efficient use of transportation infrastructure, increase the person-carrying capacity, accommodate and facilitate future growth, and achieve Fircrest's land use objectives.

Policy CR-7.5 (Policy T-12.1)

Enhance strategies that improve air quality and reduce greenhouse gas emissions. Build complete streets with sidewalks and bike lanes, green streets to improve air and water quality, and coordinate with transit agencies. Support the development of infrastructure to encourage the use of electric and low emission vehicles by including electric vehicle charging stations in new and substantially redeveloped public facilities and in public commercial areas, and revise regulations as technology advances.

Policy CR-7.6 (Goal LU-6.10)

Implement maximum automobile parking standards for various types of commercial development. Encourage Transportation Demand Management through shared parking facilities that complement hours of operation of different businesses.

Policy CR-7.7 (Policy T-10.2)

Require large employers to implement a CTR Program for employees, as mandated by the State Commute Trip Reduction Act. Encourage telework as part of the CTR strategies.

NEW Goal CR-8: Prioritize public transportation and pedestrian and bicycle investments to reduce vehicle miles traveled.

Policy CR-8.1 (Goal T-5)

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

Policy CR-8.2 (Goal T-6)

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

Policy CR-8.3 (Policy T-6.2)

Develop a system of bicycle routes that connects neighborhoods and is coordinated with surrounding jurisdictions to allow people to conveniently travel between and within neighborhoods and local parks, mixed-use areas, and regional facilities.

Policy CR-8.4 (Policy T-13.1)

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

Policy CR-8.5 (Goal LU-1.7)

Encourage project designs to encourage access by modes of travel other than driving alone, such as walking, bicycling and transit, and to provide connections to the nonmotorized system.

NEW Goal CR-9: Incentivize green buildings in Fircrest to go above and beyond state energy requirements.

Policy CR-9.1 (Policy LU-1.3)

Encourage development of both public and private lands in Fircrest that provides long-term benefit to the community using techniques such as green building and green infrastructure. Incentivize green building techniques and certification for new development where possible and encourage retrofits to existing buildings to improve energy efficiency.

NEW Policy CR-9.2

Develop low-energy-use requirements and building code compliance for residential buildings, and consider the adoption of green building standards.

NEW Policy CR-9.3

Prioritize the adaptive reuse of buildings, recognizing the emission-reduction benefits of retaining existing buildings. (Also encouraged as a way to preserve historic properties with Policy CC-9.5).

NEW Goal CR-10: Encourage density by utilizing form-based code and incentivizing ADUs and infill development.

Policy 10.1 (Policy CD-8.1)

Periodically review and update form-based codes, design standards and guidelines, and other zoning provisions that apply to mixed-use development, multi-family redevelopment, and single-family infill housing to assess their effectiveness in accomplishing design objectives and

community design goals, and to assess the extent to which they successfully respond to neighborhood compatibility issues and concerns.

Policy CR-10.2 (Policy LU-1.5)

Encourage infill development on suitable vacant parcels and redevelopment of underutilized parcels. Ensure that the height, bulk, and design of infill and redevelopment projects are supportive of the public realm and compatible with their surroundings.

Policy CR-10.3 (Policy CD-4.1)

Implement the adopted Form-Based Codes and design standards and guidelines to guide development. Consider adopting additional form-based codes that would apply to Neighborhood Commercial areas on Regents Boulevard and the City's medium- to high-density multi-family areas to achieve unique, high-quality built environments in each area.

Policy CR-10.4 (Policy H-2.2)

Encourage increased residential density in mixed-use and multi-family zones, especially those located within the Form-Based Code area, subject to compliance with appropriate form-based code standards and design guidelines. Prohibit new detached single-family development in these areas to promote more intensive use of mixed-use and multi-family properties.

Policy CR-10.5 (Policy H-2.3)

Facilitate development of accessory dwelling units (ADUs) and duplexes in conjunction with single-family attached structures, to promote housing choice and opportunities to age in place.



APPENDIX A: LAND USE

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LAND USE INVENTORY

Low density residential land use and zoning classifications comprise the greatest share of the city’s land uses. The City of Fircrest’s existing Future Land Use Designations establishes 56% of the city’s land as Low Density Residential (Table 1).

Table 1 Existing Comp Plan Land Use Designation Inventory

Land Use Designation	Acres	Percentage of the City
High Density Residential	45	4%
Low Density Residential	567	56%
Low Density Residential Conservation	34	3%
Medium Density Residential	31	3%
Medium Density Residential - Traditional Community Design	41	4%
Commercial Mixed Use	36	4%
Neighborhood Commercial	11	1%
Public and Quasi-Public Facilities	38	4%
Parks, Recreation, and Open Space	202	20%
Total	1,005	-

Notes: Percentages may not add up to 100% due to rounding.

The next greatest share among the City’s Land Use designations was Parks, Recreation, and Open Space, which includes the golf course, at 20% of the City’s land area. When considering the golf course alone, it accounts for 17% of the city’s land.

Table 2 Zoning District Inventory

Land Use Designation	Acres	Percentage of the City
Golf Course (GC)	169	17%
Mixed-Use Neighborhood (MUN)	25	2%
Mixed-Use Urban (MUU)	11	1%
Neighborhood Commercial (NC)	9	1%
Neighborhood Office (NO)	2	0%
Parks, Recreation, and Open Space (PROS)	33	3%
Residential-10-Traditional Community Design District (R-10-TCD)	41	4%
Residential-20 (R-20)	31	3%
Residential-30 (R-30)	14	1%
Residential-4 (R-4)	338	34%
Residential-4-Conservation District (R-4-C)	34	3%
Residential-6 (R-6)	268	27%
Residential-8 (R-8)	31	3%
Total	1,005	-

Notes: Percentages may not add up to 100% due to rounding.

LAND CAPACITY ANALYSIS

Pierce County completed a Buildable Lands Report in 2021. The report estimated that the city has a total of 44.3 developable acres. This included deductions for critical areas, infrastructure, and market factors. This report was used to assess housing capacity and demand over the next 20 years. See Housing Element Appendix for the full analysis.

The report also estimated the capacity for additional jobs in the city considering commercial and mixed-use zones, summarized in the following Table 3. The total capacity of 199 additional jobs exceeds the projected employment growth of an additional 113 jobs. Fircrest will then be able to accommodate job growth without any land use changes.

Table 3 Job Capacity by Zone

Zone	Vacant	Underutilized	Total
MUN + MUU*	40	154	194
GC	0	0	0
NC	0	0	0
NO	0	0	0
PROS	0	0	0
R10TCD	0	0	0
R20	0	0	0
R4	0	1	1
R4C	3	0	3
R6	0	1	1
R8	0	0	0
Total	43	156	199

*The study reflected an older zoning designation, CMU, which is now split into the two zones, MUN and MUU.
Source: Pierce County Buildable Lands Report, November 11th, 2022, 4th Edition.

CRITICAL AREAS AND NATURAL RESOURCE LANDS

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

According to Pierce County GIS data, mapped wetlands account for most the city's critical areas, totaling 12% of the city area (see Table 4Table 4). Additionally, the city falls within the Central Pierce County Aquifer.

Table 4 Critical Areas Inventory

Critical Areas	Acres	Percentage of the City
Wetlands	119.8	12%
Regulated Floodplains (100- and 500-Year)	15.1	2%
Total	134.9	1%

Notes: Percentages may not add up to 100% due to rounding. Figures are estimates based on the best available data. Site critical area studies may result in greater or smaller areas.

Source: Pierce County Data.

Figure 1, on page 5, identifies lands for which the presence of wetlands, fish and wildlife habitat conservation areas, and frequently flooded areas is indicated. Areas with a critical

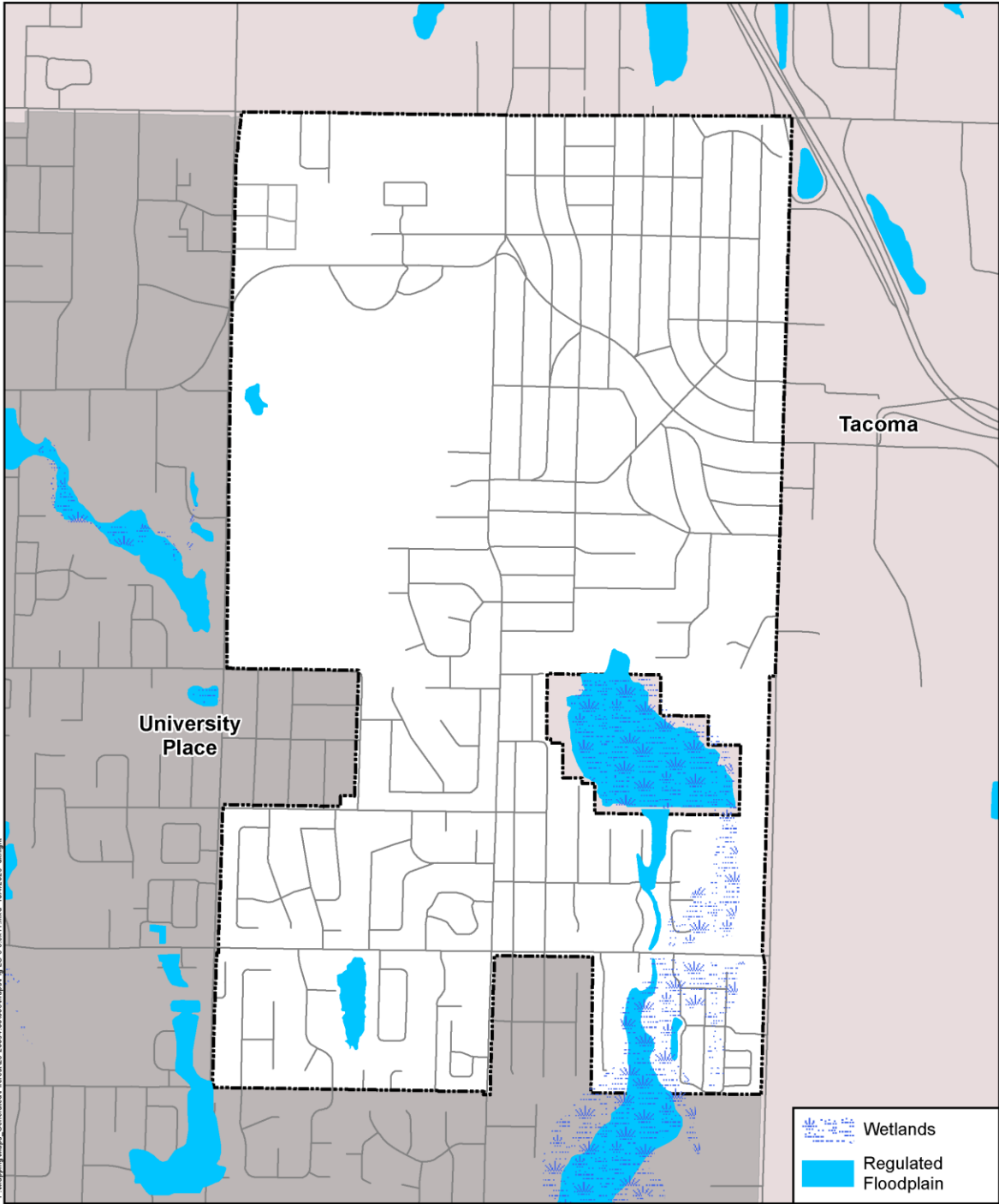
recharging effect on aquifers used for potable water are not illustrated because the entire city is within the Clover-Chambers Creek Groundwater Management Area, which has a critical recharging effect on the Tacoma and Clover-Chambers Creek Aquifers. The inclusion of these maps in the Land Use Element does not preclude the designation of additional critical areas that may be identified after the adoption of this plan.

The City of Fircrest adopted interim development regulations for critical areas in February 1993. These regulations were updated in 2005 to incorporate the best available science and special consideration for anadromous fisheries as required by RCW 36.70A.172. The city subsequently updated these regulations in 2015 to ensure consistency with state law as part of the mandatory GMA Update for comprehensive plans and development regulations.

The GMA also requires the designation of natural resource lands of long-term commercial significance, including forest, agriculture, and mineral resource lands. Natural resource lands are not found within the City of Fircrest.

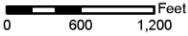
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Figure 1 Critical Areas



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This map is a geographic representation based on information available. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.



Wetlands, Fish & Wildlife Habitat, Floodplain
Comprehensive Plan Update
City of Fircrest
October 2023

Figure

LU-3

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PLANNED LAND USE IN ADJACENT JURISDICTIONS

Fircrest lies directly adjacent to the City of Tacoma and the City of University place. Fircrest’s land uses and designations adjacent to these cities should be compatible. In Tacoma, notable uses adjacent to Fircrest include the Recover and Transfer Center to the east and Tacoma Community College to the north. In University Place, the northwest boundary of Fircrest is adjacent to commercial and retail uses along South Mildred, while the southern boundary is mostly adjacent to residential uses.

Sound Transit plans on opening a light rail station along S. 19th Street by 2041. Light rail has implications for adjacent land uses as transit opportunities increase. The City of Fircrest currently has mapped Mixed Use zones to accommodate a diversity of uses on the northwestern portion of the city, and land uses will likely shift as developer interests increase in anticipation of the light rail station.

Fircrest will coordinate with other jurisdictions as appropriate to address consistency and compatibility issues.

Major Characteristics – Adjacent Land Use Designations

Fircrest lies directly adjacent to the City of Tacoma and the City of University Place. Because of this, Fircrest’s land uses and designations should be aware of those cities’ land uses adjoined to Fircrest’s city boundaries. In Tacoma, notable uses adjacent to Fircrest include the Recover and Transfer Center to the east and Tacoma Community College to the north. In University Place, the northwest boundary of Fircrest adjoins commercial and retail uses along South Mildred. The southern boundary adjoins mostly residential uses in University Place.

Sound Transit plans on opening a light rail station along S. 19th Street by 2041. Light rail has implications for the land uses adjacent to Mildred and S. 19th Street as transit opportunities increase. The City of Fircrest currently has mapped Mixed Use zones to accommodate a diversity of uses on the northwestern portion of the city, and land uses will likely shift as developer interests increase in anticipation of the station.

APPENDIX B: HOUSING

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HOUSING INVENTORY AND CAPACITY

The GMA requires the Housing Element to include analysis that: “Identifies sufficient capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low-, very low-, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within an urban growth area boundary, consideration of duplexes, triplexes, and townhomes” (RCW 36.70A.070(2)(c)). This section addresses this requirement.

Inventory of Projected Housing Needs and Adequate Provisions

By 2044, Fircrest’s population is expected to increase by 1,910 community members under Pierce County’s population allocation target. PSRC projects that Fircrest’s population could reach 9,565 by 2050. With the passing of HB 1220 in 2021, GMA now requires that jurisdictions plan to accommodate housing unit needs for very low-, low-, and moderate-income levels. Using the Department of Commerce’s Housing for All Planning Tool (HAPT),

Pierce County adopted housing targets for all jurisdictions, including by income level, under Ordinance No. 2023-46s. The allocations for Fircrest for 2044 are shown below in Exhibit 1.

Table 1 Housing Need Allocations by Income Bracket

(Pierce County Ordinance No. 2023-22s)

Income Level (% of Area Median Income)		2020 Estimated Supply	Units Needed in 2044
0-30%	Non-PSH*	12	99
	PSH*	0	134
30 - 50%		140	143
50 - 80%		812	113
80 - 100%		537	49
100 - 120%		322	44
>120%		1,104	188
Total		2,927	769
<i>Temporary Emergency Housing Needs (beds)</i>		0	47

*Permanent Supportive Housing (PSH)

Bracket >120% AMI not required to be planned for under HB 1220 but included for informational purposes.

Land Capacity for residential units was determined both through identifying underutilized and vacant lands from the Pierce County Assessor and from the 2021 Pierce County Buildable Lands Analysis. In addition to developable lands, the analysis identified 156 units for the MUN zone and 235 units for the MUU zone as expected as part of the Prose application. These units were also counted as part of the analysis.

This analysis used a series of density assumptions based on zoned and achieved densities in the city, shown in the following exhibit, to convert acreage to units. To establish a baseline scenario for comparison, these initial assumptions did not include density adjustments considering ADUs and duplexes under new state legislation. This analysis then determined the number of units.

The assumed densities and estimated vacant and under-utilized capacities are established on the following page, in Table 2.

Table 2 Land Capacity Acreage and Assumed Density

Zone	Net Developable Land (acres)			Assumed density/pipeline units		Total baseline capacity (dwelling units)
	Vacant*	Under-utilized*	Total	Baseline assumed Dwelling units/acre	Pipeline and recent units added	
Residential-4, R-4	1.0	0.0	1.0	4	0	4
Residential-4-Conservation, R-4-C	13.0	0.0	13.0	4	0	52
Residential-6, R-6	0.4	0.0	0.4	5.5	0	2
Residential-8, R-8	0.0	0.0	0.0	8	0	0
Residential-10-Traditional Community Design, R-10-TCD	0.0	0.0	0.0	10	0	0
Residential-20, R-20	0.0	0.0	0.0	20	0	0
Residential-30, R-30	0.0	2.0	2.0	30	0	60
Neighborhood Office, NO	0.0	0.0	0.0	6	0	0
Neighborhood Commercial, NC	0.0	0.0	0.0	6	0	0
Mixed-Use Neighborhood, MUN	0.0	4.1	4.1	59	156	395
Mixed-Use Urban, MUU	0.0	2.7	2.7	59	235	395
Park, Recreation and Open Space, PROS	0.0	0.0	0.0	0	0	0
Golf Course, GC	0.0	0.0	0.0	15	0	0

Source: Pierce County 2021 Buildable Lands Report (Fourth Edition).

*15% market/infrastructure deduction for vacant lands, 25% for underutilized.

To compare unit capacity with the adopted housing need by income bracket, the land capacity analysis created assumed income brackets served by each zone. These assumptions were based both on the Washington State Department of Commerce's Guidance and on local conditions in Fircrest. The analysis used allocation ratios to consider the fact that zones serve multiple income brackets. The assumptions are shown in the following, Table 3.

Table 3 Assumed Affordability Allocation Ratios by Zone

Residential Zones	0-30% AMI	30-50% AMI	50-80% AMI	80-100% AMI	100-120% AMI	>120% AMI
Residential-4, R-4					0.25	0.75
Residential-4-Conservation, R-4-C					0.25	0.75
Residential-6, R-6					0.25	0.75
Residential-8, R-8			0.25	0.25	0.25	0.25
Residential-10-Traditional Community Design, R-10-TCD				0.25	0.25	0.50
Residential-20, R-20		0.25	0.25	0.25	0.25	
Residential-30, R-30	0.25	0.25	0.25	0.25		
Mixed-Use Neighborhood, MUN	0.25	0.25	0.25	0.25		
Mixed-Use Urban, MUU	0.25	0.25	0.25	0.25		
Golf Course, GC						1.00

Row add up to 100 horizontally to ensure no under/over counting.

This analysis compared the following scenarios and trends to better understand Fircrest's expected capacity or deficits by income level.

1. Baseline (No Change). This scenario assumes that despite state legislation, density and housing production will remain consistent with historic levels and will not include additional duplexes or ADUs.
2. Accessory Dwelling Units (ADUs). This scenario includes estimates of ADUs. This analysis assumes an average of two ADUs produced over the next 20 years, consistent with recent permit data trends at the City. ADUs were assumed to be affordable for the 0-80% AMI brackets.
3. Duplexes. Under this scenario, the analysis increases the assumed density for R-4 to 4.5 dwellings per acre (du's/acre) and 4.5 du's/acre for the R-6 zone. This then adjusts affordability for these zones for 50-120% AMI brackets, rather than the >100% AMI in the baseline.
4. Total (Combined Trends). This adds the ADU and Duplex scenarios to show the overall, expected surplus or deficit expected for housing unit supply compared to need.

The results are shown in the following table. In summary, while the City may expect an overall surplus at the citywide level, there will be a likely deficit of supply affordable to the 0-30% AMI bracket.

Table 4 Projected Housing Unit Scenario Surplus/Deficits

Income Level	Household Income Bracket (Pierce County median income, rounded to nearest 1k)	Surplus/ (Deficit) (Estimated Unit Capacity - Housing Need)			
		1. Baseline (No Change)	2. ADUs	3. Duplexes	Total
Extremely low income (0-30% AMI)	\$0 - \$25,000	(20)	(10)	(20)	(10)
Very Low income (30-50% AMI)	\$25,000 - \$41,000	70	80	70	80
Low income (50-80% AMI)	\$41,000 - \$66,000	100	120	100	120
Moderate income (80-120% AMI)	\$66,000 - \$99,000	134	134	153	153
Total Net Capacity <i>(includes >120% AMI for overall)</i>		139	179	146	186

Fircrest will need to make adequate provisions to meet these housing targets and the projected deficit for the 0-30% AMI bracket as part of the Comprehensive Plan Update.

HOUSING PROFILE

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

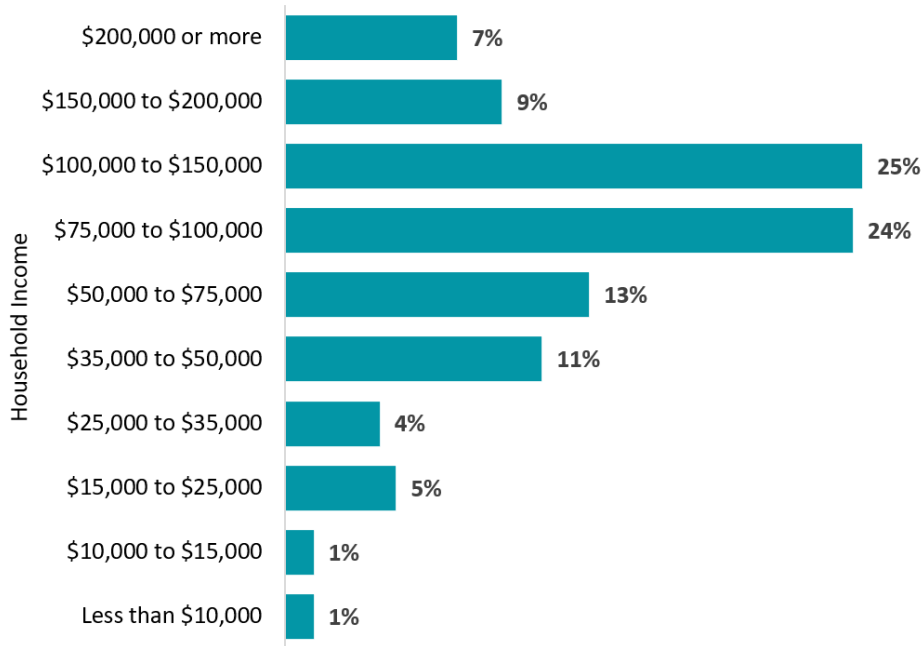
Table 5 Population Profile

Population	
2020 Population Count	7,156
Median Age	42 years
Population Under 20	25.4%
Population 55 and Older	29.6%
Population 65 and Older	17.3%
Race / Ethnicity	
White	74%
Black/African-American	8.0%
American Indian and Alaska Native	1%
Asian	6%
Native Hawaiian and Other Pacific Islander	0%
Other	1%
Other - Two or More	11%
Hispanic or Latino of Any Race	7%
Income	
Median Household Income (2021)	\$90,854
Median Family Income (2021)	\$98,409
Housing Characteristics	
Number of Dwelling Units	2,926
Single-family Units (attached and detached)	70%
Multi-family Units	29.0%
Mobile Homes	0.4%
Owner Occupied Units	66%
Renter Occupied Units	34%
Average Household Size	2.51 persons
Average Family Size	2.91 persons
Geography	
Land Area in Square Miles	1.58

Source: 2021 ACS, 2020 Decennial Census

The median household income in 2021 was estimated at \$90,854. In 2010, the median income was \$64,069. Adjusting for inflation, this reflects a 15% increase in median household income.

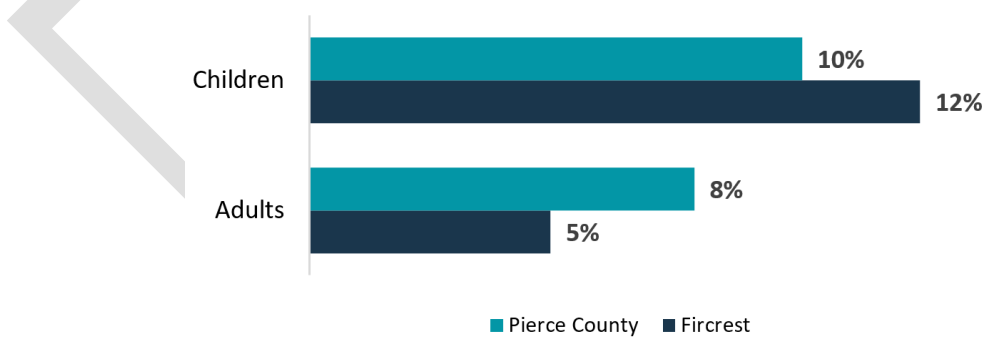
Figure 1 Economic Characteristics - Household Income



Source: 2021 ACS, 5-Year Estimates, Income.

According to the 2021 ACS, 6% of Fircrest's population fell below the poverty level. This is slightly lower than the percentages of households below the poverty line in 2021, which was 8%. 12% of Fircrest's children under 18 were considered in poverty compared to 5% of adults. Fircrest's child poverty rate is higher than the county rate, which was just under 10% in 2021.

Figure 2 Economic Characteristics - Income below Poverty Level



Source: 2021 ACS, Poverty.

Table 6 Social Characteristics - Household by Type

	2010	2020	% Change
Total households	2,667	2,766	+4%
Family households (families)	67%	73%	+9%
With related children under 18 years	34%	35%	+2%
Married-couple family	47%	49%	+3%
Male householder (no spouse present) family	5%	5%	+4%
Female householder (no spouse present) family	14%	19%	+37%
Non-family households	33%	27%	-18%
Householder living alone	29%	21%	-29%
Householder 65 years and over	n/a	52%	
Households with individuals under 18 years	34%	35%	+2%
Households with individuals 60 years and over	40%	40%	0%
Average Household Size	2.40	2.51	+5%
Average Family Size	2.96	2.90	-2%

US Census ACS 5-Year Estimates

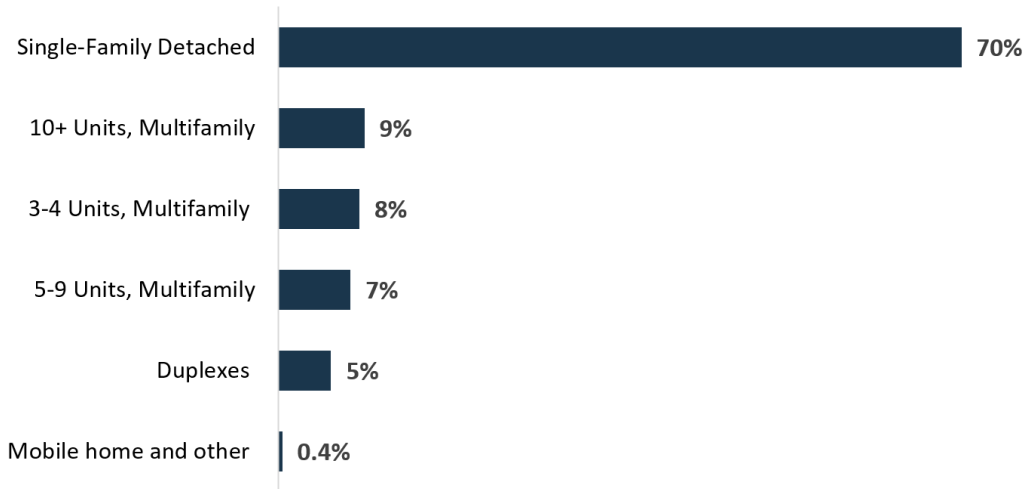
Table 7 Social Characteristics - Disability Status

Age group	Percent of group a disability
Under 18 years old	1%
Ages 18-65	5%
Ages 65+	92%
Perc. of total population with a disability	8%

Source: 2021 ACS, Age by Number of Disabilities.

The occupancy rate for Fircrest was 3% in 2020 according to the 2020 Census. **This is down from 5% occupancy in 2010, indicating an increase in housing demand.** In 2021, owners accounted for most residents according to the ACS, 66%. Renters comprised the remaining 34%. In 2010, owners accounted for 69% of occupied housing units, with renters comprising 31%.

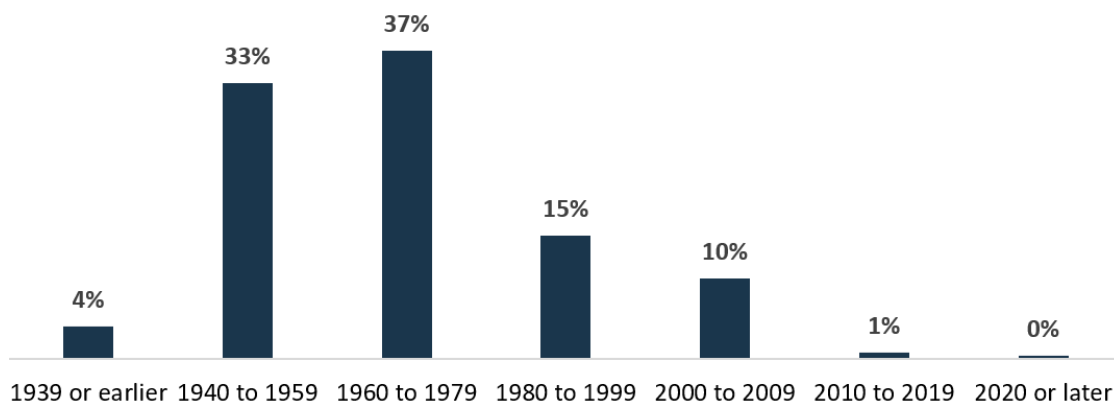
Figure 3 Housing Characteristics - Units in Structure



Source: 2021 ACS 5-Year Estimates, Housing Tenure and Characteristics.

Although the original Regents Park plats were recorded in 1907 and Fircrest incorporated in 1925, the City’s housing stock of mostly smaller bungalows and cottages remained limited until the 1940s. Rapid growth occurred during the 1950s through the 1970s, when a relatively large number of modest-size split level and rambler style housing (62 percent of the total housing stock) was built. Apartment construction was especially strong during the 1970s. Construction of larger size detached single-family housing occurred during the 1980s and 1990s but in more limited numbers compared with the housing constructed in prior decades. With the construction of new subdivisions, including The Commons and Fircrest Greens in the 2000s, detached and attached single-family construction increased - until the housing market crash of the late 2000s. Considering Fircrest’s aging housing stock, as demonstrated in the following Table 4, Fircrest will need to ensure that housing production and maintenance can continue to provide high-quality living for community members.

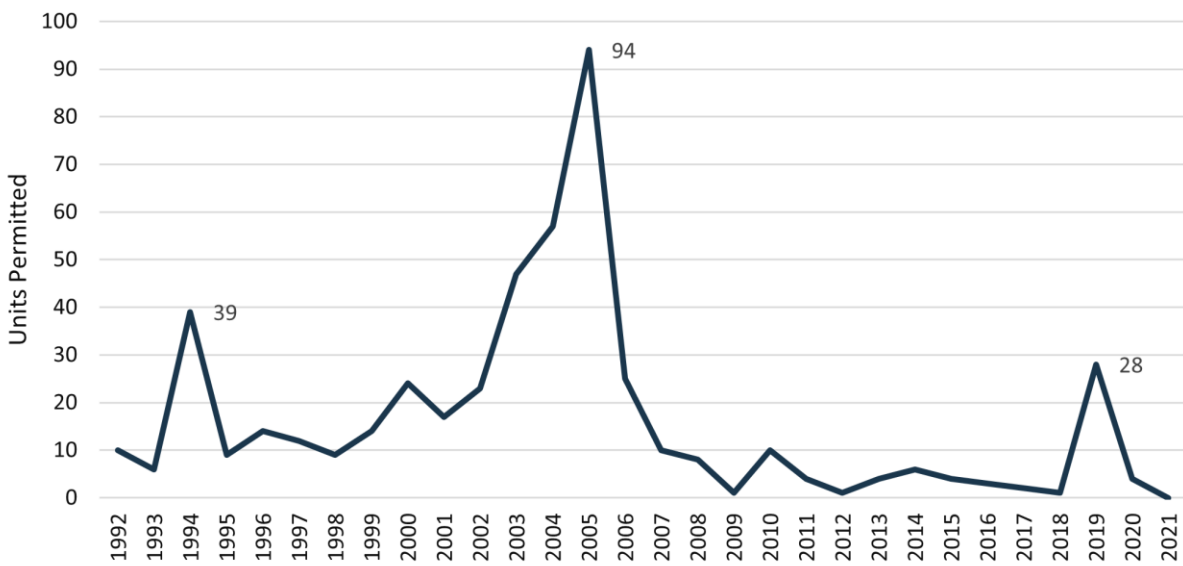
Figure 4 Housing Characteristics - Year Structure Built



Source: 2021 ACS, Housing Tenure and Characteristics.

Fircrest’s housing production has varied in the last couple of decades. In the last 10 years, the City permitted, on average, 5 units per year. Considering the city has added an average of 34 people per year in population in the last 10 years, and assuming 2.5 persons per household, Fircrest would have needed to permit nearly 14 units per year for housing to match population growth. **This means that to meet future population growth, Fircrest would need to add an additional 9 units per year compared to the existing average permitting rate.**

Figure 5 Housing Units Permitted in Fircrest



Source: Census Building Permits Survey.

HOUSING AFFORDABILITY

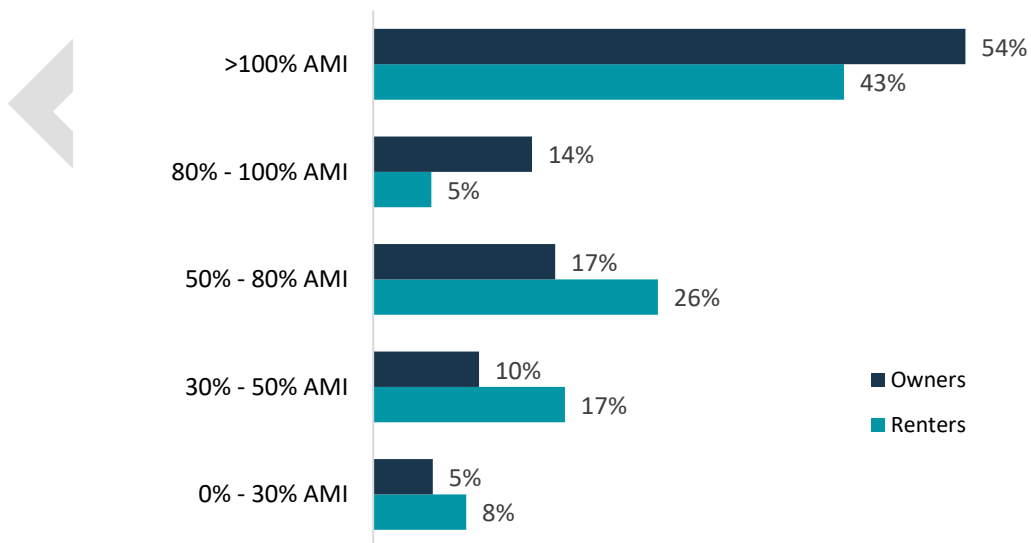
When it comes to economic status of households, the majority of Fircrest homeowners made at least \$90,854 in household income, or the Area Median Income (AMI). Only 43% of renters made at least the AMI, as seen in the following Figure 6.

Table 8 Fircrest Percent Median Income (AMI) Ranges

Area Median Income	Income Range
0-30%	\$0 - \$27,256
30-50%	\$27,256 - \$45,427
50-80%	\$45,427 - \$72,683
80-100%	\$72,683 - \$90,854
100-120%	\$90,854 - \$109,025

Source: 2021 ACS, 5-Year Estimates, Income; HUD CHAS

Figure 6 Household Distribution by Tenure and Fircrest Median Family Income



Source: HUD CHAS, 2015-2019.

Nearly a third of Fircrest’s population is cost burdened. A household is considered housing cost burdened when they spend more than 30% of their household income towards housing. They are considered severely cost burdened when they spend 50% of their income or greater on housing costs. 10% of renter households in Fircrest are considered severely cost burdened.

Table 9 Households Paying More Than 30 Percent of Income for Housing

Tenure	Cost Burdened (>30%)	Severely Cost Burdened (>50%)
Renters	27%	10%
Owners	26%	8%
Total	27%	9%

Source: HUD CHAS, 2015-2019.

Using the definition of housing affordability together with the 2021 median household income of \$90,854, Table 10 represents the amount of money that Fircrest individuals and families earning median income or less can afford to pay for rental and ownership housing. Low- and moderate-income groups are experiencing a gap between what they can afford to spend on housing and how much the market is demanding from them. Prioritizing housing affordability as part of the Comprehensive Plan Goals and Policies is therefore important as part of this Comprehensive Plan.

Table 10 Affordable Rents and Prices

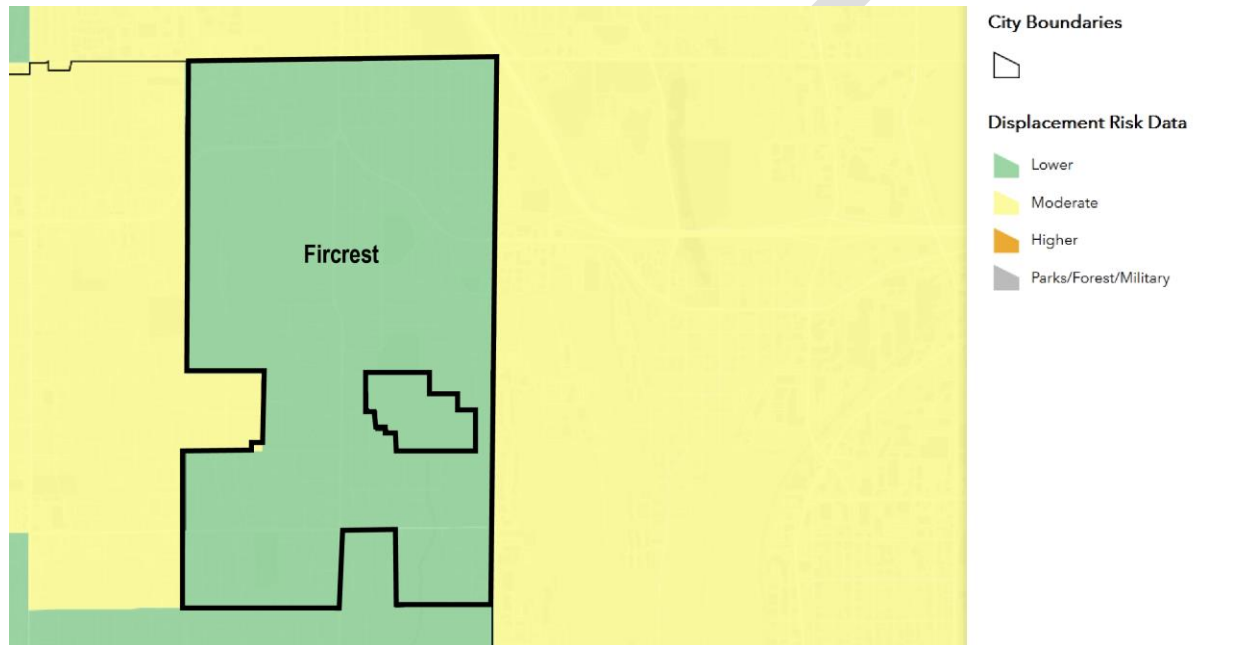
Income Group	Income Brackets*	Maximum Affordable Monthly Rent/Utility (30% of monthly income)	Maximum Affordable House Price**
Extremely Very Low-Income (< 30% AMI*)	\$0 - \$27,256	\$681	\$64,672
Very Low Income (30 - 50% AMI)	\$27,256 - \$45,427	\$1,136	\$150,364
Low Income (50 - 80% AMI)	\$45,427 - \$72,683	\$1,817	\$277,727
Moderate-Income (80 - 120%)	\$72,683 - \$109,025	\$2,726	\$448,172

*Using Fircrest’s Median Income
 **The maximum home price calculation assumes a monthly debt payment of \$350 and a 20% downpayment.

DISPLACEMENT RISK

The Puget Sound Regional Council (PSRC) provides a displacement analysis map (Figure 7). PSRC classifies the City of Fircrest's Displacement Risk Level as "lower" due to factors such as income, housing costs, household characteristics, and poverty level.

Figure 7 PSRC Displacement Risk Map for Fircrest

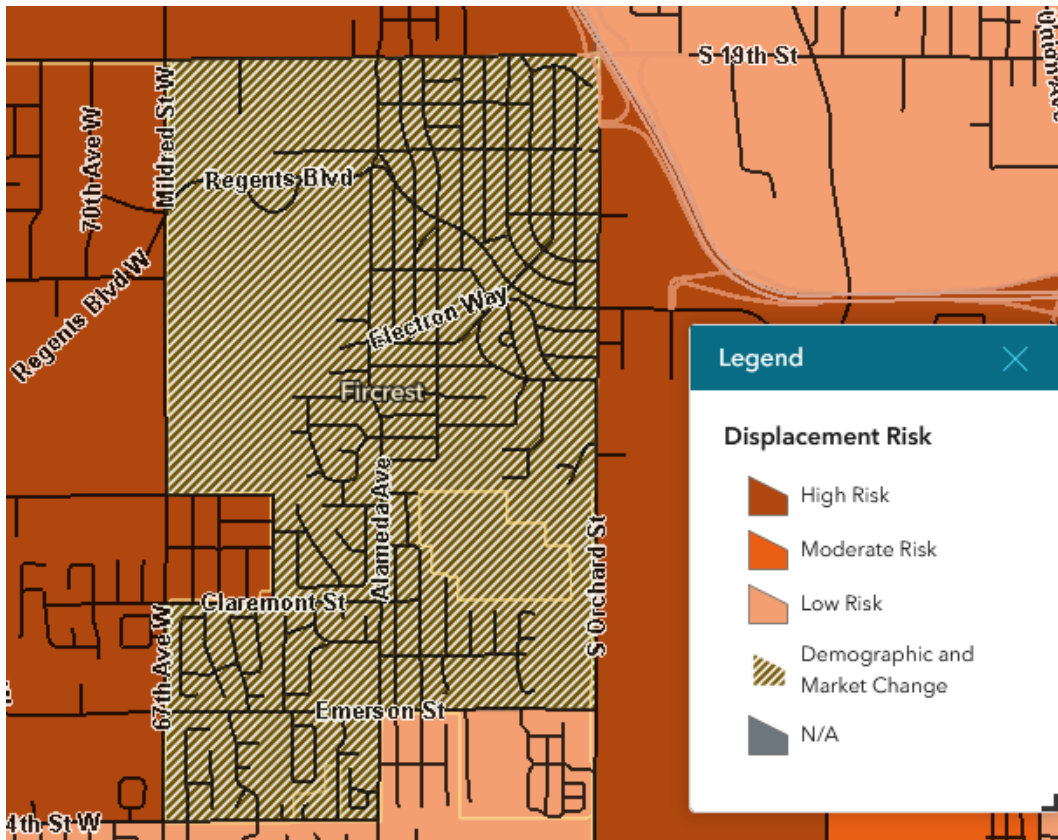


Source: PSRC Displacement Risk Map.

However, this does not mean that displacement is completely unlikely. In the Washington State Department of Commerce's Draft Displacement Index, Figure 8, Fircrest is listed as having "demographic and market changes." As land values appreciate, even without development pressures, costs increase and create pressures for displacement through gentrification and displacement.

The Comprehensive Plan Policies must account for rising housing and land costs and the demographics of the city to reduce displacement risks. For example, with the statewide housing shortage, land and housing costs can be expected to remain high across the region. Ensuring that there are adequate opportunities for populations to age in place and cost-appropriate housing for young adults will be important to ensure a sustainable amount of age and income diversity in the city and mitigate displacement pressures.

Figure 8 Commerce Draft Displacement Risk Map for Fircrest



Source: Washington State Department of Commerce, Draft Displacement Risk Map.



CITY OF FIRCREST

2024-2029

Transportation Improvement Program

FINAL

ACKNOWLEDGEMENTS

Fircrest City Council

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Hunter T. George
Nikki Bufford
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Tim Piercy, Utility Service Person II
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Vicky Walston, Utility Billing Clerk
Holly Veliz, Utility Billing Assistant

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PREFACE

Chapters 35.77.010 of the Revised Code of Washington (RCW) provide that each city shall annually update its Six-Year Comprehensive Transportation Program and, after a public hearing thereon, file a copy of the adopted Program with the Secretary of the Washington State Department of Transportation (WSDOT) by July 1 of each year. The Program is necessary to allow cities and counties to obtain State and Federal funding. For a project to obtain funding from the State, it must appear in the agency's current Program. Because the state also disperses federal highway funds, this requirement applies to federally funded projects as well.

RCW 35.77.010 also requires each city to specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement plan for that region. There are no projects included in this Program that are considered regionally significant.

The Program is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues. Therefore, a primary objective of the Program is to integrate the two to produce a comprehensive, realistic program for the orderly development and maintenance of our street system.

Several important points must be considered during the review of the proposed Program. The early years of the Program are fairly definite; that is, it can be assumed that those projects will be constructed as scheduled. Projects in the later years are more flexible and may be accelerated, delayed, or canceled as funding and conditions change.

It is also important to note that the adoption of the Program does not irreversibly commit the City of Fircrest to construct the projects. A project may be canceled at any time during study or design. The usual reasons for canceling a project are that it is environmentally unacceptable or contrary to the best interests of the community. The Program may be revised at any time by a majority vote of the City Council, but only after a public hearing.

NON-DISCRIMINATION

The City of Fircrest assures that no person shall, on the ground of race, color, national origin, handicap, sex, age, or income status as provided by Title VI of the Civil Rights Act of 1964 and subsequent authorities, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program or activity.

GRANT APPLICATIONS AND LEVERAGING LOCAL DOLLARS

The need to leverage local dollars through grant applications is very important to the City, especially considering the decrease in funding available for transportation-related capital improvements. The intent of this program is not only to list and program projects for funding but to establish City Council approval to submit grant applications on those projects contained in the Program.

ABOUT THE CITY OF FIRCREST

The City of Fircrest is a non-charter code city, operating under a Council-Manager form of government, with an annual General Fund budget of approximately \$12 million and a total budget of over \$34 million. Fircrest is a full-service city, providing a wide range of services, including police and fire protection, animal control, emergency medical aid, building safety regulation and inspection, street lighting, land use planning, and zoning, housing and community development, full range of recreational and cultural programs, traffic safety maintenance and improvement, and maintenance and improvement of streets, water, sewer, and storm.

Fircrest is a vibrant community that offers the perks of small suburb town life with major urban cities nearby. Incorporated as a town in 1925 and as a city in 1990, Fircrest is centrally located just 32 miles south of the City of Seattle and 31 miles north of the state capital. Covering 1.58 square miles, Fircrest started as the first master-planned community in the state of Washington. With over 30 chain saw sculptures, six beautiful parks, an urban forest of Fir trees, and friendly, active neighborhoods, Fircrest has earned its title as “The Jewel of Pierce County” and is known as a residential oasis nestled between the cities of Tacoma and University Place. The City is home to the Fircrest Golf Club, a 165-acre, an 18-hole golf course that has stood the test of time for 100 years and fits perfectly among the premier private golf clubs in the Puget Sound region.

Home to 6,979 residents, Fircrest has a strong local history and residents who are active and passionate in the community. The City operates and maintains 27.1 acres of land providing a range of active and passive recreational opportunities and community events. The City continues to work hard to keep its reputation as a quiet, residential community with attractive, livable neighborhoods and fine recreational facilities and setting the standard for community-oriented policing. Fircrest is planning for additional growth in the future that will continue to shape the character of the community. As growth occurs, there are characteristics that residents would like to retain, such as Fircrest’s green character; a safe, friendly, and sustainable community; and some physical remnants of the past as reminders of its early history.



FUNDING SOURCES

Motor Vehicle Fuel Tax Funds

By law, each city receives a proportionate share of the total state motor vehicle fuel tax. Money received is a monthly allocation based on population. In the City's 2023 budget, it was anticipated that revenue received from the state motor vehicle fuel tax for the Street Fund will be \$139,540. We have found this amount to fluctuate each year dependent upon the fuel tax rate. In reviewing past monies received the city can confidently anticipate \$125,000 being received in 2024.

Transportation Improvement Board

The Washington State Transportation Improvement Board (TIB) funds high-priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services. TIB is an independent state agency, created by the Legislature, which distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington State. Funding for TIB's grant programs comes from revenue generated by three cents of the statewide gas tax.

The TIB has several statewide competitive programs which use criteria developed by the TIB for the prioritization of projects. The three TIB programs in which the City of Fircrest can compete are as follows:

- **Urban Corridor Program (UCP)**
This program is for transportation projects with a primary emphasis on public/private cooperation and economic development.
- **Urban Arterial Program (UAP)**
This program is for arterial street construction with a primary emphasis on safety and mobility. This program is being utilized to apply for funding to Grind and Overlay southbound So Orchard St from Regents to the City line.
- **Active Transportation Program (ATP)**
This program is for the improvement of pedestrian safety, and to address pedestrian system continuity and connectivity. The City will continue to apply for grants from both the SRTS Program and PBP for funding of sidewalk installations on westbound 44th St W from Rainier Dr to 67th Ave W and southbound Alameda Ave from Emerson to Fircrest Greens across from Cypress Point Ave.

City Funding Sources

Recent funds from the sale of the City's power utility have been used to fund capital projects in the City's Street Fund. There are not sufficient funds in this source to fully fund the projects included in the Six-Year Program, however, the City will consistently apply for grant funding in order to use as little of this fund as possible to maintain a healthy reserve to get through tough economic times.

Real Estate Excise Taxes

The City can also use the Real Estate Excise Tax it receives for funding, in whole or in part, any capital project associated with the work identified in this plan.

Washington State Department of Transportation

Safe Routes to School / Pedestrian Bicyclist Program

Traffic Safety Near Schools Program – This program is for the improvement of safety for children traveling to and from school.

Surface Water Management

The City's storm drain rate revenue pays for all drainage facilities constructed in conjunction with street improvements. Because there will be little impact to storm drainage facilities resulting from the projects proposed in the Six-Year Transportation Improvement Program, only a minor amount of funding is expected from this source.

CONSISTENCY WITH LAND USE MANAGEMENT PLAN

The State's Growth Management Act (GMA) requires local governments to develop and adopt comprehensive plans covering land use, housing, capital facilities, utilities, and transportation. These comprehensive plans must balance the demands of growth with the provision of public facilities and services and transportation facilities and services. The City of Fircrest was required to develop and adopt a comprehensive plan that is in conformance with the requirements of the GMA.

The City of Fircrest has, as part of its Comprehensive Plan, Transportation Goals and Policies. The projects in the Six-Year Comprehensive Transportation Improvement Program are intended to conform to the goals and policies within the City's Comprehensive Plan.

TABLE 1: 2024-2029 TRANSPORTATION FACILITY IMPROVEMENTS

City of Fircrest Six-Year Comprehensive Transportation Improvement Program (2024 to 2029)

Transportation Facility Improvements		2024	2025	2026	2027	2028	2029	TOTAL
Capital Appropriations								
1	Major Pavement Patching: Citywide	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000.00
Grind and Overlays								
2	Regents Blvd (Arondale Dr to 67th Ave W)		\$ 760,000					\$ 760,000.00
3	Southbound South Orchard St (Regents Blvd to end of Right-of-Way) (designed in 2023)	\$ 678,470						\$ 678,470.00
4	Southbound South Orchard St (Columbia Ave to Regents Blvd)				\$ 1,100,000			\$ 1,100,000.00
Roadway Improvements								
5	Buena Vista Ave: 1300 block						\$ 75,000	\$ 75,000.00
6	Berkeley Ave: 1300 block (curb/gutter and overlay)					\$ 75,000		\$ 75,000.00
Pedestrian, Non-Motorized / Active Transportation Program								
7	Alameda Ave (Emerson St to Cypress Point) (curb/gutter, sidewalk - west side)		\$ 255,000					\$ 255,000.00
8	44th St (67th Ave W to 60th Ave) (curb/gutter, sidewalk - north side)			\$ 1,129,000				\$ 1,129,000.00
9	Alameda Ave (Emerson St to Rosewood Lane) (curb/gutter, sidewalk - east side)						\$ 1,480,000	\$ 1,480,000.00
10	Emerson St (Woodside Dr to 67th Ave W) (sidewalks, retaining walls) (designed in 2023)	\$ 451,000						\$ 451,000.00
Total Capital Appropriations		\$ 1,229,470	\$ 1,115,000	\$ 1,229,000	\$ 1,200,000	\$ 175,000	\$ 1,655,000	\$ 6,603,470.00

FIGURE 1: 2024-2029 PROJECTS MAP

As listed in Table 1, Map 1 illustrates the transportation facility improvements for the 2024-2029 Six-Year Transportation Improvement Program planned for the City of Fircrest. Below is a brief description of the work for these projects.

Grind and Overlay

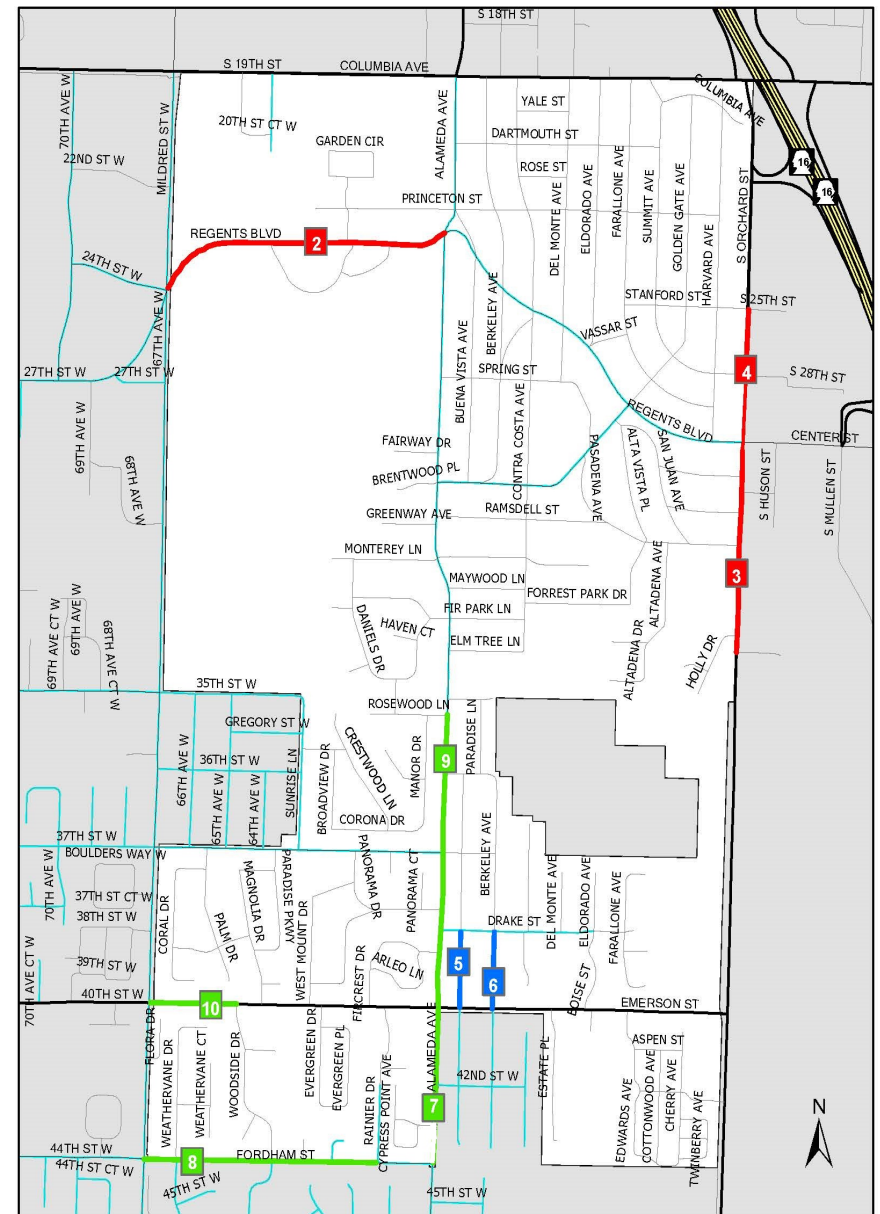
A grind and overlay project consists of grinding the existing pavement down a few inches and overlaying the roadway with a new wearing surface. This is a way to preserve the existing roadway and provide a new wearing surface and seal the roadbed.

Roadway Improvements

This is a reconstruction of the existing roadway. The roadbed will be removed and replaced with new material and a new pavement section. This work also includes replacing or adding curb and gutters and sidewalks along both sides of the roadway or where they do not exist.

Pedestrian, Non-Motorized

This improvement is typically the construction of a new curb and gutter and sidewalk improvement. This will add new sidewalks where there presently is no sidewalk and complete gaps in sidewalks. This also potentially provides for bike lanes along designated routes.



**2024-2029
Transportation Facility
Improvements**

- █ Grind and Overlays
- █ Roadway Improvements
- █ Pedestrian, Non-Motorized

*Citywide major pavement patching and LED streetlight replacement projects not mapped.

THE CITY OF FIRCREST

Map is for graphical and information purposes only. It does not represent a legal survey.
Produced by the City of Fircrest, July 2021.

APPENDIX D: TRANSPORTATION

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This Appendix provides additional information and context to the goals and policies of the Transportation Element. The Transportation Improvement Plan referenced in the element can be found in Appendix C.

LAND USE ASSUMPTIONS

The land use assumptions used while developing this Transportation Element are summarized in Table 1 and described in detail in the documents listed.

Table 1 Land Use Assumptions

Area	Document
Within Fircrest	Future land use in low to moderate density residential neighborhoods will remain essentially unchanged except for the conversion of some undeveloped land in the southeast corner of the City to residential uses. Properties located within the Form-Based Code area will redevelop to include a more intensive mix of uses including retail, office, service, multi-family, and other residential components. The Fircrest Golf Club property will remain largely devoted to the golf course and supportive uses. The Land Use Element provides details.

North and east of Fircrest	Future land use in areas adjacent to Fircrest is specified in the City of Tacoma Land Use Management Plan. Future land uses specified are essentially the same as those existing at the time this plan was updated.
South and west of Fircrest	The City of University Place Comprehensive Plan specifies that most land uses in developed areas adjacent to Fircrest will remain generally unchanged. Several tracts of vacant land west and south of Fircrest will be developed for low to moderate density residential use. A portion of the University Place Regional Growth Center (RGC), certified by the PSRC Executive Board in August 2018, is located adjacent to the western border of Fircrest west of Mildred Street and south of 19th Street West. The RGC will accommodate mixed-use development that is comparable in intensity and allowed uses to the Fircrest Mixed-Use designation on the east side of Mildred and south side of 19th Street.

EXISTING TRANSPORTATION SYSTEM INVENTORY

Fircrest is a geographically small, land-locked city with limited internal commercial activity, therefore it does not contain many of the typical components of a multi-modal transportation network. The City has neither water, air, nor rail facilities and its transportation facilities are limited to streets and the transportation modes and services that use streets.

Streets

Improved streets and their classifications are illustrated in Figure 1. Fircrest has two distinctly different street networks, one in the northern area of the city and one in the central and southern area of the city. The two networks are linked by Alameda Ave., which runs north-south through the approximate center of the city. The differences between these street networks can be traced to their surroundings when they were developed and the development standards that were used.

The most common paved width of local streets is 28 to 30 feet. A few streets in the older part of the city are 24 to 26 feet wide. Paved width is usually between 40 and 80 feet in streets that have been recognized in the past as collectors and arterials. Most streets provide automobile parking parallel to the curb.

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

LOCAL STREETS

Local streets are typically low volume roadways that provide access to individual lots adjacent to them. A number of factors including multiple driveways accessing the roadway, on-street parking, and the potential presence of children playing and riding bicycles suggest that the design and width of local streets should encourage slower traffic speeds (i.e., 25 mph or less).

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

COLLECTOR STREETS

Collector streets gather traffic from local streets and direct it to arterial routes. Collectors provide both land access and traffic circulation within residential neighborhoods and commercial and industrial areas. Roadways should be of sufficient width to allow for on-street parking and yet facilitate efficient traffic flow at moderate speeds (i.e., 25 to 30 mph). It is desirable to have collector streets spaced at ¼- to ½-mile intervals. With this frequency, access from neighborhoods can be achieved without circuitous, time-consuming travel and without overburdening residential streets with through traffic.

MINOR ARTERIAL STREETS

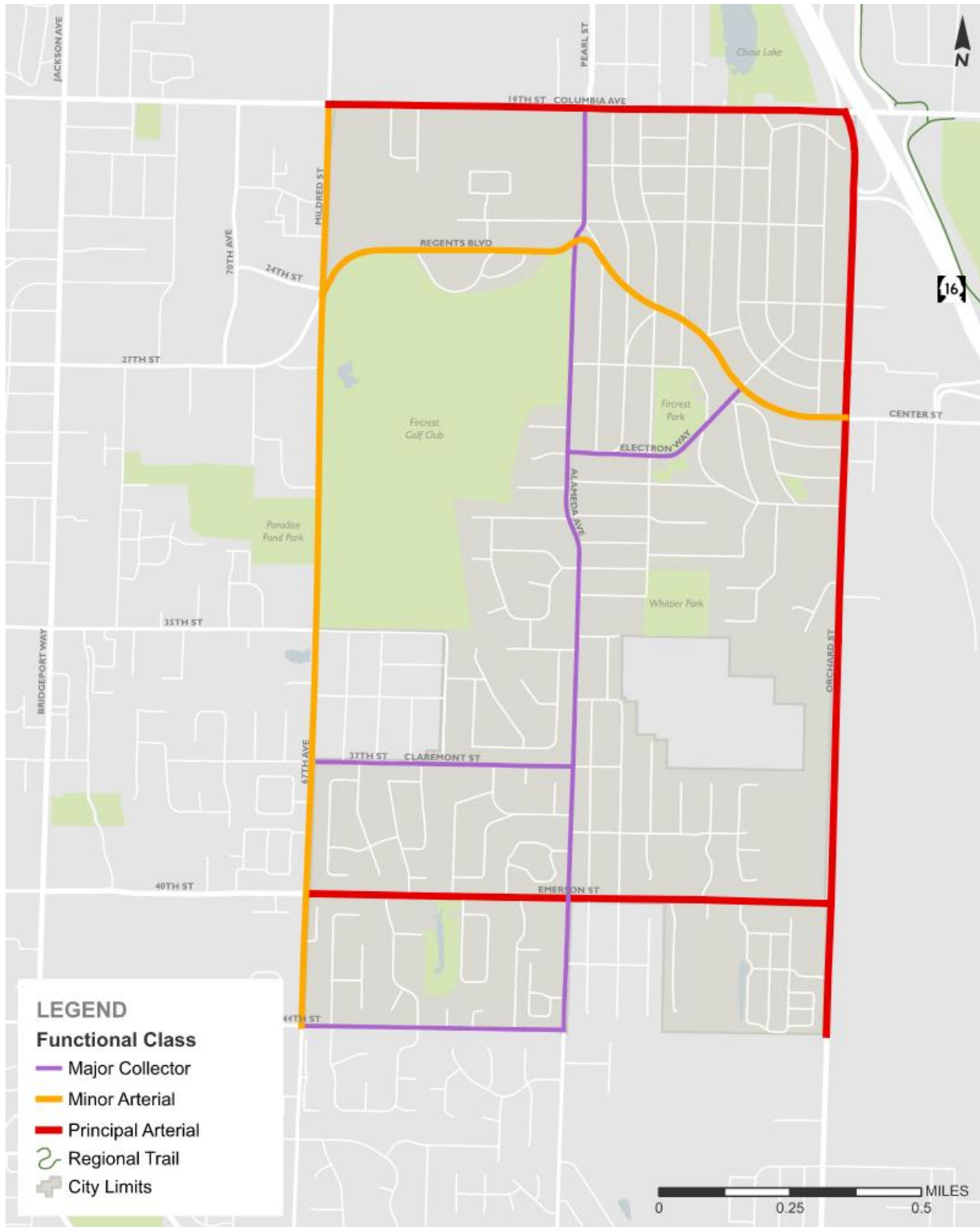
Minor arterial streets interconnect with and augment arterial streets as the principal circulation routes within the community. Ease of traffic mobility and the length of trips may be somewhat less along minor arterials than principal arterials. Intercommunity travel is typically facilitated by minor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

PRINCIPAL ARTERIAL STREETS

Principal Arterial Streets serve as the primary routes within and through the community. They may serve as the principal routes to and from freeway access points and other intercommunity connections. Frequently, intercity bus routes are located along principal arterials. Efficient traffic movement is of prime concern.

Roadway width and intersection design should accommodate concentrated traffic volumes at moderate speeds (30 to 35 mph). Urban principal arterials may be as closely spaced as one mile apart in highly developed central business districts.

Figure 1 Functional Classification

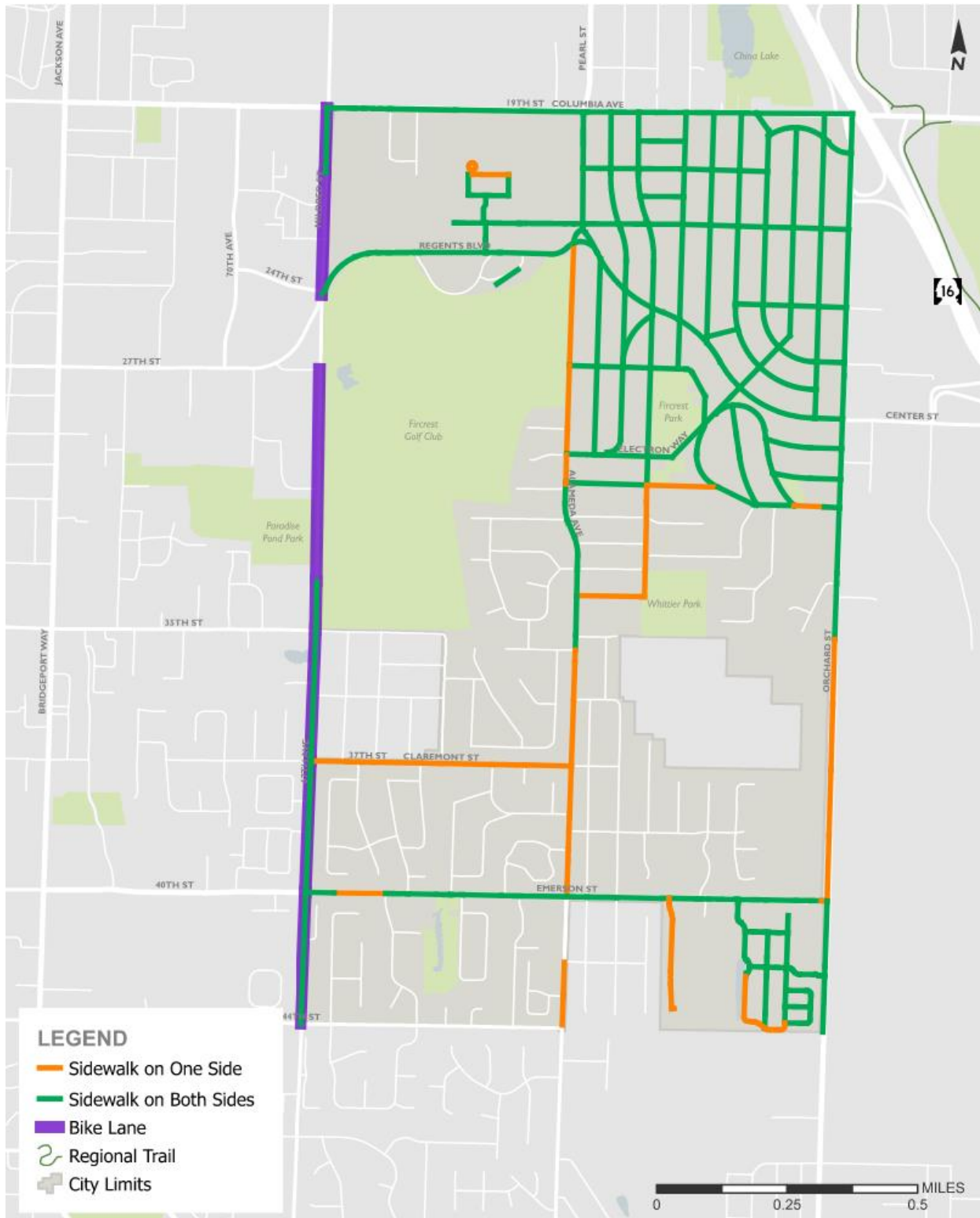


Nonmotorized Facilities

The figure on the following page, Figure 2, illustrates the distribution and type of nonmotorized facilities in Fircrest. Sidewalks are almost always present along streets originally developed prior to 1940 in the northern part of the City. These sidewalks are generally separated from automobile travel lanes by curb and gutter and often include a narrow planting strip between the sidewalk and the curb. Sidewalks are present along most of Alameda Avenue. Fircrest has a limited number of off-street pedestrian facilities, including paved pathways in newer planned developments and a few short, unmaintained footpaths through vacant properties, school grounds, and open space.

DRAFT

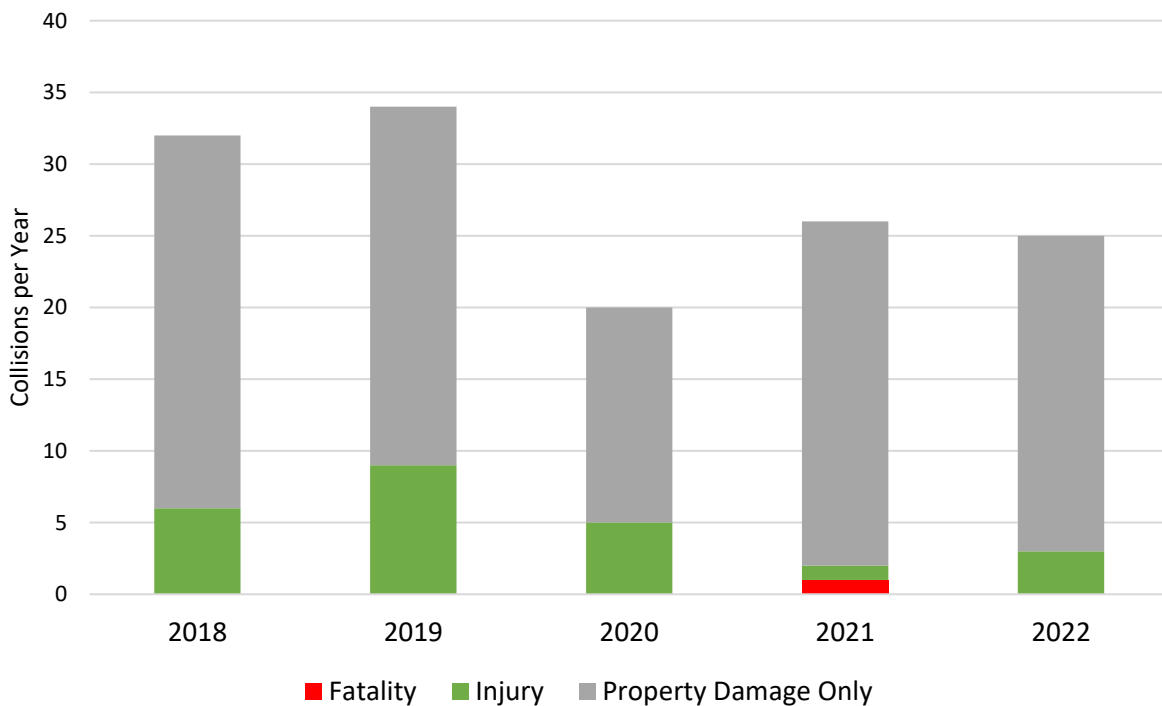
Figure 2 Nonmotorized Facilities



Traffic Safety

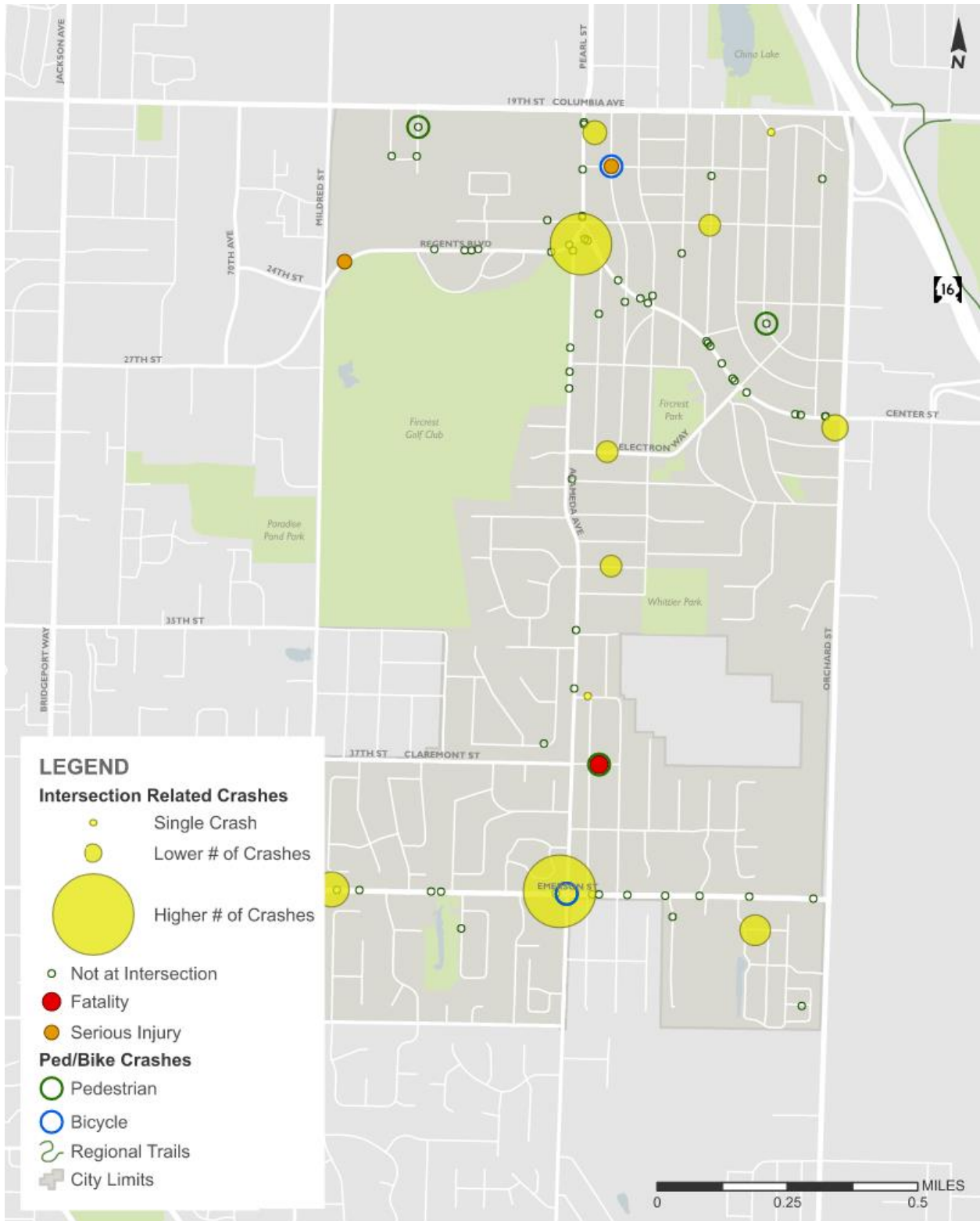
Collision data was gathered from the Washington State Department of Transportation (WSDOT) for the last five years (January 1, 2018 to December 31, 2022) in order to review the safety of Fircrest's roadway network. Within the City of Fircrest, there were 137 crashes in the last five years. Collisions are generally categorized by level of severity, ranging from property damage only (the least severe) to injury and fatality. The number and type of collision within the City of Fircrest are shown in Figure 3.

Figure 3 Annual Collisions in Fircrest (2018-2022)



Within the City of Fircrest, the total number of collisions per year decreased from 2019 to 2020, likely due to COVID-related travel reductions. The number of collisions in 2021 and 2022 increased from 2020 levels but have not yet reached back to 2019 levels. Over the last five years there was one fatal collision occurring in 2021. This collision occurred on Buena Vista Avenue, when a driver under the influence of alcohol was speeding and hit and killed a pedestrian. A map showing the geographic spread of collisions within the City of Fircrest is shown below in Figure 4.

Figure 4 Collision Map (2018-2022)



Public Transit

PIERCE TRANSIT

Public transportation service in the area is provided by the Pierce County Transportation Benefit Authority (or PTBA, commonly known as Pierce Transit). Pierce Transit is a municipal corporation formed under the authority of RCW Chapter 36.57 and is governed by a ten-member Board of Commissioners comprised of elected officials representing thirteen jurisdictions, unincorporated Pierce County, and one non-voting union representative within the benefit area.

Pierce Transit covers 292 square miles of Pierce County containing roughly 70% of the county population. It provides three types of service: fixed-route, SHUTTLE (paratransit), and vanpools that help get passengers to jobs, schools, and personal appointments.

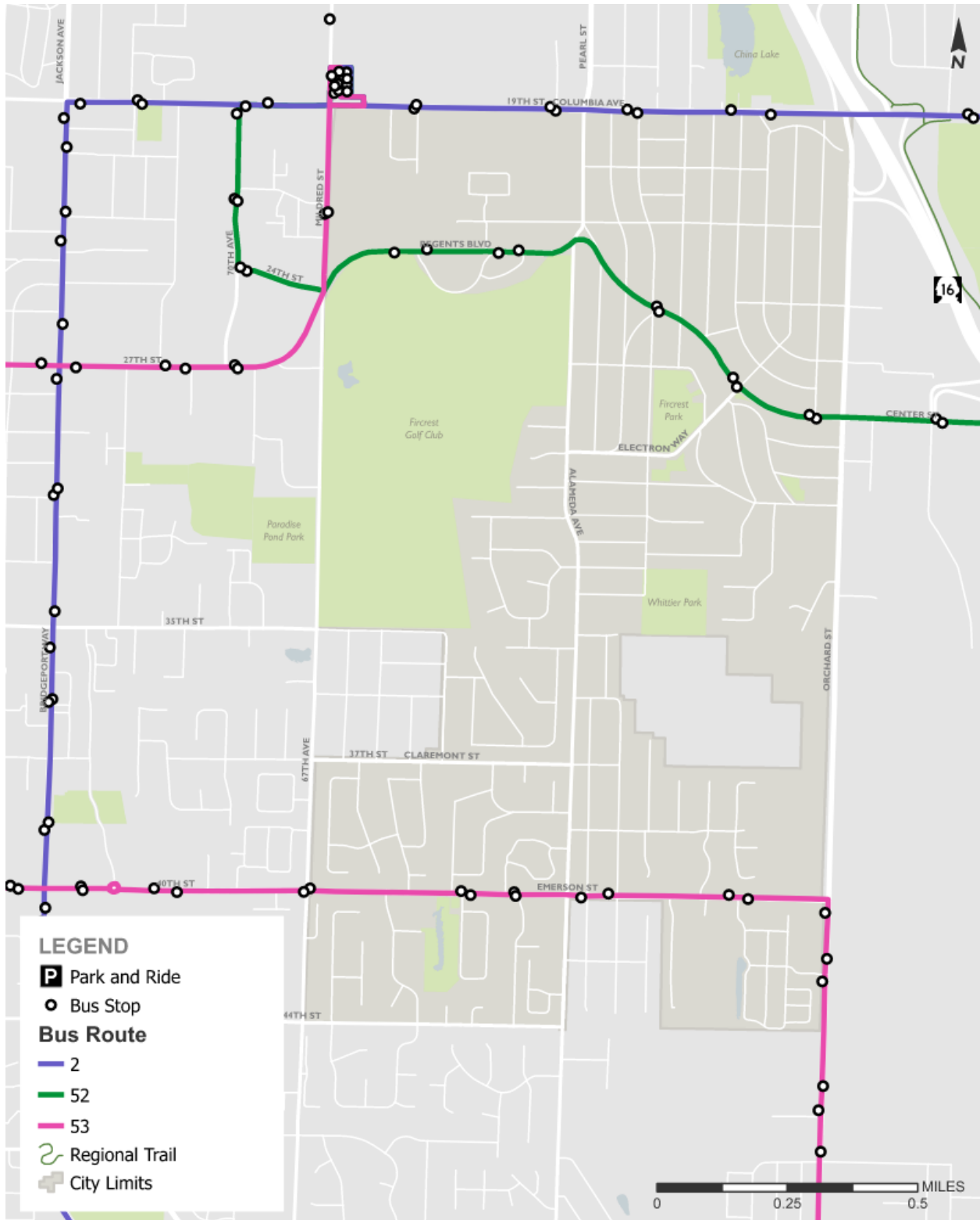
Pierce Transit operates four fixed bus routes (2, 51, 52, and 53) that serve or stop in the City of Fircrest. These routes are shown in Figure 5.

- Route 2 connects the community with the Tacoma Community College (TCC) Transit Center and the Lakewood Transit Center via South 19th Street and Bridgeport Way West.
- Route 51 connects Fircrest to Tacoma's Proctor District and the Lakewood Sounder commuter rail station via South Orchard Street.
- Route 52 links the community with the TCC Transit Center via Regents Boulevard and the Narrows Plaza neighborhood. Route 52 also links the Tacoma Mall Transit Center via Regents Boulevard and various arterials in Tacoma.
- Route 53 provides access for the southern part of Fircrest to the TCC Transit Center via Emerson Street and various arterials in University Place. Route 53 also provides access to the vicinity of the South Tacoma Sounder commuter rail station via South Orchard Street and South 66th Street, although the bus route alignment is three blocks south of the station. Route 53 continues to the Tacoma Mall Transit Center, eventually terminating in downtown Tacoma. The buses serving these routes accommodate both riders with bicycles and wheelchairs.

SHUTTLE

SHUTTLE (paratransit) service is provided by Pierce Transit for persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA). Pierce Transit's SHUTTLE provides transportation for individuals who are unable to access or use fixed-route bus services due to a disability. SHUTTLE eligibility standards and service characteristics are designed to meet the complementary paratransit requirements of the ADA. Using lift-equipped vans, SHUTTLE provides door-to-door service, or in some cases access to fixed-route service. SHUTTLE provides service that is comparable to fixed-route service in a geographic area and hours of service within each area. SHUTTLE is provided directly by Pierce Transit and through contracted services with First Transit. The area served by SHUTTLE is generally defined by the area that is within three-quarters of a mile of a fixed-route.

Figure 5 Existing Bus Routes



Pierce Transit also offers vanpool, special use van, and rideshare programs. Pierce Transit vanpools typically serve a group of 5 to 15 people sharing the ride in a 12 or 15- passenger van. These vanpools commonly serve groups traveling to and from work, whose trip origin or destination is within Pierce Transit's service area. This highly successful program complements Pierce Transit's network of local and express services, providing commute alternatives to many destinations that cannot be effectively served by local fixed-route services.

SOUND TRANSIT

Regional transit service is provided by the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit. Sound Transit plans, builds, and operates express buses, light rail, and commuter train services in the urban areas of King, Pierce, and Snohomish counties. These services are intended to complement other transit services including those operated by Pierce Transit.

Sound Transit's Regional Transit Long-Range Plan establishes goals, policies, and strategies to guide the long-term development of the region's high-capacity transportation (HCT) system. It is based on years of intensive planning, environmental analysis, and public outreach. It is intended to guide how the Sound Transit system can best address the region's mobility needs and support growth management objectives. The long-range plan will be implemented in a series of phases and will be updated over time.

This long-range plan updates and modifies earlier adopted plans. In 1996, Sound Transit adopted *The Regional Transit Long-Range Vision* and Sound Move, -- Sound Transit's initial phase of regional HCT investments. In 2005 the Long-Range Plan was updated, and Sound Transit 2 (ST2) was the second phase of regional HCT investments. Where the long-range plan represents a broad regional framework for long-term investments, Sound Move and ST2 represent more detailed sets of projects for which voters approved funding.

Sound Transit 3 (ST3) was a ballot measure proposed by Sound Transit and approved by voters in November 2016 to expand the regional public transit system. The \$53.8 billion ST3 plan will expand the existing Link light rail system to Fircrest, University Place, Federal Way, Everett, and Issaquah, as well as the Seattle neighborhoods of Ballard and West Seattle. The resulting transit network after the completion of ST3 will include 62 miles (100 km) of additional light rail serving 37 new stations; the entire 116-mile light rail system will carry an estimated 600,000 daily passengers. The package's projects are set to open in stages from 2024 to 2041, with light rail construction beginning in the late 2020s for most extensions.

Sound Transit in Pierce County consists of three distinct lines of business:

1. Regional Express (bus).
2. Sounder (commuter rail).
3. Link (light rail).

Sound Transit improvements in the general area include express bus service from the TCC Transit Center, the Lakewood Towne Center Transit Center, and the Tacoma Dome Station. Sounder operates commuter rail service from the Lakewood, South Tacoma, and Tacoma Dome Stations north to Seattle via Puyallup, Sumner, Auburn, Kent, and Tukwila. Sounder service is available to Everett on the Seattle- Everett segment. In Pierce County, Sound Transit operates a light rail segment between downtown Tacoma and the Tacoma Dome station.

Additional light rail lines are under construction in Tacoma’s Stadium District and Hilltop neighborhood. Under ST3, Link light rail will be extended along 19th Street to a new terminus near the TCC Transit Center.

Air, Water, and Rail Transportation

Fircrest does not have an airport within its planning area. Sea-Tac International Airport, located approximately 28 miles north of the City, is the largest airport in Washington State. Regional, national, and international connections can be made through this airport. Shuttle services such as Shuttle Express provide door-to-door service between Sea-Tac and Fircrest residences and businesses. Sound Transit express buses provide service between the airport and the Tacoma Dome Station and other Tacoma-area locations.

Tacoma Narrows Airport is located on the west side of the Tacoma Narrows, south of the Tacoma Narrows Bridge. This general aviation airport provides a limited number of regional commuter flights but does not offer national or international service. The Washington State Ferry System operates the Point Defiance-Tahlequah route connecting the south end of Vashon Island with the Tacoma area. The Point Defiance dock is located approximately five miles north of the City.

An Amtrak station is located in the City of Tacoma at 1101 Puyallup Avenue. Service is provided from Tacoma to the north to Tukwila, Seattle, Edmonds, Everett, Mount Vernon, Bellingham, and Vancouver, British Columbia, and to the south to Olympia-Lacey, Centralia, Kelso-Longview, Vancouver, Portland, Oregon, and destinations further south. Amtrak service from Tacoma is also provided on the east-west corridor to Seattle, Wenatchee, Moses Lake, Ritzville, and Spokane. There are no passenger rail stops within City limits.

LEVELS OF SERVICE

Level of service (LOS) standards are measures describing both the operational conditions within a traffic stream and the perception of these conditions by motorists and/or passengers. Each LOS describes traffic conditions in objective terms such as speed, travel time, or vehicle density (i.e., number of vehicles per mile). The conditions are also qualitatively described in terms of a driver’s ability to change lanes, to safely make turns at intersections, and to choose their own travel speed.

The LOS grading ranges are from A to F. LOS A describes conditions when no delays are present and low volumes are experienced. LOS E, on the other hand, represents an “at capacity” condition under which no more vehicles could be added to the intersection or road segment without a breakdown in traffic flow. LOS F indicates long delays and/or forced traffic flow. In most jurisdictions in the Puget Sound region, LOS D or better is defined as acceptable, LOS E as tolerable in certain areas, and LOS F as unacceptable.

The following summarizes level of service (LOS) characteristics for signalized intersections and unsignalized intersections.

Signalized Intersection LOS Characteristics

LOS A Traffic is light. Most vehicles arrive when the light is green and do not stop at all. Vehicle Delay Range is 0.0 to 10 seconds.

LOS B Conditions are similar to LOS A, but more vehicles are forced to slow or stop at the light. Vehicle Delay Range is >10 to 20 seconds.

LOS C The number of vehicles stopping is significant and individual cycle failures may begin to appear. Vehicle Delay Range is >20 to 35 seconds

LOS D Longer delay may result from longer cycle lengths, poor progression, and/or more traffic. Many vehicles stop and cycle failures become noticeable. Vehicle Delay Range is >35 to 55 seconds.

LOS E This is the limit of acceptable delay. Cycle failures become a frequent occurrence. Vehicle Delay Range is > 55 to 80 seconds.

LOS F Delays are considered unacceptable to most drivers. This often occurs when arrival rates exceed the capacity of the intersection. Vehicle Delay Range is more than 80 seconds.

Unsignalized Intersection LOS Characteristics

LOS A Average total delay is less than or equal to 10 seconds per vehicle.

LOS B Average total delay is between 10 and 15 seconds per vehicle.

LOS C Average total delay is between 15 and 25 seconds per vehicle.

LOS D Average total delay is between 25 and 35 seconds per vehicle.

LOS E Average total delay is between 35 and 50 seconds per vehicle.

LOS F Average total delay is greater than 50 seconds per vehicle.

Adopted Arterial Level of Service Standard

The GMA requires the City of Fircrest to adopt a LOS standard for arterial streets. A LOS standard is a determination of the maximum level of congestion allowed on a roadway before improvements should be made. For example, if the established level of service for a specific roadway is LOS D, improvements should be made to that roadway if its level of service falls below LOS D (more congestion) or if projected growth would cause the road to exceed the LOS D standard.

LOS standards help ensure that the transportation system can adequately serve expected growth and development consistent with local standards. In addition, the service level policy can become the basis for establishing a traffic impact mitigation fee system to provide "fair

share” funding of needed transportation improvements. The City of Fircrest has adopted LOS D for its arterial streets.

Concurrency

Concurrency describes a situation in which adequate facilities are available when the impacts of the development occur, or within a specified time thereafter. Based on the City’s adoption of LOS D for its arterial streets, new development will not be permitted if it causes a particular transportation facility to decline below LOS D unless improvements or strategies to accommodate the development’s impacts are made “concurrent with” the development. For transportation, “concurrent with” means that the improvement must be in place at the time of development or within six years of completion and occupancy of the development that impacts the facility. The City has adopted concurrency management regulations in [FMC Chapter 22.12](#) to implement its concurrency management program.

Public Transit Level of Service Standard

Pierce Transit adopted in 2016 (and updated in 2020) a Long Range Plan (LRP) called Destination 2040, which includes performance measures prescribed under MAP-21. In addition, the LRP includes revised and updated service guidelines. The agency does not have Level of Service standards for fixed-route services that are designed to align with the roadway network of the municipalities Pierce Transit serves - including Fircrest.

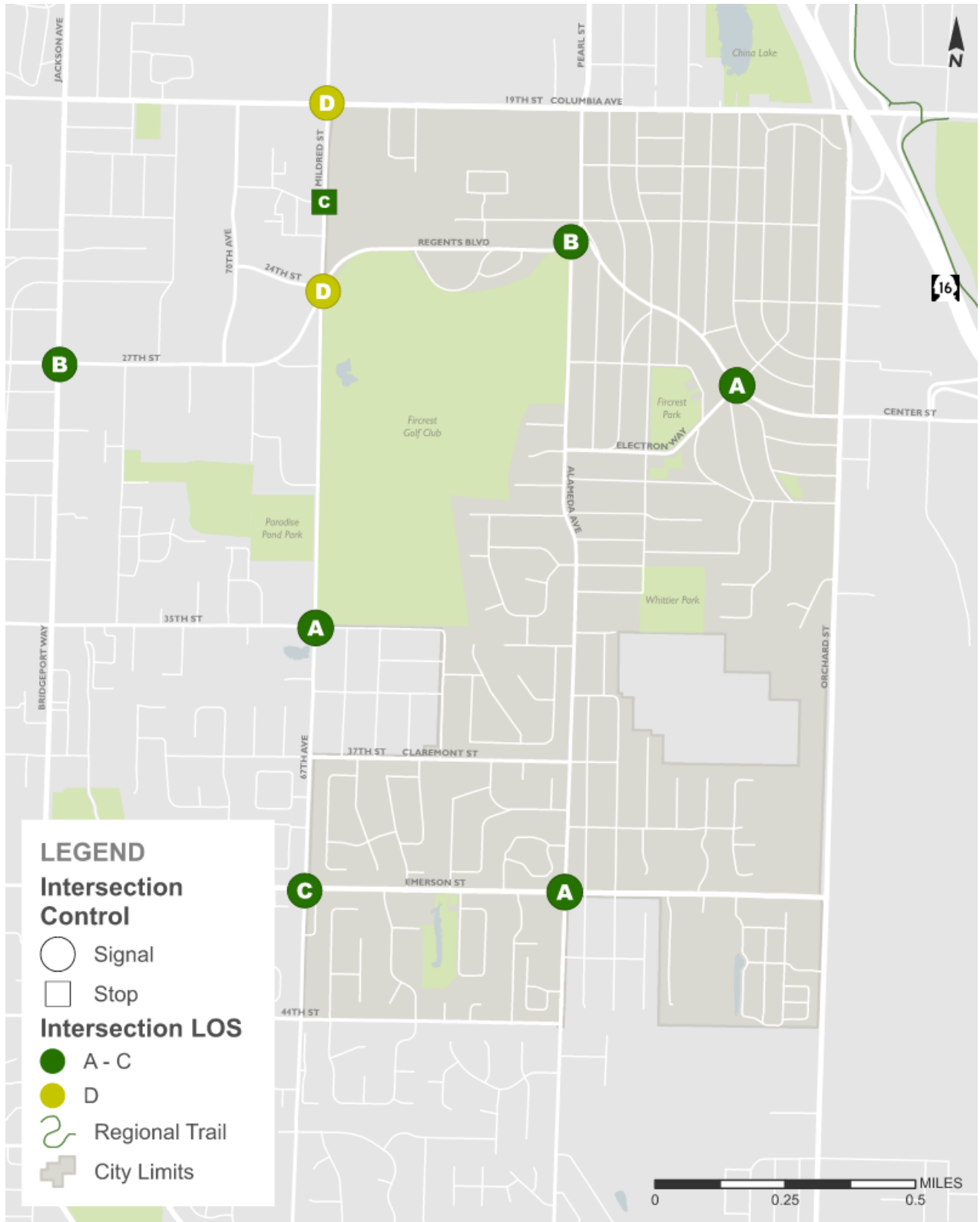
PSRC is working with WSDOT to begin designing multi-modal concurrency guidelines “to ensure that transportation infrastructure supports development as it occurs according to local standards.” As such, Pierce Transit will await PSRC’s and WSDOT’s specific guidelines for transit agencies once they are formally adopted. In the interim, more information is available at: [http://www.psrc.org/assets/11737/Multimodal Concurrency Presentation.pdf](http://www.psrc.org/assets/11737/Multimodal%20Concurrency%20Presentation.pdf).

Existing Intersection LOS

The City performed LOS analyses for existing arterial intersections in 2023. The results of the intersection PM peak hour LOS analysis for Fircrest are shown in Figure 6. The intersections shown are under control operation of the City of Fircrest. A number of arterial-arterial intersections surrounding the City such as Center Street/ Regents Boulevard and Orchard Street, and Regents Boulevard and Mildred Street West, are under the control and operation of Tacoma or University Place.

In 2023, the intersection operation of the key intersections operated at LOS D or better during the PM peak hour. Fircrest’s LOS standard is set at LOS D, indicating that no study intersections are operating below standard.

Figure 6 Existing (2023) PM Peak Hour Intersection Level of Service



TRAVEL FORECASTING

To provide a framework for future transportation system needs, the plan must also consider the transportation needs of future growth. The Growth Management Act (GMA) requires that the transportation planning horizon be at least ten years in the future. The City of Fircrest selected a 2044 horizon year for the plan. Year 2044 provides a long-range look at the transportation system needed to support anticipated growth in the city. Travel forecasts have been developed and analysis has been conducted for average weekday conditions during the PM peak hour. The weekday PM peak hour generally has the highest overall traffic volumes in the community and thus provides the basis for identifying capacity related improvement needs.

Travel forecasts were developed using land use data assumptions provided by PSRC. Industry trip generation rates from the Institute of Transportation Engineer’s (ITE) *Trip Generation Handbook* (11th Edition) were applied to the land use assumptions to evaluate the level of traffic growth expected. Any deficient roadway operations were then identified. The travel forecasts provide a technical basis for identifying the transportation improvement projects in the transportation systems plan.

Land Use Assumptions

A strong relationship exists between land uses and the transportation facilities necessary to provide mobility within the community. Land use and transportation influence one another. Future transportation improvements recommended in the Transportation Systems Plan have been defined to support the Land Use Element.

The base year (2020) and forecast year (2044) land use totals were compiled or estimated from a variety of sources, including data from PSRC and the Pierce County Assessor. These data sets were supplemented with local agency information and GIS datasets from Pierce County. While the forecast land use data is for year 2044, it is based upon and consistent with the existing Land Use Element and countywide allocated growth targets. Table 2 summarizes the citywide land use assumptions used in the traffic forecast development.

Table 2 Citywide Land Use Assumptions

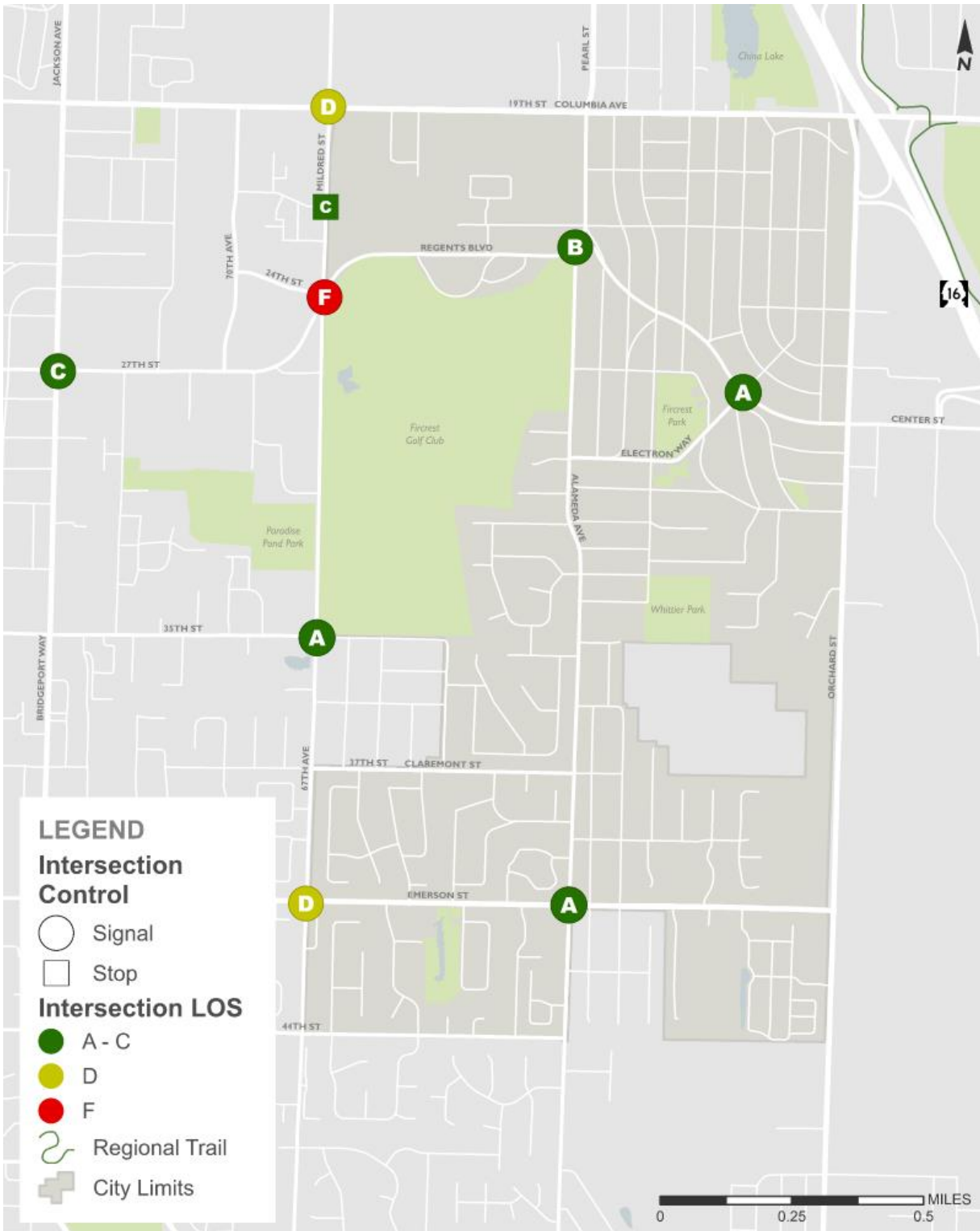
	# of Units		# of Employees				
	Single Family	Multi-Family	Manufacturing	Retail	FIRE	Government / Higher Ed	Education (K-12)
2020	6227	2075	571	1305	2758	391	346
2044	6841	4891	626	1892	3595	514	428

Forecast Intersection LOS

Based on the land use assumptions, an annual growth rate in traffic volumes was calculated at 1.3 percent. Given that the analysis in the 2016 comprehensive plan update used a 0.5 percent annual growth rate, the calculation used within this analysis is likely conservative. Forecast 2044 PM peak hour LOS for signalized intersections were calculated and are shown in Figure 7. All signalized intersection PM peak hour LOS are expected to decrease moderately between 2023 and 2044. In 2023, there were no signalized intersections operating at either LOS E or F, with the maximum overall LOS expected to be LOS B. By 2044, only one intersection is expected to degrade below the City's LOS D standard. The intersection of Alameda Avenue and Regents Boulevard is expected to reach LOS F (assuming no improvements).

DRAFT

Figure 7 Forecast 2044 PM Peak Hour Intersection Level of Service



Active Transportation Network Plan

Bicycle and pedestrian facilities play an important part in the City's transportation network. The City's active transportation system is comprised of facilities that promote mobility without the aid of motorized vehicles. A well-established system encourages healthy recreational activities, reduces vehicle demand on City roadways, and enhances safety within the community. The pedestrian system is shown in Figure 8, while the bicycle system plan is shown in Figure 9.

The active transportation networks contain a series of Primary or Secondary Routes. Corridors identified as Primary or Secondary Routes are not indicative of a hierarchy for future active transportation facility development, rather they are used to make a distinction between routes that are more regional or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary). The future primary and secondary corridors were used to identify and develop the long-term multimodal project list.

Figure 8 Pedestrian System Plan

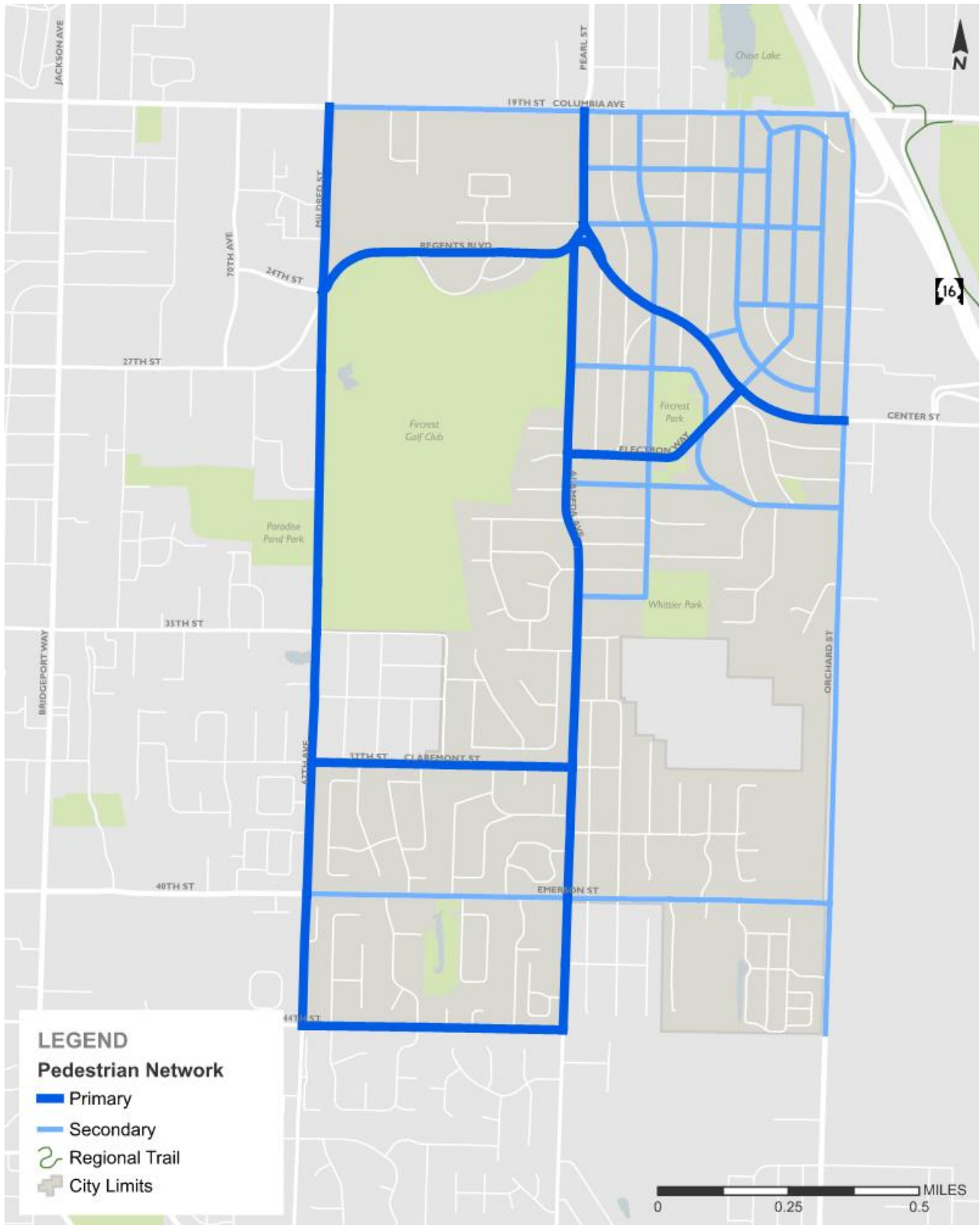
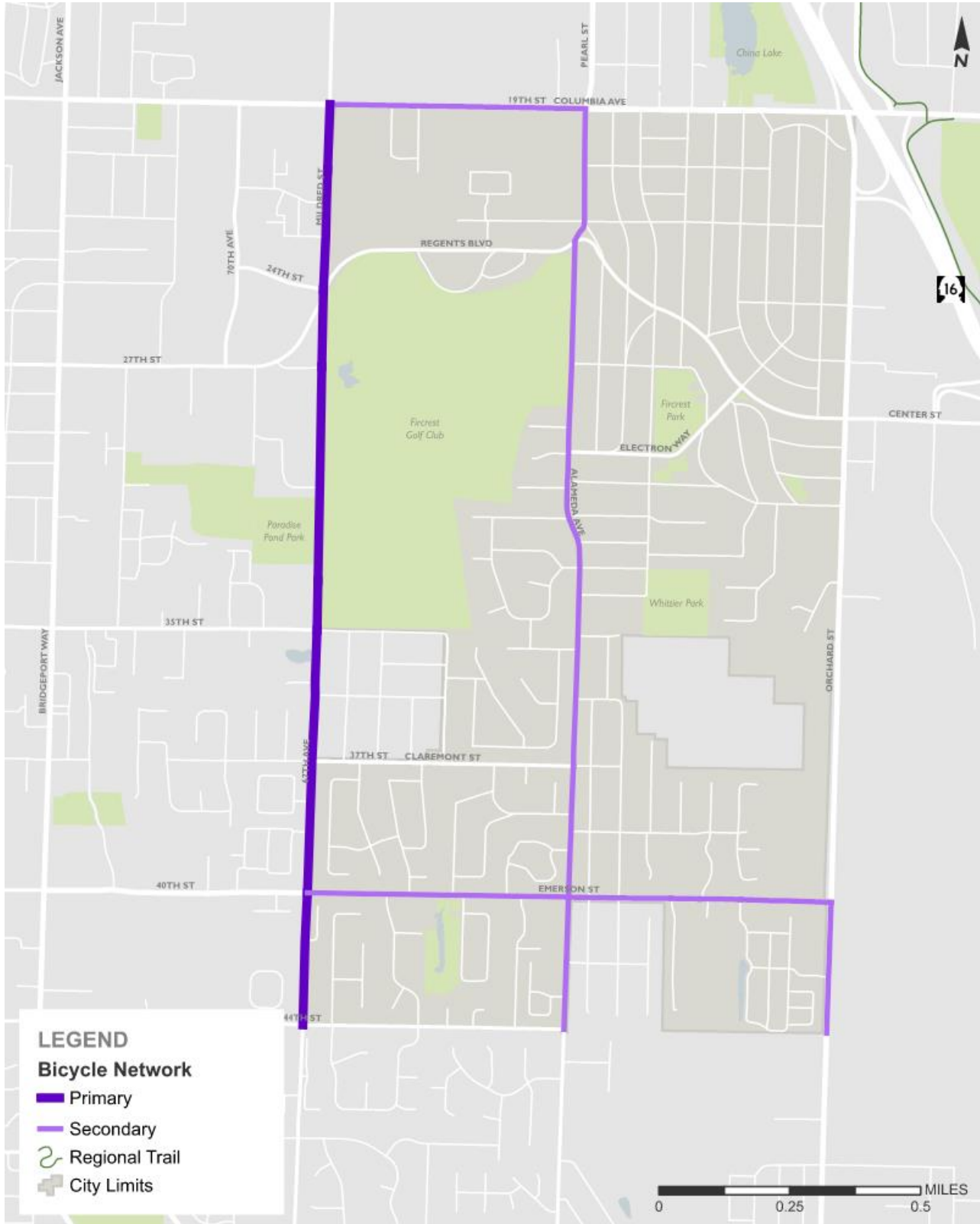


Figure 9 Bicycle System Network



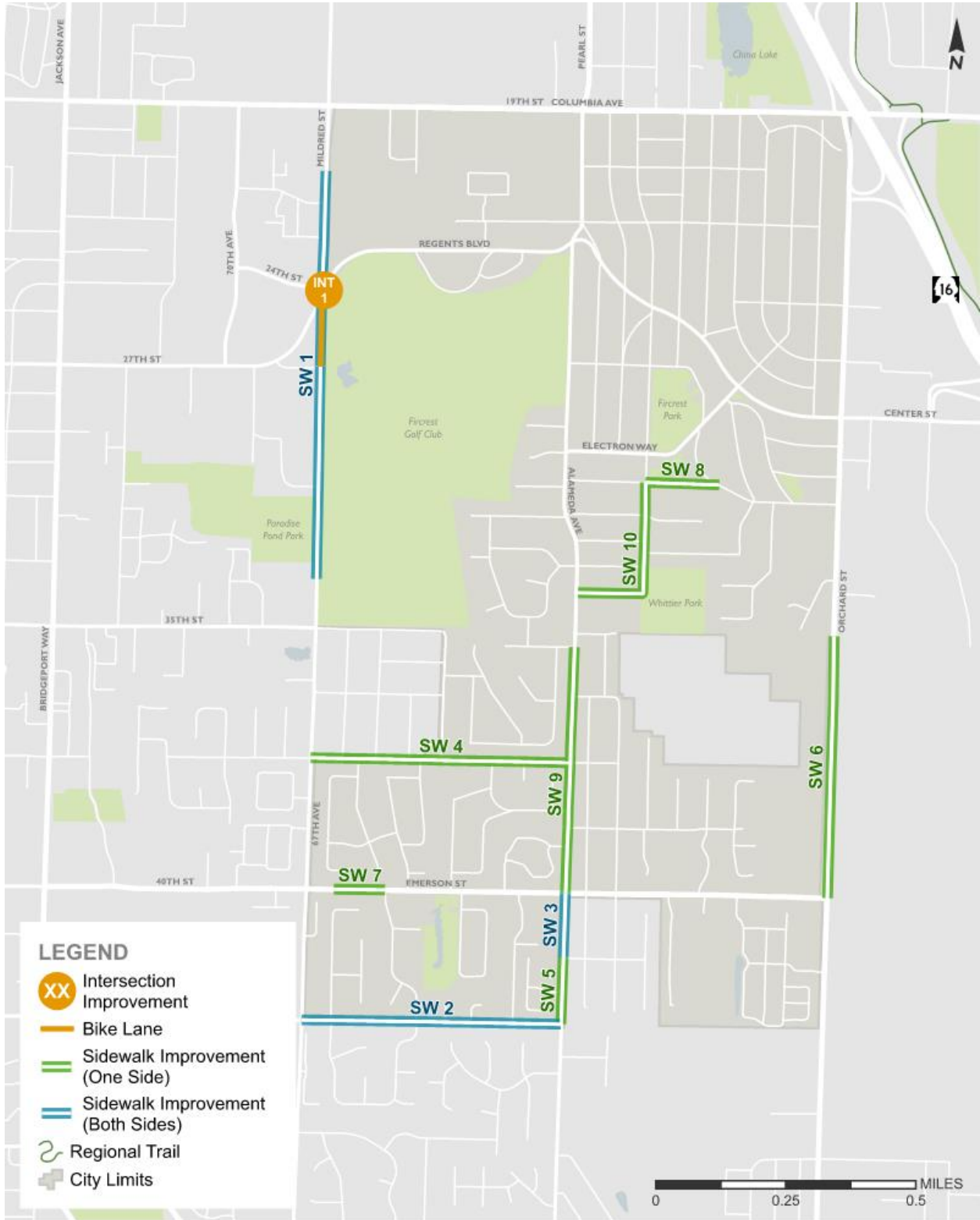
Over the next twenty years, increases in population and employment within Fircrest and surrounding communities will increase demand on the transportation system. Based on the evaluation of forecast traffic volumes, traffic operations, safety, and gaps within the active transportation network, a recommended list of transportation improvement projects were identified. The location, extent, and type of projects are shown in Figure 10. Additional information, including planning level cost estimates, are shown in the following table.

Table 3 Transportation Improvement Projects

Map ID	Title and Location	Description	Project Cost
INT-1	Alameda Avenue and Regents Boulevard Intersection Improvements	Install roundabout to provide for improved operations, safety, and access management. This includes installation of a bike lane on 67 th Avenue W to connect the existing bike lanes through the Alameda/Regents Blvd intersection to the bike lanes on Mildred St W.	\$7,000,000
SW-1	67th Ave / Mildred St Sidewalks	Add curb, gutter and sidewalk to both sides of Mildred St / 67th Ave	\$1,680,000
SW-2 ^a	Fordham Street Sidewalks	Add curb, gutter and sidewalk to both sides of Fordham Street between 67th Ave and Alameda Ave	\$1,129,000
SW-3 ^b	Alameda Ave Sidewalks	Add curb, gutter and sidewalk to both sides of Alameda Ave between Emerson St and Cypress Point Ave	\$255,000
SW-4	Claremont St Sidewalks	Add curb, gutter, and sidewalk to north side of Claremont St between 67th Ave and Alameda Ave	\$535,000
SW-5	Alameda Ave Sidewalks	Add curb, gutter, and sidewalk to east side of Alameda Ave between Cypress Point and Fordham St	\$137,000
SW-6	Orchard St Sidewalks	Add curb, gutter, and sidewalk to west side of Orchard Street between Emerson St and existing sidewalks south of S 34th St	\$539,000
SW-7 ^c	Emerson St Sidewalks	Add curb, gutter, and sidewalk to south side of Emerson St between existing sidewalk east of 67th Ave and Woodside Drive	\$453,000
SW-8	Ramsdell St Sidewalks	Add curb, gutter, and sidewalk to north side of Ramsdell street between Conta Cost Ave and Pasadena Ave	\$150,000
SW-9 ^d	Alameda Ave Sidewalks	Add curb, gutter, and sidewalk to east side of Alameda Ave between Emerson St and Rosewood Ln	\$500,000
SW-10	Elm Tree Ln / Consta Costa Ave Sidewalks	Add curb, gutter, and sidewalk to north side of Elm Tree Lane and east side of Conta Costa Ave	\$367,000

- a. Included as project 8 on Fircrest's 2023-2028 TIP
- b. Included as project 7 on Fircrest's 2023-2028 TIP
- c. Included as project 10 on Fircrest's 2023-2028 TIP
- d. Included as project 9 on Fircrest's 2023-2028 TIP

Figure 10 Long Term Transportation Improvement Projects



These strategies will require close coordination with surrounding jurisdictions (Tacoma and University Place), Pierce Transit, and other agencies. Arterials located on the perimeter of Fircrest - 19th Street West, South Orchard Street, and 67th Avenue West (Mildred Street) -- are partly or entirely under the jurisdiction of either Tacoma or University Place. Arterial intersections may have shared jurisdiction with two or even three cities (e.g., 19th and Mildred Streets) as do numerous arterial/local street intersections.

Transit Improvements

Proposed business strategies, capital projects, service changes, and capital facility improvements or investments over the next six years are documented in Pierce Transit's Transit Development Plan, which is updated and submitted to WSODT annually. The agency's current TDP does not include any proposals for specific service modifications or facility improvements in Fircrest. However, future capital improvements and route expansion within or adjacent to Fircrest may occur in high need areas and in conjunction with new mixed-use and residential development activity. Development proposals that will generate significant new demand for transit services may be required by Pierce Transit to mitigate impacts from increased demand by funding transit shelters and supportive facilities near the development.

Air, Waterborne, Rail Improvements

None of the regional air, marine, or rail facilities has a significant impact on the Fircrest transportation system.

TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) strategies can help create or preserve existing capacity of roadways by reducing demand, thereby deferring, or negating the need for capacity improvements. Examples of TDM strategies include:

- Developing a comprehensive transit information program with Pierce Transit,
- Working with Pierce Transit to develop vanpool and ride match services and increase the availability of transit, including the frequency of service and number of routes serving the city.
- Providing a continuous system of walkways and bikeways servicing the community and connecting it with nearby activity centers.
- Providing facilities and services that make multi-modal travel more convenient, e.g., covered transit stops, provisions for bicycles on transit vehicles, and shuttle services to transit centers.
- Actively promoting commute trip reduction practices, including complying with the requirements of the State Commute Trip Reduction (CTR) Act for larger employers and encouraging smaller employers to promote commuter trip reduction practices in the workplace through employee incentives for using high occupancy vehicles, preferential parking for high occupancy vehicles, improved access for transit vehicles, compressed work weeks, flexible work hours, and telecommuting.
- Using traffic calming strategies to reduce vehicular speeds and enhance the safety of pedestrians and bicyclists, thereby maximizing pedestrian and bicycle mobility. Examples of traffic calming strategies include the use of raised crosswalks, roundabouts, traffic circles, medians (especially near intersections), narrow driving lanes, interrupted sight lines, narrow distance between curbing to create "neck-downs" or "chokers/bulb-outs" (curb extensions), textured pavement, and neighborhood speed watch programs.

TRANSPORTATION SYSTEMS MANAGEMENT

Transportation Systems Management (TSM) strategies focus on improving the operations of the existing roadway system. Maximizing the efficiency of the existing system can reduce or delay the need for system improvements. TSM strategies include:

- Coordination of traffic signal timing.
- Traffic control devices at highly congested intersections.
- Implementing intersection improvements to facilitate turning movements.
- Access restriction along principal roadways.

- Implementing a signal retiming and coordination project to reduce delay and congestion at the City's signalized intersections as major improvements are implemented.

FUNDING CAPABILITY AND RESOURCES

The Growth Management Act (RCW 36.70A.070(6)) requires local comprehensive plans to include a multi-year transportation financing plan for how the jurisdiction will meet the mobility needs identified for the planning period. This financing plan serves in part as the basis for the City's Six-Year Transportation Improvement Program.

GMA requirements regarding the financing and funding of transportation-related improvements are addressed in the Capital Facilities Element and goals and policies of this Comprehensive Plan. The Six-Year Transportation Facilities Improvements schedule contained in the Capital Facilities Element extends through 2035, Fircrest's 20-year planning horizon, to provide information for the City's multi-year transportation financing plan. This information includes a list of investments to meet transportation needs over the planning period, estimated costs for those investments, and estimated probable revenues available to Fircrest. Potential funding sources are summarized below and in the Capital Facilities Element.

Funding Sources

Transportation funding comes from a variety of local, regional, state, and federal sources. Funding sources can be divided into four primary categories: developer, local, state, and federal. Some state and federal funds are allocated to PSRC, the region's Metropolitan Planning Organization, which then disperses the funds through grants and other programs.

DEVELOPER FUNDING

While Fircrest does not currently collect impact fees, it should consider transportation impact fees. As new development occurs, transportation impacts associated with the development shall be mitigated by the developer. Transportation mitigation typically includes intersection improvements, road widening, new or extended turn lanes, sidewalks, bike lanes and other improvements. These mitigation measures must be in place or provided concurrent with development to maintain adopted LOS.

LOCAL FUNDING SOURCES

Arterial Street Fund

The City receives a proportionate share of the State Motor Vehicle Fuel Tax, based on the population. The exact amount varies depending on the amount of fuel sold in the State.

General Fund

The General Fund is supported primarily from local taxes to provide governmental services such as police protection, jail services, court services, parks maintenance, recreation programs, building inspections, planning and zoning, construction and maintenance of streets, and general government administration.

Surface Water Management Funds

The City collects a surface water management fee on each City parcel to finance surface water and storm drainage elements of various road improvement projects. In addition, the City uses revenues from the Surface Water Management Fund to finance capital improvement surface water and storm drainage projects.

Real Estate Excise Tax

The Real Estate Excise Tax is levied on all sales of real estate, measured by the full selling price. The City has authorized a locally imposed tax of 0.5%, in two 0.25% increments. These revenues are restricted to financing capital projects as specified in the City's Capital Improvements Program.

STATE FUNDING SOURCES

State funding programs are administered to counties and cities through a variety of state programs summarized below.

Transportation Improvement Board (TIB)

The Washington State Transportation Improvement Board (TIB) funds high-priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services. TIB is an independent state agency, created by the Legislature, which distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington State. Funding for TIB's grant programs comes from revenue generated by three cents of the statewide gas tax.

The TIB has several statewide competitive programs which use criteria developed by the TIB for the prioritization of projects. The three TIB programs in which the City of Fircrest can compete are as follows:

Urban Corridor Program (UCP)

This program is for transportation projects with a primary emphasis on public/private cooperation and economic development.

Urban Arterial Program (UAP)

This program is for arterial street construction with a primary emphasis on safety and mobility. This program is being utilized to apply for funding to Grind and Overlay southbound So Orchard St from Regents to the City line.

Active Transportation Program (ATP)

This program is for the improvement of pedestrian safety, and to address pedestrian system continuity and connectivity. The City has applied for grant from both the SRTS Program and PBP for funding of sidewalk installations on westbound 44th St W from Rainier Dr to 67th Ave W and southbound Alameda Ave from Emerson to Fircrest Greens across from Cypress Point Ave.

Safe Routes to School

The purpose of the Safe Routes to School Program is to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Funding from this program is for projects within two-miles of primary, middle and high schools (K-12). Funded by both federal and state funds.

Pedestrian and Bicycle Safety

The purpose of the Pedestrian and Bicycle Program is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike.

FEDERAL FUNDING SOURCES

Federal programs are currently funded under the Infrastructure Investment and Jobs Act (IIJA), commonly known as the Bipartisan Infrastructure Law, and are administered by the Highways and Local Programs Division of the Washington State Department of Transportation (WSDOT), in conjunction with PSRC and the Regional Federal Highway Engineer.

CMAQ

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds transportation programs and projects that will, or are likely to, contribute to attainment of a National Air Quality Standard. WSDOT is required to consult with the Environmental Protection Agency to determine whether a transportation project or program will contribute to attainment of standards unless such project or program is included in an approved State implementation plan. CMAQ funds cannot be used on projects resulting in the construction of new capacity available to single-occupant vehicles unless they are available to single-occupant vehicles at other than peak travel times. Allocation for CMAQ funds will follow the same criteria as Surface Transportation Program (STP) funds. To be eligible for funding under this program, a project must be on the Regional Transportation Improvement Program (TIP) list and rank high enough on the region's priority array. Funding is based on a Federal share of 86.5 percent, with a 13.5 percent local match.

Surface Transportation Block Grant

The objective of the Surface Transportation Block Grant (STBG) is to fund construction, reconstruction, resurfacing, restoration, and rehabilitation of roads that are not functionally classified as local or rural minor collectors. STBG also supports funding for transportation enhancements, operational improvements, highway and transit safety improvements, surface transportation planning, capital and operating cost for traffic management and control, carpool and vanpool projects, development and establishment of management systems, participation in wetland mitigation and wetland banking, bicycle facilities and pedestrian walkways.

STP funds have regional allocation through PSRC. The PSRC sub-allocates funds by County region, based on the percentage of the population. Pierce County, as a region, will receive an allocation of 21 percent from STP funds allocated to the PSRC. The Puget Sound Region is formed by the counties of King, Kitsap, Pierce, and Snohomish. To be eligible for funding under this program, a project must be on the Regional TIP list and rate high enough within the region's priority array. Funding is based on a federal share of 86.5 percent, with a 13.5 percent local match.

Safe Streets Four All (SS4A)

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach.

The program supports the development of a comprehensive safety action plan (Action Plan) that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. Action Plans are the foundation of the SS4A grant program. SS4A requires an eligible Action Plan be in place before applying to implement projects and strategies. The SS4A program provides funding for two types of grants:

Planning and Demonstration Grants provide Federal funds to develop, complete, or supplement a comprehensive safety action plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region. Planning and Demonstration Grants also fund supplemental planning and/or demonstration activities that inform the development of a new or existing Action Plan. The Department encourages including demonstration activities in an application.

Implementation Grants provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Projects and strategies can be infrastructure, behavioral, and/or operational activities. Implementation Grants may also include demonstration activities, supplemental planning, and project-level planning, design, and development. Applicants must have an eligible Action Plan to apply for Implementation Grants. The Department encourages including demonstration activities in an application.

Reassessment

The GMA requires that Fircrest reassess its plans to align them with available revenue if the City's financial analysis shows that revenue is inadequate to support transportation needs. Reassessment should occur as part of the eight-year periodic review process and should include:

- Comparison of actual levels of service to adopted levels of service.
- Updated revenue forecasts.
- Evaluation of progress in implementing the Transportation Element to show that the community is making progress toward construction of projects and implementation of policies identified in the Transportation Element.

APPENDIX E: CAPITAL FACILITIES

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This Appendix provides additional information and context to the goals and policies of the Capital Facilities Element.

CAPITAL FACILITIES INVENTORY

Public Schools, Land, and Buildings

Capital facilities in Fircrest that are not associated with utilities, transportation, or parks, recreation, and open space consist of public schools and Fircrest-owned land and buildings. This section provides basic information about those facilities. All the facilities discussed in this Element are owned and operated by Fircrest except school facilities. Information about school facilities is included to ensure that all capital facilities owned by public entities are addressed. Information about school facilities is based on school district capital facilities plans and other documentation.

PUBLIC SCHOOLS

Tacoma Schools

The Tacoma School District serves a large portion of the City of Fircrest. Whittier Elementary, located at 777 Elm Tree Lane, provides classrooms and other facilities for grades preschool through 3. A second school, Wainwright Intermediate School (the first of its kind), opened in 2016 and houses grades 4-8.

The Tacoma School District serves a large portion of the City of Fircrest. Whittier Elementary, located at 777 Elm Tree Lane, provides classrooms and other facilities for grades preschool through 3. A second school, Wainwright Intermediate School (the first of its kind), opened in 2016 and houses grades 4-8.

The Tacoma School District determines level of service (LOS) standards for the three school types in the district: 1) elementary schools; 2) middle schools; and 3) high schools. The Tacoma School District's 2014-2019 Capital Facilities Plan (CFP), dated June 10, 2014, identifies for each type of school, student capacity (with and without portables), existing LOS standards (with and without portables), as well as a recommended LOS for each school type. Six-Year needs, Six-Year funding and projects, a rolling capacity balance sheet, and operating and maintenance costs for both the current inventory and proposed projects are all included.

Existing Inventory

An inventory of Tacoma schools is contained within the Tacoma School District 2014- 2019 CFP. The CFP indicates that the District operates 35 elementary schools, nine middle schools and eight high schools. For detailed information about these schools, refer to the Tacoma School District CFP.

Future Needs

The Tacoma School District CFP has calculated Six-Year capacity needs for each school type based on recommended LOS. These are summarized in Table 1.

Table 1 Tacoma School District Projected Capacity Needs

School Type	Year 2019 (Demand)	Square Feet Required
Elementary School (1)	15,834	1,425,060
Middle School (2)	6,375	658,570
High School (3)	7,589	936,970

(1) Recommended LOS of 90 sq. ft. per student (K-5)

(2) Recommended LOS of 90 sq. ft. per student (grade 6), 110 sq. ft. (grades 7-8)

(3) Recommended LOS of 110 sq. ft. per student (grade 9), 130 sq. ft. (grades 10-12)

Proposed Location and Capacities

The Tacoma School District's 2014-2019 CFP identifies proposed projects over a Six-Year period for each school type. Nine elementary school (ES) replacement projects are planned as well as the replacement of Fircrest's Wainwright Elementary School with an elementary/middle school (4-8 grades), historic modernization of McCarver ES, historic modernization and additions to Stewart Middle School (MS), and replacement of Hunt MS, modernization and additions to Wilson High School (HS), and modernizations and additions to SAMI HS. Completion of these projects should leave a net reserve of 766,648 square feet.

The District proposes the development of no new middle schools. However, as noted above, a new elementary/middle school would be established on the site of Wainwright ES, and two existing middle schools, Stewart and Hunt, would be replaced. Completion of these projects would result in a year 2019 net reserve of 427,903 square feet.

The Tacoma School District's capacity balance sheet for high schools indicates that with Wilson and SAMI High School modernizations, a net reserve of 492,924 square feet is projected for the year 2019.

Six-Year Funding Plan

Six-Year funding plans are included in the Tacoma School District's CFP for each school type. Six-Year operation and maintenance cost schedules by school type have also been prepared. The District will rely upon State matching funds, remaining levy funds, 2013 Capital bond funds, impact fees through voluntary agreements, and impact fees by ordinance, to fund school improvements. For elementary schools, the District anticipates an approximate total of \$307,800,000 from funding sources, \$118,500,000 for middle schools, and \$81,500,000 for high schools.

University Place Schools

University Place School District has no facilities within Fircrest. The district has completed a series of capital improvements district-wide that were designed to meet projected build-out demand as well as current demand at the district's recommended levels of service.

Fircrest students who attend University Place schools typically attend the neighborhood schools listed in the following table. Each school's capacity and the district's levels of service are provided in Table 2.

Table 2 Capacity and Level of Service

Facility	Capacity and Recommended Level of Service
Evergreen Primary Grades kindergarten through 4	Evergreen School capacity is 572 students. The district's recommended level of service is 20-24 students per classroom in Kindergarten to 4th grade.
Narrows View Intermediate Grades 5 through 7	Narrows View School capacity is 702 students. The district's recommended level of service is 24-26 students per classroom.
Curtis Junior High Grades 8 through 9	Curtis Junior High School capacity is 1,000 students. The district's recommended level of service is 26-28 students per classroom and 1,000 students on a 20-acre site.
Curtis Senior High Grades 10 through 12	Curtis Senior High School capacity is 1,600 students. The district's recommended level of service is 26-28 students per classroom.

FIRCREST-OWNED LAND AND BUILDINGS

Fircrest owns a number of tracts of land for the purpose of delivering urban services. The table below summarizes information about Fircrest's land, buildings and other facilities. Park, recreation, and open space facilities are noted in Table 3 and described in greater detail in the City of Fircrest PROS Plan.

Table 3 Park, Recreation and Open Space Facilities

Location, Size, and Use	Improvements
302 Regents Blvd. Approximately 0.5 acres Public Safety Building	Existing: This 9,750 sq. ft. building was completed in 1979 and is shared by the Fircrest Police Department and Tacoma Fire Department. The first floor (5760 sq. ft.) is mostly dedicated for fire purposes including 3 bays for fire apparatus, exception for the Police Department offices. The basement area (3,176 sq. ft.) is mostly dedicated to police uses, including a four-stall parking garage. Parking for employees and visitors is provided on site. The Tacoma Fire portion was remodeled in 1995. Planned: There are no plans to remodel or add facilities to the Public Safety Building at this time.
115 Ramsdell Street Approx. 1.44 acres City Hall	Existing: The building, which is approximately 7,800 sq. ft., serves as City Hall, Municipal Court, and Administrative Offices. It was built in 1998 and replaced the prior City hall building on the site. Parking for employees and visitors is provided on the building site and the south side of Ramsdell Street. Planned: There are no plans to remodel or add facilities to the City Hall at this time.
120 Ramsdell Street 7.07 acres Public Works Building, 1 water well (well 4)	Existing: The 3,600 sq. ft. public works building with offices, meeting rooms, showers, and shared office facilities was completed in 1993. Associated with the building are two 2,400 sq. ft. enclosed vehicle/equipment storage bays and four 4,800 sq. ft. open bays. Planned: There are no plans to remodel or add facilities to the Public Works Building at this time.
Pierce County Parcel 668000-001 (Paradise Parkway Lot 1, Block 1) Pierce County Parcel 0220143-008 (1500 block of Alameda Ave) Pierce County Parcel 0220113-001 (Property owned by Fircrest Golf Club) Orchard and 25th Street (Located outside of City boundaries; Access to site is via 25th Street). Pierce County Parcel 7160200370	These tracts are improved as described: Contains water wells 6 and 7 Contains water well 8 Contains one water tank Contains two water tanks (one high, one low) Contains water well 9 (located in Masko Park)

Location, Size, and Use	Improvements
805 San Juan Avenue 1.2 acres Masko Park Special Use Area	Existing: Veterans Memorial Garden, Rhododendron Garden, and Seabrook Specialty Garden. Planned: See PROS Plan.
601 San Juan Avenue 0.2 acres Alice Peers Park Pocket Park	Existing: City of Fircrest flagpole, rose garden, and community message board. Planned: See PROS Plan.
611 Contra Costa Avenue 1.4 acres Gene Goodwin Tot Lot Neighborhood Park	Existing: Tot Lot contains children’s play area with pre- school play opportunities, playground equipment, large sand area, restrooms, lawn and picnic area. The park also has three tennis courts with fencing separation between the children’s playground area and the active courts. Planned: See PROS Plan.
545/555 Contra Costa Avenue 7.8 acres Roy H. Murphy Community Center/Fircrest Park	Existing: Community Center, seasonal swimming pool and wading pool, Ron Russo Pavilion group picnic shelter, sports fields for soccer and
Community Park	ball games, and open space for annual community events. The park maintenance facility is located onsite, as is limited parking. Planned: See PROS Plan.
921 Contra Costa Avenue 10.0 acres Whittier Park Community Park	Existing: Baseball field, softball field, two soccer fields, three outdoor tennis courts, basketball court, group picnic shelter, restrooms, Bocce courts and nature trail. Planned: See PROS Plan.
1404 Evergreen Drive 6.5 acres Thelma Gilmur Park Natural Open Space	Existing: Mostly undeveloped with a designated wetland. Nature trails bisect the forested hillside on the eastern edge of the site and the native plant-dominated upland area abutting the centrally located wetland. Planned: See PROS Plan.

LEVEL OF SERVICE STANDARDS

In order to determine existing capacity and future capital improvement needs, level of service standards are required. Level of service (LOS) standards are an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility or improvement. These levels of service, the land use vision, or the capital facilities program may need to be modified in the future in response to changing community expectations or vision, revenue shortfalls, or unforeseen or emergency expenditures.

It is important to note that the level of service standards listed below should be considered minimums. Future capital improvements are not limited to meeting these standards, and in some cases the City may choose to exceed these standards.

The City's 2021 Comprehensive Water System Plan Update, 2002 Comprehensive Sewer System Plan, and 2014 PROS Plan contain capital and non-capital improvements that exceed the level of service standards. These plans contain additional projects and improvements that although desirable for the community are not essential to the day-to-day operation of the City. Table 4 identifies level of service standards that are used to determine what capital improvements are essential to the community.

Table 4 Summary of LOS Standards

Facility/Improvement	Level of Service Standard
Fire/EMS	4-minute response time
Law Enforcement	1.33 uniformed commissioned officers/1000 population
Parks/Open Space	See PROS Plan for each type of facility
Power (electric)	Undergrounding for new facilities; National Electric Code and Washington State Electric Code; LOS as adopted by Tacoma Power
Schools	LOS as adopted by Tacoma Public School and University Place School Districts
Sanitary Sewer	220 gpd/eru
Stormwater	Department of Ecology Stormwater Management Manual for Western Washington - Latest Adopted Version
Streets (arterial)	LOS "D"
Streets (collector/local)	FMC Chapters 22.22 and 22.64
Water (supply service)	230 gpd/eru
Water (fire flow)	1000 gpm @ 20 psi for residential; 2500 gpm @ 20 psi for non-residential

Facility/Improvement	Level of Service Standard
<p>Note: For additional detailed information on existing and proposed levels of service and LOS standards, please see the Transportation, Utilities, and Park, Recreation and Open Space Elements, and specific facility plans referenced in this Comprehensive Plan.</p>	

CURRENT AND POSSIBLE FUNDING SOURCES

This section of the Capital Facilities Element describes the current budgeted sources of City revenue for the General Fund. The possible funding sources listed within this Element are subject to change and should be periodically reviewed for applicability and appropriateness for the City. Additional sources in other funds will also be used in the Six-Year Capital Improvement Program.

Possible Funding Sources

The following are major sources of funding that could be explored to meet existing and projected capital improvement needs. These funding sources are divided into the following categories, with the more common funding sources within each of these categories described in greater detail in the following pages.

- Debt Financing
- Local Multi-Purpose Levies
- Local Single Purpose Levies
- Local Non-Levy Financing Mechanisms
- State Grants and Loans
- Federal Grants and Loans
- Utility Rates

DEBT FINANCING

- **Short-Term Borrowing:** The extremely high cost of many capital improvements requires local governments to occasionally utilize short-term financing through local banks.
- **Revenue Bonds:** Bonds financed directly by those benefiting from the capital improvement. Revenue obtained from these bonds is used to finance publicly owned facilities. The debt is retired using charges collected from the users of these facilities. In this respect, the capital project is self-supporting. Interest rates tend to be higher than for general obligation bonds, and issuance of the bonds may be approved without a voter referendum.
- **General Obligation Bonds:** Bonds backed by the value of the property within the jurisdiction. Voter-approved bonds increase property tax rates and dedicate the increased revenue to repay bondholders. Councilmanic bonds do not increase taxes and are repaid with general revenues. Revenue may be used for new capital facilities, or maintenance and operations at existing facilities. These bonds should be used for projects that benefit the city.

LOCAL MULTIPURPOSE LEVIES

- Ad Valorem Property Taxes: (Tax rate in mills (1/10 cent per dollar of taxable value). The maximum rate is \$3.75 per \$1,000 assessed valuation. The city is prohibited from raising its levy more than 1% of the highest amount levied in the previous year, before adjustments for new construction and annexation. A temporary or permanent excess levy may be assessed with voter approval. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.
- Local Option Sales Tax: Retail sales and use tax of up to 1%.
- Real Estate Excise Tax (REET): REET 1 authorizes a 0.25% tax on each sale of real property and the Growth Management Act authorized another 0.25%. Revenues must be used solely to finance new capital facilities, or maintenance and operations of existing facilities, as specified in the Capital Facilities Element.
- Utility Tax: A tax assessed on the gross receipts of electric, gas, telephone, water, sewer, stormwater utilities, cable TV and solid waste services. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.

LOCAL SINGLE PURPOSE LEVIES

- Emergency Medical Services Tax: Property tax level of \$0.50/1,000 assessed valuation for emergency medical services. Revenue may be used to offset the costs of emergency medical services provided by the Tacoma Fire Department.
- Motor Vehicle Fuel Tax: Tax paid by gasoline distributors. Local jurisdiction receives a percentage of total tax receipts. Shared revenue is distributed by the State of Washington. Revenues must be spent for highway construction, maintenance, or operation; policing of local roads; or related activities.
- Zoo Tax: A Countywide voter approved tax equivalent to one-tenth of 1% sales and use tax to provide funds for capital and operating costs for parks and nationally accredited zoos, aquariums and wildlife preserves pursuant to RCW 82.14.400. Fifty percent is authorized for Point Defiance Zoo and Northwest Trek. The remainder is distributed on a per-capita basis for parks to Pierce County (with a required match), Tacoma Metropolitan Park District, and each city and town in the county (except Tacoma).

LOCAL NON-LEVY FINANCING MECHANISMS

- Fines, Forfeitures, and Charges for Services: This includes various administrative fees and user charges for services and facilities operated by the jurisdiction. Examples are franchise fees, sales of public documents, permits, sale of public property, and all private contributions to the city. Revenue from these sources may be restricted in use.
- Impact Fees: These fees are paid by new development based upon its impact to the delivery of services. Impact fees must be used for capital facilities needed by growth, not for current deficiencies in levels of service, and cannot be used for operating expenses. These fees must be equitably allocated to the specific entities that will directly benefit from the capital improvement, and the assessment levied must fairly reflect the true costs of these improvements. Impact fees may be imposed for public streets, parks, open space, recreational facilities, school facilities, and fire protection facilities.
- Reserve Funds: Revenue that is accumulated in advance. Sources of funds can be surplus revenues, funds in depreciation reserves, or funds resulting from the sale of capital assets.

- **Special Assessment District:** District created to service entities completely or partially outside of the jurisdiction. Special assessments are levied against those who directly benefit from the new service or facility. Includes Local Improvement Districts (LIDs), Road Improvement Districts, Utility Improvement Districts, and the collection of development fees. Funds must be used solely to finance the purpose for which special assessment district was created.
- **Special Purpose District:** District created to provide a specified service. Often the district will encompass more than one jurisdiction. Includes districts for fire facilities, hospitals, libraries, metropolitan parks, airports, ferries, parks and recreation facilities, cultural art/stadiums/ convention centers, sewers, water flood control, irrigation, and cemeteries. Voter approval required for airports, parks and recreation facilities, and cultural art/ stadiums/convention center districts. The district has authority to impose levies or charges. Funds must be used solely to finance the purpose of which the district was created.
- **User Fees, Program Fees, and Tipping Fees:** Fees or charges for using park and recreational facilities, solid waste disposal facilities, sewer and water services, surface water drainage facilities. Fee may be based on measure of usage, flat rate, or design features. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.

STATE GRANTS AND LOANS

- **Community Development Block Grants:** Grant funds available for public facilities, economic development, housing, and infrastructure projects that benefit low- and moderate-income households. Grants distributed by the Department of Community, Trade and Economic Development primarily to applicants who indicate prior commitment to a project. Revenue restricted in type of project and may not be used for maintenance and operations.
- **Drinking Water State Revolving Fund (DWSRF):** The Drinking Water State Revolving Fund loan is an agreement entered into between the City and the State of Washington, and the Public Works Board, acting through the Department of Community Trade & Economic Development. Funds for the loan are provided by the United States Environmental Protection Agency, CFDA No. 66.468, Title: Safe Drinking Water State Revolving Fund. The loan funds local improvement projects that further the goals and objectives of the Washington State Drinking Water State Revolving Loan Fund Program.
- **Recreation and Conservation Office:** Administers several grant programs for outdoor recreation and habitat conservation purposes. Each grant program requires that monies be spent for specific types of projects. The program requires sponsors to complete a systematic planning process prior to seeking IAC funding. IAC has grant limits on most of its programs, and also encourages and often requires sponsors to share in the project's cost. Grants are awarded by the Committee based on a public, competitive process that weighs the merits of proposed projects against established program criteria.
- **Public Works Trust Fund:** Low interest loans to finance capital facility construction, public works emergency planning, and capital improvement planning. To apply for the loans, the city must have a Capital Facilities Element in place and must be levying the original .25% REET authorized for capital facilities. Funds are distributed by the Department of Commerce. Loans for construction projects require matching funds generated only from local revenues or state shared entitlement revenues.

- Transportation Improvement Account: Revenue available for projects to alleviate and prevent traffic congestion caused by economic development or growth. Entitlement funds are distributed by the State Transportation Improvement Board subject to a percentage match. Revenue may be used for capital facility projects that are multi-modal and involve more than one agency.
- Water Pollution Control State Revolving Fund: Low interest loans and loan guarantees for water pollution control projects. Loans distributed by the Department of Ecology. Applicant must show water quality need, have a facility plan for treatment, and show a dedicated source of funding for repayment.

FEDERAL GRANTS AND LOANS

- Congestion Mitigation/Air Quality: Established under the ISTEA Section 1009. The purpose of the program is to fund transportation projects and programs that will contribute to attainment of National Ambient Air Quality Standards. Federal participation for most CM/AQ projects is 80 percent, which increased to 86.50 percent due to public lands adjustments. Federal participation can be 90 percent for some activities that are on the Interstate system. Pedestrian and bicycle activities are limited to 80 percent federal participation.

UTILITY RATES

- Utility Rates: Revenues for replacement and repair of existing capital improvements and for new capital improvements can be collected through utility rates.



SIX-YEAR CAPITAL IMPROVEMENT PROGRAM

This section of the Capital Facilities Element determines whether sufficient revenue will be available under the current budgeting assumptions to fund needed capital improvements. It provides an analysis of revenue sources available for capital improvements and balances these revenues against anticipated expenditures for capital improvements. Using this process, the City can estimate annual revenue surpluses and shortfalls. Proposed funding sources for currently unfunded capital projects have also been provided.

The improvements schedules provided in the following pages set forth each capital project that the City intends to construct over the next six years and presents estimates of the resources needed to finance the projects. The schedules will reflect the goals and policies of the Capital Facilities Element and the other elements of the Comprehensive Plan. The first year of the schedules will be included within the annual capital budget, while the remaining five-year programs will provide long-term planning. The Six-Year Capital Improvement Program is a rolling plan that will be revised and extended annually to reflect changing needs and aspirations of the community, revenue projections, implementation of utility, transportation, and park, recreation and open space plans, and changing circumstances. Improvement schedules are included for the following facilities:

- Transportation
- Sanitary sewer
- Stormwater management
- Water
- Parks, recreation, and open space

The Transportation schedule extends through 2036, Fircrest's 20-year planning horizon, to provide additional information required under RCW 36.70A.070(6) for the City's multi-year transportation financing plan.

Table 5 Six-Year Transportation Improvement Plan

Transportation Facility Improvements		2024	2025	2026	2027	2028	2029	TOTAL
Capital Appropriations								
1	Major Pavement Patching: Citywide	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000.00
Grind and Overlays								
2	Regents Blvd (Arondale Dr to 67th Ave W)		\$ 760,000					\$ 760,000.00
3	Southbound South Orchard St (designed in 2023) (Regents Blvd to end of Right-of-Way)	\$ 678,470						\$ 678,470.00
4	Southbound South Orchard St (Columbia Ave to Regents Blvd)				\$ 1,100,000			\$ 1,100,000.00
Roadway Improvements								
5	Buena Vista Ave: 1300 block						\$ 75,000	\$ 75,000.00
6	Berkeley Ave: 1300 block (curb/gutter and overlay)					\$ 75,000		\$ 75,000.00
Pedestrian, Non-Motorized / Active Transportation Program								
7	Alameda Ave (Emerson St to Cypress Point) (curb/gutter, sidewalk - west side)		\$ 255,000					\$ 255,000.00
8	44th St (67th Ave W to 60th Ave) (curb/gutter, sidewalk - north side)			\$ 1,129,000				\$ 1,129,000.00
9	Alameda Ave (Emerson St to Rosewood Lane) (curb/gutter, sidewalk - east side)						\$ 1,480,000	\$ 1,480,000.00
10	Emerson St (Woodside Dr to 67th Ave W) (designed in 2023) (sidewalks, retaining walls)	\$ 451,000						\$ 451,000.00
Total Capital Appropriations		\$ 1,229,470	\$ 1,115,000	\$ 1,229,000	\$ 1,200,000	\$ 175,000	\$ 1,655,000	\$ 6,603,470.00

Figure 1 2024-2029 Transportation Projects Map

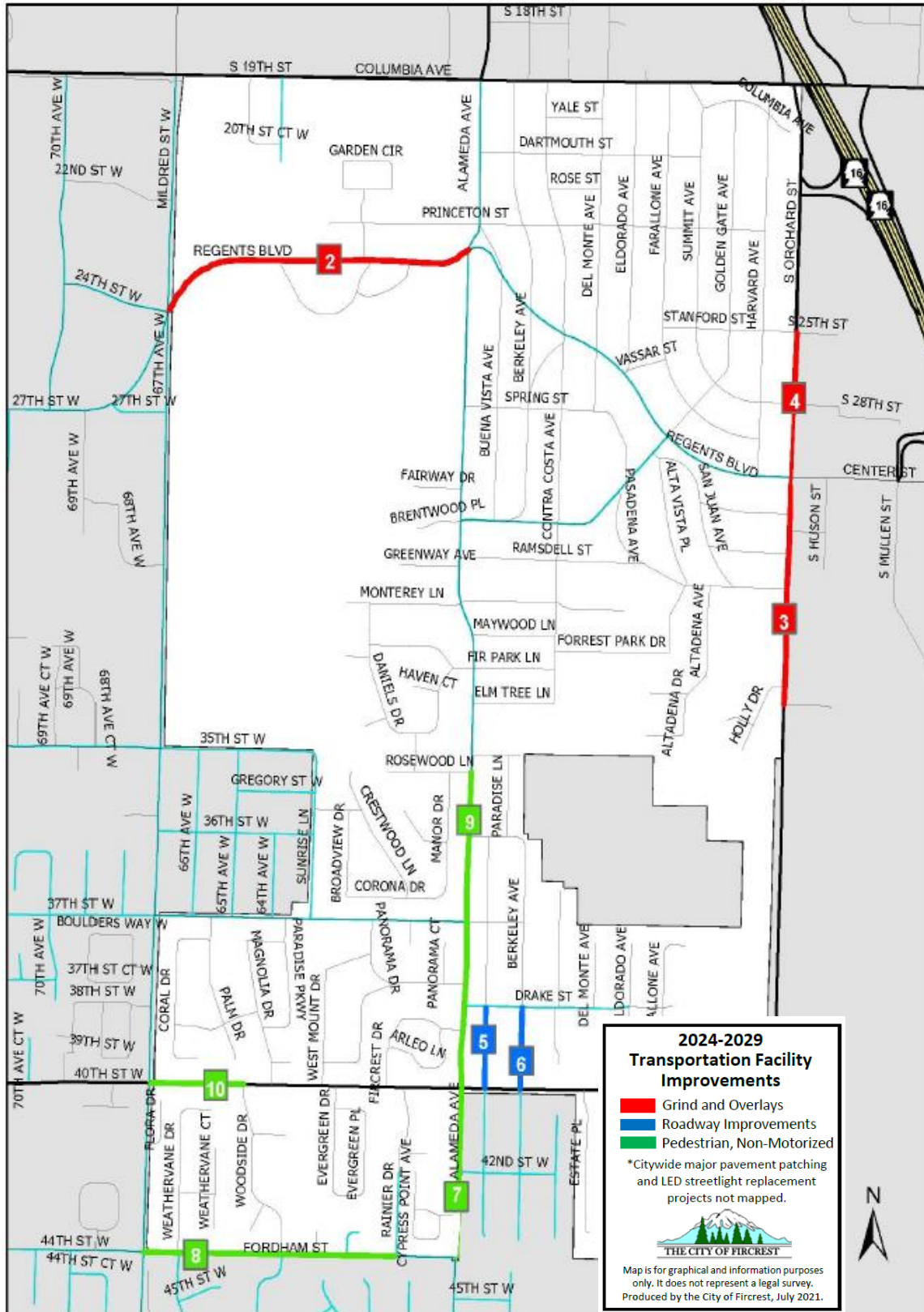


Table 6 Sanitary Sewer Project List

Year	Project Type	Lineal Feet	Pipe Diameter	Project Name
2000	Dig In	450	8" SDR 35	Harvard - Regents/Farollone
2001	Lift Station			44th St/67th Ave W - Upgrade
2003	Dig In	900	8" SDR 35	500 Block Berkeley Ave
2003	Dig In	1680	8" SDR 35	100-300 Block Berkeley Ave
2003	Dig In	240	8" SDR 35	600 Block Regents
2005	Dig In	260	8" SDR 35	700 Block Fir Park Lane - Sewer Rebuild / Redirected Service Line
2005	Dig In	200	8" SDR 35	400 Block Del Monte
2005	Dig In	1670	8" SDR 35	Princeton St from Arondale to Contra Costa
2006	Dig In	900	8" SDR 35	Ramsdell from Contra Costa to Alameda
2007	Dig In	460	8" SDR 35	Dartmouth from Del Monte to Contra Costa
2007	Dig In	235	8" SDR 35	1200 Block Berkeley - Claremont to 1209 Berkeley Ave
2007	Dig In	350	8" SDR 35	Electron from Tennis Courts to Pasadena
2007	Dig In	700	8" SDR 35	San Juan Ave 660ft from Ramsdell to Cornell Manhole to Amherst St
2008	Lift Station			Contra Costa Improvement - Rebuild
2011	Dig In	360	8" SDR 35	400/500 Block Columbia - New Main Connecting to China Lake Lift Station
2012	Pipe Burst	1000	8" HDPE	400 Block Alameda/Buena Vista
2013	Lift Station			Princeton St - New
2013	Dig In	1080	8" SDR 35	100/200 Blocks Del Monte
2013	Dig In	400	8" SDR 35	700 Block Regents
2013	Dig In	520	8" SDR 35	Alameda from Baylor to Rosewood Lane - Replaced 12"-15" Main
2014	Dig In	710	8" SDR 35	100 Block Harvard
2014	Dig In	1070	8" SDR 35	300 Block Farollone / El Dorado
2016	Pipe Burst	1300	8" HDPE	100-300 Block Summit / Golden Gate
2016	Pipe Burst	840	8" HDPE	300 Block Del Monte / El Dorado
2016	Pipe Burst	1030	8" HDPE	100-200 Block Summit / Farallone
2018	Dig In	600	8" SDR 35	100 Block Golden Gate / Harvard
2018	Lift Station			Alameda - Rebuild
2019	Lift Station			Drake St - Rebuild
2019	Pipe Burst	200	6" SDR 35	100 Block Farollone between 114-116
2021	Lift Station			The Commons - Upgrade
2021	Pipe Burst	530	8" HDPE	Between Cornell and Amherst from San Juan to Orchard
2021	Pipe Burst	260	8" HDPE	900 Block between Daniels and Alameda

Year	Project Type	Lineal Feet	Pipe Diameter	Project Name
2022	Lift Station			Estate Place - Upgrade
2022	Pipe Burst	395	6" HDPE	Annapolis between Alameda and Paradise Lane
2023	Pipe Burst	375	6" HDPE	100 El Dorado and Farollone
2024	Lift Station			44th St/67th Ave W - Upgrade
2024	Pipe Burst		8" HDPE	900 block from Linwood between Sunrise and Crestwood (300ft)
2025	Pipe Burst		8" HDPE	1200 block from Drake between Contra Costa and Del Monte (1000ft)
2026	Pipe Burst		8" HDPE	1000 block from Linwood between Sunrise and Broadview (1300ft)
2027	Dig In		8" SDR 35	100 and 200 blocks of El Dorado (750ft)
2028	Dig In		8" SDR 35	300 block from Princeton to Regents (3000ft)
2029	Pipe Burst		8" HDPE	1000 block between Crestwood and Laurel Ct (700ft)
Total Main Replaced		18715		

Table 7 Water Capital Project List

Water Department Capital Project List					
Year	Lineal Feet	Pipe Diameter	Location	From	To
1995	1700	12"	Electron Way	Regents Blvd	Buena Vista Ave
	280	8"	Electron Way	Buena Vista Ave	Alameda Ave
1995	725	12"	Arondale Dr	Regents Blvd	FGCC Maint Shop
	430	8"	Flora Dr	67th Ave W	Cul De Sac
1996	1000	16"	FGCC Reservoir	FGCC Reservoir	9th Fairway T
	400	12"	9th Fairway	9th Fairway T	Clubhouse
	500	12"	Regents Blvd	Costless (west) Driveway	Columbia Bank
1997			Well #9 Installed	Masko Park / City Hall	
	600	12"	Cornell St	Well #9	So Orchard St
1999	630	12"	Princeton St	Contra Costa Ave	Alameda Ave
	730	8"	Amherst St	San Juan Ave	So Orchard St
2000	850	8"	Regents Blvd	Electron Way	Del Monte Ave
2001	1600	12"	Summit / Harvard / Regents	Electron Way	So Orchard St
	1800	12"	Contra Costa / Paradise Ln	Forrest Park	Baylor Ave
2002	970	12"	Contra Costa	Electron Way	Forrest Park
	3020	12"	Baylor Ave / Boise St	Baylor / Berkeley	Emerson / Boise
2003	860	8"	500 block Berkeley	Electron Way	Spring St

Water Department Capital Project List					
Year	Lineal Feet	Pipe Diameter	Location	From	To
2004	1900	16"	FGCC / Greenway & Electron	Golf Course	Electron Way
2005	2040	16"	Alameda Ave	Electron Way	Regents Blvd
	800	12"	Arondale Dr	FGCC Maint Shop	Regents Blvd
2006	800	8"	Ramsdell St	Alameda Ave	Contra Costa Ave
2008	3300	12"	Alameda Ave	Greenway Ave	Panorama Dr
2011	1710	12"	Columbia St	Alameda Ave	Summit Ave
	500	8"	Arondale Dr (alley)	Regents Blvd	Arondale Dr
2013	1110	8"	Harvard St	Princeton St	Columbia St
	1110	8"	Del Monte St	Princeton St	Columbia St
2014	1000	8"	Golden Gate Ave	Princeton St	Columbia St
2015	1110	8"	Farallone Ave	Princeton St	Columbia St
2017	470	8"	Summit Ave	Golden Gate Ave	Stanford St
2019	450	8"	Farallone Ave	Golden Gate Ave	Vassar St
2021	290	8"	Contra Costa Ave	Rose St	Princeton St
2022	300	8"	Contra Costa Ave	Rose St	Dartmouth St
2022	980	12"	Summit Ave	Columbia St	Princeton St
2022	780	8"	Summit Ave	Princeton St	Stanford St
2023	380	8"	700 block Regents	Buena Vista Ave	Berkeley Ave
2023	400	8"	Rose St	Del Monte Ave	Contra Costa Ave
2024		12"	South Orchard St (800ft)	Ramsdell St	Holly Dr
2024			Rebuild Well #4 (PW Yard)		
2025		8"	Yale St (400ft)	Contra Costa Ave	Del Monte Ave
2026		8"	100 block Contra Costa (600ft)	Columbia St	Dartmouth St
2027		8"	El Dorado (750ft)	Princeton St	Columbia St
2028		12"	400 and 500 block Contra Costa (2000ft)	Electron Way	Regents Blvd
2029		8"	Buena Vista (2000ft)	Electron Way	Regents Blvd
Total Main Replaced	35525				

[Placeholder – Project list for Parks, Recreation, and Open Space?]

[Placeholder – Project list for Stormwater Facilities?]

APPENDIX F: UTILITIES

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This Appendix provides additional information and context to the goals and policies of the Utilities Element.

UTILITY SERVICES AND FACILITIES

The City of Fircrest owns and operates water, sanitary sewer, and stormwater utilities within its corporate boundaries. Tacoma Power, a division of Tacoma Public Utilities, is the electrical provider to Fircrest. Other utility services – natural gas, telecommunications, cable, and solid waste – are provided by private companies. Puget Sound Energy is the natural gas provider; Century Link provides telephone service; Click!, Xfinity, and Rainier Connect provide partial and overlapping cable internet within the city; and Westside Disposal provides solid waste collection services.

Since the last Comprehensive Plan, the following list of upgrades have been made to the City-owned water, sanitary sewer, and stormwater utilities:

- Upgrades or replacement to Estate Place, Drake Street, and Alameda Lift Stations
- Various gravity sewer improvements on Farallone Ave, El Dorado Ave, and Cornell Street
- Continued backyard sewer replacements and/or rehabilitation
- GIS Mapping System Upgrades
- Installed fluoride monitors at each well site
- Water main replacement on Golden Gate Ave, from Princeton Street to Columbia Street
- Water main replacement on Farallone Ave, from Columbia Street to Princeton Street
- Recoated exterior of High Tank Reservoir

- Water main replacement on Ramsdell Ave
- Water main replacement on Farallone Ave, from Vassar Street to Golden Gate Ave

Further information on City-owned utilities is provided below.

Water

SUMMARY OF SERVICES AND FACILITIES

Water services are provided in Fircrest within the context of federal, state, regional, and county regulatory acts, plans, and programs. A host of agencies are responsible for implementing and overseeing programs ensuring water quality and supply, allocating rights, controlling distribution, and promoting conservation. The Fircrest Public Works Department, which provides water service within Fircrest, conforms to regulations through the ongoing implementation of its Comprehensive Water System Plan. Tacoma Public Utilities, which provides water service to portions of the areas annexed to the City in the 1990s and 2018, conforms through the ongoing implementation of its Water System Plan. The delineation of service area boundaries is contained in a May 27, 2014 service area agreement as part of the Comprehensive Water System Plan.

FIRCREST FACILITIES INVENTORY

Figure 1 shows Fircrest's major water facilities and their capacities. Fircrest relies on five existing groundwater wells located within its municipal boundaries for its entire water supply. Fircrest has groundwater rights and pumping capacity projected to be sufficient to serve a population of 10,000-15,000 (depending on consumption levels). The City is forecasted to have sufficient water rights to meet water system demands for at least the next 20 years.

In addition to the five wells, the City owns and operates a booster pump station and three reservoirs with a total storage capacity of 1.8 million gallons and 26 miles of transmission and distribution piping. Descriptions of the current service area and customer base, consumption patterns, and service levels are provided in Fircrest's Comprehensive Water System Plan. The water system plan also contains a detailed inventory of facilities (including locations and capacities), projections of demand **through 2033**, system adequacy to meet projected demand, and a list of capital improvement projects and costs.

A map of the Existing Water Facilities is provided below in Figure 1.

TACOMA FACILITIES INVENTORY IN FIRCREST AREA

Tacoma Public Utilities provides water service to 24 parcels in the northwest corner of the City, properties within the 1300 blocks of Buena Vista Avenue, Berkeley Avenue, and Contra Costa Avenue, the Valley Firs Condominiums and the former 67th Avenue PAA. Tacoma Public Utilities is governed by a five-member board, appointed by the Tacoma City Council.

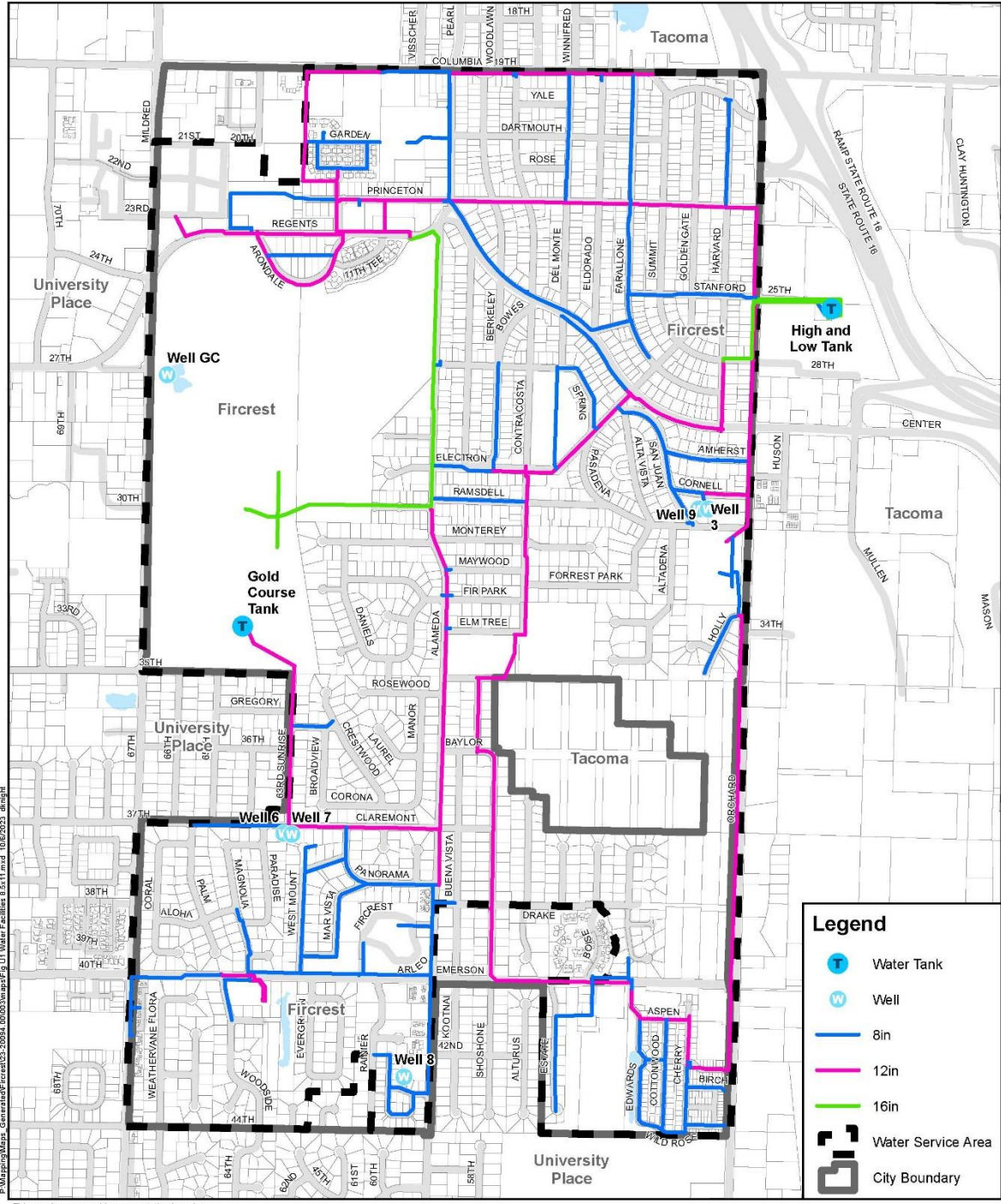
Fircrest utilizes groundwater as its primary water source. The primary water supply to this area comes from the Green River in King County and five active wells in the City's system. To supplement supply during periods of high demand, mostly in the summer, or during emergency situations, there is also an intertie with Tacoma's water system. Tacoma Water's Green River First Diversion water right can supply up to 73 million gallons of water each day.

Tacoma Water's Green River Second Diversion water right can provide up to 65 million gallons of water each day. This second diversion is subject to minimum streamflow standards and is a resource shared with Tacoma Water and its Regional Water Supply System partners. Tacoma Water's share of the second diversion equals 27 million gallons of water per day. In addition to the Green River, Tacoma Water owns wells located in and around the City of Tacoma. Tacoma Water's wells have a short-term combined pumping capacity of approximately 60 million gallons per day.

Maps for existing water facilities and improvements are on the following two pages.

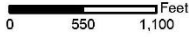


Figure 1 Existing Water Facilities



P:\Mapping\Maps_General\Fircrest\02-2004_00002\mapfig_U1 Water Facilities 8.5.11.mxd 10/02/2023 animgl

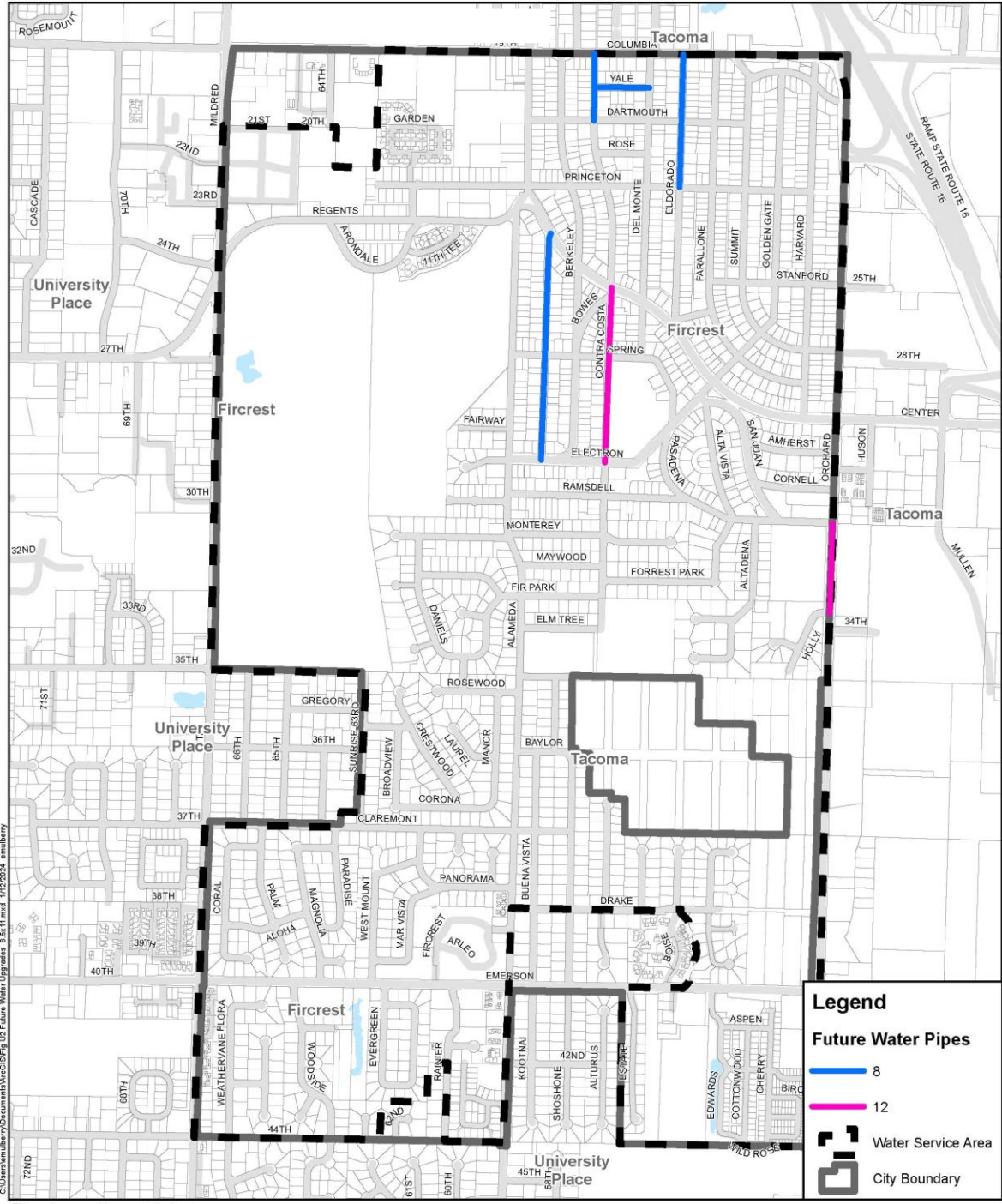
This map is a geographic representation based on information available. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.



Existing Water Facilities
Existing Conditions Report
City of Fircrest, Washington
October 2023

Figure
U1

Figure 2 Water Facilities Improvements



C:\Users\amberry\Documents\ArcGIS\Fig U2 Future Water Upgrades 8.5.11.mxd 1/17/2024 amberry

This map is a geographic representation based on information available. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.



0 550 1,100 Feet



Future Water Main Projects Figure
Existing Conditions Report
City of Fircrest, Washington
January 2024

U-2

A water system consists of a transmission supply and distribution system made up of various sized mains (transmission and distribution), reservoirs, standpipes, wells, and pump stations. Tacoma Water supplies water to Fircrest's 2018 annexed area, some properties located in the northwestern corner of the city, and a small area in the southeastern corner of the City.

The City of Tacoma Capital Facilities Plan (CFP) establishes a level of service of 442 gallons per day per equivalent residential unit (ERU) and/or as contained in Tacoma Water's current Washington State Department of Health approved water system plan. 442 gallons per day per ERU represents a 4-day peak period demand, with a peak factor of 2.01 times the actual average daily residential water consumption of 220 gpd per ERU. Based on Tacoma Water current demand forecast, Tacoma Water has excess supplies when considering peak day requirements looking out to year 2060.

Tacoma Water will complete construction and initiate operations of a new Green River filtration facility in 2015. Filtration of the supply will meet regulatory requirements and provide enhanced reliability for the supply.

SERVICE LEVELS AND CURRENT DEMAND AND ADEQUACY

As with all other aspects of water supply, service levels and standards applicable in Fircrest are determined by federal, state, regional, and county regulations. Fircrest's Comprehensive Water System Plan Update plan is being implemented in conformance with all applicable regulations.

Supply

Fircrest consumption levels conform to the assumptions used for county-wide long-term planning in Pierce County's Coordinated Water System Plan (CWSP). The CWSP assumes consumption for Fircrest as 180 gallons per capita per day. Fircrest's average consumption is currently 172 gallons per day per equivalent residential unit (ERU), which is the amount consumed by a household in a single-family dwelling unit.

Storage

The available storage for the Fircrest water system is 1.8 million gallons. Based on the hydraulic analysis and the "Source and Storage" analysis in the Fircrest Comprehensive Water System Plan, the Fircrest water system has sufficient storage for the planning period.

Fire Flows

In Fircrest, the standard for fire flow in residential areas has been set at 1,000 gallons per minute and in commercial areas, 2000 gallons per minute. The engineering analysis of areas requiring improved fire flows is contained in Fircrest's Comprehensive Water System Plan. Projects to improve fire flows are listed in this plan.

FUTURE DEMAND AND ADEQUACY

Demand and Adequacy in Fircrest's Service Area

The City is in the final stages of a Comprehensive Water System Plan (WSP). A final draft of the WSP was issued in September 2022 and is currently under Department of Health (DOH) review for approval. The following water system upgrade projects are anticipated as part of the City's 6-year capital improvement plan:

- Water main replacement - Rose Street from Contra Costa to Del Monte; Yale from Contra Costa to Del Monte
- Water main replacement - upsize to 12" main from Harvard to Contra Costa
- Water main replacement - Regents and Buena Vista; transfer 2 services and replace hydrants
- Finish meter exchanges
- Abandon/remove 8" water main in Whittier Park
- Loop 12" water main to existing 6" water main in Paradise Lane
- Connect Boise Street to 12" main on 40th Street & Emerson
- Estate Place water main replacement
- Well 4 Reroute, Orchard to Holly; Well house improvements
- On-site power generation for wells
- Weathervane Booster Pump Station Improvements

Table 1 summarizes the adequacy of Fircrest's facilities to meet future demand.

Table 1 Demand and Adequacy

Demand Factor	Future Adequacy
Supply	Fircrest has sufficient water rights to meet water system demands for at least the next 20 years.
Storage	Storage facilities have sufficient capacity to meet future demands of the system beyond the year 2040.
Transmission & distribution	Weathervane Booster Pump Station does not have sufficient capacity to meet new Department of Health Water System Design Manual criteria. Capital improvement projects are identified for water mains that are undersized or not looped adequately to provide fire flow.
Telemetry	Replaced in 2009. Adequate and in good working order.
Service metering	Adequate; installation of individual service meters at all services was completed in 2001.

Overall, water system planning indicates the water system is in good operating condition but will require some improvements to ensure that a high level of service is maintained.

WATER FACILITY ISSUES

Fircrest faces issues concerning transmission and distribution piping, consumption levels, and potential contamination of Fircrest's water supply. A summary of each of these issues is provided in the Comprehensive Water System Plan. In the event the Fircrest water system is not capable of meeting system demands due to an emergency or unforeseen circumstance an intertie with the City of Tacoma water system will supply the needed water. This intertie was completed in 1994 and is located on the east side of Orchard Street across from Stanford Street.

WATER FACILITY PROJECTS

The capital improvements program in the 2014 Comprehensive Water System Plan identifies the improvements needed for the current planning period. Figure 2 shows the proposed water system for Fircrest and includes new or updated facilities as well as existing facilities. Project schedules, costs, and financing are summarized in the Capital Facilities Element.

Sanitary Sewer

The City of Fircrest owns and operates approximately 32 miles of sanitary sewer main and six sanitary sewer lift stations. By agreement with City of Tacoma, wastewater is conveyed to and treated at the Tacoma Central Wastewater Treatment Plant (WWTP). Fircrest does not own or operate a WWTP. A map of the Existing Sewer Facilities is provided below in Figure 4.

The sanitary sewer service area boundary is generally the same as the City boundary. Properties within Fircrest are mostly developed. The majority of Fircrest's service area is on the sewer system, with the primary exceptions being a portion of the West End Addition that was annexed in 1997 and the 2018 annexation, where a number of residences use septic systems.

There is one large undeveloped parcel in the northwest corner of Fircrest, at the northeast corner Regents Boulevard and Mildred Street West. The property is commonly referred to as the "Goat Farm" property. There is a preliminary development proposal to develop the property as mixed-use and multi-family. The development is referred to as the "Prose" development. The property is in Fircrest City limits but identified previously as Pierce County sewer service area. Preliminary indications are that Pierce County will provide sanitary sewer service to the development. Future consideration will need to be given to address the remaining properties along 19th and Mildred Street for possible annexation into the City's Sewer Service Area.

No updates have been made to the sanitary sewer or stormwater planning documents since the last Comprehensive Plan.

The City has upgraded all lift stations except 44th Street and continued backyard sewer replacement/rehabilitation projects since the last Comprehensive Plan. The following sewer system upgrade projects are anticipated as part of the City's 6-year capital improvement plan:

- 44th Street Lift Station

- Regents Blvd and Amherst St - Pipe bursting project
- 100 block - Farallone Ave and Eldorado Ave - Pipe bursting project
- 1200 block - Contra Costa Ave and Del Monte Ave Pipe bursting project
- 1000 block - Sunrise Lane and Broadview Drive - Pipe bursting project
- 900 block - Sunrise Lane and Crestwood Lane - Pipe bursting project
- 100 and 200 blocks - Front Steet and Eldorado Ave - Pipe bursting project
- GIS Mapping Updates

Fircrest are part of the Chambers Creek-Clover Creek Drainage Basin, which is an aquifer recharge area providing groundwater for public use. As Pierce County has developed, ensuring wastewater treatment capacity sufficient to handle increasing wastewater volumes and to protect groundwater quality has increasingly become a focus of sanitary sewer facilities planning. Septic systems, which dispose of wastewater through percolation into the aquifer, are a known source of groundwater pollution.

Hence, Fircrest and Pierce County share the long-term goal of eventually connecting all development in the Chambers Creek-Clover Creek Drainage Basin to a sewer system. The sewer system replaces septic tanks and drain fields with wastewater collection and conveyance facilities and percolation of untreated effluent with wastewater treatment and biosolid disposal.

In August 2000, Fircrest hired a consultant to develop a Comprehensive Sewer System Plan. This plan was approved by the City and the Washington State Department of Ecology in 2002.

SUMMARY OF SERVICES AND FACILITIES

Fircrest is provided with wastewater collection services by the City of Fircrest Public Works Department. Refer to Figure 3 for service area boundaries. The majority of Fircrest's service area is on the sewer system, with the primary exceptions being a portion of the West End Addition that was annexed in 1997 and the 2018 annexation, where a number of residences use septic systems.

The primary components of Fircrest's sanitary sewer system are 32 miles of sewer main and six lift stations. The lift stations pump wastewater against gravity to overcome elevation gains on the route to a Tacoma Public Utilities treatment plant. Wastewater is conveyed to a Tacoma treatment plant outside of Fircrest.

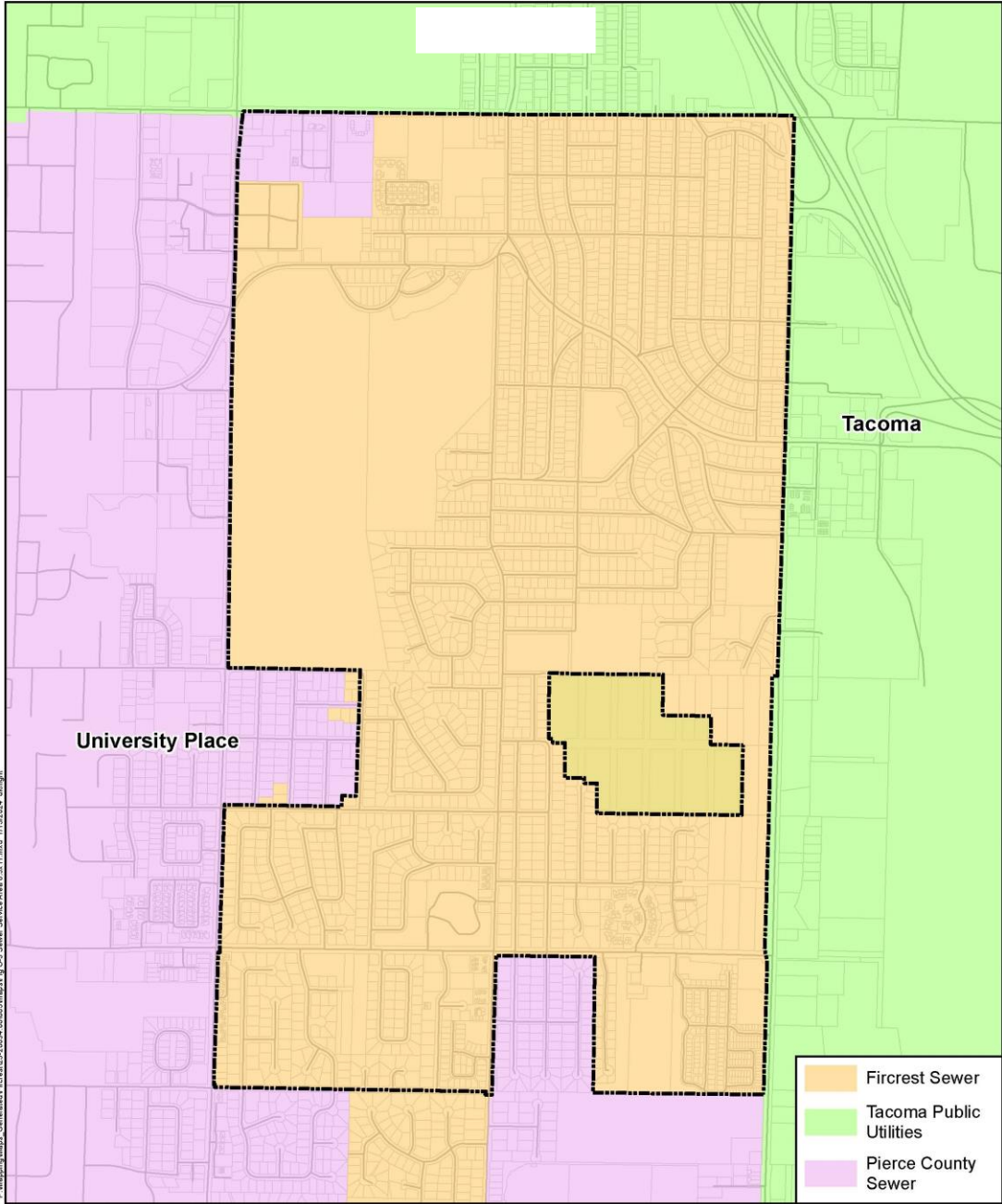
Part of the development of the Comprehensive Sewer System Plan included in-line video inspections of the pipes and manholes, which occurred in 2013. Updated and prioritized repair and replacement projects were identified and will be completed by 2016.

SERVICE AGREEMENTS

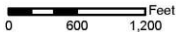
Fircrest has agreements with other service providers concerning service area boundaries and wastewater treatment. An ongoing agreement with the City of University Place delineates service area boundaries. Under this agreement, Fircrest provides service to specific areas outside of its corporate boundaries.

Wastewater treatment is provided through the Tacoma-Fircrest Sewer Agreement, which began in 1979 and was updated in 2014. This agreement provides for treatment of all wastewater from Fircrest at the Tacoma Central Wastewater Treatment Plant.

Figure 3 Sewer Service Area



This map is a geographic representation based on information available. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.



Sewer Service Area
Comprehensive Plan Update
City of Fircrest
January 2024

Figure

U-3

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ALTERNATIVE SERVICE

The Pierce County Sewer Division Unified Sewer Plan was adopted in 2001 and updated in 2010 with final state Department of Ecology approval in 2012. The plan identifies future service needs for the County and makes provision for expansions to meet those needs, including expansion of the Chambers Creek Wastewater Plant (WWTP) to 43-45 MGD (million gallons per day) capacity in the first phase of a five-phase major expansion to be completed in December 2016.

The Unified Sewer Plan identifies one project, the Upper Leach Creek Interceptor, which is on schedule to be completed by 2020. This improvement will enable new service to be provided to areas of eastern University Place not served and could also serve the City of Fircrest in the event its flows were to be transferred to Pierce County. This system component would be generally gravity fed, designed to direct flows downhill to the WWTP. Current treatment capacity is rated at 28.7 MGD and the WWTP operates at an average capacity of 18.0 - 20.0 MGD. Expansion is expected to continue to meet demand, accommodate anticipated growth (including possible flows from Fircrest), and meet increasingly stringent water quality standards over the next 25 years. Total build out is expected to be 60 MGD as outlined in the Unified Sewer Plan.

FACILITIES INVENTORY

Table 2 summarizes Fircrest's major sewer facilities. Figure 4 shows locations of major facilities. Detailed maps showing all sewer lines are available through the Fircrest Public Work Department.

Table 2 Major Sewer Facilities

Facility Name and Location	Capacity and Condition
Sewer mains: located primarily in road and alley rights-of-way; some are located on private property.	Fircrest's service area has approximately 32 miles of sewer mains ranging in diameter from 4 to 24 inches. The majority of the pipe is 8-inch. Fircrest also uses a 14-inch force main that conveys large amounts of wastewater across extensive geographic areas on the route to a treatment plant. Some sewer mains are force mains through which lift stations pump wastewater to adjacent gravity systems. Lengths of force mains depend on the elevation rise. Sewer main conditions range from failure to excellent depending on the age of the pipe, the quality of the installation, and the quality of ongoing maintenance.

Facility Name and Location	Capacity and Condition
Lift stations (6): Contra Costa Av. & Elm Tree Lane Drake & Farallone Alameda & 46th St. 67th Av. & 44th St. Estate Place Princeton Place	Pump 1: 1,850 gallons per minute (gpm) maximum Pump 2: 1,800 gpm max. Combined capacity: 2,550 100 gpm normal, 234 gpm max. 100 gpm normal, 200 gpm max. 100 gpm normal, 200 gpm max. 172 gpm constant output 150 gpm, two pumps alternating All lift stations are in fair to good condition.
Manholes	Manholes are typically located approximately every 300 feet along sewer mains. Fircrest has approximately 600 manholes, which vary from good to poor.

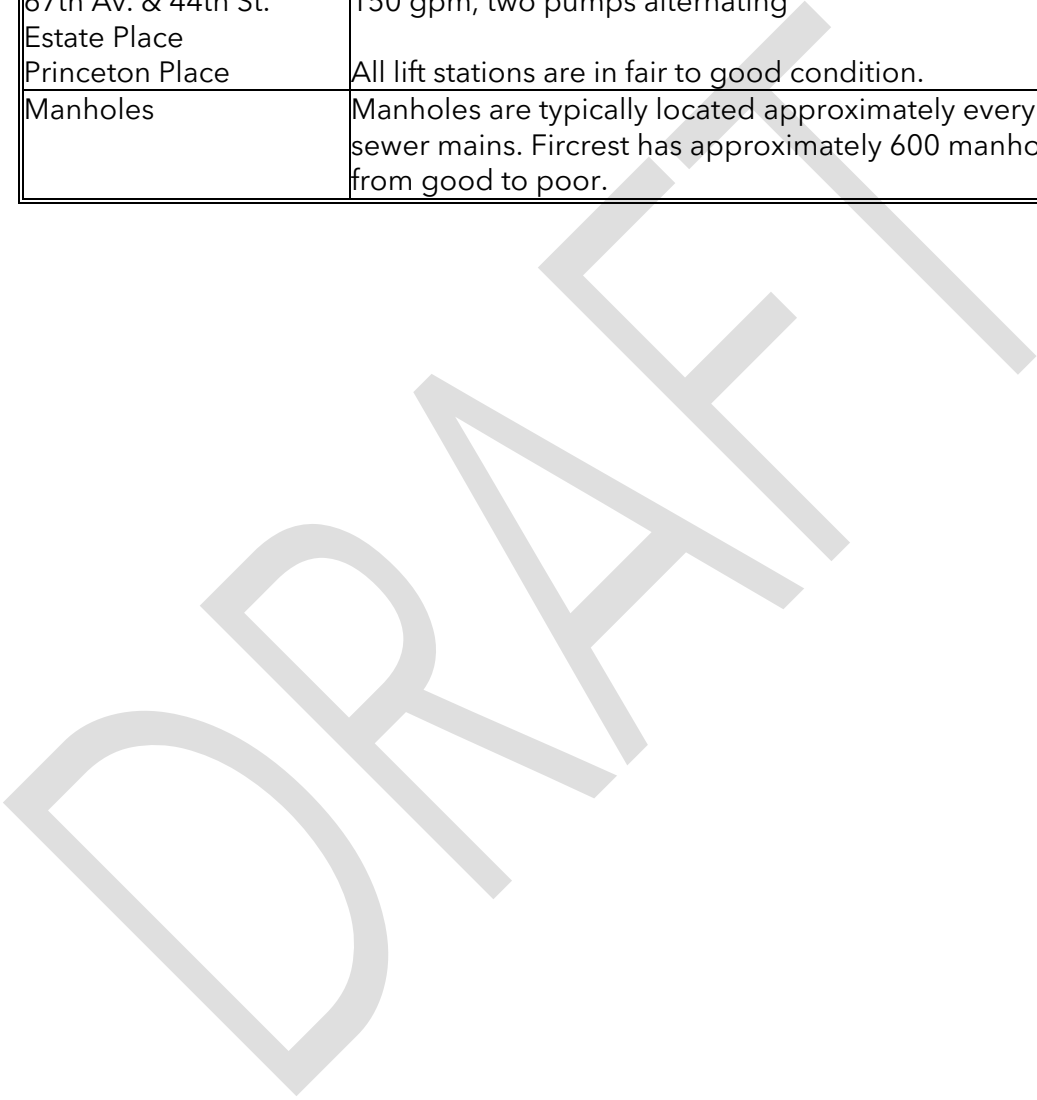
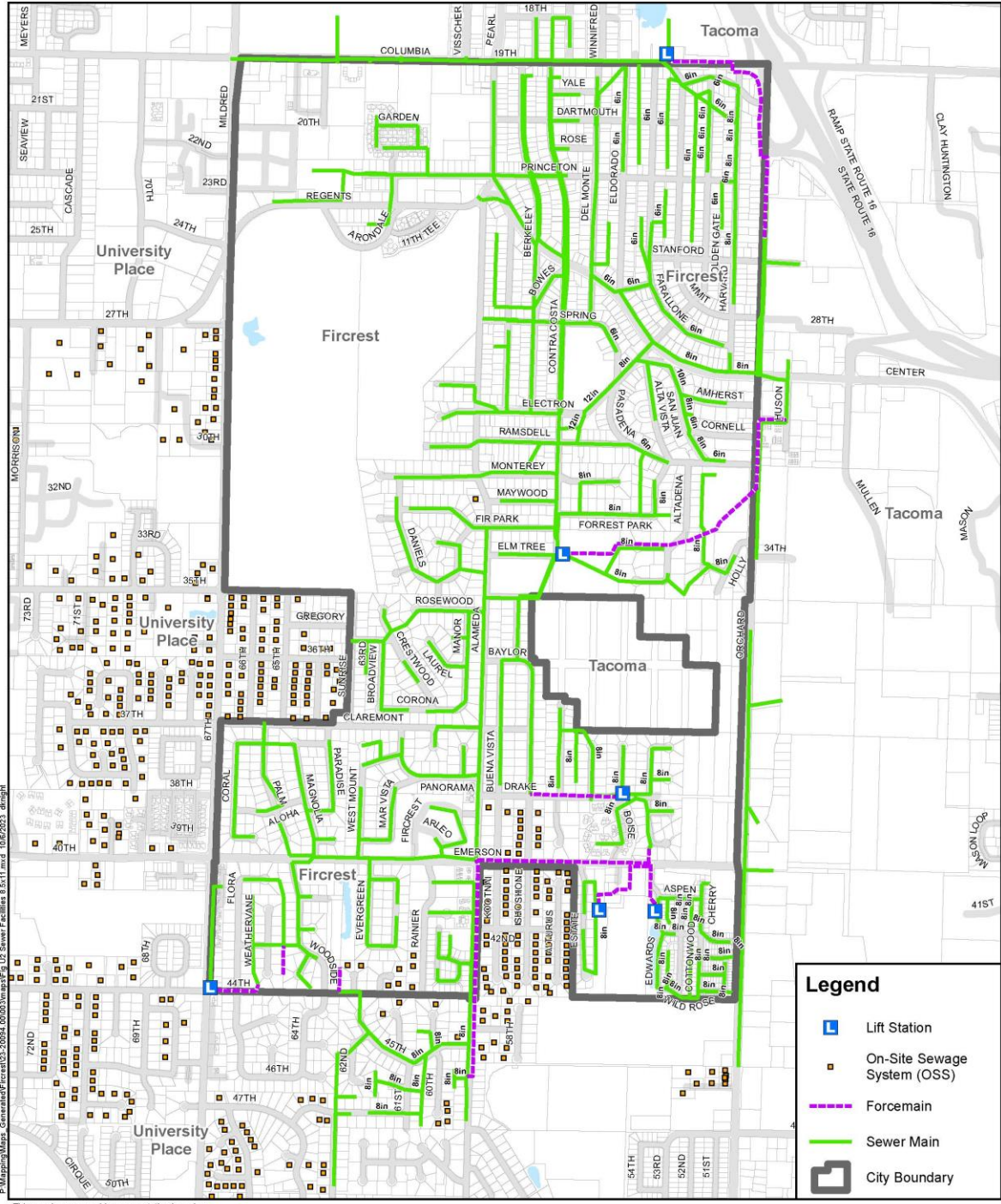


Figure 4 Existing Sewer Facilities



This map is a geographic representation based on information available. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.



0 550 1,100 Feet



Existing Sewer Facilities
Existing Conditions Report
City of Fircrest, Washington
October 2023

Figure

U-4

SERVICE LEVELS AND STANDARDS

Table 3 summarizes the service levels and standards applicable in Fircrest.

Table 3 Service Levels and Standards

Service Parameter	Service Level
Capacity	220 gallons per day (gpd) per single-family dwelling, which is referred to as a <i>residential equivalent</i> (one RE); service levels for multi-family dwellings, commercial and industrial businesses, public service organizations, etc. are expressed in numbers of REs; for example, multi-family units are expected to produce .83 RE or 183 gpd.
Average daily and peak flows	Average daily flow in 2014: 482,000 gpd Peak flow in 2014: 790,000 gpd
Wastewater quality	Sewage quality must conform to County Sanitary Sewer Utility Administrative Code and county Pretreatment Code requirements.
Design and construction of facilities	Construction of new facilities and rehabilitation of old facilities must conform to the standards of the wastewater treatment service provider.

DEMAND AND ADEQUACY

This section discusses current and future demand for sanitary sewer services and adequacy of facilities to meet demand.

Current demand from Fircrest's service area was studied by a consulting firm under the supervision of the Fircrest Public Works Department. The system is capable of handling current demand and future projected growth demand.

Future demand is based on assumptions of successful reduction of infiltration and inflow and of decreased residential water consumption. Therefore, a standard effluent rate of 220 gallons/RE has been used for computing future demand. Table 4 summarizes future residential demand in Fircrest.

Future demand is based on assumptions of successful reduction of infiltration and inflow and of decreased residential water consumption. Therefore, a standard effluent rate of 220 gallons/RE has been used for computing future demand. The following table summarizes future residential demand in Fircrest.

Table 4 Projected Residential Demand in 2035

Area	Single-family (millions of gallons/day [mgd])	Duplex, Multi-family and ADUs (mgd)	Total (mgd)
Total projected residential demand	0.558 (2,535 units)	0.162 (884 units)	0.720 (3,419 units)

Stormwater Management

Surface water and stormwater in Fircrest originate with precipitation falling in and north, west, and east of Fircrest. Fircrest is located in the approximate center of this drainage area, which is known as the Leach Creek drainage subbasin. The Leach Creek subbasin has a total of 7.18 square miles and is a portion of the larger Chambers Bay drainage basin. This drainage basin is located in the Chambers - Clover Creek Watershed Resource Inventory Area 12 (WRIA 12). A small portion of Fircrest falls within the Tacoma West drainage basin. Figure 5 illustrates those portions of the Chambers Bay and Tacoma West drainage basins located in close proximity to Fircrest.

Stormwater within the Leach Creek subbasin, along with stormwater from the entire Chambers Bay basin, eventually reaches Puget Sound via Chambers Bay. The following section provides a general overview of flows in the Leach Creek subbasin.

SUMMARY OF SERVICES AND FACILITIES

Stormwater flows over the surface into dry wells, swales, ponds, and basins where some of it percolates through the soil into groundwater. The remainder is conveyed to detention facilities via ditches and subsurface storm drainage pipes. Fircrest owns and operates stormwater systems in conjunction with the City of Tacoma. Much of the stormwater originating in the northern portion of the Leach Creek subbasin is collected in the Leach Creek holding basin, which provides sediment removal, infiltration to groundwater, peak discharge control, and outflow to Leach Creek. Subsurface water at Fircrest Park, the former site of Spring Lake, also is intercepted and piped to the holding basin. The remainder flows over the surface into dry wells, swales, ponds, and basins, where it percolates through the soil.

In the southern portion of Fircrest, stormwater is conveyed to a pond within Thelma Gilmur Park. Like the holding basin, this pond provides sediment removal and infiltration with overflow to Leach Creek. Leach Creek flows into Chambers Creek, which flows into Puget Sound via Chambers Bay.

A small amount of stormwater within the western boundary of Fircrest sheds west toward Puget Sound rather than east; this area is part of the Tacoma West drainage basin. The small number of facilities in that area conveys stormwater away from Fircrest and Leach Creek.

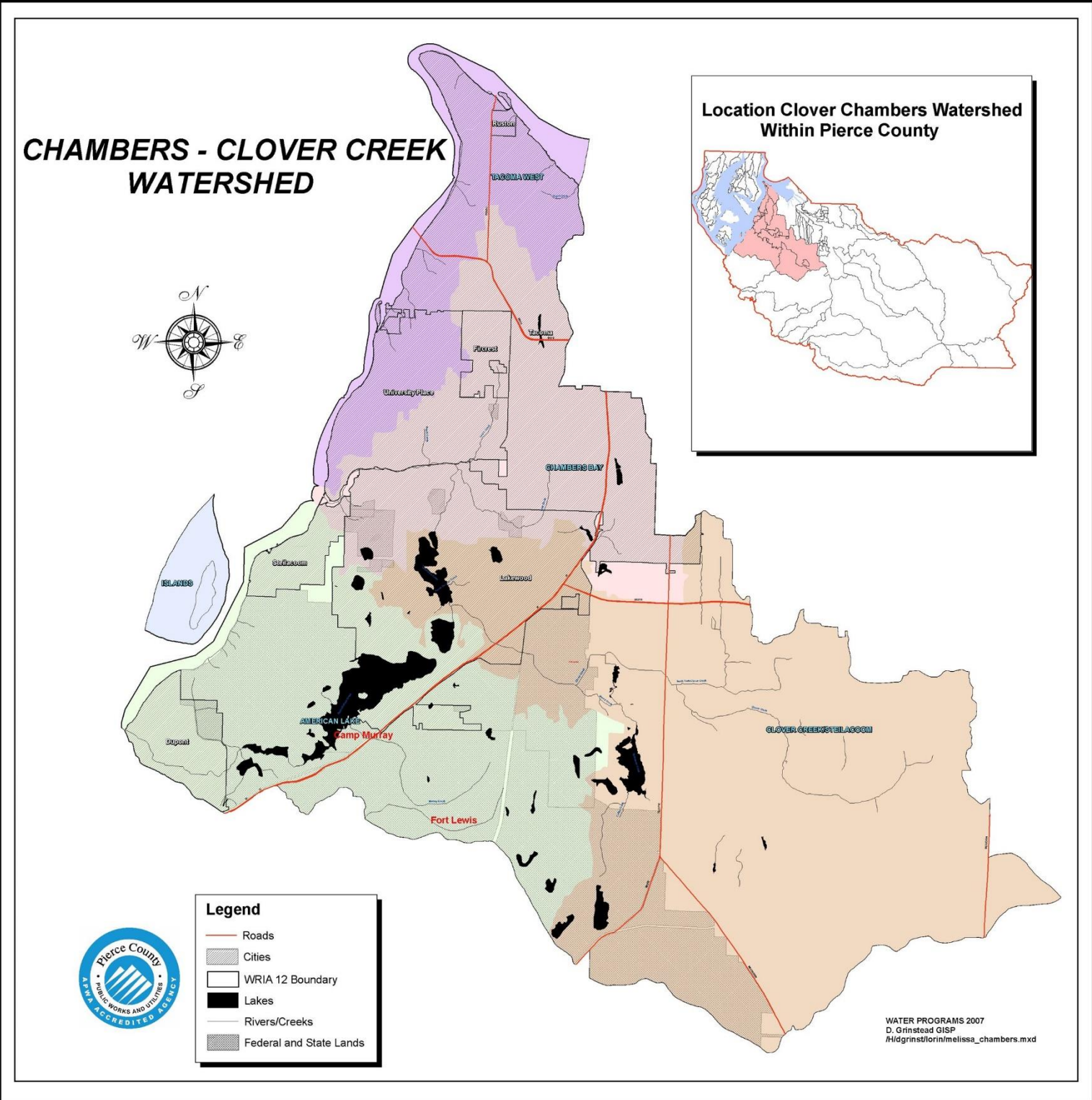
Stormwater in the Tacoma West drainage basin does not have a significant impact on Fircrest stormwater facilities.

Because stormwater originating in the City of Tacoma, City of University Place and unincorporated Pierce County flows through Fircrest, how stormwater is managed in those jurisdictions directly impacts the stormwater present in Fircrest. Likewise, Fircrest's stormwater management practices affect the water present in Leach and Chambers Creeks.

Fircrest has adopted the latest version of Department of Ecology (DOE) Stormwater Management Manual for Western Washington, which addresses the standards, procedures, and development practices needed to implement good stormwater management.

DRAFT

Figure 5 Drainage Basin



FACILITIES INVENTORY

Stormwater facilities in Fircrest are owned by the City of Fircrest and the City of Tacoma and are planned, installed, maintained, and operated under the supervision of the respective Public Works Departments. Each jurisdiction assesses properties for stormwater management within its own boundaries. Fircrest adopts the latest version of the Department of Ecology Stormwater Management Manual for Western Washington for stormwater standards, specifications, and best management practices. No updates have been made to the City's Stormwater Comprehensive Plan since the last Comprehensive Plan update. The following stormwater system upgrade projects are anticipated as part of the City's 6-year capital improvement plan:

- Estate Place and Emerson - Pretreatment and Catch basin upgrades
- Curb and gutter replacements
- NPDES Compliance - ongoing

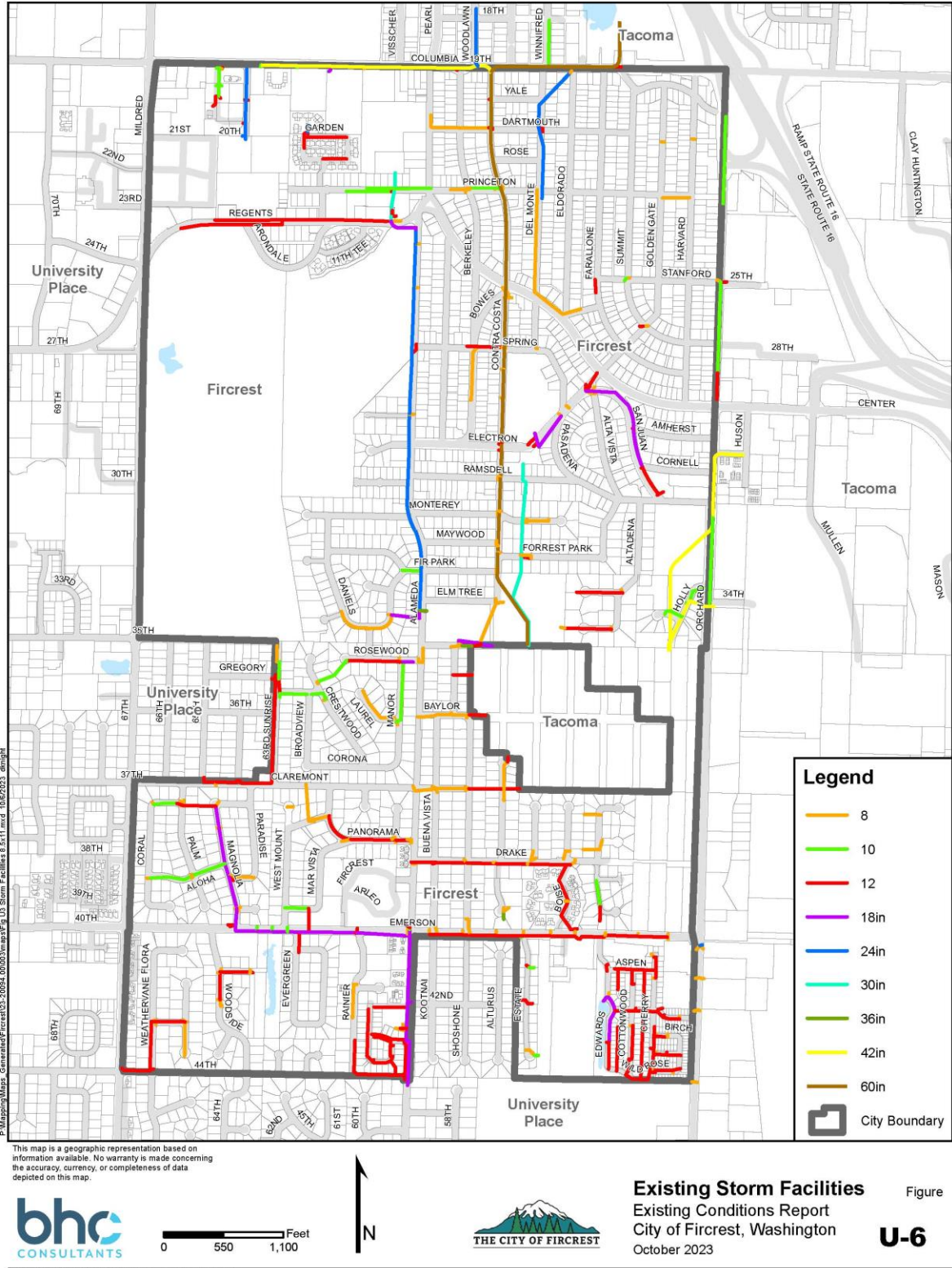
In addition to publicly-owned stormwater facilities, there are some privately- owned stormwater facilities. Privately-owned stormwater facilities are not discussed in this document.

Table 5 lists major stormwater facilities and their owners and capacities. Jurisdiction-specific maps showing the locations of all facilities listed below are available in the City of Fircrest Public Works Department. A map of the City's major stormwater facilities is provided below in Figure 6.

Table 5 Major Stormwater Facilities

Facility Name (Owner)	Location, Capacity, and Condition
Leach Creek holding basin and pump (Tacoma Public Works)	Located near Fircrest's eastern boundary between 35th Street West and 37th Street West Drainage area: 2,450 acres Storage capacity: 82 acre-feet Pumping capacity: 96 cubic feet per second When stormwater flows discharged from the holding basin exceed a preset level, the pump redirects some of the stormwater to the Thea Foss Waterway in Commencement Bay.
Conveyance system facilities (Tacoma Public Works)	Design event: 10-year, 24-hour storm
Trunk lines (Tacoma Public Works)	Design event: 25-year, 24-hour storm
Detention pond (Fircrest Public Works)	Thelma Gilmur Park contains a natural detention pond south of Emerson St. between Woodside and Evergreen Drives. Capacity data is not available.
Conveyance system facilities and trunk lines (Fircrest Public Works)	Design events: Existing stormwater facilities in Fircrest have been designed in accord with the Standard Plans for Road, Bridge, and Municipal Construction by the Washington State Department of Transportation and the American Public Works Association.

Figure 6 Existing Storm Facilities



SERVICE LEVELS AND STANDARDS

The primary controls for stormwater quality in Fircrest have been administrative. Administrative techniques are still in use. For example, development projects are controlled through site plan review, conditioned permits, and on-site inspection. Controls also include Public Works maintenance techniques such as street sweeping and cleaning of sedimentation out of catch basins. Operational solutions such as installation of oil/water separators are also employed. Fircrest publishes educational articles in the City's newsletter that encourage the reduction of non-point pollution sources from households and businesses.

Standards, specifications, and best management practices to prevent, control, and treat pollution in stormwater in new development and redevelopment in Fircrest must conform to those defined in the latest version of the Department of Ecology Stormwater Management Manual for Western Washington.

Fircrest will need to comply with Phase II Western Washington Municipal Stormwater Permit requirements in accordance with the EPA's National Pollutant Discharge Elimination System (NPDES). The City will need to incorporate best management practices during periodic refinement of stormwater regulations to address stormwater quality and quantity, erosion prevention, and minimizing downstream impacts of runoff in a manner consistent with NPDES Phase II requirements.

STORMWATER MANAGEMENT ISSUES AND PROJECTS

The City of Fircrest has been developing a Stormwater Management Program since 2007. The first Stormwater Management Program was adopted in 2009 and an update of the program was completed in April, 2015. The purpose of the program is to reduce the discharge of pollutants to the "maximum extent practicable", protect water quality and satisfy the appropriate requirements of the Clean Water Act. This program is operated by the City and regulates its surface and stormwater facilities. The program includes five permit specific elements:

- Public Education and Outreach;
- Public Involvement and Participation;
- Illicit Discharge Detection and Elimination;
- Controlling Runoff from New Development, Redevelopment and Construction Sites; and
- Pollution Prevention, and Operations and Maintenance for Municipal Operations.

Planned improvements that are consistent with this program are identified in the Capital Facilities Element. These improvements are intended primarily to provide for treatment of existing stormwater facilities.

Electric

Tacoma Power, a division of Tacoma Public Utilities, is the electrical provider to Fircrest. The utility is governed by a five-member utility board appointed by the Tacoma City Council. Tacoma Power has a 180 square mile service area that includes the cities of Tacoma, Ruston, University Place, Fife, and Fircrest, part of Lakewood, as well as portions of unincorporated

Pierce County including Graham, Spanaway, Parkland, Joint Base Lewis McChord, Midland, Summit, Frederickson, Waller, South Hill Puyallup, and Elk Plan.

SUMMARY OF SERVICES AND FACILITIES

Tacoma Power operates both transmission and distribution facilities. Tacoma Power has one transmission line that runs through Fircrest. Six distribution substations, each located outside of Fircrest, supply customer load for the city, and the total nameplate capacity is 150 Megavolt Amperes (MVA). Several feeders from these substations ring the area along major arterials. Through these feeders, the substations back one another up in case of substation outage. Of the 3082 customers served by Tacoma Power in Fircrest, approximately 92.7 percent are residential, and 7.3 percent are commercial and other non-residential.

Tacoma Power utilizes forecasts produced by the Puget Sound Regional Council (PSRC) and local municipalities to project future load growth. Tacoma Power uses this information in conjunction with its system planning criteria to prepare a Six-Year facilities plan. The Six-Year plan helps Tacoma Power identify those strategic projects that will ensure a safe, reliable, and operable system. Tacoma Power's current level of service is to maintain the standard voltage level within + or - 5% of nominal voltage. All distribution service shall be provided within the acceptable range established by current industry standards.

Pursuant to its Six-Year plan, Tacoma Power does not anticipate development of new substations or major line replacements within Fircrest. The addition of a large commercial or industrial load in the area may require development of additional new facilities.

Natural Gas

COMPANY OVERVIEW

Natural gas is provided in Fircrest by Puget Sound Energy (PSE), an investor-owned utility. PSE is a private utility providing natural gas and electric service to homes and businesses in Puget Sound region of Western Washington and portions of Eastern Washington, covering 10 counties and approximately 6,000 square miles. PSE's regional and local natural gas and electric planning efforts are integrated and centered on providing safe, dependable, and efficient energy service. PSE provides natural gas to more than 770,000 customers, throughout six counties, covering approximately 2,900 square-mile area. As of March 2015, PSE provides natural gas service to approximately 1,893 customers within the City of Fircrest.

REGULATORY ENVIRONMENT

PSE's operations and rates are governed by the Washington Utilities and Transportation Commission (WUTC). PSE natural gas utility operations and standards are further regulated by the U.S. Department of Transportation (DOT), including the Pipeline and Hazardous Materials Administration (PHMSA). PHMSA's Pipeline Safety Enforcement Program is designed to monitor and enforce compliance with pipeline safety regulations. This includes confirmation that operators are meeting expectations for safe, reliable, and environmentally sound operation of PSE's pipeline infrastructure. PHMSA and the WUTC update pipeline standards and regulations on an ongoing basis to assure the utmost compliance with standards to ensure public safety. The businesses and residents within the City of Fircrest rely on the coordinated effort between PSE and the City for the adoption and enforcement of

ordinances and/or codes to support on the safe, reliable, and environmentally sound construction, operation and maintenance of PSE's natural gas facilities.

INTEGRATED RESOURCE PLAN

In order for PSE to meet its regulatory requirements, it updates and files an Integrated Resource Plan (IRP) with the WUTC every two years. The IRP identifies methods to provide dependable and cost-effective natural gas service that address the needs of retail natural gas customers. Natural gas sales resource need is driven by design peak day demand. The current design standard ensures that supply is planned to meet firm loads on a 13-degree design peak day, which corresponds to a 52 Heating Degree Day (HDD). Currently, PSE's supply/capacity is approximately 970 MDth/Day at peak. This figure will be updated in the fall of 2015. The IRP suggests the use of liquefied natural gas (LNG) for peak day supply and to support the needs of emerging local maritime traffic and truck transport transportation markets.

NATURAL GAS SUPPLY

PSE controls its gas-supply costs by acquiring gas, under contract, from a variety of gas producers and suppliers across the western United States and Canada. PSE purchases 100 percent of its natural-gas supplies needed to serve its customers. About half the natural gas is obtained from producers and marketers in British Columbia and Alberta, and the rest comes from Rocky Mountain States. All the gas PSE acquires is transported into PSE's service area through large interstate pipelines owned and operated by Williams Northwest Pipeline. PSE buys and stores significant amounts of natural gas during the summer months, when wholesale gas prices and customer demand are low, and stores it in large underground facilities and withdraws it in winter when customer usage is highest; ensuring a reliable supply of gas is available.

SYSTEM OVERVIEW

To provide the City of Fircrest and adjacent communities with natural gas, PSE builds, operates, and maintains an extensive system consisting of transmission and distribution natural gas mains, odorizing stations, pressure regulation stations, heaters, corrosion protection systems, above ground appurtenances, and metering systems. When PSE takes possession of the gas from its supplier, it is distributed to customers through more than 21,000 miles of PSE-owned natural gas mains and service lines.

PSE receives natural gas transported by Williams Northwest Pipeline's 36" and 30" high pressure transmission mains at pressures ranging from 500 PSIG to 960 PSIG. The custody change and measurement of the natural gas occurs at locations known as Gate Stations. PSE currently has 39 such locations throughout its service territory. This is also typically where the gas is injected with the odorant mercaptan. Since natural gas is naturally odorless, this odorant is used so that leaks can be detected. The Gate Station is not only a place of custody transfer and measurement but is also a common location of pressure reduction through the use of "pressure regulators". Due to state requirements, the pressure is most commonly reduced to levels at or below 250 PSIG. This reduced pressure gas continues throughout PSE's high-pressure supply system in steel mains ranging in diameter of 2" to 20" until it reaches various other pressure reducing locations. PSE currently has 755 pressure regulating

stations throughout its service territory. These locations consist of Limiting Stations, Heaters, District Regulators, and/or high-pressure Meter Set Assemblies.

The most common of these is the intermediate pressure District Regulator. It is at these locations that pressures are reduced to the most common levels ranging from 25 PSIG to 60 PSIG. This reduced pressure gas continues throughout PSE's intermediate pressure distribution system in mains of various materials consisting of polyethylene and wrapped steel that range in diameters from 1-1/4" to 8" (and in a few cases, larger pipe). The gas flows through the intermediate pressure system until it reaches either a low- pressure District Regulator or a customer's Meter Set Assembly.

To safeguard against excessive pressures throughout the supply and distribution systems due to regulator failure, over-pressure protection is installed. This over-pressure protection will release gas to the atmosphere, enact secondary regulation, or completely shut off the supply of gas. To safeguard steel main against corrosion, PSE builds, operates, and maintains corrosion control mitigation systems to prevent damaged pipe as a result of corrosion.

FUTURE PROJECTS

To meet the regional and City of Fircrest's natural gas demand, PSE's delivery system is modified every year to address new or existing customer growth, load changes that require system reinforcement, rights-of-way improvements, and pipeline integrity issues. The system responds differently year to year and PSE is constantly adding or modifying infrastructure to meet gas volume and pressure demands. Ongoing system integrity work includes:

The replacement of DuPont manufactured polyethylene main and service piping and certain/qualified steel wrapped intermediate pressure main and service piping. There will be ongoing pipe investigations throughout the city to determine the exact location of any DuPont pipe and qualified steel wrapped pipe to be replaced.

Investigations throughout the City to determine the location of where gas lines have been cross bored through sewer lines and make subsequent repairs.

Telecommunications

Telecommunications services in Fircrest consist of land-based telephone service, cellular telephone service, and cable television service furnished by private providers. The following subsections summarize the information provided to Fircrest by each of the private service providers.

LAND-BASED TELEPHONE SERVICE

CenturyLink, a private for-profit corporation, is certified by the Washington Utilities and Transportation Commission (WUTC) to provide local telephone and other related special services (alarm circuits and data transmittal) throughout Fircrest. The WUTC regulates the provision of telecommunication services, including those provided by local exchange carriers such as CenturyLink. Telephone utilities are considered an essential utility by the WUTC; therefore, CenturyLink has an obligation to serve the public requirements for communication

utilities. CenturyLink is also subject to various federal laws and regulations administered by the Federal Communications Commission (FCC).

Local jurisdictions in Washington fall within a particular Local Access and Transportation Area (LATA). A LATA is a telephone exchange area that services to define the area within which Century Link is permitted to transport telecommunications traffic. Century Link is permitted to carry telephone calls only within LATA boundaries. Calls outside of the LATA require long distance carriers, which Fircrest residents may select for this service.

Hundreds of Central Offices (COs) serve Century Link customers in Washington. A CO is a telecommunications common carrier facility where calls are switched. For local exchange or intra-LATA calls the central office switches calls within and between line exchange groupings.

The transmission facilities that serve Fircrest originate with the Logan Central Office located at 2823 Bridgeport Way, from which main cable routes extend generally north, south, east, and west to serve Fircrest and the surrounding area. From each main cable route are branch feeder routes. Branch feeder routes may be aerial or buried, copper or fiber. Extending from the branch feeder routes are the local loops that provide dial tone to every telephone subscriber. Century Link construction planning is driven by the needs of its customers. As communities grow, facilities are upgraded to ensure adequate service levels. RCW 80.36.090 requires Century Link to provide adequate telecommunications services on demand. To comply with RCW 80.36.090, Century Link regularly evaluates the capacity of its facilities. Century Link's goal is to maintain its routes at 85 percent capacity. When usage exceeds 85 percent, additional facilities are planned, budgeted, and installed. Moreover, facilities are upgraded as technology makes additional services available. Capacity is available to serve the area.

CELLULAR SERVICE

There are seven cellular providers licensed by the FCC to serve in the Puget Sound area. With the passage of the Federal Telecommunications Act of 1996, service area competition has increased. Prior to the Act's passage, only two cellular providers would be licensed by the FCC to service a particular area. With the Act's passage, the number of carriers competing in a particular market may conceivably include all seven. In the future, the FCC may also expand the frequency range available to wireless providers, potentially resulting in new providers entering the market.

Where feasible, cellular companies site facilities on existing structures, poles, and buildings. This is where antennas can be mounted on rooftops and electronic equipment located within the building itself. Topography and other engineering constraints influence specific site selection because of the need to "hand off" the signal so that it can be picked up by another facility. The City has adopted telecommunications regulations to address the siting of cellular and other telecommunications facilities inside of the City limits.

There are two cellular transmission facilities in Fircrest. The facilities are located on the City's water tank within the Fircrest Golf Club and the Fircrest water tower located east of the City's Orchard Street boundary across from Stanford Street.

CABLE TELEVISION SERVICE

Click!, a division of Tacoma Public Utilities, and Comcast provide cable service to the City of Fircrest under separate franchise agreements. Fircrest is a member of Rainier Communications Commission, which was created through an inter-local agreement with Pierce County and other cities and towns in the County, to establish inter-jurisdictional cooperation on regulation and oversight activities and to build expertise in negotiating with cable companies.

Cable service is delivered to customers through a complex series of electrical components and many miles of cable. Located at the origin of the cable system is the *receive site* where towers with antennae and earth station receivers are located to pick up off-air and satellite signals. From the receive site, signals are sent to the *headend* to be processed for entry onto the *trunk line*, which is the main artery of the cable system. From the trunk, the signals are branched off onto *feeder lines*, which carry the signals through neighborhoods past individual residences. The signals are branched off again from the feeder onto *drop cable* that allows the signal to flow to the subscriber's television set or computer cable modem.

The Comcast headend serving Fircrest is located at S. 56th St. and Orchard St. The trunk line runs north along Orchard St. from the headend. At Emerson Street St. it branches west and follows Emerson west through Fircrest. Feeder lines branch off from this trunk line to reach every street in Fircrest. Feeder lines are generally co-located with electric lines. Detailed maps indicating the locations of all facilities in Fircrest are available in the Fircrest Public Works Department.

Click! offers cable television packages for residential and commercial locations in Fircrest. Two internet service providers (ISPs) operate on its network: Advanced Stream and Rainier Connect. These ISPs offer a variety of high-speed internet and phone packages to residential and commercial locations.

Commercial customers in Fircrest have access to custom network solutions through Click's Authorized Service Partners: Integra, Rainier Connect, Optic Fusion and Spectrum Networks. These Authorized Service Partners offer voice and data services, internet, co-location, and local and long-distance phone services. Services can be delivered over SONET Based Line Services or Metro Ethernet Services.

Comcast and Click! make every attempt to provide service to all residents within their franchise areas. Factors considered in extending service include the overall technical integrity, economic feasibility, and franchise agreements. Both Comcast and Click! can serve future growth in Fircrest.



Solid Waste

State law requires counties, in coordination with their cities, to adopt comprehensive solid waste plans for the management, handling, and disposal of solid waste for twenty years and to update them every five years. Cities may choose to be joint participants in the plan, delegate planning to the county, or do their own plan. In Pierce County, waste management and recycling activities for all jurisdictions are coordinated under the umbrella of the Tacoma-Pierce County Solid Waste Plan.

There are three separate collection and disposal systems in the County: 1) The County's system includes the unincorporated areas of the county and 19 cities and towns using the County's disposal system; 2) Tacoma, as a joint participant in the plan, has its own collection utility and disposal system and the Town of Ruston operates its own collection utility, but has an inter-local agreement with Tacoma for disposal and an inter-local agreement with the County adopting the Solid Waste Plan; and, 3) Joint Base Lewis McChord use the Fort's disposal system but coordinate with the County on public outreach and educational programs about waste reduction and recycling.

An update of the Solid Waste Plan was adopted in 2008 and the City signed an interlocal agreement with Pierce County pursuant to the plan. Under this agreement, the County has

responsibility for overall planning, disposal and waste reduction and recycling education. Cities are responsible for collection and the development of any recycling program specific to their jurisdiction. Waste is collected in Fircrest by Westside Disposal, a subsidiary of University Place Refuse. Collected waste is handled through the Pierce County disposal system.

Westside Disposal has a franchise with the City that runs through 2022. The company offers residents solid waste, recycling, and yard waste collection programs coordinated with the unincorporated areas and 18 other cities and towns. Further, the company coordinates with the City to provide citywide clean-up programs in the spring and fall of each year plus special yard waste pick-up programs each spring and fall. The County provides public outreach and school education programs about waste management, waste reduction, and recycling for all residents of 19 cities and unincorporated areas.

Cities are responsible for collection and the development of any recycling program specific to their jurisdiction.

Essential Public Facilities

By Statute (RCW 36.70A.200), essential public facilities include:

- Airports
- State education facilities
- State or regional transportation facilities (defined in RCW 47.06.140)
- State and local correctional facilities
- Solid waste handling facilities
- Inpatient facilities, including substance abuse facilities, mental health facilities, group homes, community facilities (defined in RCW 72.05.020)
- Secure community transition facilities (defined in RCW 71.09.020)
- Regional transit authority facilities (defined in RCW 81.112.020)

The City of Fircrest does not have any essential public facilities within its incorporated boundary. The City does not anticipate the addition of essential public facilities in the near future. The City will maintain its current policy and goals from the previous Plan related to essential public facilities.

APPENDIX G: CLIMATE RESILIENCE

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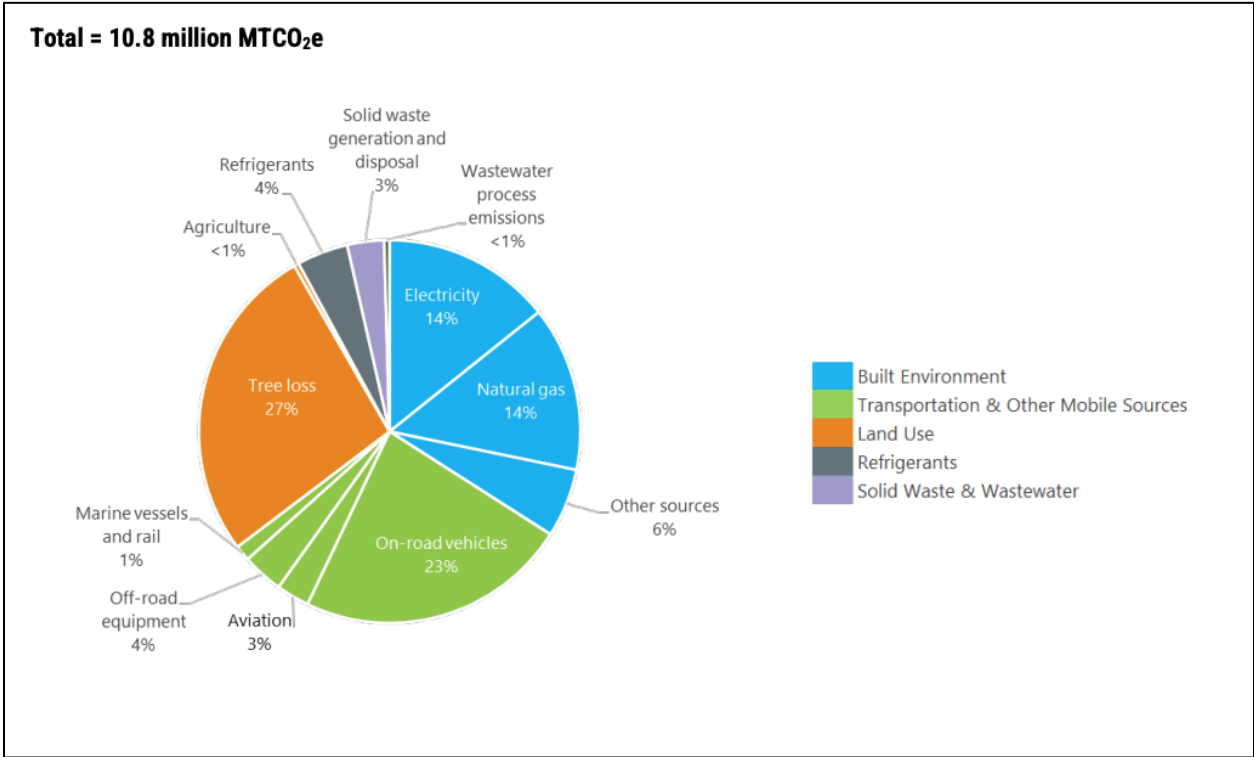
GREENHOUSE GAS EMISSIONS

Fircrest’s incorporation of climate mitigation or adaptation efforts in the Comprehensive Plan should correspond to regional and statewide goals. Pierce County’s Greenhouse Gas Reduction Plan, as aligned with statewide goals, includes an emissions reduction target of 45% by 2030. Pierce County’s climate goals include strategies to address five broad categories: Energy and Built Environment, Transportation, Consumption and Waste Reduction, Carbon Sequestration, and Education and Outreach.

EMISSIONS PROFILE

The City of Fircrest does not have an existing emissions profile or climate action plan. Countywide emissions for Pierce County are shown in Figure 1. Emissions in Pierce County are primarily derived from the built environment and transportation, which make up 34% and 31%, respectively. Other emissions sources include land use (specifically from tree loss), refrigerants, and solid waste and wastewater. Per capita emissions in Pierce County are 12.2MT CO₂e/year as of 2019, which is lower than statewide per capita emissions of 13.5 MY in 2019.

Figure 1 Pierce County 2019 Emissions Profile



Source: Pierce County Communitywide Geographic Greenhouse Gas Emissions.

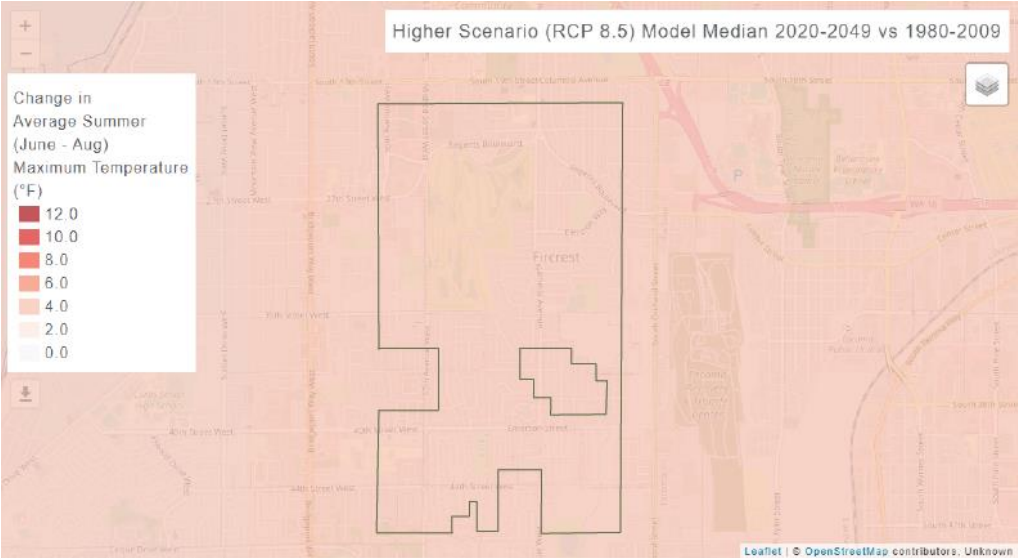
CLIMATE IMPACTS

Climate Hazards

Climate impacts expected to affect the region at large are more frequent and intense heat waves, increased precipitation, and increased flooding risks, among others. Fircrest is predicted to experience warmer summers, with an average increase of 4°F in maximum summer temperatures by 2050 (Figure 2).

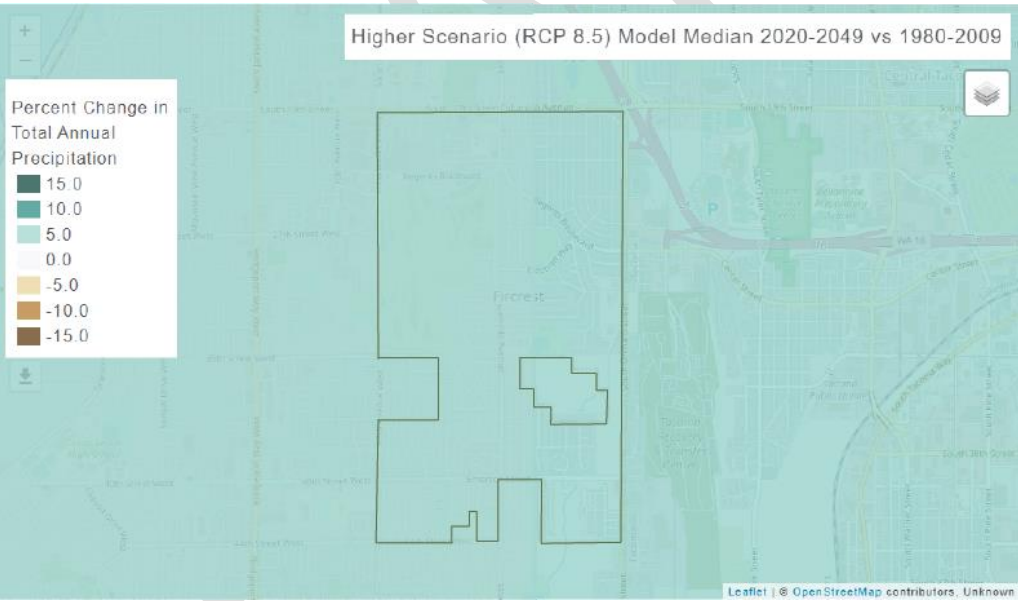
Annual precipitation is predicted to increase by about 5% over the next 30 years as compared to the average precipitation from 1980-2009. However, summer precipitation will decrease in Fircrest over the same period; there is a 35-40% chance that any year in the next 30 years will have at least 75% less precipitation than historical normal values (Figure 3).

Figure 2 Change in Average Summer Temperature by 2050



Source: Climate Impacts Group, Climate Mapping for a Resilient Washington Tool

Figure 3 Percent Change in Total Annual Precipitation

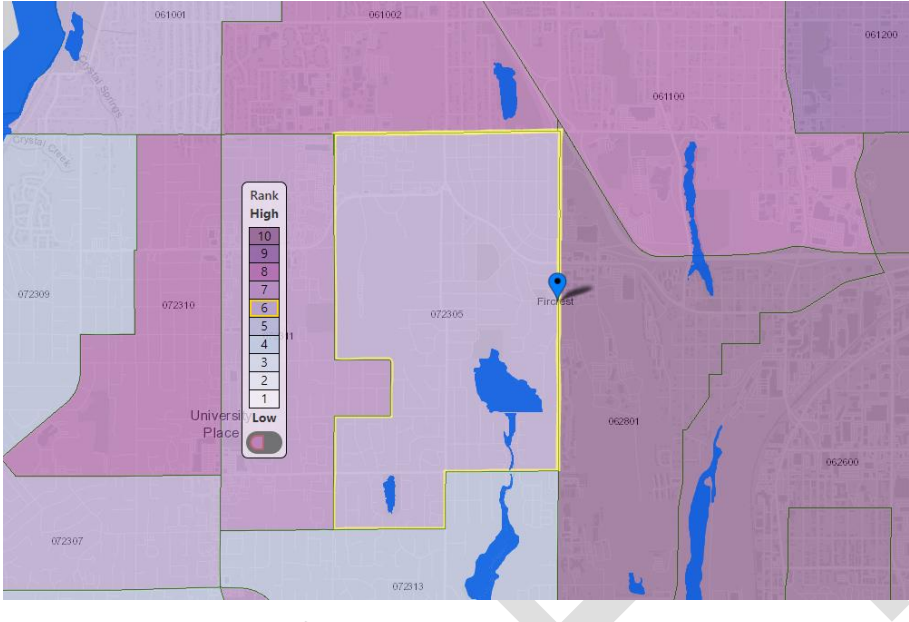


Source: Climate Impacts Group, Climate Mapping for a Resilient Washington Tool

CLIMATE VULNERABILITY ASSESSMENT

Vulnerability to climate hazards in Fircrest is relatively low compared to surrounding census tracts, with an overall vulnerability index of 6/10 according to the Washington Environmental Health Disparities Map, as shown in Figure 4 below.

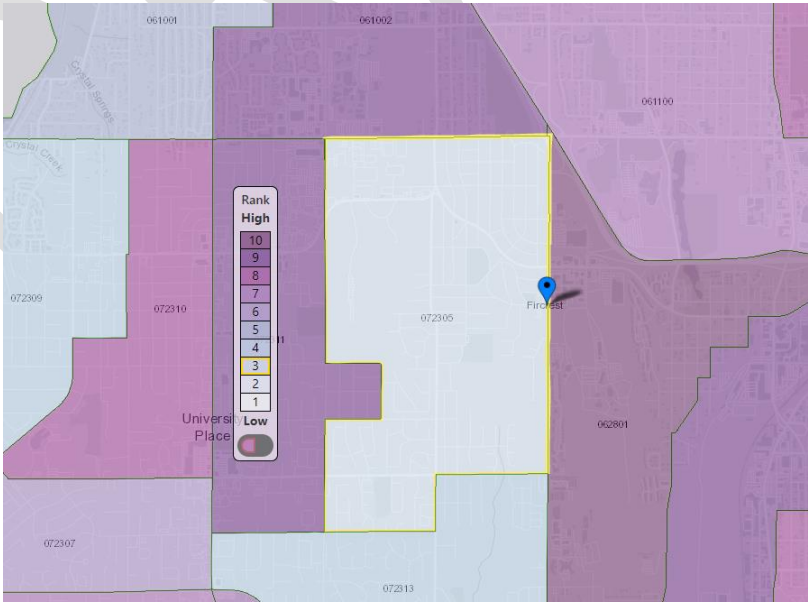
Figure 4 Environmental Health Disparities Map Overview



Source: Washington Environmental Health Disparities Map.

Fircrest has a low social vulnerability index of 3/10 compared to surrounding tracts, though there are a few communities that are most vulnerable (Figure 5). Such populations are households with a single parent (9/10), and those over 65 and under 18 (7/10 for both). Other vulnerable communities in Fircrest are those who are unemployed (7/10) or are living in poverty (6/10).

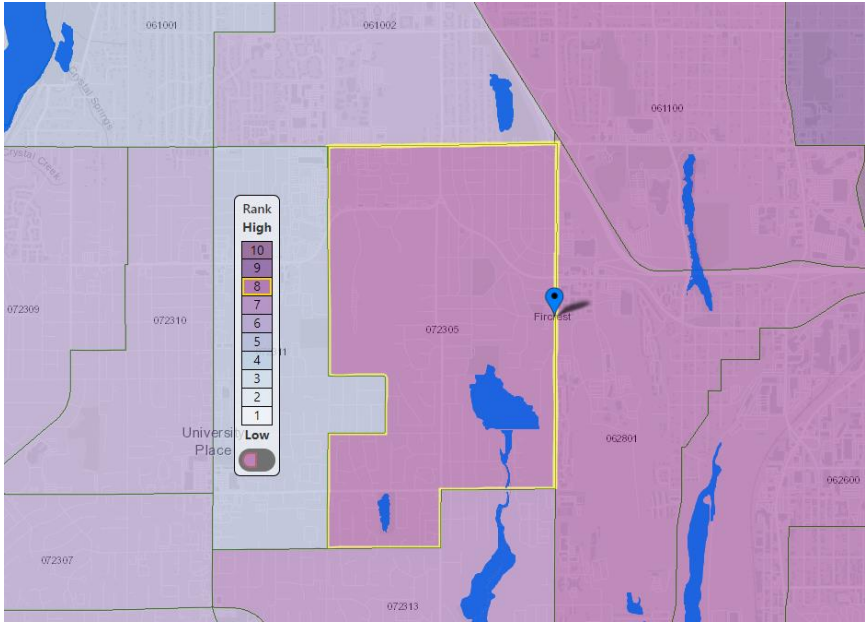
Figure 5 Social Vulnerability Index



Source: Washington Environmental Health Disparities Map.

Vulnerabilities from environmental effects are relatively high among surrounding census tracts, perhaps due to its proximity to industrial activity in Tacoma. Vulnerabilities from environmental effects (Figure 6) stem from the proximity to superfund sites, risk management plan facilities, hazardous waste facilities, heavy traffic roadways, and the presence of air pollutants and lead in some housing (8/10).

Figure 6 Environmental Effects and Hazards



Source: Washington Environmental Health Disparities Map.

Vulnerable populations in Fircrest could be defined with greater spatial detail to ensure these communities don't disproportionately experience climate impacts. Overall, Fircrest's vulnerability is low compared to surrounding census tracts.