Call to Order
A. Flag Salute
B. Roll Call

Approval of Agenda
Approval of the April 27, 2021 Planning Commission Agenda

Approval of Minutes – March 23, 2020 Planning Commission Meeting

Audience Participation

Members of the audience who wish to speak on matters not on the agenda: Please state your name and address for the record and limit your comments to 3 minutes

Due to the Governor’s Directive on COVID-19, the April 27, 2021 meeting will be conducted via Zoom. Given this, two Commissioners may attend the meeting at City Hall provided they wear a mask at all times. Please let me know if you will be able to attend the meeting through Zoom.

Thanks, Jack

Public Hearing

1. Review of the Preliminary Docket for 2021 Comprehensive Plan Map and Text Changes and Recommendation to the City Council of the Final Docket

Adjournment

The next regularly scheduled Planning Commission Meeting will be Tuesday, May 25, 2021 at 6:00 p.m.

Citizens are welcomed and encouraged to attend this meeting, and to present oral or written comments. The City of Pacific does not discriminate on the basis of disabilities. If you need special accommodations, or have any questions about items on this agenda, please contact the Community Development Department at (253) 929-1110. American Disabilities Act accommodations will be provided upon request.
PACIFIC PLANNING COMMISSION
Meeting Minutes of March 23, 2021

Call to Order
Chairman Gratz called the Regular Meeting to order at 6:08 p.m. and led the flag salute.

Attendance
Commissioners Present: DuWayne Gratz, Patrick Mahaffey, John Boyd, Wynette McCracken, John Welch Jr. and Don Blackwell
Commissioners Absent: None
City Staff Present: Community Development Manager Jack Dodge and Administrative Assistant Nicole Schunke

Approval of Agenda
Commissioner Boyd moved to approve the agenda as presented, seconded by Commissioner Welch. Motion carried unanimously.

Approval of Planning Commission Minutes
Commissioner Blackwell moved to approve the January 26, 2021 Regular Meeting minutes as presented, seconded by Commissioner Welch; motion carried unanimously.

Audience Participation
None

New Business
Review of the Preliminary Docket for 2021 Comprehensive Plan Map and Text Changes
Jack gave an overview of the Comprehensive Plan Map and Text.
Commissioner McCracken made a motion to set a public hearing date for the April 27, 2021 Planning Commission meeting to gain public input on the preliminary docket for Comprehensive Plan land use map and text changes. Seconded by Commissioner Blackwell. Voice Vote taken and carried 6-0.

Next Meeting
The next meeting will be held on April 27, 2021 via Zoom.

Adjournment
Motion to adjourn made by Commissioner Welch, seconded by Commissioner Mahaffey; motion carried unanimously. The meeting was adjourned at 6:28 p.m.

Minutes prepared by Nicole Schunke, Administrative Assistant.

Approved ____________________________

Date Planning Commission Chairperson

DuWayne Gratz
TO: Planning Commission

FROM: Jack Dodge, Community Development Manager

MEETING DATE: April 27, 2021

SUBJECT: Comprehensive Plan Amendments - Final Docket Recommendation

ATTACHMENTS:
1. Preliminary Docket – Proposed Comprehensive Plan Changes
3. Pictures of Mosby Property – CPL-21-001
5. Topographic Map of the Valley Recycling Property CPL-21-002
7. Amendments to Chapter 1 – Introduction – CPL-21-003
8. Amendments to Chapter 4 – Community Character Plan – CPL-21-003
9. Amendments to Chapter 6 – Economic Development - CPL-21-003
10. Amendments to Chapter 7 – Parks, Open Space, Recreation and Trails - CPL-21-003
11. Table of Contents - CPL-21-003

Previous Review Date/s: 3/23/2021

Summary:

Summary of the draft Docket

The City has received three (3) requests for Comprehensive Plan Land Use Map and Text changes for the 2021 Comprehensive Plan Review Docket. Two requests are from property owners and one from the City. Attachment 1 briefly summarizes the requests. Attachments 2 and 4 illustrate the location of the requests for Comprehensive Plan Land Use Map changes. Attachments 3 and 6 contain current photos of the properties. Attachment 7 contains the proposed revisions to Chapter 1 Introduction of the Comprehensive Plan. Attachment 8 contains revisions to Chapter 4 Community Character of the Comprehensive Plan. Attachment 11 is a new Table of Contents.

Not discussed at the March 23rd Planning Commission meeting were Chapters 6 and 7 of the Comprehensive Plan (Attachments 9 and 10). The Planning Commission reviewed proposed revisions to these Chapters in 2019. Due to the lack of Council
meeting dates and the impacts of COVID-19, the proposed changes to both Chapters never reached the Council review level.

Based on the extended time lapse since these Chapters were reviewed by the Planning Commission, it was determined that the proposed changes be reviewed again by the Planning Commission in the current Comprehensive Plan review cycle.

Preliminary Docket

Attachment 1 summarizes the Preliminary Docket. The preliminary docket provides a brief concurrency review of each proposed Comprehensive Plan Land Use Map change. A staff recommendation is provided whether or not to place a proposal on the final docket for further review.

Summary of the Comprehensive Plan Amendment Process

Pursuant to RCW 36.70A130 (Revised Code of Washington) and Pacific Municipal Code (PMC) Chapter 16.32 Amendments to the Comprehensive Plan and Development Regulations, the City has to take certain steps to process a request for Comprehensive Plan “Land Use Map” changes and for text amendments to the Comprehensive Plan. Following is a summary of the steps under Chapter PMC 16.32 that involves Planning Commission review.

4. 5/10/2021 – City Council - Passage of the Resolution Setting the Final Docket (16.32.170-16.32.190)
5. 5/25/2021 – Issue SEPA Determination on Final Docket – Send proposed amendments to the Dept. of Commerce (Commerce) for their 60 Day Review period (16.32.200)(RCW 36.70A.106)
6. 7/26/2021 – Planning Commission – Public Hearing on Final Docket and recommendation (16.32.210-16.32.220)

Recommended Action:

Staff suggests that the Planning Commission recommend that the City Council adopt as the Final Docket the proposed Comprehensive Plan changes as listed in Attachment 1 of this Agenda Bill.
**Recommended Motion:**

The Planning Commission recommends that the Final Docket for the proposed 2021 Comprehensive Plan changes be listed and approved as provided in Attachment 1 of the Agenda Bill.
<table>
<thead>
<tr>
<th>Proposed Comprehensive Plan Land Use Change</th>
<th>Water Availability</th>
<th>Sewer Availability</th>
<th>Road Access</th>
<th>Public Utilities</th>
<th>Staff Recommendation</th>
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<tbody>
<tr>
<td><strong>CPL-21-001</strong> Tarragon (Mosby) Property (Approximately 18.8 ac.) (Property Owner)</td>
<td>The property is located in the Pacific Water Service Area. Due to it's location water is not available through the City of Pacific. The City is now working on an Interlocal Agreement with the City of Sumner for Sumner to provide water service to the property. The City of Sumner indicates it has the capacity to provide water service to the Mosby property.</td>
<td>The property is located in the Pacific Sewer Service Area. Due to it's location sewer is not available through the City of Pacific. The City is now working on an Interlocal Agreement with the City of Sumner for Sumner to provide sewer service to the property. The City of Sumner indicates it has the capacity to provide sewer service to the Mosby property.</td>
<td>The property has only one direct access to a public road – East Valley Highway. The access runs under the BNSF railroad line and is only 18 feet in width which would not provide sufficient ROW for Light Industrial uses. Another possible route of access would be through private property to the south to 8th St. in Sumner. Tarragon is interested in purchasing the Mosby property which would provide access to 8th Street to the south.</td>
<td>The property would have access to other utilities such as a electric and gas.</td>
<td>Staff recommends that the proposed Comp. Plan request be forwarded to the final docket. The City is working with the City of Sumner to allow Sumner to provide water and sewer to the property. The property owner is working with the property owner to the south for access.</td>
</tr>
<tr>
<td><strong>CPL-21-002</strong> Valley Recycling – 302 West Valley Highway – (Property Owner)</td>
<td>Water is available through the City of Pacific. The City currently has the capacity to provide water to property based on the “Light Industrial” designation and its potential uses.</td>
<td>Sewer is available through the City of Pacific. The City currently has the capacity to provide sewer to property based on the “Light Industrial” designation and its potential uses.</td>
<td>Public road access is available from 3rd Ave. SW and the West Valley Highway.</td>
<td>Public utilities are available to the property.</td>
<td>Staff recommends that the proposed change be included in the final docket.</td>
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<tr>
<td><strong>CPL-21-003</strong> City of Pacific - Comprehensive Plan (Staff Generated)</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Staff recommends the proposed changes be</td>
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<tr>
<td>Proposed Comprehensive Plan Land Use Change</td>
<td>Water Availability</td>
<td>Sewer Availability</td>
<td>Road Access</td>
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<td>included in the final docket.</td>
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<td>Revisions to Chapter 1</td>
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<td>Chapter 4 – Community Chapter</td>
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<td>Chapter 6 – Economic Development</td>
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<td>Revisions to Chapter 6</td>
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<td>Chapter 7 – Park, Open Space, Recreation &amp; Trails</td>
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<td>Revisions to Chapter 7 to conform with State requirements</td>
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PROPERTY PHOTOS – VALLEY RECYCLING PROPERTY

CPL-21-002

Attachment 6
CHAPTER 1

Introduction
1.1 PACIFIC COMMUNITY PROFILE

1.1.1 Location

The City of Pacific lies between the cities of Seattle and Tacoma in both southern King County and northern Pierce County. Approximately sixty percent of Pacific’s land and ninety-eight percent of its population is within King County. The City of Pacific is bordered by the cities of Auburn at the northeast and east, Sumner at the southeast and south, Edgewood at the southwest, and Algona at the north. The City’s urban growth area (UGA) is in unincorporated King County to the west.

The White River begins on the northwestern slopes of Mount Rainier, flowing roughly west to form the King-Pierce County border. It becomes the White/Stuck River as it flows through Auburn into the northeastern portion of Pacific in King County, then along Pacific’s eastern urban growth boundary in Pierce County, heading south to join the Puyallup River in Sumner.

Most of Pacific lies in the valley of the White/Stuck River. The majority of its land is relatively flat to gently rolling, with steep slopes rising to the east and west. The valley extends the length of the City from north to south, and has an average elevation of approximately 70 feet above sea level. The eastern portion of the City is bounded by the Burlington Northern Santa Fe (BNSF) Railroad in King County. The City’s steep western slopes reach elevations above 300 feet.

1.1.2 Natural Environment

The Pacific area experiences cold, damp winters, cool, damp springs and falls, and moderately warm and dry summers. The climate, rich valley soil, and relatively long growing season are ideal for many types of vegetative growth.

Groundwater and surface water are important aspects of the City of Pacific’s natural environment. A portion of the City is in an aquifer recharge area. This aquifer is the major source of water for City residents, but it also places environmental constraints on development. Other concerns may include flood plains, wetlands, unstable slopes, stormwater run-off, erosion, a high water table, and saturated soils.

The White River basin supports several fish populations, including the spring Chinook salmon, which is listed as endangered under the Endangered Species Act (ESA). The City’s natural environment provides other wildlife habitat; valley, wooded hillside, and Mount Rainier views; and a variety of recreational opportunities. The city’s natural systems have also always influenced development.

1.1.3 Recorded History

1.1.3.1 River and Valley

Pacific’s roots are linked to the rivers that flow through a fertile valley spanning south King County and northern Pierce County.
The first pioneers arrived in the White River Valley around the mid-1800s. By 1878, hops had become a major crop in the area and hop farming became a major agricultural factor in Pacific, as it had in other areas of both King and Pierce counties. A disastrous epidemic of hop lice, further augmented by the depression of the 1890s and the American Panic of 1893, brought an end to hop farming. To survive, farmers turned to dairies, and growing berries, vegetables, and bulbs.

One obstacle facing early valley inhabitants was the yearly threat of flooding. The White River ordinarily flowed north through Auburn, while the Stuck River flowed south to join the Puyallup River at what is now the City of Sumner. Farmers, concerned about flooding and crop loss, often directed water from the White River into the Stuck by creating logjams. This created conflict between residents of the White and Puyallup river valleys.

In 1906, the conflict came to a head. That year, as the White River was diverted into the Stuck River, the flooding in Puyallup and Sumner was disastrous. A concrete division dam built on the site of the more natural logjam in the White River was constructed in 1914. However, the annual threat of floods did not disappear completely. Two major floods in the 1930s threatened to overpower the dam and invade the valley. The Mud Mountain Dam on the White River, completed in 1949, and the Howard A. Hanson Dam on the Green River, completed in 1961, brought an end to the flooding that had threatened farmers for more than 100 years.

1.1.3.2 Railroad

The railroad was a key factor in the early growth of Pacific. The advent of the railroad brought a huge migration of immigrants and an economic boom. Swiss, Dutch, German, Swedish, and Japanese people came to the valley to work on farms and in the growing factories.

The Interurban Railway opened on September 25, 1902. Its tracks ran from Georgetown in south Seattle to downtown Tacoma, passing through the White River valley and the towns of Renton, Kent, Auburn, and Pacific. Fare was 60 cents one-way and one dollar for a round trip.

The Interurban Railway became the Seattle Electric Company, then the Puget Sound Electric Railway. The system was extremely successful. Eighty percent of its income came from passenger fares and twenty percent from freight fees. Five years after opening, the railway showed a profit of $184,000. However, by 1920, hard-surfaced roads were facilitating auto,
truck, and bus service. The Interurban railroad's last run was in 1928.

### 1.3.4. Platting Pacific

Clarence Dayton Hillman, an early land developer from California, founded Pacific City. Hillman's real estate office was located on the west side of town. Hillman chose the name “Pacific” to reflect its meaning: “peaceful.” He wanted to promote Pacific as both a peaceful, rural setting and a logical growth area for Seattle.

Pacific City was platted into town lots and advertised as "an addition to Seattle." Hillman and his wife, Bessie Olive, platted "Division No.1" in August 1906. That same year, H.T. and Ella M. Bredes platted "Division No. 2."

### 1.3.5 Incorporation

Pacific City was incorporated on August 10, 1909. The first town council meeting was held August 17, 1909. Pacific's first mayor was James F. Lemar. C.G. Simmons was the first treasurer. The City's first councilmen were: O. D. Carpenter, C.N. Henry, John Roberts, J.F. Lemm, and Mr. Scattering.

Today, the City of Pacific continues under a Council-Mayor form of government. Under this form, the citizens of Pacific elect a seven-member City Council and elect a Mayor. The Mayor acts as the chief executive and manages the City, while the City Council is the legislative branch of city government.

*Early City Hall, located across 3rd Avenue SE from the current City Hall Complex. (Date of photo unknown)*

### 1.4 Public Schools and Government Buildings

School was taught by Mr. Bagley in the upstairs room of C.D. Hillman's real estate office in 1906. In 1907, the children crossed the tracks and attended school at the Whistler family home. When the Methodist church was built around 1908, classes were taught there.

Later, two buildings were used for the school. These were located behind the present day Community Center/Gymnasium. One building contained grades one through four, the other, grades five through eight. In 1916, a three story schoolhouse was built. The ninth and
tenth grades were added, and all students occupied a single school building.

Pacific Elementary School, now Pacific City Hall, was constructed on the site of the three-story school in the 1930s. Properties purchased from the Auburn School District in 1974 and 1982 form the Pacific City Hall Complex and adjacent Volunteer Park. The Pacific Community Center was established in 1975, with a Federal Housing and Urban Development (HUD) grant to improve facilities at the former school gymnasium.

Most City of Pacific students currently attend Alpac Elementary School in Pacific, or Ilalko Elementary School in Auburn. Pacific middle school and high school students travel to Auburn, Sumner, and Fife for a public education.

1.5 Economy and Industry

The City of Pacific’s commercial center was originally in the vicinity of 3rd Avenue, and what is now known as the West Valley Highway. Arnold's Hotel, Cook's Grocery, Luthburrow’s Bakery, a barbershop, blacksmith shop, livery barn, and Cox's Store, later known as Waddell's Store, were early business establishments.

The two former school buildings were moved to the west end of town. The larger of these was made into a roller-skating rink. The smaller building was converted into a grocery and feed store. A Baptist church, sawmill, and a saloon were also established in these early years. The last store at 3rd Avenue SW and West Valley Highway was Buckley’s Corner.
1.6 The Neighborhood Center

Babe Weaver bought a grocery-feed store on the corner of what is now 3rd Avenue SE and St. Paul Boulevard next to the railroad tracks. Babe added a post office where he served as postmaster for many years. Milwaukee, Chicago and St. Paul railroad workers tossed mail bags off the train as it passed Weaver’s store, and he threw outgoing mail onto the train.

In 1929, the year of the Great Depression, Pacific's population was estimated at 632. Many early businesses had disappeared due to fire, and to the popularity of other modes of transportation which brought the demise of the Interurban railroad. However, new businesses opened to replace those that had gone.

Gius Market opened in the spring of 1934 and is still operating as a neighborhood grocery store. The original market was located "kitty-corner" from its present location across Milwaukee Boulevard from the City Hall Complex. Dick Gius, who also acquired the post office, had leased the original building. When the owners would not renew his lease, Gius purchased the property across 3rd Avenue SE and moved his store there in 1936. Gius's father, a retired carpenter, built the new store.

Campbell’s Service Station had at one time been a confectionery owned by the Heppel family where Mrs. Heppel sold soups and sandwiches at a lunch counter. The Hardins, who later owned the business for several years, added two gas pumps and a few oil products. Owen Campbell purchased the gas station from the Hardin family in 1934. Today, the gas pumps are gone, and the station’s structure encloses a gift shop and post office.

This area is now part of the Neighborhood Center which radiates from the intersection of 3rd Avenue SE and Milwaukee Boulevard. The City Police and Fire Station, City Hall Complex and Volunteer Park, a senior housing complex, and King County Metro bus shelter are also located within 800 feet of this intersection.

The Center is envisioned as a compact mixed-use area, with good pedestrian and transit access, where residents can obtain goods and services in a pleasant environment. It is a place to work, shop, live and recreate, at a scale appropriate to Pacific’s small size.

Campbell’s Service Station was a Pacific landmark from 1943 to 1973. Located on 3rd Avenue SE, across from the City Hall Complex, today it is a gift shop and post office.

1.7 Development Brings Change

1.7.1 Utilities and Services

The community built Pacific City Electric Light System in 1919. First Ed Dylar, and later Mr. Jolly, ran this company. As the demand for electricity grew, the system became inadequate, and the utility was eventually sold to Puget Power. Electricity and gas are supplied today by Puget Power’s successor, Puget Sound Energy.
A growing population needs an adequate, reliable water supply. Local lore says several geologists had failed to locate water in Pacific, so citizens Art Hollingsworth and George Kinney went “water witching” with a willow stick. Art Hollingsworth followed in his father William’s footsteps, and served the City of Pacific as a council member for over two decades. The well site he helped discover still supplies the City. The City and its water system have since grown substantially in size and complexity, and future demands will require additional resources.

The installation of sewage systems throughout the valley by the Municipality of Metropolitan Seattle (Metro) hastened the conversion of farmland to industrial uses in the 1970s. Land became more valuable, resulting in increased taxes. Farmers were unable to grow and sell enough crops to pay these assessments and found it hard to compete for the business of major supermarkets. Most of the small businesses that once served Pacific are gone, as are nearly all of the truck farms in the area.

1.7.2 Major Street System Influences

The Valley Highways and State Route 167

The East Valley Highway and West Valley Highway were the main north-south routes through Pacific for many years, and are still major arterials along the east and west sides of the valley. The Valley Freeway, designated as State Route (SR) 167, was brought south through the City in the early 1970s, and situated east of West Valley Highway.

Although SR167 greatly improved access north and south to other communities, it joined the White/Stuck River, two sets of railroad tracks and the western steep slopes in inhibiting east-west movement through Pacific. SR167 continues to affect land use patterns and transportation corridors in the City of Pacific.

Ellingson Road

Commercial development in King County is now concentrated along Ellingson Road from the SR167 interchange to east of Frontage Road. Several businesses, including two restaurants, two gas stations, and a motel are located on Ellingson Road. A church, a branch of the King County Library, and Alpac Elementary School also are adjacent to Ellingson Road.

Industrial uses occur in King County along West Valley Highway and Frontage Road, but are focused in the Pierce County portion of the City.
Stewart Road
Commercial development in Pierce County is concentrated from the SR167 interchange at Stewart Road to the UP Railroad, and extends north and south. This interchange enables vehicles to access businesses on County Line Road to the north and on 16th Street at the Sumner border via Valentine Avenue.

1.8 Annexations, De-Annexations and Urban Growth Areas (UGAs)

King County
To provide better services east of the BNSF tracks, the City of Pacific annexed less than an acre, and de-annexed more than 90 acres in a 2003 agreement with the City of Auburn.

Pacific’s UGA on the West Hill is known as Jovita Heights. This residential area of 218 acres also includes Trout Lake and wetlands.

Pierce County
Annexations in 1995 and 1997 totaled nearly 400 acres in Pierce County. These added Light Industrial and Commercial properties along West Valley Highway, as well as developing Office Park, Light Industrial, and Commercial uses east of SR 167 from County Line Road to 16th Street at the south municipal boundary.

The western Pierce County Urban Growth Area (UGA) is less than seven acres of commercial land sandwiched between the West Valley Highway and SR167 above 16th Street.

The eastern Pierce County UGA abuts the King County line on the north, Stewart road on the south, Butte Avenue on the west and the White/Stuck River on the east. A 25-acre parcel will become part of the City’s park and trail system. Four acres along Butte Avenue contain three residences and two commercial uses.

Retaining Small Town Qualities
Pacific is still primarily a residential community. A population of 5,665–6,840 was allocated by the State of Washington Office of Financial Management (OFM) in 2015. Over 80%–Fifty-nine (59%) of Pacific’s dwelling units are still single-family homes, with an average of 2.77 2.99 persons per household (2013).

The success of annual community events like “Pacific Days” attests to the community pride felt by residents.

The desire to retain a small town atmosphere of friendliness and independence still remains. The
Community Center, Senior Center, and parks are used by groups and individuals for education, recreation, and special occasions. Youth activities, Senior programs, and services for residents in need are provided by the City’s Community Services Department with the help of dedicated volunteers.

2. PLANNING THE CITY OF PACIFIC

2.1 Implementing Growth Management from the "Bottom Up"

The Growth Management Act (GMA) invests local governments with significant decision making power. The City of Pacific has been directed to identify and prioritize the concerns and goals of the community, and to plan for how they will be achieved. While the GMA requires that the City complete several specific planning venues, the overall goals and outcome of the planning effort are in the hands of the City.

The City of Pacific is updating a Comprehensive Plan with a clear intent and policy base to develop and interpret local development regulations. This update reflects amendments to the GMA, along with the community’s unique responses to growth and change.

2.2 Maintaining Local Decision Making Power

The City of Pacific experiences minimal growth pressure from within its boundaries, but has long been affected by outgrowth occurring from more highly urbanized areas in the Puget Sound metropolitan region as well as from outside the region. These outside growth pressures have resulted in increased demand for public facilities. Also, an increasing number of policy decisions made at the federal, state, and regional levels are influencing the quality of life in Pacific.

The City recognizes that the most effective way to control its destiny is to continue to be actively involved in the planning process. By updating the 1995 Comprehensive Plan, the City is becoming more informed about the implications of its policy decisions, and expressing community concerns in regional, state, and federal arenas.

The GMA requires that state agencies comply with adopted and approved local comprehensive plans and development regulations. Therefore, the Comprehensive Plan and its implementing regulations allow the City to assert local control over certain issues with the assurance that state agencies will respect their decisions and direct growth in a manner which will reinforce the existing character, scale, and identity of the City.

2.3 Consistency with State Growth Management Goals and Countywide Planning Policies

The data used to develop this Comprehensive Plan is, to the greatest extent possible, the best available. The City has coordinated its plan with that of adjacent jurisdictions in order to achieve compatibility and consistency. In addition, the policies of the Comprehensive Plan have been held consistent with the Growth Management Act's thirteen specific goals:

- Urban growth - Encourage development in urban areas where adequate public services and
facilities exist or can be provided in an efficient manner.

- Reduce sprawl - Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

- Transportation - Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans. Housing - Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

- Economic development - Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state’s natural resources, public services, and public facilities.

- Property rights - Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

- Permits - Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

- Natural resource industries - Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.

- Open space and recreation - Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

- Environment - Protect the environment and enhance the state’s high quality of life, including air and water quality, and the availability of water.

- Citizen participation and coordination - Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

- Public facilities and services - Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
Historic preservation - Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

The GMA mandates that cities planning under the act include certain elements within their Comprehensive Plans (RCW 36.70A.070). The GMA mandated elements are Land Use, Housing, Economic Development, Recreation, Capital Facilities, Utilities, and Transportation.

The presence of the White/Stuck River in Pacific also requires the City of Pacific to adopt a Shoreline Master Program. The goals and policies of a Shoreline Master Program for a city approved under chapter 90.58 RCW shall be considered an element of the City’s comprehensive plan. The City of Pacific will update its Shoreline Master Program in accordance with applicable state and county regulations.

This Comprehensive Plan contains the following additional elements due to their importance to our community: Introduction - Citizen Participation, Natural Environment, and Community Character.

The GMA requires counties planning under the Act to adopt countywide planning policies (CWPPs) in cooperation with each municipality. These are written to establish a county-wide framework from which county and municipal comprehensive plans are developed and adopted. Their purpose is to ensure that each municipal and county comprehensive plan is consistent.

King and Pierce County CWPPs were developed to provide guidance in the planning process and to establish a level of consistency among adjacent and regional jurisdictions relative to their individual planning efforts, and also relative to the specific planning goals mandated by the GMA.

In King County, the Growth Management Planning Council (GMPC) is the body of elected officials that adopts CWPPs.

Elected officials from Pierce County and one elected official from every municipality in the County form the Pierce County Regional Council (PCRC), which has review authority in amending the CWPPs. The Growth Management Coordinating Committee (GMCC), composed of planning staff from the County and each of the municipalities, provides technical review of planning issues and makes recommendations to the PCRC. These processes resulted in the development and adoption of the CWPPs for Pierce County.

The City of Pacific Comprehensive Plan must be consistent with the GMA. Because the City of Pacific is located in both King and Pierce Counties, both sets of county policies are applicable.

Pacific’s Plan must also be guided by the growth policies of Vision 2020, the regional plan developed by the Puget Sound Regional Council (PSRC). Vision 2020 calls for directing future growth into existing urban centers and serving those centers with a regional transit system.

Guiding and Managing Growth
Change is an inevitable feature of human social existence and individual experience. It occurs with or without preparation and planning. Without planning, growth may be erratic and chaotic, and have negative social, economic, and environmental impacts on the community. Planning guides the types and rate of growth.

The City has chosen to take a proactive role in prioritizing alternative uses of land and public resources, and in identifying impacts that proposed developments will have on the community. By recognizing the types of growth that are occurring, and making decisions in light of such changes, the City is addressing the impacts and opportunities of development.

**Promoting Desired Changes**

The Comprehensive Plan evaluates the existing infrastructure capacity relative to current demand and identified future needs in order to guide development based on established goals and standards.

Growth within and around the City of Pacific has been occurring at an accelerating rate over the past ten years. Recognition of the type of changes that are occurring, and readiness to make decisions in light of a fully considered plan for growth, allows the City to take advantage of positive opportunities and to moderate impacts on the quality of life.

**Addressing Changes in Community Needs**

The City of Pacific is preparing for an extended period of increased residential, commercial, and industrial growth.

Although family size has decreased, new residential development is occurring as a result of infilling in existing residential areas. A shift has taken place from residential lots of one half acre or more to 6,000 square foot lots in the valley, and the balance between the number of jobs and housing units has shifted as the number of two-income families has increased.

Concerns about environmental quality have created a change in land use practices, as well as a preference for alternatives to the automobile as the sole, and primarily single-occupant, mode of transportation.

The economy has shifted from land intensive industries to light manufacturing and service industries that are more compatible with other land uses. Dramatic commercial and industrial growth is anticipated in the southern portion of the City as a result of providing infrastructure to support economic development.

The City has undertaken a public participation process to ensure the community vision expressed in the Comprehensive Plan truly reflects the needs and desires of the local population and commercial interests, one that protects the existing residential character and encourages economic growth and vitality.
Inter-jurisdictional Coordination

The Pacific City Council believes that many land use conflicts can be resolved by working jointly with other governments during the planning process. Joint efforts enable multiple jurisdictions to address regional concerns in a consistent and coherent fashion. During the 2002-2004 Comprehensive Plan Update, the City of Pacific communicated with adjacent jurisdictions during its planning process to help resolve potential conflicts over land use, transportation, utility, and related issues. This process continues on an ongoing basis.

3. CITIZEN PARTICIPATION

Community Involvement and the Visioning Process

In 1993, the City established a Citizen Advisory Committee (CAC) consisting of Planning Commission representatives and citizens. The CAC organized into smaller groups focusing on each of the elements of the plan to provide technical assistance to the City staff in preparation of the first required Growth Management Act (GMA) Comprehensive Plan. A questionnaire was mailed to all residents of the City of Pacific and the proposed urban growth areas (UGAs). Respondents helped the CAC articulate the community's vision and identify their goals.

The City conducted seven public meetings to obtain further input from the community and develop the visioning process. The committee also considered social and economic issues, the inventory process for existing conditions, and Plan implementation priorities. The visioning process clarified the following needs and desires for planning:

- Identifying public services the City will provide, and the level of these services (LOS);
- Financing these public services;
- Acquiring and expending public resources, and anticipating future expenditures;
- Building on current stewardship of land;
- Maintaining, and improving, the current quality of life;
- Taking full advantage of and building upon existing assets;
- Reducing land use conflicts and haphazard development;
- Providing for a diverse and stable economic base to enable orderly expansion of City services and public works programs; and
- Assuring high quality personalized City services.

The 2004 Comprehensive Plan is the first complete update since adoption of the 1995 Plan. The City followed a similar “citizen participation” approach by using a Citizen Advisory Committee (CAC) for this endeavor. The 2002-2004 CAC was composed of nine individuals representing diverse interests in the community, and included members of the Park Board and Planning Commission.

In 2002-2003, the entire CAC reviewed each plan element. They were joined by Park Board members at four meetings, and by Puget Sound Regional Council (PSRC), Sound Transit, and
City of Sumner representatives for additional information and perspectives. The group first met in January 2002, and convened twenty-two times in 2002 and twenty-four times in 2003, before presenting their Comprehensive Plan recommendations to the Planning Commission. The Planning Commission held public hearings, and considered modifications in light of the Framework Goals to accommodate changing social, economic, and physical conditions, and to stay on a path relative to the policies and objectives identified in each element. The Planning Commission presented their recommendations to the Pacific City Council at a public hearing. This Comprehensive Plan was subsequently adopted by the City Council.

4. FRAMEWORK GOALS

A central theme that emerged from the comprehensive planning process in 1993-1995, and again in 2002-2004, is that the City of Pacific would like to maintain its present character and identity as a small town. The eight goals identified below are seen as essential in maintaining this theme and preserving the desired quality of life for the Pacific community. These goals provide the “framework” for both current community development plans and the longer-range policies identified in the Plan.

- Provide an effective stewardship of the environment by protecting critical areas and conserving land, air, water, and energy resources.
- Encourage changes that promote livability, pedestrian orientation, and high quality design, and that limit stress factors such as noise pollution and traffic congestion.
- Identify the responsibilities of public and private agents at the local and regional level for providing emergency and social services.
- Provide a safe environment for its citizens.
- Encourage citizen and business participation whenever possible, to encourage community involvement in change and enhance community pride. This should include continued encouragement of public and private involvement in community traditions, as well as encouragement of volunteerism and activism.
- Stimulate the local economy by providing a predictable development atmosphere, emphasizing diversity in the range of goods and services, and ensuring that as the economy changes, employment opportunities are balanced with a range of housing opportunities.
- Expand opportunities for recreational enjoyment and cultural activity, recognizing the educational and recreational value of diversity and activities for all ages and abilities.
- Encourage consistency and efficiency in the permitting process, and the fullest protection of property rights.

The CAC developed Plan element Goals and Policies based upon this framework. The plan
contains a strategy for achieving the City's goals in light of the existing conditions in the City. The goals and development policies within the Plan provide guidelines and positive actions. The Comprehensive Plan and Policies are organized as follows:

**Vision Statement Goals.** These goals are essential to the quality of life in the City of Pacific and will remain unchanged for long term planning.

**Policies.** The policies specify what should be accomplished to reach the goals. They either provide clear guidance for decision making when a situation arises, or provide clear responsibilities that will be implemented. The accomplishments under these policies can be used to measure progress toward the adopted goals.

**Plan Concept.** This relates the findings of the inventory and analysis to the goals and vision of the community, and outlines strategies that will guide future growth and development in the community.

All Plan elements have been integrated into an internally consistent Plan. Each element is the result of a process of balancing the goals and integrating each element into a Comprehensive Plan.

The City of Pacific believes the Comprehensive Plan as a whole will be effective in achieving community goals in an economically feasible manner. The Plan's policies and financial programs demonstrate how the City intends to resolve the problems inherent to urban growth, and will thus be useful in informing residents and businesses of requirements and opportunities.

### 5. PLAN IMPLEMENTATION AND MONITORING

Plan implementation and monitoring procedures are developed to establish a system for measuring the progress and success in implementing the goals and policies of the Plan.

The results of these procedures will guide the course of future updates. These procedures address:

- Citizen participation in the planning process;
- Updating appropriate base-line data and establishing measurable short and long-term objectives;
- Evaluating plan success in the first ten year period: the degree to which the goals and policies have been successively reached;
- Identifying obstacles, problems, or new conditions which result in the failure to achieve goals and policies;
- Changing or modifying goals and policies to address discovered problems, or new conditions which may provide opportunities for achieving the goals and policies;
Continuous monitoring and evaluation of the plan during the planning period, from 2004 to 2025.

The Comprehensive Plan is the foundation of City policy. The Plan’s policies are implemented via specific development regulations and ordinances. The Growth Management Act has allowed for consistent interim growth to occur through a variety of innovative implementation procedures, both regulatory and non-regulatory, which should be considered.

The City is committed to working with King and Pierce Counties and adjacent jurisdictions to coordinate and resolve regional issues. Pacific also recognizes that regional support for the Plan is crucial for effective implementation.
CHAPTER 4

Community Character
1. INTRODUCTION

The Community Character chapter is an optional element of the Comprehensive Plan, developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA). It supports the GMA’s thirteen specific goals, and most directly relates to:

- Urban growth - Encourage development in urban areas where adequate public services and facilities exist or can be provided in an efficient manner.

- Reduce sprawl - Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

- Housing - Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

- Open space and recreation - Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

- Historic preservation - Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

The Community Character element has been developed in accordance with King County and Pierce County Countywide Planning Policies, and has been integrated with all other planning elements to ensure consistency throughout the comprehensive plan.

This element supports all City of Pacific Framework Goals, but most particularly:

- Encourage changes that promote livability, pedestrian orientation, and high quality design, and that limit stress factors such as noise pollution and traffic congestion.

This chapter addresses urban design issues in the City of Pacific and the adjacent Urban Growth Areas. It represents the community's policy plan through the year 2025.

The Land Use element specifically considers the general distribution and location of land uses, the appropriate intensity and density of land uses given current development trends, the protection of the quality and quantity of water supply, the provision of public facilities and services, and the costs and benefits of growth. The Community Character element describes how the goals in the other plan elements will be implemented through design policies and regulations. Thus it is a key element in implementing the Comprehensive Plan.
2. INVENTORY AND ANALYSIS

2.1 Physical Location and Natural Features

The City of Pacific is located in South Puget Sound. Most of its land is located on the White/Stuck River Valley floor. Wooded slopes rise up to the West Hill of Pacific in the north, and to the City of Edgewood in the southwest. Views of Mt. Rainier and its foothills can still be had from many vantage points. The White/Stuck River, associated wetlands and wildlife habitat are other dominant natural features.

Considerations for a generally mild, but fairly wet climate continue to effect the built environment.

2.2 Outside Influences

The steep slopes bracketing the City on the west and east are reinforced by the West Valley Highway, State Route 167, the Union Pacific and Burlington Northern Santa Fe railroads, and the White/Stuck River, all traveling through Pacific in a generally north-south direction.

The city’s location along SR 167 between Seattle and Tacoma has provided it with a largely residential population, and potential for more commercial and industrial growth.

The north 60% of Pacific lies in King County. This area contains steep wooded open space, the City/River Park along the White/Stuck River, all areas designated for residential use, commercial uses along Ellingson Road at the north, and some light industrial and commercial lands from there, south along SR 167 and the West Valley Highway. King County Metro provides transit and pumps sewage for the entire city.

The 40% of Pacific in Pierce County contains some residences that are being phased out to provide more land and facilities for commercial, office park, and light industrial uses. Stewart Road is undergoing extensive improvements to support these land uses and provide for additional through traffic and trail use. Valentine Avenue is also scheduled for improvements to support local businesses as well as additional traffic heading north from the 24th Street interchange in Sumner.

Special Purpose Districts:
The City must also work with the Auburn School District: Site development, design, and access, the Lakeland Water/Sewer District, which serves the West Hill, and the King and Pierce County Water Agencies that govern use of the White/Stuck River and its flood plain.

2.3 Zoning and Land Use
The land use pattern and to a large extent the zoning of the City of Pacific is reflective of its growth over the years. The northern portion, located north of the King/Pierce County line is the historic town site. It is predominately single-family uses and is intended to remain so. As the population grew and the SR-167 Freeway was built, new commercial and industrial development was established along both sides of the freeway and also along Ellingson Road. Some apartments were also developed along the eastern portion of Ellingson Road. In community visioning over the years, residents have reiterated their desire to protect single family neighborhoods.

In the mid 1990’s, the City annexed a large area of Pierce County. This area, which abuts industrial areas in the City of Sumner, is zoned primarily for light industrial uses. The transition from residential to industrial in this area had started before the annexations and a small number of residences remain. Residential is a nonconforming use in the Light Industrial zone and it is intended that these remaining residences eventually will be replaced with industrial uses. In 2009, the City adopted the Manufacturing Industrial Center Overlay (MICO) for most of the area. This was a joint effort with the City of Sumner.

The City of Pacific has been coordinating its trail system with the cities of Sumner and Auburn, and will have to work closely with both jurisdictions in the design and creation of the proposed Pacific/Sumner Transit Station, and associated uses at common boundaries.

The City will work with the city of Algona toward compatible zoning both above and below Ellingson Road where the cities abut. The Commercial-Residential Mixed Use Zone (MC) is focused on the area at the intersection of Ellingson Road and Milwaukee Boulevard. These properties are largely undeveloped despite long standing Highway Commercial (HC) zoning. Note that the abutting Algona zoning is also Mixed Use. This zoning district may be appropriate for other areas.

### 2.4 Built Features

The City Hall Complex, which also includes the Community Center/Gymnasium, Senior Center and Volunteer Park, is centrally located in the King County portion of Pacific at the intersection of Milwaukee Boulevard and 3rd Avenue. The Complex forms the core of a developing Neighborhood Center. A local market, shop and post office, the Police and Fire Station, and new senior apartments all lay within the Neighborhood Center. A new Neighborhood Center Overlay Zoning for this area is intended to facilitate a gradual transition to a mixed use center of an appropriate scale. It provides alternative regulations that allow low intensity commercial along both 3rd Avenue and Milwaukee Boulevard, including mixed used development.

### 2.5 Local Issues

The Growth Management Planning Council (GMPC) of King County conducts periodic housing surveys. The 2002 Housing Survey focused on numerous issues deemed critical in meeting the needs of King County citizens. The issues that are applicable to the City of Pacific are:
Accessory Dwelling Units
Affordable Housing Preservation
Capacity for a Diversity of Housing Choices
Cottage Housing
Design Standards
Impact Fees
Incentive Programs
Infrastructure and Concurrency
Jobs/Housing Distribution
Permitting Processes
SEPA (State Environmental Policy Act)
Transit Oriented Development

The Community Character element provides guidelines for preserving and enhancing the City of Pacific’s quality of life. The character of the City has historically been residential with areas of commercial and industrial uses. Many of the above issues affect efforts to balance the needs and desires of citizens and businesses with GMA mandates and other outside influences, to achieve a healthy, vibrant and economically stable community.

Efforts to support housing affordability and/or production are discussed in more detail in the Housing element.

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3. FUTURE ALTERNATIVES

3.1 Preserving and Developing Community Character

Design Themes

The recent revisions to the Pacific Municipal Code (PMC) to encourage gable or hip roofs in the Neighborhood Center that is in the 3rd Avenue and Milwaukee Boulevard, is an example of character development.

The City Hall Complex of converted school buildings presents a good example of hip and gable roofs that provide a theme that can well be reproduced to form a character element. The nearby development of the Rainier Vista Senior Housing precipitated revisions to the height code for this area, and resulted in a similar roof construction to the City Hall Complex.

A motel constructed several years earlier was constrained by height regulations which resulted in a flat roof design. With the amended codes, future structures of three stories will be able to emanate the more pleasant roof design that contributes to community character.

Pedestrian Orientation
Maintaining and increasing pedestrian orientation for a community experiencing much of its residential growth through subdivision and infill on long, narrow lots. The City is re-evaluating existing roads and planning for future growth by evaluating new development with regard to connectivity with the fabric of the community.

Pedestrian safety and accessibility, within residential and commercial neighborhoods; and to schools, parks, trails are an important part of this fabric.

**Mixed Use Centers**

Two mixed use centers have been designated. The first is the Neighborhood center, located in the vicinity of 3rd Avenue and Milwaukee Boulevard. While this center has been described in the Comprehensive Plan since 2004, a new Neighborhood Center (NC) Overlay Zone is intended to set forth a regulatory scheme to build on the existing mix of uses and attract more uses to the planned center.

The second center is located at Ellingson Road and Milwaukee Boulevard. Commercial-Residential Mixed Use (MC) zoning replaces the Highway Commercial (HC) zoning. The two mixed use centers are unique in that they are the only zoning districts other than Planned Unit Development as provided for in Section 20.69 of the Pacific Municipal Code that allow both residential and commercial uses. Both districts allow residential units above non-residential first-floor uses. Other types of multiple family uses in these districts would require a Conditional Use Permit with strict criteria to prevent large scale apartments from overwhelming either district.

4. **GOALS AND POLICIES**

**GENERAL**

**GOAL CC-1:** Maintain and enrich Pacific’s quality of life which encompasses its:

- friendly, small town atmosphere;
- dynamically growing regional employment center; and,
- natural open space, parks, recreational areas, and trails.

**POLICIES**

**Policy CC 1.1** In concert with Pacific’s citizens and business community, prepare and implement design guidelines and a design code, as appropriate, which address streetscape, landscape, and building design.
Policy CC 1.2 Develop specific design standards that promote the City’s function as the “Hub” of White River Valley by creating a friendly welcoming atmosphere to all segments of the community including:

- Single-family neighborhoods
- Neighborhood Center
- Highway Commercial Center
- Regional Industrial Employment Center
- Focus on trails and parks

LAND USE

GOAL CC-2: Pacific should be designed so that housing, jobs, daily needs, sports and recreation, and other activities are within easy walking distance of each other.

POLICIES

Policy CC-2.1 Encourage a mix of residential-scale civic, commercial, and service uses in neighborhood centers. Small neighborhood parks or greens shall be established where appropriate.

Discussion: The Neighborhood Center (NC) Overlay zone and the Commercial-Residential Mixed Use (MC) zone provide new opportunities and incentives for such complementary activities.

Policy CC-2.2 In recognition of the need for a variety of housing, allow, through the Comprehensive Plan and Zoning Code, a mix of residential uses as appropriate to the neighborhood character.

Discussion: The Neighborhood Center (NC) Overlay zone and the Commercial-Residential Mixed Use (MC) zone provide opportunities for a new type of housing in the City of Pacific namely dwellings above or behind commercial. These centers can increase the supply of housing without adverse impacts to the single family neighborhoods.

Policy CC-2.3 In conjunction with the Auburn, Dieringer, Fife, and Sumner School Districts, encourage the location of schools within walking distance of a majority of the population they are intending to serve.

Policy CC-2.4 Through the Land Use Plan and Community Character element, strive to balance residential, commercial, industrial and public land uses.
Policy CC-2.5 Review development regulations to remove unnecessary requirements and to balance environmental protection, public participation, and housing and economic development goals.

Policy CC-2.6 Plan for a high density Urban Transit Center adjacent to Sumner-Pacific Station which includes a mixture of urban transportation modes to create a Transportation Hub. Area plans shall be prepared to indicate in more detail allowable uses, design themes, buffering, public spaces, etc.

Policy CC-2.7 Together with Metro and Pierce Transit and other agencies, establish a network of transit stops, park and ride lots, and a transit system in the neighborhoods and districts connecting to the adjacent cities’ commuter rail stations until the Pacific/Sumner Station becomes a reality.

URBAN FORM

GOAL CC-3: Establish an orderly urban form which separates uses on the basis of their functional relationship to the city, and which reinforces the identity of the city.

POLICIES

Policy CC-3.1 Implement design guidelines and ordinances to achieve compatible and attractive new residential, commercial, and industrial uses.

Policy CC-3.2 Ensure that more intensive developments do not adversely impact adjacent uses.

Policy CC-3.3 Review and amend zoning and subdivision regulations to ensure adequate setbacks, landscaping, and buffering are required where land use conflicts may occur.

URBAN REDEVELOPMENT

GOAL CC-4: Redevelopment of underutilized areas to reduce sprawl and take full advantage of the City's investment in existing infrastructure.

POLICIES

Policy CC-4.1 Create incentives to encourage well designed infill and redevelopment projects to fully utilize previous investment in existing infrastructure and reduce the consumption of undeveloped lands.

Discussion: The Commercial Residential Mixed Use (MC) District at Ellingson Road and Milwaukee Boulevard and the Neighborhood Center Overlay (NC) District at 3rd Avenue and
Milwaukee Boulevard are intended to provide incentives for development and/or redevelopment at these important commercial nodes. The regulations allow mixed use with slightly lower parking requirements and relaxed setbacks to encourage more compact, walkable areas with a mix of residential with commercial and other non-residential uses.

### SITE AND BUILDING DESIGN

**GOAL CC-5:** Encourage designs of major private and public buildings to create distinctive reference points in the community.

**POLICIES**

**Policy CC-5.1** Adopt design criteria for development proposals so new projects contribute to the community, enhance public safety, and complement adjacent development.

*Discussion:* Design criteria should address public benefits, consistency with adjacent development, quality of construction and design, and preservation of trees, views, and natural areas. The City shall encourage designs that convey quality architecture, workmanship, and clustering.

**Policy CC-5.2** Ensure that development relates, connects, and continues the design quality and site functions from site to site in residential, public facility, and commercial areas.

Plans shall specify in more detail the allowable uses, design themes, buffering, and protection of sensitive areas and resources.

**Policy CC-5.3** Encourage small blocks of 660 feet by 330 feet in the “Neighborhood Center” to promote small-scale development and pedestrian movement.

*Discussion:* Small blocks facilitate pedestrian movement, encourage appropriately sized complexes, and enhance access to businesses.

**Policy CC-5.4** Encourage development in the Neighborhood Center and adjacent to public places surrounding the Center. Enrich those places and encourage people to use them through enhanced architectural elements and building materials.

*Discussion:* Development should provide public amenities, such as public and pedestrian access, pedestrian-oriented building design, mid-block connections, public spaces, community or city sponsored activities, openness, sunlight, and view preservation. The City should also provide incentives for developers to incorporate artwork into the design of their projects.

**Policy CC-5.5** Use building and site design, landscaping, and shielded lighting to buffer the visual impact of development.
Policy CC-5.6 Incorporate pedestrian amenities into the design of public, commercial and industrial areas.

Discussion: Walkways should connect parking areas to building entrances and provide connection within and between developments, and encourage structures that provide appropriate lighting and rain cover for pedestrians.

PEDESTRIAN LINKAGES

GOAL CC-6: Seek to complete the City's sidewalk system and pursue development of a network of off-road facilities for non-motorized travel.

POLICIES

Policy CC-6.1 Provide clear and identifiable systems of sidewalks, walkways, and trails.

Discussion: Develop a system of linear paths connecting parks, open spaces, recreation areas, trails, rollerblading and skate parks, schools, employment centers, and shopping for pedestrians and bicyclists. Amenities for non-motorized transportation include pedestrian-scale lighting and signage, landscaping, public art, bike racks, railings, newspaper boxes, and trash receptacles.

Policy CC-6.2 Strive for continuity in the sidewalk system that links new development to the existing sidewalk network. This may include pedestrian routes through a development for more direct access to transit stops.

Policy CC-6.3 Encourage commercial buildings to be sited at or near public walkways without diminishing safe access or space for improvements, such as benches or lighting.

Discussion: Commercial Residential Mixed Use (MC) and Neighborhood Center (NC) encourage more dense development and buildings near the sidewalks through increased height limits, relaxed setbacks and reduced off street parking requirements.

STREET CORRIDORS

GOAL CC-7: Enhance the identity and appearance of residential, commercial and industrial neighborhoods.

POLICIES
Policy CC-7.2 Streets should be designed to include amenities to enhance community character along with the functional needs of the adjoining properties.

Discussion: Amenities should include street trees and landscaping, special lighting, setback sidewalks, signs, street names, flower displays, public art, kiosks, crosswalks, or decorative paving.

Policy CC-7.3 Streets should be designed to safely accommodate motor vehicles, non-motorized vehicles, pedestrians, and emergency access.

Discussion: The best available design and safety standards shall be applied. Community streets, pedestrian paths, and bike paths should contribute to a system of fully-connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use and discourage high speed traffic. The commuter traffic network should be focused around regional transit and freeways travel.

Policy CC-7.4 Work cooperatively with businesses and property owners along Ellingson Road to preserve and enhance the economic viability and visual quality of the commercial corridor.

Policy CC-7.5 Work cooperatively with the businesses and property owners in the specialty manufacturing and artisan district within the Sumner-Pacific MIC to enhance the visual quality of the district, by developing zoning-based incentives to promote increased development intensity, reduced setbacks, and flexible landscaping standards to encourage on-site retail uses and enhanced building and site design.

ROADWAYS

GOAL CC-8 Establish a community entry statement into and out of Pacific.

POLICIES

Policy CC-8.1 Designate and develop City gateways.

Discussion: A City gateway marks an entrance to a city. It promotes community character through special signage, community themes, or landscaping designed to catch the eye. A gateway should be dramatic and obvious and include a combination of buildings, structures, landscaping, signs, lighting, and public art.

Policy CC-8.2 Encourage pedestrian-scale streetscape improvements and promote pedestrian and bicycle oriented centers at existing civic and community uses.
Policy CC-8.3 The City should establish a City-wide street tree planting plan in conjunction with its development of arterial roadways.

Policy CC-8.4 Enhance Ellingson and Stewart roads to include safe pedestrian amenities, landscaping, cohesive frontage improvements, and other design features that consider safe use of these routes.

Policy CC-8.5 Support and implement an interconnected system of highways, public streets, and mass transit to serve employees, citizens, visitors, and the delivery and shipment of goods and materials.

Policy CC-8.6 A minimum employment density shall be established at key locations in the southern portion of Pacific to support transit service, and the area as a manufacturing center. Pedestrian-friendly streets with shade trees, as well as landscaped boulevard medians, shall be included in new street standards.

CULTURAL, SCENIC, HISTORICAL & NATURAL ATTRIBUTES

Goal CC-9: Protect and enhance Pacific’s cultural, scenic, historical and natural attributes.

POLICIES

Policy CC-9.1 Recognize the heritage of the community by naming parks, new streets, and other public places after and in honor of major City figures and events.

Discussion: The City will implement this policy through citizen involvement.

Policy CC-9.2 Designate and inventory historic landmark sites and structures.

Policy CC-9.3 Work jointly with other jurisdictions, agencies, organizations, and property owners to preserve historic resources.

Discussion: The City may wish to adopt the State Historic Building Code, as an additional guideline or alternative to the Uniform International Building Code.

SIGNAGE

GOAL CC-10: Encourage sign design and placement appropriate to the land use and character of the neighborhood.
Policy CC-10.1 Discourage the use of large signs and prohibit billboards.

Discussion: Large signs and billboards detract from Pacific’s community character by cluttering, dominating, and distracting from the visual ambiance along SR167 and Ellingson Road. The City can implement this policy by initiating a gradual removal of billboards and continuing to prohibit new billboards. This can be implemented through the City’s Sign Code. Pacific’s sign code will establish size limitations.

Policy CC-10.2 Encourage consolidation of signs on a single structure where a commercial development contains multiple businesses.

Discussion: The City can implement this policy through design review.

VEGETATION AND LANDSCAPING

GOAL CC-11: Encourage the retention of as much natural vegetation as possible where land use changes occur, creating a balance between the existing vegetation and soils.

Discussion: See the Natural Environment element, vegetation preservation and enhancement.

Policy CC-11.1 Encourage consolidation of landscaped areas in commercial development.

Discussion: Landscape consolidation enhances site frontage for small businesses and reduces the costs of landscaping. This would promote the economic viability of small businesses.

OPEN SPACE

GOAL CC-12 Preserve and encourage open space as a significant element of the community’s character through parks, trails, water features, open space preservations, and other significant properties that provide public benefit.

Discussion: See the Parks, Open Space, Recreation, and Trails chapter. Public Places

GOAL CC-13: Maintain and improve the highly visible public realm to maintain community character and increase public safety.

POLICIES

Policy CC-13.1 Ensure that public places are designed to provide pedestrian amenities, including but not limited to seating, landscaping, kiosks, walkways, pavilions, canopies, and awnings and appropriate to the size and scale of the public use.
Policy CC-13.2 Consider the edges of public places that abut residential property for special design treatment to create a buffer effect.

Policy CC-13.3 Maximize solar exposure to public open space and parks by appropriately placing adjacent structures.

PUBLIC ARTS

GOAL CC-14: Explore the creation of a community Arts Commission.

Discussion: Community arts commissions are usually non-profit organizations established to fund and promote art within their cities. They can promote activities and artwork in places that are accessible to the public. Arts commissions can fund activities and programs through 1% funds for public art and through private donations.

INNOVATIVE IDEAS

GOAL CC-15: Provide land use incentives for uses that enhance the City’s vitality through a variety of financial and regulatory strategies.

Discussion: This policy can be implemented through priority permit review, tax abatement, or other measures. The City can also allow flexibility in site and building design if development meets specific performance standards that give equal or better design and protection to that zone.

POLICIES

Policy 15.1 To the extent possible, direct public investment toward physical improvements that support existing development and promote well managed, focused growth; serve population concentrations; and promote targeted changes in land use densities.

Policy 15.2 To enhance and protect sensitive areas, incorporate provisions for cluster development into existing regulations and apply them throughout the City, subject to specific regulatory standards.

Discussion: Clustering development on one portion of a larger parcel reduces costs to both homeowners and the community as a whole. It promotes a more efficient, and therefore less costly, provision of utility services, such as water, electrical and surface water management. It
also results in a smaller percentage of impervious surfaces on parcels and helps preserve natural areas while still allowing development.

**Policy 15.3** Support commercial areas by providing incentives for residential development in limited commercial zones.

*Discussion:* Residential development in mixed-use zones provides a lifestyle some people find desirable. By residing in areas near services and employment, one can reduce transportation costs. Businesses also benefit from consumers who live in the immediate vicinity and who may frequent their establishment during slower hours. These residences could absorb some of the City’s anticipated population growth, resulting in less pressure for multi-family development in single-family areas.

**Policy CC-15.4** Allow small-scale home occupations in residential areas.

*Discussion:* Home occupations allow small businesses to operate in a cost efficient manner. These types of businesses can be compatible within residential neighborhoods if they have few employees, are incidental to residential use, will result in no negative traffic or environmental impacts, and retain residential character.
CHAPTER 6

ECONOMIC DEVELOPMENT
1. INTRODUCTION

1.1 Growth Management Act

The state Growth Management Act (GMA) recognizes the importance of planning for economic development, and has included it as one of its thirteen planning goals:

"Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities."

1.2 Countywide Planning Policies

King County and Pierce County Countywide Planning Policies (CWPPs) give Pacific the opportunity to establish guiding policies for sustained economic growth, and require estimates of the type and number of jobs that will be available in Pacific by the year 2035. The City is asked to manage job increases by providing for and encouraging economic activity that will produce a diverse, stable, and vital local economy, as well as contributing to the economies of both counties and the state.

The City of Pacific has expanded the mandate for forecasting economic growth into the broader concept of "economic rebirth". This innovative strategy expresses a new vision of what constitutes a strong economy and favorable business climate, which in turn, will make Pacific great place in which to work and reside.

Defining Economic Development

The adopted King County Countywide Policies define economic development as “growth and change in the economy whereby the economic health of the region—its people, its business, its governments—is enhanced.” An important component of achieving economic development is “the purposeful undertaking of public and private actions designed to achieve:

- maintenance of a strong economic base;
- diversification of the economy;
- improved job training and educational opportunities;
- protection of the natural environment;
- empowerment of economically disadvantaged citizens and neighborhoods;
- partnership between the private and public sectors; and
- maintenance and creation of higher (family) wage jobs."

This element reflects King County and Pierce County Countywide Planning Policies, and provide a vision and policy direction for the entire City of Pacific.
1.3 Community Vision

The City’s vision for economic rebirth is based on preserving the existing small town residential character while absorbing the dramatic growth of a potential Regional Employment Center designation for the southern 40% of its land area lying within Pierce County, along with balancing and mitigating environmental impacts.

Economic development may damage a city’s existing residential character by increasing traffic, noise and air pollution, light and glare, and public services. Pacific proposes managing commercial and industrial growth to create a financial base for the economic health and quality of life of the entire community. The City is committed to ensuring that all of the components that contribute to the quality of life (affordable housing, natural environment, good schools, efficient government and excellent infrastructure) are available for current and future generations. In this way the City may continue to attract, retain and encourage growth of local and regional businesses.

1.4 Community Values

The Pacific community values local government that is efficient and works with business; high quality public services and excellent infrastructure; affordable and quality housing; good schools and child care services; diverse cultural and human resources; the natural environment and recreational activities. These all contribute to the overall quality of life and provide for a vibrant and diverse economy.

1.5 Framework Goals

The Economic Development Framework Goal is to infuse the local economy by:

- Providing a predictable development atmosphere,
- Emphasizing diversity in the range of goods and services, and
- Ensuring that as the economy changes, employment opportunities are balanced with a range of housing opportunities.

2. GOALS & POLICIES

ECONOMIC DEVELOPMENT

GOAL ED-1: Plan for sufficient economic growth and development to provide for an appropriate balance of land uses that will provide a sound financial future for the City of Pacific.

POLICIES

Policy ED-1: Encourage land uses that increase the City’s tax base.

Discussion: The Zoning Code should be reviewed to identify land uses that do not contribute to the increase of the City’s tax base. Storage is a permitted use in the Light Industrial (LI) zone.

Deleted: The City should maintain a sound budget by broadening its tax base and attracting revenue sources that comply with its regulations.
includes the storage of semi-truck trailers, cargo containers or other materials. Land values for properties used exclusively for storage have a lesser value than properties that are developed with structures on them. Storage lots/properties provide a negligible increase in employment for the City.

For example; in a comparison of two lots of relative equal size in Pacific, one being used for storage, the second containing a small manufacturing business, the lot with the manufacturing business has a property tax value of over 400% greater than the lot used exclusively for storage. Further, the manufacturing business generates approximately 30 family wage jobs where the lot used for storage may have one (1) or two (2) jobs generated for security guards. It is clear that land uses other than storage would generate a greater tax base than a storage use of the land.

Overall higher land use values would help increase the City’s general fund budget. This would help the City to provide better services to the City’s residents and businesses.

Policy ED-2: Encourage economic development that provides a reasonable balance between public costs and benefits.

Discussion: In implementing this policy, the City should emphasize attracting living wage jobs to the community and encourage high tech businesses.

Policy ED-3: Preserve the community’s unique qualities through the concentration of new commercial and industrial development, in both King and Pierce Counties, while protecting the residential areas in King County.

Discussion: The Sumner-Pacific Manufacturing Industrial Center (SPMIC) Subarea Plan was recently adopted to protect the industrial zoned properties in the Pierce County portion of the City.

Policy ED-4: Support the growth of home telecommuting options and home employment opportunities that are compatible with the character of single-family neighborhoods.

Discussion: The City should encourage home-based businesses provided that signage, parking, storage, and noise impacts are compatible with adjacent land uses and comply with appropriate City codes.
**Policy ED-5:** Support regional policies for balancing commercial and residential development in Pacific.

**Discussion:** The City has implemented land use policies regarding commercial and residential development consistent with such policies within the King and Pierce County Comprehensive Plans.

---

**Policy ED-6:** Increase and improve the City's economic base to encourage Pacific residents to work and shop in the community.

**Discussion:** Providing incentives, such as a family wage job credit to attract new businesses to the City, would help expand its economic and employment base and possibly bring more residents to the City.

---

**Policy ED-7:** Ensure that land use and zoning provisions support businesses and industry.

**Discussion:** The City should review its zoning regulations to determine where they could be revised to allow new development that could maximize new construction techniques to compete with other cities for new economic growth. For example: Do the maximum height requirements in the light industrial zone provide sufficient height to allow for maximum flexibility to attract new businesses (stacking of product).

---

**Policy ED-8:** Promote and retain existing businesses for the optimum development of commercial and industrial property.

**Discussion:** The Pacific Business Retention & Expansion (BRE) report completed through a grant with the Port of Seattle indicates at least 14 businesses are headquartered in Pacific and that 43% of businesses would consider expansion in Pacific. The City could promote and retain these businesses in part through the following:

- Participating with the Auburn Chamber of Commerce
- Participating with the Sumner-Puyallup Chamber of Commerce
- Providing businesses, the opportunity to meet with City staff on a monthly or quarterly basis to discuss business concerns.
- Arranging to meet with business owners on-site.

---

**Policy ED-9:** Promote new industry by attracting light industry which offers secure, quality employment opportunities, sensitivity to community values and development of attractive facilities.

**Discussion:** Providing incentives, such as a family wage job credit could attract new businesses to the City. Attractive facilities could be guaranteed through development design standards and landscaping.
**Policy ED-10:** Ensure a customer service approach in City services to commercial improvements, expansions, and developments.

**Discussion:** The City will continue a customer service approach to the delivery of City services, including economic development and permitting activities. The process and timing of building permit review will be expedited under this approach and under the provisions of RCW 36.70B. In addition to the processing of permit requests, the City will hold pre-development meetings with prospective developers and business owners to identify, facilitate, and expedite proposals that are consistent with the adopted zoning and Comprehensive Plan.

---

**CITY IMAGE**

**GOAL 2:** Enhance the image of Pacific as a great place in which to work, shop, live, and recreate.

**POLICIES**

**Policy ED-11:** Improve the character and function of Community Center, business and industrial districts, neighborhoods.

**Discussion:** Businesses with attractive site, landscaping, and building designs improve the character of the community. Design standards and zoning regulations can encourage high quality commercial development. The City can implement this policy by cooperating with the business community.

---

**Policy ED-12:** Promote the image of Pacific through an active advertising campaign.

**Discussion:** The City could use the following methods to advertise the City.

- By using the Hotel/Motel Tax.
- Through the City Website.
- Participation in the Auburn, Sumner and Puyallup Chamber’s of Commerce.
- A City “Newsletter”.
- On a City sponsored “Facebook” page.
- Participation with the Green and White River valley cities in creating a regional marketing website.

---

**Policy ED-13:** Work with other organizations to promote civic and community events which foster community pride and promote the downtown and other critical commercial areas.

**Discussion:** The City should continue to work with Pacific Partnerships or other organizations to stage Pacific Days. The City could also work with the Auburn Chamber of Commerce to promote City events.
**Policy ED-14:** In conjunction with transit agencies, explore linking the community center with the other parts of the City with a community based transit system which compliments the special needs of the community center.

**Discussion:** The City should continue to work with Pacific Partnerships or other organizations to stage Pacific Days. The City could also work with the Auburn Chamber of Commerce to promote City events.

**Policy ED-16:** Work with building owners to create incentives and opportunities for the viable use of second floors of existing buildings.

**Policy ED-15:** Encourage increased density of housing near commercial districts.

**Discussion:** Providing denser housing next to commercial districts provides the following benefits.
- A built in clientele is provided in close proximity to the businesses.
- Residents living within such areas have the benefit of commercial businesses within walking distance to their residences.
- Less traffic will be generated on nearby streets with increased pedestrian traffic.

**Policy ED-16:** Use incentives to ensure quality development that enhances the image of the City.

**Discussion:** Examples of incentives include development agreements, tax credits, infrastructure improvements, expediting permitting processes, transfers of development rights and grants, loans, or revenue bonds. The City can also engage in public/private partnerships and facilitate Local Improvement Districts.

**Policy ED-17:** Recognize Ellingson Road as an important economic commercial corridor of the City with potential for development and revitalization, providing services, employment and opportunities, while becoming an activity center for Pacific.

**Discussion:** The Commercial Residential Mixed Use (MC) Zoning at Ellingson Road and Milwaukee Boulevard is intended to provide incentives for development at this important node. Development allowed in the MC zone includes ground floor commercial with residential above.

![Figure 6.1 Milwaukee, Oregon](image)
Extensions along Ellingson Road, west toward its intersection with Frontage Road may be considered through the annual Comprehensive Plan or the parcel rezone processes.

**Policy ED-18**: Work with property and business owners and the community to create an image for the specialty manufacturing and artisan district, which is located in the Pacific portion of the Sumner-Pacific MIC, and engage owners and the community in implementing related improvements and standards.

**Discussion**: Artisan zoning is an approach to land use and development that provides space for small-scale manufacturers that produce little to no vibration, noise, fumes, or other nuisances, meaning they can fit within a wide variety of industrial, commercial, and even residential districts.

**Policy ED-19**: Support and retain small businesses for the employment and services they provide to the community.

**Discussion**: With smaller lot sizes within Pacific’s portion of the Sumner-Pacific Manufacturing Industrial Center area, the City should actively recruit new small scale businesses to these areas. Typically, these smaller businesses have a higher ratio of employees per acre and provide higher paying family wage jobs versus large warehouse developments. Methods to recruit these businesses include in part a current buildable lands survey show the location of potential properties where these businesses could locate.

**Policy ED-20**: Develop a consistent, appropriate image for the Neighborhood Center of Pacific.

**Discussion**: The City could explore special design standards for the Neighborhood Center (NC) District to ensure that the NC district has a distinctive architectural style. This could be achieved in part through the following:

- Building off-sets
- The use of building colors
- The type of window design
- The design of outside lighting fixtures
- Half-flight Stairs

---

**ECONOMIC DEVELOPMENT OPPORTUNITIES**

**GOAL 3**: Improve the City’s role in facilitating and initiating economic development opportunities.

**POLICIES**
**Policy ED-21**: Maintain an inventory of commercial and industrial sites.

**Discussion**: An inventory of commercial and industrial sites is an important tool for planning purposes. Knowing the location of these sites, the City can direct prospective developers to the appropriate contacts.

---

**Policy ED-22**: Provide economic information to existing and potential businesses within the community.

**Discussion**: The City can implement this policy through market studies, inventories of commercial sites, and customer service. Further, approximate housing costs, work force education and age information can be provided regarding Pacific. This could be done through the use of census information.

---

**Policy ED-23**: Involve the business community in comprehensive land use planning efforts.

**Discussion**: The City should work with its business community to create an atmosphere that helps existing businesses thrive. The City should encourage public/private partnerships and support businesses that provide services to Pacific and surrounding communities. To implement this policy, the City should cooperate with businesses to create strategies and action plans.

---

**Policy ED-24**: Develop a formal economic development strategy as an element of the Comprehensive Plan to specifically identify the types of businesses most consistent with community aspirations and lay out a program to attract those businesses.

**Discussion**: The City could team with the local universities to formulate an overall development strategy for the City. Such a program would coordinate closely with the business community to maximize quality economic development in the City.

---

**Policy ED-25**: Work jointly with other jurisdictions to stimulate business retention and implement interlocal and regional strategies.

**Discussion**: The City of Pacific and City of Sumner have worked jointly to create a “Manufacturing Industrial Center” to protect and to highlight industrial zoned properties in each City. Both cities have adopted the Sumner-Pacific Manufacturing Industrial Center (SPMIC) Subarea Area and has been recognized as a MIC area by the Puget Sound Regional Council (PSRC).

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**Policy ED-26**: Create public/private partnerships with major landholders to accomplish the goals and policies of the Comprehensive Plan and enhance the economic well being of the community.
**Discussion:** With the recently completed Pacific Business Retention & Expansion (BRE) report, an economic development study created jointly by the City and Port of Seattle (POS), the City can contact landowners regarding the implementation of polices within this chapter.

**ED-31:** The City should implement its economic development strategy through a partnership with the private sector.

**Policy ED-27:** Actively recruit and promote new businesses and industries to take advantage of market opportunities.

**Discussion:** New businesses improve Pacific's image and provide services to Pacific and surrounding areas. The City can implement this policy by providing marketing information to businesses that would enhance the economic image of the community.

**ED-33:** Create public/private entities to negotiate and work jointly on projects, issues, and problems of local importance.

**Policy ED-28:** The City should work with the private sector, school districts and Green River Community College to develop programs to provide training for different jobs requiring an array of skills.

**Discussion:** With the retirement of Baby Boomers, it has become increasingly difficult to hire experienced employees in many fields. The City could poll its businesses to help determine what deficiencies they see in hiring new staff and coordinate with educational institutions to create courses to provide the skill sets needed.

**Policy ED-29:** Coordinate and initiate financial assistance.

**Discussion:** The City can implement this policy by using county, state, and federal program funds, facility grants, loans, and revolving loan funds.

**CAPITAL FACILITIES**

**GOAL 4:** Plan for sufficient capital facilities in order to maintain existing economic activities and allow for the development of new businesses.

**POLICIES**

**Policy ED-30:** Ensure adequate transportation infrastructure to support and promote economic development.

**Discussion:** An adequate transportation infrastructure needs to be provided to support commercial and industrial uses. For example, a road system that cannot support the traffic volumes generated by commercial and industrial development would dampen the interest of commercial and industrial
development from locating in the City. Further, designing intersections to accommodate the turning radius of semi-trucks needs to be considered as part of infrastructure design.

**Policy ED-31:** Direct capital facilities in key locations to encourage and promote node-like business districts.

**Discussion:** Focusing capital facilities improvements in designated areas can promote the City's image; create a sense of place, and a place to locate business. The City should provide for phasing of capital facilities to key locations to promote concurrent economic development. The City can implement this policy by creating physical plans to improve the appearance and function of streets, sidewalks, utilities, access points, lights, buildings, signage, landscaping, and other facilities.

**Policy ED-32:** Facilitate infrastructure improvements to increase economic opportunity.

**Discussion:** The City can implement this policy through public/private partnerships.

**Policy ED-33:** Make improvements to the Community Center to make it functional, attractive, and pedestrian friendly.

**Discussion:** A vibrant, modern community center could act as a center piece for the development of the “Neighborhood Center” (NC) district around City Hall.

**Policy ED-34:** Create strong pedestrian and circulation linkages between commercial areas and neighborhoods.

**Discussion:** Pedestrian linkages help provide for a vibrant cohesive community. The sense of community is enhanced when community members can interact on a more intimate basis as pedestrian versus being enclosed in cars.

**Policy ED-35:** Use underground utilities, where feasible, to enhance the appearance and appeal of commercial and industrial areas.

**Discussion:** Where possible, based on soil types and water tables, undergrounding of utilities should be required to enhance the aesthetics of the City.

**Policy ED-36:** Promote high quality transportation and transit facilities for commercial development.

**Discussion:** Attractive, safe transit facilities near commercial areas increase the likelihood that people would use the public transit system to access commercial areas.
3. BACKGROUND AND EXISTING CONDITIONS

A. Background

Pacific has historically been a predominantly residential community containing small, mainly locally-owned, businesses. Until 1995, the largest employer in town was the Auburn School District, followed by the Pacific City government. In 1995 and 1997 the City of Pacific annexed a total of approximately 400 acres of mostly vacant industrial and commercial land in Pierce County, and the economic potential of the community changed significantly. Gordon Trucking/Valley Freightliner, Pacific’s largest employer, is located in the Pierce County portion of the city.

The City of Pacific’s 2002 assumption of the Webstone Water District gave it the means to provide reliable water service in Pierce County, thereby making the area more attractive for a variety of businesses. In the recent past, larger regional and international businesses have located in Pacific adding a new dimension to Pacific’s economic fabric.

King and Pierce county Buildable Lands statistics indicate there were approximately 2,529 jobs in the City of Pacific in the year 2018. These jobs where employed in the sectors as illustrated in Figure 6.2. The Manufacturing sector employed the largest number of employees in 2000. Major employers are in 2000 are shown below.

![Figure 6.2](image-url)

<table>
<thead>
<tr>
<th>EMPLOYER</th>
<th>SERVICE</th>
<th>EMPLOYEES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auburn School District #408</td>
<td></td>
<td>50</td>
</tr>
<tr>
<td>Freightliner</td>
<td>Truck Sales &amp; Repairs</td>
<td>130</td>
</tr>
<tr>
<td>Ups</td>
<td>Distribution Center</td>
<td>120</td>
</tr>
</tbody>
</table>

TABLE ED-1
CITY OF PACIFIC MAJOR EMPLOYERS
The City completed an Economic Development Survey in October of 2018. The survey identified 248 businesses located in Pacific and classified each business by the NAICS Code (North American Industrial Classification Code) and Standard Industrial Classification Codes (SIC). The survey included person to person surveys with businesses and digital surveys. The largest block of businesses identified were construction related followed by retail trade (See Figure 6.1). The survey contained a number of questions to gauge the business owner’s perceptions, in part regarding the following (See Figure 6.4):

- Challenges businesses face in Pacific
- Traffic congestion
- Concerns about services provided by the City
- Housing Costs

*Full Time Employees: Numbers are approximate

## B. Existing Conditions – Economic Development Survey

The City completed an Economic Development Survey in October of 2018. The survey identified 248 businesses located in Pacific and classified each business by the NAICS Code (North American Industrial Classification Code) and Standard Industrial Classification Codes (SIC). The survey included person to person surveys with businesses and digital surveys. The largest block of businesses identified were construction related followed by retail trade (See Figure 6.1).

### Figure 6.3 City of Pacific Industries 2018

![City of Pacific Industries (October 2018)](image)

The survey contained a number of questions to gauge the business owner’s perceptions, in part regarding the following (See Figure 6.4):

- Challenges businesses face in Pacific
- Traffic congestion
- Concerns about services provided by the City
- Housing Costs

---

### Table ED-3

<table>
<thead>
<tr>
<th>City of Pacific - Principal Taxpayers</th>
<th>Listed by Service or Product</th>
<th>1999 data from King and Pierce County Assessors Offices</th>
</tr>
</thead>
<tbody>
<tr>
<td>Real Estate</td>
<td>9.40%</td>
<td>Pacific’s challenge will be to balance new growth with existing businesses and established residential areas. Achieving a balance of large and small businesses is vital to maintaining a healthy, vibrant economy and preserving Pacific’s small town charm.</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>1.50%</td>
<td></td>
</tr>
<tr>
<td>Office/Warehouse</td>
<td>.50%</td>
<td></td>
</tr>
<tr>
<td>Sales &amp; Service</td>
<td>2.00%</td>
<td></td>
</tr>
<tr>
<td>Trucking</td>
<td>2.75%</td>
<td></td>
</tr>
</tbody>
</table>

---

Deleted: The Boeing Company plant adjacent to the Pacific City Limits in Auburn once employed hundreds of people. Safeway has purchased this property for use as a distribution facility. Safeway facilities in Bellevue and Tacoma will be consolidated in Auburn. The City of Pacific is likely to benefit from employment and commercial opportunities associated with this new facility.
Figure 6.4 Impacts to City Businesses

Figure 6.4 highlights a number of key results of the survey.

Figure 6.5 City of Pacific Economic Development Survey

City of Pacific Economic Development Survey
*Aggregate Results from 21 Respondents

14 Business
- Headquartered in Pacific

33 years
- Average Length of Time in Business

15 years
- Average Length of Time the Business Has Been in Pacific

17
- Average Number of Full-Time Employees Among Firms Employing More Than 1 Employee

43%
- Number of Businesses That Would Consider an Expansion in Pacific

60%
- Number of Businesses Currently Experiencing Growth

71%
- Indicate Regional Traffic Congestion Has a “High” or “Above Average” Impact on Their Business

47%
- Anticipate Hiring More Employees in the Next 6 Months

43%
- Indicate Local Taxes Have a “High” or “Above Average” Impact on Their Business
Of the businesses that indicated that they may be expanding in the future, the businesses indicated that:

- Sixty-seven (67%) of the businesses stated that expansion would involve new capital investments.
- Seventy-eight (78%) indicated that expansion would involve the additions to existing buildings or construction of new buildings.
- Seventy-eight (78%) indicated that expansion would involve the additions to existing buildings or construction of new buildings.
- Seventy-eight (78%) indicated that expansion would involve the additions to existing buildings or construction of new buildings.

Based on the response to the surveys, the consultant conducting the survey was provided enough information to complete a preliminary economic development Strengths, Weaknesses, Opportunities and Threats (SWOT) matrix for the City. The results of this matrix is provided in Figure 6.5.

**Figure 6.6 SWOT Matrix for Pacific**

<table>
<thead>
<tr>
<th>Strengths</th>
<th>Weaknesses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proximity to 167 and Interstate 5</td>
<td>Theft/property crime</td>
</tr>
<tr>
<td>Central location to both Seattle and Tacoma customer markets</td>
<td>Increased traffic congestion</td>
</tr>
<tr>
<td>Price point for building rents, etc. as compared to the region</td>
<td>Lack of consistent communications from city on road projects, other policies, etc.</td>
</tr>
<tr>
<td>City is small and it’s easy to approach staff and get a response</td>
<td>Property upkeep (nuisances) as compared to surrounding cities like Sumner, Auburn</td>
</tr>
<tr>
<td>Businesses see value in opportunities to interface with City, but City will have to go to them</td>
<td>Employees, owners don’t live in the community</td>
</tr>
<tr>
<td>Central location advantage and lower land/building costs are likely to continue at least in the short term</td>
<td>Businesses generally not member of neighboring Chamber and lack of local member organization hurts biz-to-biz and city-to-city communication</td>
</tr>
<tr>
<td>Strong contingency businesses headquartered in the City and strong indications in survey (43% of respondents) that local expansion possible</td>
<td>Traffic congestion that challenges access to customer markets in Seattle and Tacoma, as well as discourages limits of access of employees</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Businesses see value in opportunities to interface with City, but City will have to go to them</td>
<td>Traffic congestion that challenges access to customer markets in Seattle and Tacoma, as well as discourages limits of access of employees</td>
</tr>
<tr>
<td>Central location advantage and lower land/building costs are likely to continue at least in the short term</td>
<td>Zoning restrictions in neighboring cities have pushed out truck parking, impacting the concentration of trucking and truck equipment sales/repair in the City</td>
</tr>
<tr>
<td>Strong contingency businesses headquartered in the City and strong indications in survey (43% of respondents) that local expansion possible</td>
<td>Rising land and building costs as redevelopment occurs in Pacific, plus impact to certain industry segments (trucking and truck storage, etc.)</td>
</tr>
</tbody>
</table>
C. Sumner-Pacific Manufacturing Industrial Center (SPMIC) Subarea Plan

The City has recently adopted the Sumner-Pacific Manufacturing Industrial Center (SPMIC) Subarea Plan. The SPMIC incorporates 2,160 acres with approximately 10% of the SPMIC located in Pacific. The SPMIC is a recognized area by the Puget Sound Regional Council (PSRC) as an area that provides protections for retaining industrial zoned properties and offers additional funding sources to provide infrastructure for MIC areas. The subarea plan was a cooperative effort by Pacific and Sumner to explore strategies to enhance the SPMIC.

A component of the SPMIC Subarea Plan included a “Manufacturing-Industrial Center Market Analysis”. The analysis identified the advantages and disadvantages of the SPMIC in attracting new businesses to the City. The market study concluded that the SPMIC was in an advantages area to attract new businesses in the Puget Sound region. The Sumner-Pacific Manufacturing Industrial Center Subarea Plan was adopted by the City Council under Ordinance 2018-1982.

FUTURE NEEDS

In keeping with the City’s commitment to the preservation of its quality of life, Pacific’s future economic strategy rests on:

1. Optimizing Pacific’s strategic location among expected growth areas for quality residential and commercial development;
2. Using a large amount of relatively scarce flat land for commercial and industrial parks that is currently undeveloped or underdeveloped;
3. Generating a significant tax base to enhance public services and facilities at service levels that enhance the quality of life for the community;
4. Encouraging a diversity of local businesses to attract and enhance regional tourism, with more dining and cultural opportunities, and events such as the Pacific Days Festival and a Public Market;
5. Creating better accessibility to regional employment and residential areas;
6. Providing residents with quality natural settings and preserving the City’s small town atmosphere;
7. Balancing sustainable growth and development that incorporates resource efficiency in design, development, construction and maintenance by minimizing damage to and improving the quality of the environment, community, and economy;
8. Balancing economic vitality with other elements such as transportation and human services;
9. Fostering a regulatory framework and providing incentives to encourage appropriate economic development; and

10. Addressing affordable housing concerns to provide opportunities for those employed in retail or service jobs to live close to their places of employment.

4. ECONOMIC DEVELOPMENT STRATEGIES

4.1 Providing a Predictable Development Atmosphere

Pacific’s strategy for “economic rebirth” includes providing a predictable development atmosphere by:

- Emphasizing diversity in the range of goods and services,
- Ensuring that as the economy changes, employment opportunities are balanced with a range of housing opportunities,
- Encouraging the type of growth and development that supports and complements quality of life,
- Facilitating economic activity in order to achieve the economic vitality necessary to achieve the community's vision,
- Creating incentives to concentrate new growth and development into specific Activity Areas, such as the Neighborhood Center, Ellingson Road, Pacific/Sumner Station, and the Pacific/Sumner Employment Center as defined in the Land Use Chapter.

The resulting tax base from business activity and high quality residential areas will enable the City to provide an improved level and quality of services and facilities.

4.2 Keeping Up with Growth

Enhancing the City’s economic health while it grows will require a variety of other strategies, such as:

- Balancing future development with the preservation of natural systems and sensitive areas that can accommodate limited uses;
- Allowing a mix of uses through redevelopment, infill, subarea planning and master planning;
- Developing and implementing clear economic policies; and
- Encouraging interaction between the private sector and the community.

4.3 Encouraging Economic Activity

Pacific can foster a regulatory environment that supports diverse businesses, property owners, and regional and local developers by providing:

- Adequate and well maintained city services, infrastructure, and facilities;
- Consistent and predictable planning, regulatory and permitting processes;
- Flexible City requirements such as zoning and development regulations that are responsive to market forces; and
Efficient processing of applications and a healthy economic atmosphere.

This type of environment can accommodate and retain economic activity attracted to the community by local and regional market forces.

The Economic Development element is based on the City's Vision and Comprehensive Plan and Land Use Policies, as expressed in the City’s Framework Goals. “Economic Rebirth” emphasizes enhancement of the City's character and location, both built and natural, which provide Pacific with a unique advantage in attracting jobs and residents.
CHAPTER 7

Parks, Open Space, Recreation, & Trails
1. INTRODUCTION

“How could we ever be alone...when we’re enmeshed in the fabric of living ecosystems, embraced by beaches and enveloped by mountains, serenaded by insects and birds, accompanied by drifting seas and clouds, stroked by the wind...”

J.W. Hardin

As a part of the natural fabric of the community, parks, open space, recreation facilities, and trails are a source of pride and identity. They contribute to physical and mental well-being; provide natural beauty, environmental protection, recreational opportunities, and a balanced urban landscape.

This element provides an inventory of park and recreational facilities throughout the City, and policy direction for the continued provision of adequate park and recreation facilities to serve the community’s needs. The Capital Facilities element addresses parks, trails, open space and recreational facilities in order to provide for future needs and secure funding for land acquisition and/or improvements.


2. GROWTH MANAGEMENT ACT (GMA) REQUIREMENTS

The City of Pacific Parks, Open Space, Recreation, and Trails element addresses Growth Management Act (GMA) goals of open space retention and development of recreational opportunities, conservation of fish and wildlife habitat, increased public access to water and development of parks. The City of Pacific determined that parks are an integral part of the community and essential to the quality of life for its residents and visitors.

Washington State requires that comprehensive plans for cities planning under RCW 36.70A.040 include:

“a park and recreation element that implements, and is consistent with, the capital facilities plan element as it relates to park and recreation facilities. The element shall include: (a) Estimates of park and recreation demand for at least a ten-year period; (b) an evaluation of facilities and service needs; and (c) an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.” (RCW 36.70A.070)

Park and recreation facilities must be included in the capital facilities element of a comprehensive plan.
3. VISION AND VALUES

3.1 Vision

Pacific’s vision is to provide high quality, safe, and accessible recreational facilities; link areas through greenbelt connections; and preserve and enhance the community’s natural resources such as the White/Stuck River, creeks, forested hillsides, and native plant and animal habitat.

Each component of Pacific’s Parks, Open Space, Recreation, and Trails system is envisioned to perform a variety of functions:

a. Parks provide places for active recreation and relaxation, and serve as community gathering places;

b. Open space, forested hillsides and environmentally sensitive areas provide visual relief and protect the community’s ecological resources. The City will serve as the steward of these resources;

c. Active recreation improves health and wellness, builds self esteem, and provides opportunities to reduce stress, for learning and for living a more balanced life;

d. Trails, riparian (river) corridors, and greenbelts link areas of open space and wildlife habitat, and provide connections between residential areas and other parts of the City, and destinations in surrounding cities;

e. Landscaping and street trees provide linear open space, visual appeal, environmental value, and calm traffic along the City’s streets; and

f. Required infrastructure, such as stormwater facilities, can be utilized to contribute to park-like amenities.

g. Trail linkages can encourage development of commercial services and other related uses.

Pacific’s general goals are: to have no net park loss; to provide parks that meet local demand for child and adult recreation, and outdoor gathering places within walking distance of the neighborhoods they serve; to link recreational amenities within the community to each other, and with neighboring facilities of regional significance. Pacific’s vision includes providing, when possible, accessibility to facilities for all ages and abilities of park and recreation users.

3.2 Values

Pacific places a high value on its park and recreation system. With approximately 76 acres of open space and recreational land designated within City limits in 2019, Pacific has an acceptable amount of park acreage for current needs, according to traditional National Recreation and Park Association (NRPA) Level of Service Standards (LOS). The NRPA suggested that a park system, at a minimum, be composed of a core, or local system of parklands, with a total of 6.25
to 10.5 acres of developed open space per 1,000 population.

NRPA and Washington State guidelines now take more of a “systems approach” to community facility planning. Today we are encouraged to consider the unique social and economic characteristics of our community to determine the range, quantity and quality of recreational facilities within our financial reach. The following concerns are now being more fully addressed:

- **Environmental** (pollution reduction, disappearing resources such as wetlands and forests, the greenhouse effect, and global warming);
- **Social** (wellness activities and the desire to maintain a diverse cultural heritage);
- **Economic** (reductions in per capita leisure spending and increasing cost of facility maintenance); and
- **Demographic** (divorce rate and growth of urban minorities).

This approach necessitates working with residents and community groups in an ongoing, dynamic process to determine the size, location and use of land set aside for parks and recreational facilities.

Pacific’s parks, open spaces, and recreational facilities are valued for the variety of functions and services they provide, such as gathering places for the community; places of recreation; places of tranquility; and preservers of ecological functions and wildlife habitat.

Pacific is located in a scenic area where communities allocate high park facility service levels to keep up with current demands, anticipate growth and preserve resources for future use. For these reasons, the City of Pacific has determined that approximately 10 acres per 1,000 population, will be adequate to provide strategically designed and located park facilities for future generations in this community.

### 4. GOALS & POLICIES

**PARK SYSTEMS AND DESIGN**

**GOAL PR-1:**
Pacific’s general parks goals are to have no net park loss, to provide opportunities for active and passive recreation, and more neighborhood parks to meet the demand for play areas and outdoor gathering places within walking distance of the neighborhoods they serve.

**GOAL PR-2:**
Provide a system of parks, open space, trails, and recreational facilities that provides a variety of recreation opportunities that are accessible, efficient, and safe.
POLICIES

Policy PR-2.1: Develop and expand multi-use community parks that serve the entire Pacific area and provide a wide range of passive and structured recreation facilities.

Discussion: The City should continuously pursue the acquisition of new parks to provide additional active and passive recreation to City residents. Options to purchase new park properties could be through a combination of the parks levy funds received from King and Pierce County, Conservation Futures Trust (CFT) grant funds, grant funds through the State or designation funds from the Pacific general fund accounts.

Policy PR-2.2: Include in City park designs, facilities for the employees of the industrial and commercial areas.

Discussion: City parks are not exclusive to City residents. Park facilities provide a necessary avenue of stress relief from jobs and enhances the overall wellness of employees of businesses in the City. Further, cities with parks that are designed to attract employees have a greater economic advantage by drawing new businesses to the City.

Policy PR-2.3: Make a wide variety of park and recreation facilities available to meet the desires of special needs, special interest populations, and all age groups, including ADA accessible and dog parks.

Discussion: Various age groups have different needs for recreation purposes. Younger age groups enjoy a variety of play equipment while older groups expect different facilities such as multiuse sports courts (tennis, basketball, pickleball). Other groups rely on ADA accessible trails and facilities.

Policy PR-2.4: Provide an equitable distribution of recreation resources between active structured park areas, natural open space, trails, sports fields, and special use areas.

Discussion: Within the urban area, there should be a mix of passive and active parks. Natural open spaces parks are necessary to help reduce stress and provide a better sense of wellbeing. Studies have been done that indicate even small areas of open space with trees reduce stress levels. Likewise, sports fields and other athletic facilities provide a powerful function in exercising the body, which also reduces stress levels.

Policy PR-2.5: Provide a recreation program with a variety of opportunities for the community that makes maximum use of the recreational facilities available within the City.
**Discussion:** Recreation programs, especially for younger children, youths and teenagers provide a physical outlet for their energy. Team sports recreation programs help youths make friends and learn how to foster relationships with other people.

**Policy PR-2.6:** Establish design standards such that all facilities provide maximum personal safety, enhance and complement the natural settings of the White River valley and West Hill, and enable an efficient and financially sustainable maintenance program.

**Discussion:** Design standards for new recreation facilities should look at the following criteria:

- The safety of the facility/equipment for the intended use of the facility.
- The ease of maintenance and ability to find spare parts for the facility.
- The facility's resistance to vandalism.
- Projected lifetime of the facility (manufacturer's warranty).

**Policy PR-2.7:** Continue to coordinate and develop linkages to the Interurban Trail to the south, west, and northeast to the cities of Auburn, Sumner and Edgewood through the planning area.

**Discussion:** The cities of Milton, Edgewood and Sumner have recently constructed additional sections of trails in their jurisdictions. Most recently, Sumner has completed the last section of the Sumner “Link” Trail from 7th St. E (Stewart Road) south to downtown Sumner. The cities of Edgewood and Milton have recently completed the “Jovita Station” portion of the Interurban Trail on the West Hill.

The Interurban Trail currently ends at the intersection of Stewart Road SE and Valentine Ave SE. The City should continue to seek funds to extend the Interurban Trail from Pacific to Edgewood/Milton and to the “Link” Trail in Sumner.

**Policy PR-2.8:** Coordinate development of the trailhead site at the 3rd Avenue terminus of the Interurban Trail consistent with the development of an adjacent pocket park.

**Discussion:** The trailhead off 3rd Ave SW is a convenient spot for users of the trail to take a lunch break or a rest. The City owns property just north of the parking lot/trailhead located adjacent to Milwaukee Creek (Hatch Property). This property is intended for use as a wetland...
mitigation site for the extension of the trail south of 3rd Avenue SW. This property could be used as a joint use facility as a pocket park with interpretive signs for the wetland mitigation area.

**Policy PR-2.9:** Identify critical bicycle and pedestrian connections between residential districts, existing open space lands, park facilities, regional trail facilities, employment districts, and community activity centers. Upgrade such connections to current City standards for pedestrian and bicycle routes.

**Discussion:** These connections should be identified and prioritized in the City’s Capital Improvement Program documents. Prioritizing these connections would allow the City Council to budget monies for improvements accordingly on a yearly basis.

**Policy PR-2.10:** Encourage the use of green belts as buffers, especially between commercial and residential uses.

**Discussion:** Such green belts provide a number of benefits. Benefits include the screening of more intensive land use from less intensive land uses and to provide wildlife corridors within the City.

**Policy PR-2.11:** Plan to distribute park facilities throughout the City.

**Discussion:** Decisions to purchase and develop park and open space areas should consider an equitable distribution of park and recreational facilities throughout the City. Park sites and activities should be conveniently accessible to all residents.

**Policy PR-2.12:** Identify and acquire potential park and recreational facilities and land for the expansion of existing facilities, where appropriate. Acquire public access to greenbelt critical slope areas within City boundaries through such means as acquisition, conservation easements, and/or purchase of development rights.

**Discussion:** The acquisition of open space and park land requires considerable forethought because it is expensive and commits the City to maintenance responsibilities. Benefits of park and open space acquisition include establishing greenbelts, providing access to water, preserving areas for wildlife habitat, and protecting natural features. Acquiring and preserving such lands should be encouraged. The lands offer opportunities for recreation and provide open space.

**Policy PR-2.13:** Design of new parks should reflect safety and security of park users.

**Discussion:** As needs change and as existing facilities age, redevelopment of existing facilities should occur.
**Policy PR-2.14**: Encourage the development of small (mini-) parks when linked to a trail system and upkeep is cost-effective and sustainable.

**Discussion**: Small mini-parks provided adjacent to the trail system can provide a short term resting area or together with educational signage for local ecological systems or history.

**Policy PR-2.15**: Limit general on-site parking at tot lots and mini parks.

**Discussion**: These park facilities should primarily be resources to the neighborhood and promote people walking to them. Limited parking for the disabled or for loading could be provided.

**Policy PR-2.16**: Develop a capital improvement program that specifies a six-year schedule for acquisition, development, and improvement of park and recreation lands.

**Discussion**: The Capital Facilities element of the Comprehensive Plan includes a long-term financing strategy for Parks, Open Space, and Recreation. A six-year Capital Improvement Program (CIP) will be updated annually to set priorities for park acquisition and improvement expenditures.

**Policy PR-2.17**: Develop currently owned City properties deemed appropriate for use as recreation facilities per City’s parks plan priorities.

**Discussion**: A number of City properties are vacant and underutilized. Most of these properties are small in size. These properties should be re-evaluated every few years to determine if they could provide recreational opportunities (such as pocket parks) to City residences.

**Policy PR-2.18**: Work with developers to explore creating on-site recreational amenities, or contributing to those nearby, in addition to, or in lieu of, impact fees.

**Discussion**: Encourages developers to provide on-site recreational facilities to provide a better, healthier working environment for employees. A better working environment helps to increase the productivity of employees. Recreational amenities can be provided as part of “Wellness” programs.

**Policy PR-2.19**: Design and construction of parks should take into account conservation of resources such as energy and water.

**Discussion**: The design of parks should take into account the natural resources of the vicinity. The consideration of the park design should consider the expansion of local resources such as the protection of water quality and the use of storm water to maintain the vegetation in the park.
OPEN SPACE

GOAL PR-3:
Encourage the retention of open space and development of compatible recreational opportunities, to conserve fish and wildlife habitat, and increase access to natural resource lands and water.

POLICIES

Policy PR-3.1: Protect, preserve and enhance environmentally sensitive areas as passive recreation areas. These areas include steep slopes, wetlands and stream corridors.

Discussion: Acquisition of these areas encourages the retention of existing natural vegetation and the preservation of wildlife corridors. Where appropriate, restricting public access to these areas should be considered.

Policy PR-3.2: Seek to acquire the most significant parcels of property for passive parks in order to protect hillside amenities, wetlands, river and stream corridors, and other critical open spaces.

Discussion: Where applicable, the City should pursue grant funds to purchase critical areas for passive park/open space purposes. Grant funds for the preservation of open spaces/critical areas are available through the following agencies:

- King County Conservation Future Trust (CFT) grants.
- State of Washington Wildlife and Recreation Program (WWRP) grants (through the Recreation and Conservation Office [RCO])
- Federal Land and Water Conservation Fund (LWCF)

Figure 7.2 - Tacoma Blvd. Property with Milwaukee Creek Purchase with CFT Grant Funds
**Policy PR-3.3**: Explore opportunities for dual-duty wetland/habitat enhancement and passive recreation projects.

**Discussion**: The preservation of wetlands and other habitats can provide passive recreational opportunities as well as educational opportunities. Educational signage can be provided regarding the environmental features that are protected.

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**FINANCING AND MAINTENANCE**

**GOAL PR-4**: Provide adequate financial and management resources to offer park and recreation facilities, programs and services to local patrons of all ages, and administer a parks development and maintenance program that provides for the protection of this investment and enhances the quality of life for the citizens of Pacific.

**POLICIES**

**Policy PR-4.1**: Maintain a park and recreation operating budget reflective of the community’s needs and available resources.

**Discussion**: The City has a limited amount of funding for parks and recreation. The City should consider all acquisition and development projects in the context of future development responsibilities. Cost/benefit assessments are important to determine appropriate maintenance levels. Proper maintenance protects the public investment in the parks system. Well-maintained parks encourage use and promote community pride.

**Policy PR-4.2**: Utilize mitigation fees and other methods for the acquisition and development of parks and recreation facilities.

**Discussion**: The City can provide for mitigation of development impacts to parks and recreation facilities through some of the following methods:

1. Requiring dedication of land within subdivisions;
2. Encouraging voluntary park contributions;
3. Park impact fees;
4. Contractual agreements that call for the developer to construct needed facilities in a new or existing park;
5. Developing an alternative that combines the options listed above.

**Policy PR-4.3:** Where appropriate, pursue joint venture opportunities with the State, King and Pierce counties, surrounding cities, local school districts, and other groups and agencies, including public/private partnerships, in developing parks and recreational facilities.

**Discussion:** Recreational facility use and potential funding sources often extend beyond the boundaries of local governments, making it important to maintain an effective intergovernmental coordination program. Given the presence of adjacent cities, King and Pierce counties, and several school districts, there will be opportunities for shared use of facilities and cooperative projects.

**Policy PR-4.4:** Actively seek grants and other outside sources of revenue for the acquisition, development, and improvement of park and recreational facilities.

**Discussion:** Identifying and pursuing funding sources, such as Community Development Block Grants, the State’s Recreation and Conservation Office, and King and Pierce counties’ Conservation Futures Trust (CFT) Funds, increase park capital improvement potential. Funding and services offered through county, state, and federal agencies and volunteer donations will serve to expand parks and recreation opportunities, as will seeking funds from corporate and private donors.

**Policy PR-4.5:** Explore the creation of a Park District and other levy opportunities to fund operations and maintenance.

**Discussion:** Creating a Park District would help to create an additional revenue source for the acquisition and maintenance of parks.

**PUBLIC INVOLVEMENT**

**GOAL PR-5:** Encourage public involvement in the park and recreation planning and service process.
POLICIES

**Policy PR- 5.1:** Periodically review park and recreation preferences, needs, and trends through household surveys, public meetings, and other public input sources.

**Discussion:** Park surveys should solicit information about changes in public sentiment and general public need relative to cost. *Surveys should occur approximately every eight years.*

**Policy PR- 5.2:** Periodically evaluate the City’s existing recreation facilities relative to regional and national recreation standards and citizen surveys to identify parks deficiencies and program needs.

**Discussion:** This evolution should be done on the same cycle to update park preferences from citizen surveys. The cycle (approximately every eight years) can be coordinated with the State requirements for updating Comprehensive Plans.

**Policy PR- 5.3:** Use equipment, landscaping, and design which reduces long-term maintenance costs, increases safety for park users, and is environmentally safe.

**Discussion:** Playground equipment should be evaluated based on the following criteria.

- Resistance to vandalism
- Durability of Materials
- Ease of Maintenance
- Safety Record of the Equipment

PLANNING AND FACILITIES

**GOAL PR-6:** Coordinate planning and facilities with regional and neighboring jurisdictions.

**POLICIES**

**Policy PR- 6.1:** Create working partnerships with local counties and cities for joint-use facilities (i.e. skate parks).

**Discussion:** Pacific, being a smaller City, has less resources and staff for constructing and running larger scale recreational facilities. Working with other agencies for joint-use facilities could provide Pacific residents with a wider choice of recreational facilities. One method that could be used to meet these needs is the establishment of a Parks District incorporating local jurisdictions.
Policy PR- 6.2: Coordinate with local school districts to maximize the use of school properties and facilities for park and recreational purposes.

Discussion: The Auburn and Sumner School Districts have buildings and play fields that can be used for recreational programs. Cooperative agreements on maintenance can result in cost savings for both the City and the school district. Locating youth programs at school facilities provides easy access to school age groups.

Policy PR- 6.3: Work with non-profit groups and other volunteer groups.

Discussion: To offset some maintenance costs and promote community identity and involvement, the City should utilize the resources and ideas of civic and community-based organizations.

5. EXISTING CONDITIONS

5.1 Planning Considerations

Pacific's greater recreation service area potentially encompasses more than 5 square miles, although the City itself now covers under 2.5 square miles. (See Park Service Area Map). Plans that affect the size, shape, and composition of Pacific, as well as amenities available to its community, are underway.

The State Office of Financial Management (OFM) 2020 population figure for the City of Pacific is 6,925. To project population figures to the year 2035 (the range of this Comprehensive Plan), consideration must be given to population lost by the conversion of many Pierce County properties from residential uses to commercial and light industrial uses.

Pacific has a 218 acre designated Urban Growth Area (UGA) abutting its westernmost boundary in King County, which must be considered when planning for adequate facilities and service in the future. This area, referred to as Jovita Heights, or West Hill, is primarily comprised of large residential lots and wooded open space. Jovita Heights contains many opportunities and challenges, including heavily wooded steep slopes, and the 16 acre Trout Lake with little public access and associated wetlands. The City has purchased property in this area (the Morgan Property) totaling 2.30 acres which preserve part of the headwaters of Jovita Creek and provides additional access to Trout Lake.

The City of Pacific is exploring further opportunities for developing both active and passive parks in this area, and trail

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connections with unincorporated King County and the cities of Edgewood, Milton, and Federal Way.

The City of Pacific’s population growth from 2010 to 2019 was 4.6% which equates to a yearly population growth rate of .51% over the past nine years. This rate was due to a loss of population in the Pierce County portion of the City where single-family uses are gradually being phased out for industrial and commercial uses. The rate is anticipated to rise as new subdivision/short plats come on-line, however, any rise in the rate will ultimately decline over the long term, due to the City’s limited urban growth boundary (UGB). The City of Pacific must take the unique characteristics of its annexation area on West Hill in King County, and those of the Pierce County urban growth area (UGA) along the White/Stuck River into account when planning for the recreational needs of the community in the year 2025.

City/River Park, the City of Pacific’s primary park facility, is located in the eastern, King County portion of Pacific. The developed park occupies the western section of a 43 acre parcel that spans the White/Stuck River. This parcel does dual-duty as a King County flood control facility. Other land owned by King County follows the River south on both sides, and is met on the southwest by the 25 acre Pierce County Water Programs parcel, an enhanced wetland. A rough trail with water views now exists from 3rd Avenue SE to Stewart Road (8th Street E).

King and Pierce county flood control projects are expected to significantly alter riverfront contours and amenities on the west bank (right bank looking down river) over the next several years. The King County Flood Control District has already significantly altered the left bank (looking down river) by breaching the former levee and constructing the “Left Bank Levee Improvements”. The levee allows the White River to channel migrate, which helps to alleviate flooding in Pacific and down river. The top of the new levee acts as a de facto public trail.

The King County Flood Control District is now designing the “Right Bank Levee Improvements.” The City of Pacific envisions creating a system of passive parks and trails on the right bank in conjunction with these improvements as well as in Pierce County after annexing the
Pierce County Water Program parcels and adjacent residential and mixed-use properties on Butte Avenue South.

### 5.2 Park, Open Space, Recreation, and Trail Facilities

City of Pacific Park, Open Space, Recreation and Trails facilities are divided into the following categories: Community Park, Neighborhood Park, Pocket Park, Trail, Open Space, and Undeveloped Park Parcels. The following is an inventory of current City owned park properties (see Parks Inventory Map, for locations of all City park facilities). The current acreages dedicated for park and recreation use within the City of Pacific planning area are as follows:

#### Current Active and Passive Park & Recreation Sites

<table>
<thead>
<tr>
<th>Active Park &amp; Recreation Sites</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. 5th SE Property* - 141 5th Avenue SE</td>
<td>.50</td>
</tr>
<tr>
<td>2. Alder Lane Property* - 211 Alder Lane</td>
<td>.20</td>
</tr>
<tr>
<td>3. Aspen Lane Park: - at 1st Ave. E</td>
<td>.24</td>
</tr>
<tr>
<td>4. Beaver Park – 550 Beaver Blvd.</td>
<td>.23</td>
</tr>
<tr>
<td>5. Blueberry Park – 117 5th Ave. SW</td>
<td>.11</td>
</tr>
<tr>
<td>7. Centennial Park – 100 3rd Ave. SE</td>
<td>2.01</td>
</tr>
<tr>
<td>8. City Hall Campus (2008) - 126 3rd Ave. SE</td>
<td>.59</td>
</tr>
<tr>
<td>9. City Hall Campus (2010) - 130 3rd Ave. SE</td>
<td>.79</td>
</tr>
<tr>
<td>10. Community Center/Gym – 100 3rd Ave. SE</td>
<td>.69</td>
</tr>
<tr>
<td>11. Community Services – 100 3rd Ave. SE</td>
<td>.05</td>
</tr>
<tr>
<td>12. Elise Park – 225 Elise Lane</td>
<td>.11</td>
</tr>
<tr>
<td>15. City Park (King Co.) – 600 3rd Ave. SE</td>
<td>18.37</td>
</tr>
<tr>
<td>16. City Park (Pacific) – 620 3rd Ave. SE</td>
<td>.27</td>
</tr>
<tr>
<td>17. Rhubarb Park – 211 Rhubarb Street SW</td>
<td>.45</td>
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<td>18. Strawberry Park – 128 Strawberry Court SW</td>
<td>.52</td>
</tr>
<tr>
<td>19. Sunset Park – 246 Sunset Drive</td>
<td>.10</td>
</tr>
<tr>
<td>20. Triangle Park property* – 4501 A Street</td>
<td>.68</td>
</tr>
</tbody>
</table>

**Active Parks & Recreation - Total Acres**  **26.5**

The location of Active Parks is shown in Maps 7.1 to 7.5

*May be sold/exchanged for other property (1.69 Acres total)

#### Passive Parks/Open Space

<table>
<thead>
<tr>
<th>Site Locations</th>
<th>Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Butte Panhandle* - Butte SE to County Line</td>
<td>.36</td>
</tr>
<tr>
<td>2. Pacific Meadows Wetlands</td>
<td>6.20</td>
</tr>
<tr>
<td>3. West Hill – Former Reservoir N of 3rd SW</td>
<td>.28</td>
</tr>
<tr>
<td>4. West Hill – East of former Reservoir</td>
<td>.94</td>
</tr>
<tr>
<td>5. West Hill Passive Park - North of 3rd SW</td>
<td>3.68</td>
</tr>
</tbody>
</table>

*May be sold/exchanged for other property (1.69 Acres total)
6. West Hill – 3rd to 4th Ave. SW (S.380th St.) ______ 4.99
7.  West Hill – South side of 4th Ave. SW ______ 3.94
8.  West Hill – North side of 5th Ave. SW ______ 1.67
10.  Tacoma Blvd. - Approximately 119 Tacoma Blvd. ______ 0.18
11.  Hatch Property – Adjacent to Interurban Trail ______ 1.36
12.  City Park – King Co. (Left Bank of the White River) ______ 24.63

**Passive Parks**

<table>
<thead>
<tr>
<th>Passive Parks</th>
<th>Total Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>50.45</strong></td>
</tr>
</tbody>
</table>

The location of Passive Parks are shown in Maps 7.6 to 7.9.

*May be sold/exchanged*

**Linear Parks and Trails**

- Interurban Trail – North of 3rd Ave SW
- Interurban Trail – South to County Line
- Beaver Meadows Trail
- Interurban Trail PSE - Pierce Co. at County Line
- West Valley/PSE properties
- West Hill (former PSE) – County Line
- The “Left Levee” Trail on the White River north from 8th St. E in Sumner to the White River by the BNSF Railroad Bridge

**5.3 Community Park**

PMC 20.06.030 Civic Use Category (H) Recreation, Nonprofit (2) Level 2: Community parks. Community parks exceed 10 acres in size.

**Community Park:** An area of diverse environmental quality. The park may include areas suited for intense recreational facilities such as athletic complexes or sports courts. It may also include areas of a natural quality for passive recreation such as walking, sitting, and picnicking.

**Existing Facility:** City/River Park

Pacific City/River Park is a passive and active use facility located at the east side of the City along the west bank of the White/Stuck River. It is the City’s principal park. Park facilities were constructed with funds from a 1970 Washington State grant, and dedicated in 1976. The park is developed and maintained by the City of Pacific on land primarily owned by King County.

The active portion of City/River Park is approximately 19 acres, and contains the Bill Ray
baseball field with backstop and bleacher’s. It also has restrooms, the Art Hollingsworth Picnic Pavilion, William Profit Performance Stage, a basketball court, a play area with swings and climbing toys, and several picnic tables with barbecues, and paved and unpaved trails.

An internal trail fulfills the Americans with Disabilities (ADA) requirements. It connects with street trails and bike paths running south from Ellingson and Skinner roads to the north, the 3rd Avenue bike path and trail running east to west, and an informal trail along the White/Stuck River to the south.

The east side of the River is primarily part of the King County Flood Control District left levee improvement area. In this area, the concrete levees were removed to allow the White River to move more naturally within its historic floodplain. The left levee improvement provides an pedestrian trail on the left (east) bank of White River.

5.4 Neighborhood Parks

PMC 20.06.030 Civic Use Category (H) Recreation, Nonprofit (1) Level 1: Neighborhood parks and open space. Neighborhood parks range in size from approximately three to 10 acres.

Neighborhood Park: An area for intense recreational activities, such as field and court games, crafts, playground apparatus, skating, picnicking, etc. The area of service is from ¼ to ½ mile radius. A neighborhood is defined as a contiguous residential area population up to 5,000. The desirable size of a neighborhood park is from three to ten acres. The neighborhood park should
be easily accessible to the population it serves, preferably geographically centered, with safe walking and bike access.

**Existing Facility: City Hall Campus**

The City Hall Campus contains Centennial Park: 1.5 acres of developed playfield with backstop and the old Yates Cabin facing the street. It is located near the southeast corner of 3rd Avenue S.E. and Milwaukee Avenue S., adjacent to and on the east side of the City Hall Complex. A Master Plan for Centennial Park, and the City Hall Campus, which includes a perimeter trail and other amenities, is being developed.

The City Hall Campus is composed of City Hall, the Algona-Pacific Community Services Center, and the Community Center/Gymnasium. The Complex is heavily used for indoor and outdoor public recreation.

The site also includes the City Hall lawn along Milwaukee Avenue S and 3rd Avenue SE, and a Public Works building and equipment yard, which will be relocated to allow expansion of other public facilities. The combined acreage of the current City Hall Campus is 3.8 acres. Recent purchases of adjacent residential properties have increased expansion potential by another 1.38 acres.

A small plaza with seating and public art that includes a fountain sits on the 3rd Avenue SE City Hall lawn. The walkway from 3rd Avenue SE passes along two sides of the fountain, and travels under a cupola before delivering visitors to the front door of City Hall. Plans are underway to add a Veteran’s memorial, information kiosk, and additional seating in this area.

### 5.5 Pocket Parks

These are specialized facilities that serve a concentrated or limited population or specific group such as tots or senior citizens. The area of service is less than a quarter-mile radius and the desirable size is one acre or less. A pocket park’s recommended location is within a residential neighborhood, preferably in close proximity to multi-family housing or housing for the elderly.

**Existing Facilities**

<table>
<thead>
<tr>
<th>Existing Facilities</th>
<th>Acreage</th>
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<tbody>
<tr>
<td>Aspen Lane Park - at 1st Ave. E</td>
<td>.24</td>
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<tr>
<td>Beaver Park – 550 Beaver Blvd.</td>
<td>.23</td>
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<tr>
<td>Blueberry Park – 117 5th Ave. SW</td>
<td>.11</td>
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<tr>
<td>Butte Ave. Property* - 32X Butte Ave. S</td>
<td>.41</td>
</tr>
<tr>
<td>Elise Park – 225 Elise Lane</td>
<td>.11</td>
</tr>
<tr>
<td>Milwaukee Park – 522 Milwaukee Blvd. S</td>
<td>.13</td>
</tr>
<tr>
<td>Otter Park – 215 Otter Drive</td>
<td>.13</td>
</tr>
<tr>
<td>Rhubarb Park – 211 Rhubarb Street SW</td>
<td>.45</td>
</tr>
<tr>
<td>Strawberry Park – 128 Strawberry Court SW</td>
<td>.52</td>
</tr>
<tr>
<td>Sunset Park – 246 Sunset Drive</td>
<td>.10</td>
</tr>
</tbody>
</table>

**Total Pocket Park Acreage** 2.43
5.6 Greenways/Linear Trails

**PMC 20.06.030 Civic Use Category (H) Recreation, Nonprofit**

Level 4: Linear Trails. Linear trails are long, narrow parks used for walking, jogging, and bicycling.

**Linear Park:** An area, both local and regional in nature, developed for one or more varying modes of recreational travel, such as hiking, biking, horseback riding, pleasure driving, etc. It is recommended that they be of sufficient width to protect the resource and the users and to provide maximum use.

**Existing Facilities: Trails**

<table>
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*The White River Trail East (Left bank levee improvement) is a de facto trail incorporating the maintenance road on top of the levee.**

**The White River Trail west will be affected by King and Pierce County flood control projects over the next several years.**

**Local Trails:**
The Pacific/White River Trail is an unpaved trail on the berm along the west side of the White/Stuck River, continuous within City/River Park and extending southwest into the Pierce County portion of the Trail Plan. It is heavily used by pedestrians and some bicyclists. There is a fence separating the River from the park that extends from the north boundary of the park along the inland side of the berm for approximately half of the length of the park. A portion of the fence is offset parallel to provide free travel gateways.

**Regional Trail Links**

**Interurban Trail:** The metropolitan region has an extensive network of existing pedestrian/bicycle trails. There are a number of proposals for expanding trails in various stages of planning and development.
The Interurban Trail is a regional pedestrian/bicycle trail that extends from its northerly connection with the Burke-Gilman Trail around the north end of Lake Washington, south through metropolitan King County to its current southern terminus on the north side of Stewart Road SE at the NW intersection with Valentine Ave. SE. With the completion of new White River Bridge in Sumner, the trail will hook up with the City of Sumner’s “Link Trail” along the White River.

### 5.7 Open Space/Passive Nature Parks

**PMC 20.06.030 Civic Use Category (H) Recreation, Nonprofit (1) Level 1: Neighborhood parks and open space...Open space may be unlimited in size and may or may not have public access.**

**West Hill Passive Park**

West Hill Passive Park is a wooded five-acre parcel rising from the Valley floor on the north side of 3rd Avenue SW to the top of the West Valley slope at 55th Avenue S. It is adjacent to and east of two smaller parcels that used to contain the City Reservoir and access road. Two wooded steep slope parcels to the south, rising up above West Valley Highway, were deeded to the City of Pacific by the R and M Jones Family in 1998. Their combined area is over five and one half acres.

These sites are all contained within the west side greenbelt. Portions of the western slopes of the White River valley within the City limits have been designated as sensitive areas because so much of the slopes are steeper than 30%. This area extends far beyond the City's boundaries to the north and south. These steep slopes must be preserved as critical open space, and therefore serve as permanent regional greenbelts.

**Morgan Properties**

The Morgan properties are located in the City’s Urban Growth Area (UGA) on or adjacent to Trout Lake on the West Hill. One property contains part of the headwaters of Jovita Creek. Another parcel provides direct public access to Trout Lake.
Tacoma Blvd/Milwaukee Creek

This is a small 8,000 sq. ft. parcel that is bisected by Milwaukee Creek. It is envisioned that the portion of the creek on this property will be revegetated.

Hiranaka/Hatch Property

This is a 1.36 acre parcel of property adjacent to the Interurban Trail just north of 3rd Ave. SE. Milwaukee Creek flows on the SE boundary of the property. The property is proposed to remain as a passive park and is being used as a wetland mitigation site for the continued construction of the Interurban Trail in Pacific.

5.8 Undeveloped Park Facilities

5.8.1 Community Park

The City of Pacific has operated City/River Park on nearly 20 acres along the east side of the White/Stuck River for over 40 years. This area is only accessible from the King County Left Levee Bank improvements. This area of the park is part of a 43 acre parcel owned by King County that spans the River. King County owns other undeveloped property along the River to the south. Pierce County also owns a 25 acre undeveloped parcel along the River adjacent, and to the south of this land. Due to the impact of the completed left levee flood control project and the proposed right bank levee flood control project, the City now envisions designing a system of trails and viewing areas compatible with King and Pierce County flood control setback designs along both banks of the White/Stuck River from 3rd Avenue SE to Stewart Road SE.

5.8.2 Pocket Parks

The City of Pacific owns a small triangle of land east of the Burlington Northern Santa Fe Railroad (BNSF), bounded by “A” Street to the east and south. A Department of Transportation (WSDOT) grant for pedestrian safety funded design of an underpass below the railroad tracks to provide access to Triangle Park, as well as connectivity to trails in the city of Auburn.

A park was envisioned to serve nearby residents and businesses, as well as providing seating for trail travelers. BNSF began considering adding a third track to this line, making construction of

Figure 7.12 Pacific City Park – Left Bank Open Space Area
an underpass too complicated and expensive to execute. The City is now considering selling the stand-alone triangle of property.

The City also owns several small unimproved sites, currently maintained as mowed vacant lots of less than a half-acre in size, that are being considered for development as Pocket Parks, or being sold in favor of other acquisitions, or improvements to more strategic properties.

The trailhead of the Interurban Trail at 3rd Avenue SW is being designed to incorporate improvements compatible with Pocket Park use.

A 32 acre site on the southwest corner of 5th Ave. SW & Valentine Ave. SE, previously identified for acquisition and use as a passive park, has become a planned residential development (PRD). Approximately one-half of the site is now devoted to pocket parks (See Figure 7.1) and trails surrounding a wetland which is undergoing a several-year process of restoration and enhancement by the joint efforts of the City and local volunteers.

5.8.3 Urban and Wildlife Recreation Trails: City of Pacific Trail Hub and Spokes

Local Trails

**East White River Trail:** The Pacific Trail Plan envisions a trail along the east side of the White/Stuck River connecting with the City of Auburn’s White River Trail to the northeast, and the City of Sumner trail system to the south. With the completion of the left bank levee by the King County Flood Control District, this link will not occur as direct connection along the White River. The maintenance road on top of the levee now provides an informal trail that dead ends at the Burlington Northern Santa Fe (BNSF) railroad right-of-way approximately 1,000 feet south of the BNSF railroad bridge. The connection of the trail with the Auburn White River Trail will only occur via the East Valley Highway.

A network of local trails is being created in the City of Pacific to serve neighborhoods, connect to park and recreation facilities, and, when possible, provide additional access to the Interurban Trail. New trails are being planned concurrent with residential and commercial development. The City of Pacific is also working to connect trails from the West Hill to the local and Interurban Trail network in the valley.

Regional Trails:

The City of Pacific is jointly planning with the City of Sumner to close the gap between the Interurban Trail’s 3rd Avenue SW trailhead in Pacific and Sumner's existing trails. This trail system will then link with the Puyallup River Trail system and the Foothills Trail system.

The City of Pacific is also working with the cities of Milton and Edgewood to build trail connections heading west to join with the trail system coming down off the West Hill.

Taken as a whole, these trail systems are a major regional facility that will provide a network of continuous travel from Puget Sound beaches in northwest Seattle south along Lake Washington,
continuing south through King County's Green River and White River valleys, then west along the Puyallup River to Puget Sound beaches in Tacoma. It will connect south of Sumner to the Foothills Trail that winds through east-central Pierce County half way to Mount Rainier, passing through Orting, South Prairie, Wilkeson, and terminating in Carbonado.

Trails from many other jurisdictions will ultimately connect to the Interurban Trail as it runs north to south through the City of Pacific, thus making our community a regional hub for trail travel and recreation. King and Pierce County trail-maps reflect this network.

5.8.4 Parks and Facilities not owned by the City of Pacific

Alpac Elementary School sits on the southeast corner of Milwaukee Boulevard N and Ellingson Road. This facility is part of Auburn School District #408, and serves students from Pacific, Algona, and Auburn. It has approximately 3 acres of playing fields. City of Pacific students also attend other schools in Auburn, Sumner and Fife, so have access to these resources during the school year.

Passive Park/Open Space – UGA Sites
Two properties have been identified for passive park/open space sites within Pacific’s Urban Growth (UGA) areas.

A small area of unincorporated Pierce County exists south of County Line and east of Butte Avenue S. along the western edge of the White/Stuck River. The bulk of this land, over 25 acres, is owned by Pierce County and had been the site of a wetland mitigation project. An informal trail that runs by the river’s edge from City Park goes through this property to Stewart Road. Eventually, this wooded wetland will be annexed into the City of Pacific.

6. FUTURE PARKS, RECREATION, OPEN SPACE, AND COMMUNITY SERVICES

Pacific adopted its first Parks and Recreation Plan in May, 1995. While creating the Plan, the City of Pacific questioned its citizens regarding its five major facilities, asking them to rank them. The results are listed below in order of most to least important:

- The Interurban Trail
- Pacific River Park (Pacific City Park)
- Pacific/Algona Senior (Community Services) Center
- Civic Center/Volunteer (Centennial) Park at City Hall
- Community Center/Gymnasium

In 2001, another survey was distributed to 1347 households. The City of Pacific Summer 2001 Parks and Recreation Citizen Survey asked citizens to identify parks and recreation projects and activities for possible further development, and several types of facilities to focus resources on for acquisition. Below are rankings from responses to these two questions, again listed in order from most to least important.
2001 Priority Park Facilities:

- Park Benches
- Walking Trails*
- Picnic/BBQ Facilities*
- Basketball Courts*
- Tennis Courts
- Play Equipment*
- Baseball/Softball Fields
- Community Gardens*
  *Improvements achieved by 2010

2001 Resource Focus (Acquisition):

- City-wide Facilities
- Trails
- Tot Lots/Pocket Parks
- Neighborhood Facilities

The 2001 survey responses are fairly similar to those of 1995: favoring City-wide facilities and associated amenities over smaller sites with more targeted user groups. The 2001 survey responses indicate the desires of 7% of the households mailed to.

The 2004 Parks, Open Space, Recreation and Trails element was part of a several-year effort by the nine member Citizens Advisory Committee (CAC) to update the City of Pacific’s Comprehensive Plan. Over 40 meetings were held by the CAC, many in conjunction with the Park Board and Planning Commission. Citizens had many opportunities to comment on the Plan. They reviewed data from the 1995 and 2001 City of Pacific surveys, along with information from surrounding jurisdictions, and State and Federal statistics.

In 2005 the Pacific Park Board created another survey which was responded to by 34 people, beginning at Pacific Days, the City’s annual July event. The intent of this survey was to gain more feedback and demographic information from local respondents.

The 2009 Community Center Survey was designed by City staff in conjunction with the architectural firm Arai Jackson Ellison Murakami. This was part of a community outreach and visioning process during Phase I of upgrades to the Recreation Center/Gym. The survey’s goal was to “incorporate the future needs and desires of the community for a redeveloped Community Center.” This is considered to be a 3-phase project spanning several years. Future phases are proposed to include developing a Campus Master Plan.
This Community Center Survey gained feedback on programs and services offered by Pacific’s Community Services Department, and the Pacific/Algona Community Center, as well as people’s current and desired use of City facilities.

2010 Adult and Youth Surveys

The City of Pacific staff and Park Board created Youth and Adult surveys in early 2010. These were initially filled out by children ages 5 to 18, who participated in a Presidents’ Day event held at the newly remodeled Recreation Center, and their accompanying adults. Volunteers conducted a number of activities and assisted younger children with questions. Adult surveys were also posted on the City of Pacific’s website, and the response date extended to after the City’s Earth Day clean up and lunch in April.

Children and adults contributed demographic information, indicated which City facilities they currently used, how they felt about them, and what they would like to use if it was available. The adults were also asked how they thought improvements to City facilities should be funded.

Full Survey results from 2009 and 2010 are available at Pacific City Hall.

The anticipated park needs are reflected in the Capital Facilities element, with priorities for future parks, open space, recreation and trail needs included in the Capital Improvement Plan.

The 2010 survey also asked participants what type of activities or facilities that should be provided in the future. The City received a wide range of responses to the question. These answers are provided Figures 7.6, to Figure 7.8. Additional graphics are provided at the back of this chapter.
**2012 Parks Survey**

The City of Pacific and Park Board conducted another Park survey for City residents for the Pacific Days celebration of that year. Approximately 113 surveys were completed. Figures 7.16 through 7.19 illustrate some of the feedback from the surveys.

*Figure 7.16*

Suggested Park Improvements 2012 Parks Survey

- Dog Park: 24%
- Skate Park: 22%
- Soccer Field: 20%
- More BBQ/Picnic Areas: 14%
- Volleyball Court: 10%
- Graffiti Wall: 10%

*Figure 7.17*

How Many Days do you Visit City Parks per Month 2012 Parks Survey

- 1 to 2 Times per Month: 38%
- 3 to 4 Times per Month: 26%
- 5 to 6 Times per Month: 25%
- 7+ Times per Month: 6%
- Never: 5%

*Figure 7.18*

Who do you Visit the City Park With? 2012 Parks Survey

- Family: 42%
- Friends: 26%
- Pets: 8%
- Alone: 24%

*Figure 7.19*

Age Of Respondents to Park Survey 2012 Parks Survey

- 6-12 Years Old: 45%
- 13-20 Years Old: 18%
- 21-35 Years Old: 17%
- 36 to 64 Years Old: 13%
- 65+ Years: 7%
2016-2018 Second Grade Student Survey – Park Usage

Beginning in 2016, second grade classes from Alpac Elementary School have been finishing their school year with a visit to City Hall for a taste of how City government works. As part of their visit, the City has had the students indicate on a map which park they commonly use in the City. The pie chart below illustrates their responses. Will not a scientific survey, the responses from the students indicated the following:

- City Park is the most commonly used and important park.
- Centennial Park/Gym is important due to the activities in the gym.
- Pocket parks are more likely to be used if they have play equipment. Sunset, Milwaukee and Rhubarb Parks have some form of play equipment for children.

![Pie chart showing park usage](image)

Figure 7.20

June 2018
Map 7.1
Park Locations – Active Parks
General Location – Key Map
Map 7.2
Park Locations – Active Parks

Figure 7.2: City of Pacific
Active Parks

1. Else Park
   225 Else Lane
1.1 Clint Stalger Memorial Park
   100 3rd Ave SE

Scale in Feet:
0 150 300
Map 7.3
Park Locations – Active Parks
Map 7.5
Park Locations – Active Parks
Map 7.7
Park Locations – Passive Parks/Open Space
Map 7.8
Park Locations – Passive Parks/Open Space

Figure 7.8: City of Pacific
Passive Parks

7 Hatch Property
8 Tacoma Blvd Property
10 Pacific Meadows Wetland

Scale in Feet
Map 7.9
Park Locations – Passive Parks/Open Space
2010 Parks Survey
Additional Results

Figure 7.21
2. What parks have you used in the past 12 months?

City Park 36%
Sunset 22%
Milwaukee 5%
Interurban Trail 5%
West Hill 2%
Rhubarb 2%
Centennial/Sym 3%
Aspen (0%) 5%
Strawberry (0%) 2%
Beaver Meadows 3%

Figure 7.22
3. What activities did you do at the parks in past 12 months?

- Walk/Hike 22%
- Walking Pets 5%
- Disc golf 12%
- Basketball 13%
- Late Night/CC 5%
- Barbeque/Park 5%
- No Opinion 5%

Figure 7.23
6. How satisfied are you with the appearance, maintenance and cleanliness of the Parks?

- Not at all satisfied 10%
- Somewhat satisfied 34%
- Very satisfied 31%
- No Opinion 22%

Figure 7.24
8a. How do rate the City's efforts in acquiring new park land?

- Very Good 19%
- Good 17%
- Fair 19%
- Poor 19%
- No Opinion 31%

Figure 7.25
8b. How do rate the City's efforts in developing quality park facilities?

- Very Good 18%
- Good 12%
- Fair 37%
- Poor 15%
- No Opinion 12%

Figure 7.26
8c. How do rate the City's efforts in maintaining park land?

- Very Good 24%
- Good 31%
- Fair 12%
- Poor 12%
- No Opinion 21%
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<td>American Water Works Association</td>
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<td>BAS</td>
<td>Best Available Science</td>
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<td>UGA</td>
<td>Urban Growth Boundaries</td>
</tr>
<tr>
<td>ULID</td>
<td>Utility Local Improvement District</td>
</tr>
<tr>
<td>USEPA</td>
<td>United States Environmental Protection Agency</td>
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<tr>
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</tr>
<tr>
<td>VRFA</td>
<td>Valley Regional Fire Authority</td>
</tr>
<tr>
<td>WAC</td>
<td>Washington Administrative Code</td>
</tr>
<tr>
<td>WDFW</td>
<td>Washington Department of Fish and Wildlife</td>
</tr>
<tr>
<td>WROC</td>
<td>Washington State Recreation and Conservation Office</td>
</tr>
<tr>
<td>WSDOT</td>
<td>Washington State Department of Transportation</td>
</tr>
<tr>
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<td>Water System Plan</td>
</tr>
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<td>Water Treatment Plant Operator</td>
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<td>WUTC</td>
<td>Washington Utility Trade Commission</td>
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<td>WWRP</td>
<td>Washington Wildlife Recreation Program</td>
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