

# CHAPTER 2

# LAND USE



*Pacific Comprehensive Plan – Chapter 2*

# 1: INTRODUCTION

## 1.1: History and Vision

Pacific began as a farming community in the 1880s, first focused on hops, and later on dairies, berries, vegetables, and bulbs. The Seattle-Tacoma Interurban Railway, which began service in 1902 between Seattle and Tacoma, was a major factor in Pacific's early growth, connecting communities in the White River Valley area. Railroad service ended in 1928, due to competition from automobiles.

Real estate developer Clarence Dayton Hillman platted the town of "Pacific City" in 1906, and Pacific was incorporated in 1909. Hillman chose the name "Pacific" to promote the city as a peaceful, rural setting as well as a growth area for Seattle. The City was originally centered around Third Avenue and what is now West Valley Highway. A number of businesses were established in the early years, and two are still operating today: Gius Market and Union Station Gift & Collectibles, both near the intersection of 3<sup>rd</sup> Ave S and Milwaukee Blvd S.

When sewer service was installed in the valley in the 1970s, much of the farmland converted to industrial uses.

Pacific continues to be a place to live, work, or play with quiet residential neighborhoods, economic development in clean industrial areas and commercial centers, and a network of schools, parks, and trails, now and in 2035.

### **Vision Statement: Pacific in 2035**

*In 2035, Pacific's small town atmosphere of friendliness and independence endures, as does the community pride of our residents. Pacific has protected the vitality and character of our established residential neighborhoods while allowing for a range of housing choices in appropriate locations.*

*The Neighborhood Center has become a true "main street," with more local businesses and community gathering spaces frequented by residents. Pacific has created a hierarchy of attractive commercial centers serving our citizens and the traveling public.*

*The Sumner-Pacific Manufacturing/Industrial Center is now a regional employment center providing living wages jobs to residents of Pacific and other cities. Residents are protected from impacts of industry through buffering and landscaping.*

*The White/Stuck River remains an important part of Pacific's landscape. Parks and trails now adjoin the river connecting Pacific to other cities and our two counties. New development is designed to be environmentally sensitive and protect critical areas and water quality. The regional and local transportation system offers many modes of travel to our residents and employment centers.*

*Pacific provides public services and capital facilities that support our land use plan, are fiscally responsible, and improve our community's quality of life. Pacific seeks partnerships with King and Pierce Counties, adjoining cities, and special districts to ensure coordinated growth, compatible development, and seamless transportation systems, utilities, and services.*

## **1.2: Overview and Integration**

This element has been developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA) to address land uses in the City of Pacific and the adjacent Urban Growth Areas. It represents the community's policy plan through the year 2035. The Land Use Element describes how the goals in the other plan elements will be implemented through land use policies and regulations. Thus it is a key element in implementing this Comprehensive Plan.

The Land Use Element has been developed in accordance with King County and Pierce County Countywide Planning Policies and the Puget Sound Regional Council's Multicounty Planning Policies contained in VISION 2040. The Land Use Element has also been integrated with all other Pacific Comprehensive Plan elements to ensure consistency.

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.

### ***Urban Growth Areas***

The planning area includes lands for which Pacific can feasibly plan to provide future urban services and which most directly impact conditions within the City. These areas are designated Urban Growth Boundaries (UGBs) and are intended to accommodate the City's projected growth for the planning period.

These areas occur within both King County and Pierce County. In King County, the area is termed the "Potential Annexation Area" (PAA). The corresponding areas in Pierce County are called "Urban Growth Areas" (UGAs). For purposes of clarity, these future urban areas in both Counties will be referred to as UGAs. The City has coordinated their activities with both Counties in identifying these areas and in the development of interim management policies. Both areas are represented on maps throughout this Plan.

The UGAs were selected in order to ensure that urban services will be available to these areas in a manner consistent with planned land uses and densities. The location of their boundaries were based on analysis of existing development patterns and trends, the need to accommodate population growth projections, existing infrastructure and services, and on the location of designated sensitive areas.

New development requiring urban services will be restricted to these UGAs. Sewer and water, drainage facilities, utilities (including telecommunications lines), and local roads will be extended to developments in these areas, and they will qualify for annexation when residents and land owners of the areas so desire.

### **Pacific's King County UGA**

Pacific has a 218 acre designated UGA abutting its westernmost boundary on the west plateau in King County, which it must consider when planning for adequate facilities and service in the future. This area, called Jovita Heights, is primarily composed of large residential lots and wooded open space. It contains many opportunities and challenges, including heavily wooded steep slopes, and a 16 acre lake with little public access and a large associated wetland.

### **Pacific's Pierce County UGAs**

The King County portion of the City of Pacific meets the Pierce County portion at County Line Road. At the southeast corner of this junction, lies a 29 acre UGA bounded on its east by the White/Stuck River.

Pierce County has zoned this unincorporated UGA as Employment Center. This UGA currently contains a 25 acre Pierce County Water Programs parcel along the river, and five residential and mixed-use properties fronting Butte Avenue SE totaling 4 acres. A rough trail exists from City/River Park on 3<sup>rd</sup> Avenue SE along the west bank of the river to Stewart Road (8<sup>th</sup> Street), just below the UGA's southern boundary. The City of Pacific envisions connecting parks and trails along the White/Stuck River from King County through the Pierce County Water Programs parcel to join the Interurban Trail at Stewart Road.

A second Pierce County UGA exists on the west side of the City between SR 167 and West Valley Highway, extending south from the intersection at Stewart Road. This 7 acre sliver of land contains potential commercial parcels and land fragments resulting from the creation of SR 167. Pierce County has zoned this unincorporated UGA as Employment Center as well.

### **1.3: Other Land Use Considerations and Goals**

#### **Annexation**

The City of Pacific annexed less than one half acre of commercial land in 2003. This was a portion of the Cool's Café property which had been divided between the City of Pacific and the City of Auburn at Pacific's eastern boundary north of the White/Stuck River.

The City anticipates annexing its UGAs at some point in the future.

#### **Land Development**

Land that may be developed is limited in the area surrounding Pacific, but the City is not yet experiencing tremendous development pressures. The City recognizes the importance of efficient planning and explicit land use decisions to pave the way for future development opportunities.

#### **Economic Development**

The City is not currently constrained by the availability of land, but by limited financial resources, and is concerned about the quality of development without regulation. Therefore, unlike many cities and towns, allocating available land among competing uses will not be the dominant factor in the City of Pacific's decision making process. Rather, coordination between the Land Use and Capital Facilities elements is essential in producing a Plan with well-reasoned projections for economic development.

The City's Economic Development Element reflects this coordination and balances employment with housing and recreational opportunities, and environmental stewardship.

The Land Use Plan in this element will guide decision making to achieve the community goals articulated in the Vision Statement.

### **1.4 Coordination with State and Regional Goals and Policies**

#### **State Goals**

GMA lists 13 planning goals (RCW 36.70A.020) which are to guide the preparation of a community's comprehensive plan and development regulations addressing the following topics:

- Urban Growth
- Reduce Sprawl
- Transportation
- Housing
- Economic Development
- Property Rights
- Permits

- Natural Resource Industries
- Open Space and Recreation
- Environment
- Citizen Participation and Coordination
- Public Facilities and Services
- Historic Preservation

Consistent with RCW 36.70A.480 the goals and policies of the Shoreline Management Act in RCW 90.58.020 are added as a fourteenth goal, which generally promotes a balance of shorelines uses, public access, and environmental protection.

Each comprehensive plan should be consistent with the State goals. The state goals were reviewed by staff and decision makers as this Comprehensive Plan was prepared.

### **Multicounty Planning Policies (VISION 2040)**

Multi-county planning policies are required by RCW Section 36.70A.210 of the GMA for two or more counties with a population of 450,000 or more, and with contiguous urban areas. King, Pierce, and Snohomish Counties were required to adopt Multicounty Planning Policies. Kitsap County chose to also participate in this effort.

VISION 2040 is a regional plan facilitated by the Puget Sound Regional Council (PSRC) and adopted by local governments in the four-county Puget Sound region (King, Kitsap, Pierce, and Snohomish Counties).

VISION 2040 includes framework policies, designation of urban growth areas, contiguous and orderly development (including “Regional Growth Centers” and “Manufacturing/Industrial Centers”), transportation facilities and strategies, regional capital facilities, inter-jurisdictional planning, economic development, affordable housing, and open space linkages, resource protection and critical areas. VISION 2040 and the Multicounty Planning Policies were reviewed by staff and decision makers as this Comprehensive Plan was developed and for all subsequent amendments and updates. In the Regional Growth Strategy, the City of Pacific is categorized as a Small City. A Small City is described as:

*The region’s 46 smaller cities and towns ... are expected to remain relatively small for the long term. Their locally designated city or town centers provide local job, service, cultural, and housing areas for their communities. These central places should be identified in local comprehensive plans, and become priority areas for future investments and growth at the local level. The Regional Growth Strategy envisions a moderate role for most of these cities in accommodating growth.*

The City has identified a town center at the intersection of 3<sup>rd</sup> Avenue S and Milwaukee Boulevard S.

VISION 2040 also identifies Manufacturing/Industrial Centers (MICs) and has a process to apply for that status for “existing employment areas with intensive, concentrated manufacturing and industrial land uses that cannot be easily mixed with other activities” and that can “continue to accommodate a significant amount of regional employment.” Together with the City of Sumner, Pacific has nominated a MIC in the Pierce County Countywide Planning Policies, and is proposing a MIC designation to PSRC for selected industrial lands generally located between Countyline Road SW and the southern city limits.

One of the important functions of the PSRC is to certify jurisdictions’ Transportation Plans to ensure that they are consistent with the Regional Transportation Plan and VISION 2040 and therefore eligible for

federal funding. The City anticipates that regional funding is necessary to facilitate improvements to the MIC and Commercial areas along Stewart Road SE.

#### ***Statement of Consistency with VISION 2040***

The Pacific Comprehensive Plan promotes a sustainable approach to growth and future development that matches the community's desired character and advances the Regional Growth Strategy in VISION 2040. Protection of natural systems, low impact development stormwater approaches, enhanced landscaping, and a network of parks and trails form a green network in Pacific. Single family residential neighborhoods, well designed multiple family and mixed use developments including a town center provide a range of housing options and affordability. The City's employment base will grow and promote entrepreneurship; industrial and office parks are examples of well-designed energy conserving developments. Pacific's light industrial areas are part of the continuous Sumner-Pacific Manufacturing/Industrial Center (MIC) and are jointly planned for public and private investment. An improved interconnected network of roads, sidewalks, bike lanes, and transit shelters promote multimodal travel, planned in coordination with the State and abutting communities. Commute trip reduction measures help manage traffic congestion. Pacific's plan provides capacity to meet the City's assigned growth targets as amended and extended to the year 2035; Pacific will continue to be a Small City planning in partnership with the City of Sumner, other abutting cities, Pierce and King Counties, and the Puget Sound Regional Council.

#### **King County Countywide Planning Policies**

Comprehensive Plans for all jurisdictions in King County are to be guided by Countywide Planning Policies (CPPs) established per the GMA. The 2012 updated CPPs were ratified by the requisite number of jurisdictions representing a certain percentage of the county population. The CPPs establish housing and job targets for cities and unincorporated King County. Growth is directed into UGAs. Countywide planning policies also are focused around a centers concept similar to VISION 2040. Topics addressed include:

- VISION 2040
- Environment
- Development Patterns
- Housing
- Economy
- Transportation
- Public Facilities and Services

#### **Pierce County Countywide Planning Policies**

In accordance with GMA, Pierce County and the cities and towns located in the County prepared Countywide Planning Policies (CPPs). They were ratified and adopted by the local jurisdictions and Pierce County Council in 1992. The CPPs address required topics outlined in GMA as well as optional topics considered important to the region. The eleven areas addressed include:

- Affordable Housing
- Agricultural Lands
- Economic Development and Employment
- Education
- Fiscal Impact
- Historic, Archaeological and Cultural Preservation
- Natural Resources, Open Space and Protection of Environmentally Sensitive Lands
- Siting of Public Capital Facilities of a Countywide or State-Wide Nature
- Transportation Facilities and Strategies
- Urban Growth Areas

- Amendments and Transition

The CPPs have been amended over the years to include, among other things, an update to the designation of “Urban Centers” and “Manufacturing/Industrial Centers (MICs).” As noted above, the Cities of Pacific and Sumner have successfully worked with Pierce County jurisdictions to designate the Sumner/Pacific – Candidate Industrial/Manufacturing Center in the Pierce County Countywide Planning Policies. Once the MIC is incorporated into VISION 2040, then it will become a fully designated MIC in the Countywide Planning Policies.

The CPPs provide a framework for the preparation of local jurisdictions’ comprehensive plans. Since all jurisdictions must meet these policies, consistency between plans is more assured. The CPPs were reviewed as this Comprehensive Plan was prepared. Amendments and updates to the Comprehensive Plan have been reviewed for consistency with the CPPs.

## 2. GOALS AND POLICIES

### EXPANSION AND ANNEXATION

**GOAL LU-1: Ensure the orderly development and annexation of the City’s potential annexation area to achieve adequate and cost-effective provision of required urban services and facilities, reduce sprawl, and implement the goals, objectives and policies of the Pacific Comprehensive Plan,**

#### POLICIES

**Policy LU-1.1** Allow annexation to Pacific only when the property to be annexed pays for its impact on the existing City services, including public safety, utilities, streets, and parks services.

*Discussion:* The City will consider annexation proposals by interested residents and property owners consistent with State laws. To help the City make informed decisions, a fiscal analysis should be prepared considering the balance of potential future revenues from taxes and the costs of City service operations and capital needs of the proposed annexation area.

### GROWTH BOUNDARIES

**GOAL LU-2:** Allow and plan for adopted population and employment growth targets for the 2006-2031 period and plan for the additional growth anticipated by 2035.

#### POLICIES

**Policy LU-2.1** Enact urban growth boundaries that restrict City growth to contiguous land where urban services can logically be extended.

*Discussion:* Cities are the preferred urban service providers under GMA. Ensuring boundaries that allow efficient and effective services is important to meeting the community’s desired levels of service.

**Policy LU-2.2** Only consider annexation where the natural resource lands and critical areas are and actively protected.

**Discussion:** The City applies critical areas regulations to protect the functions and values of critical areas. Stewardship by property owners and enforcement of regulations can limit degradation.

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**Policy LU-2.5** The City will coordinate inter-jurisdictional review of land use activities in the urban growth area prior to annexation to the City.

**Discussion:** Areas that may annex to the City should be developed with consistent land use and design standards to be compatible with the Pacific community upon annexation.

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**Policy LU-2.6** Areas desiring annexation to Pacific shall be required to provide adequate parks along with an adequate tax base for maintenance funding.

**Discussion:** Adequate parks are important features to a community's quality of life, and require long-term maintenance and operations. As part of annexation proposals, the City should consider whether the future tax base is sufficient to support parks services to newly annexed neighborhoods.

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## JOINT PLANNING

**GOAL LU-3: Coordinate growth and development with adjacent jurisdictions (i.e. cities and counties) to promote and protect inter-jurisdictional interests.**

### POLICIES

**Policy LU-3.1** The urban growth area shall be subject to joint planning between the City of Pacific, and King and Pierce Counties. Coordinated land use designations and development proposal review procedures will be established to ensure that the character of these areas remains consistent with the goals of this Comprehensive Plan.

**Discussion:** The City of Pacific and King and Pierce Counties coordinate planning through the Countywide Planning Policies, and provide each other opportunities to comment on land use plans and applicant permits. Maintaining this communication over the long-term will allow for consistency for property owners, and development that matches the City's desired character.

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**Policy LU-3.2** The City government shall coordinate with those agencies providing social services in the City. The agencies managing each of these facilities and services need to work with the City to implement their future plans.

**Discussion:** Social services such as health care, job training, affordable housing, adoption, food, and other services are provided by County agencies and non-governmental organizations serving the region, and important to Pacific citizens. As the City governs growth and land use, coordinating information about population and employment trends with social service providers will ensure effective services to the Pacific community.



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## ORDERLY DEVELOPMENT

**GOAL LU-4:** Promote orderly development within Pacific.

### POLICIES

**Policy LU-4.1:** The Future Land Use Map adopted in this Plan shall establish the future distribution, extent, and location of generalized land uses.

*Discussion:* Per GMA, the Land Use Element is to designate the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. The most relevant uses in Pacific include housing, commerce, recreation and open spaces, utilities and facilities.

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**Policy LU-4.2:** The categories on the Future Land Use Map shall be defined as follows in Policies 4.2.1 through 4.2.12.

*Discussion:* Each designation on the Future Land Use Map is unique and described below.

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**Policy LU-4.2.1: Low Density Residential (LDR)** - This land use category is intended for exclusively residential subdivisions that are platted at an average density of 4 dwelling units per acre, and that range from 2 to 6 dwelling units per acre. Development would be limited to single-family residences and accessory dwelling units.

*Discussion:* This designation is implemented through zoning district RS-11 Single-family Residential District (PMC 20.40). The minimum lot size in RS-11 is 11,000 square feet (PMC 20.40.060).

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**Policy LU-4.2.2: Medium Density Residential (MDR)** - This land use category is intended for exclusively residential uses at an average density of 8 dwelling units per acre and that range from 6 to 10 dwelling units per acre calculated as a density throughout the MDR area, and higher-density senior housing within walking distance of the Senior Center. Examples include single family, duplex units, and senior housing complexes.

*Discussion:* This designation is implemented through zoning district RS-6 Single-family Residential District (PMC 20.40). The minimum lot size in RS-6 is 6,000 square feet (PMC 20.40.060).

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**Policy LU-4.2.3: High Density Residential, Limited (HDRL)** - This land use category is intended to encourage a more flexible use of the land and promote well designed attached and detached single-family residential areas at higher residential densities. The City should establish a minimum or average density in this zone that allows for housing variety and efficient use of land.

**Discussion:** This designation is implemented through zoning district RML Limited Multiple-family Residential District (PMC 20.44).

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**Policy LU-4.2.4: High Density Residential (HDR)** - This land use category is intended for exclusively residential subdivisions and developments that contain an average density of 16 dwelling units per acre and that range from 10.1 to 22 dwelling units per acre. Examples include triplexes, fourplexes, townhouses, and multi-story apartment buildings. The City should establish a minimum density in this zone that allows for housing variety and efficient use of land.

**Discussion:** The City has designated limited areas for high density residential purposes, and it is appropriate to ensure through a minimum density. This designation is implemented through zoning district RMH Multiple-family Residential District (PMC 20.48).

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**Policy LU-4.2.5a: Commercial-Residential Mixed Use (MC)** - This land use category is intended for the Commercial – Residential Mixed Use Zone and the Neighborhood Business Overlay Zone. Density is expected to be greater than that of Medium Density Residential (6 to 10 du's per acre). Multiple family development, which is permitted outright in these two districts, is limited to residential units above or behind first floor non-commercial. The City should establish a minimum density in this zone that promotes vertical and horizontal mixed use developments, and efficient use of land given this designation's limited locations. The City should prioritize funding of transportation and public services in the Commercial-Residential Mixed Use designation, to encourage development.

**Discussion Multiple-family Housing:** The escalating gap between the costs of housing and the ability to pay rental or mortgage prices has increased the demand for multiple-family housing units. Unfortunately, it is clear that the development of multiple-family dwellings in single family areas has created an adverse reaction. The level of conflict between single family neighborhoods and multiple-family dwellings must be reduced; this could be accomplished through creating a transitional zone or overlay which includes cottage housing, townhouses, and other moderate density housing types. Since much of this reaction is related to the design of these structures, design standards could substantially reduce this problem for new construction.

City policy must respond to the need for multiple-family dwellings by people who cannot afford or do not prefer single family dwellings. Controlled siting of multiple-family dwellings can benefit single family neighborhoods by reducing blight in areas where single family units are beginning to deteriorate. Multiple-family housing typically generates higher transit ridership than single family housing. By locating multiple-family housing in areas served by transit, associated traffic impacts can be mitigated by reducing the number of automobile trips generated. As a further benefit, increased transit ridership clearly meets the goals of this Plan, the Washington State Growth Management Act and the Countywide Policies.

This designation is implemented through zoning district MC Commercial Residential Mixed Use District (PMC 20.51).

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**Policy LU-4.2.5b: Commercial (C)** - This land use category is intended for commercial uses at the neighborhood, community, and highway-oriented levels, as well as offices and has sub-categories mapped to identify the hierarchy of the designations.

- ◆ Commercial – Neighborhood: At the neighborhood level, customers can generally walk to the businesses; examples include neighborhood grocery or convenience stores.
- ◆ Commercial: At the community level, customers usually drive to the store or office, generating parking demand and traffic on adjacent streets; examples include retail businesses, supermarkets, hairdressers, professional offices, banks, restaurants, and hotels.
- ◆ Commercial-Highway: At the regional level, highway-oriented uses serve traveling customers not necessarily from the City of Pacific; examples include shopping centers, offices, motels, drive-in restaurants, and gas stations.

**Discussion:** The Commercial-Neighborhood designation is implemented through zoning district NB Neighborhood Business District (PMC 20.52). The Commercial-Community designation is implemented through zoning district C Commercial District (PMC 20.56). The Commercial-Highway designation is implemented through zoning district HC Highway Commercial District (PMC 20.58).

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**Policy LU-4.2.6: Office Park (OP)** - This land use category is intended for light industrial uses, including fabrication, small manufacturing plants with minimal impacts to the surrounding neighborhood. Warehousing, distribution, and related office and retail uses may be combined with light industrial uses in the same development, and may serve the occupants of the Park and surrounding uses. The Office Park land use shall provide a buffer between residential and the more intensive industrial uses through enhanced landscaping, building orientation and design, and other site design standards.

**Discussion:** This designation is implemented through zoning district OP Office Park District (PMC 20.54).

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**Policy LU-4.2.7: Light Industrial (LI)** - This land use category is intended for industrial uses, and compatible commercial uses designed to have minimal impact to the surrounding neighborhood. Light Industrial development should have a high degree of landscaping and buffering, especially adjacent to residential uses. Such uses generally include warehousing; fabrication; resource based uses with adequate environmental controls to prevent off site impacts; equipment repair; and office and retail uses associated with these uses.

**Discussion:** This designation is implemented through zoning district LI Light Industrial District (PMC 20.60).

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**Policy LU-4.2.8: Heavy Industrial (HI)** - These industrial uses include intensive on and/or off-site manufacturing and large footprint structural improvements for manufacturing and/or storage. Such uses often bear significant impact on the surrounding neighborhood and require extensive separation and buffering for abatement. All such uses are subject to SEPA regulations for environmental protection. The targeted example is lumber processing and sales.

**Discussion:** This designation is implemented through zoning district HI Heavy Industrial District (PMC 20.64).

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**Policy LU-4.2.9: MIC Overlay** – This overlay identifies lands that are planned cooperatively by the Cities of Pacific and Sumner as a regional concentration of high intensity manufacturing and industrial

uses, supported by infrastructure investments. Zoning restrictions on incompatible land uses are applied, such as limiting large retail uses, high concentrations of housing, and non-related office uses.

**Discussion:** The Cities of Pacific and Sumner are planning for the achievement of 20,000 jobs in the Sumner-Pacific Manufacturing/Industrial Center over the coming decades, and have coordinated with City and County decision makers to nominate the MIC as a candidate center pending approval by PSRC in VISION 2040.

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**Policy LU-4.2.10: Open Space (OS)** - This land use category includes active or passive recreational areas and environmentally sensitive lands, including wetlands, aquifer recharge areas, and steep slopes. In environmentally sensitive lands, the issuance of development permits depends on the results of detailed environmental studies.

**Discussion:** This designation is implemented through zoning district RO Residential Open Space District (PMC 20.36).

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**Policy LU-4.2.11: Public (P)** - This land use category is intended for public and quasi-public uses such as government buildings, schools, churches, parks, water, and wastewater facilities, and related uses.

**Discussion:** While the public lands designation illustrates land useful for public purposes, all zones implement this designation by allowing or conditionally allowing public uses.

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**Policy LU-4.2.12: Neighborhood Center (NC)** - The intersection of 3rd and Milwaukee is designated a neighborhood center known as the Center of Pacific. This designation shall extend to a distance of approximately 800 feet along 3<sup>rd</sup> Avenue east and west from the intersection and 800 feet along Milwaukee Boulevard north and south from the intersection. The Center is envisioned as a compact, mixed-use area, central to Pacific's residential community, with good pedestrian and transit access, where residents can obtain goods and services in a pleasant social environment. This vision will be achieved gradually since nearly all the property in the Center is already developed. Building on the core mix of uses, including the City Hall-Community Center complex, Public Safety Building, a city park, small commercial outlets, a post office, church and small-scale multiple-family uses, the Center is intended to be a place to work, shop, live, and recreate, at a scale appropriate to Pacific's small size. Within the Center of Pacific the City shall encourage neighborhood businesses, offices, residential units above non-commercial first-floor uses, public uses, and quasi-public uses such as churches. The City shall also encourage improved transit service, and shall consider public improvements and architectural design characteristics conducive to the success of the neighborhood center.

The City should prioritize funding of transportation and public services in the Neighborhood Center.

**Discussion:** This land use district is intended to foster a sense of a "small town center" for the 8 to 10 thousand ultimate residents of the City of Pacific. The Neighborhood Center will provide for a concentrated mix of activities, including retail and other small local services, residential, some office use, and governmental center. Over time, the district may evolve and mature into a distinctive compact small urban village environment, providing a unique small town commercial character in Pacific. The Neighborhood Center is not intended to serve the surrounding neighborhoods outside of Pacific. The Neighborhood Center will facilitate restoration and revitalization in an existing neighborhood center or may create a new focus for a neighborhood. In order to ease the transition to a mixed use center, the

Neighborhood Center is an overlay zone that is not intended to replace the underlying zoning. Development under the overlay zone regulations is intended to be more commercial in nature, but at a scale appropriate to the neighborhood. Residential units above or behind first-floor non-residential uses is encouraged.

This designation is implemented through zoning overlay district Neighborhood Business Center Overlay (PMC 20.50).

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## LAND USE PATTERNS

**GOAL LU-5: Ensure that the land use pattern of the City encourages needed, diverse, and creative development, protects existing uses, safeguards the environment, promotes efficient use of land, encourages alternative modes of transportation, alternative energy sources, and helps maintain Pacific’s sense of Community.**

### POLICIES

**Policy LU-5.1:** Encourage attractive, stable, high quality residential neighborhoods and commercial developments with an appropriate variety of housing, shopping, employment, and services.

*Discussion:* The Pacific land use plan endeavors to address a full range of housing, shopping and employment uses to meet the needs of Pacific residents.

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**Policy LU-5.2:** Provide residential opportunities that offer a variety of housing densities, types, sizes, costs and locations to meet future demand.

*Discussion:* Residents’ housing needs and preferences may change over time as children grow up, start new families, and retire. A range of housing types and densities can help provide choices over a lifetime.

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**Policy LU-5.3:** Through the Comprehensive Plan, Municipal Code, and other measures, encourage a diversity of housing types for all economic levels and age groups.

*Discussion:* Housing is a basic need for households of all incomes and ages. Providing zones with different densities, providing for quality design and efficient permitting processes, can help builders provide housing at different prices in healthy, safe environments.

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**Policy LU-5.4:** Adopt and maintain policies, codes and land use patterns that increase physical activity, particularly walking.

*Discussion:* Land use approaches that encourage walking include higher density, mixed-use districts, which can enable more residents and workers to access services and transit on foot; and design guidelines that encourage human-scale building facades.

Pacific has designated a Neighborhood Center area (Policy LU-4.2.12) and a Commercial-Residential Mixed Use area (Policy LU-4.2.5a) which allow compact development a mix of uses.

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## RESIDENTIAL USES

### **GOAL LU-6: Protect the character of existing viable and stable single-family neighborhoods.**

#### POLICIES

**Policy LU-6.1:** Encourage new single-family development throughout existing single-family neighborhoods at appropriate densities.

**Discussion:** Pacific's residential density patterns vary throughout the City. Large lots, subdivisions, and manufactured homes contribute to this diversity.

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**Policy LU-6.2:** Provide for innovative design options that support residential neighborhoods, provide for efficient land use, and protect and enhance the natural environment.

**Discussion:** Allowing a range of densities, clustering, low-impact development techniques, and ample landscaping protects air and water quality, allows groundwater recharge, protects habitat, and offers attractive living environments.

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**Policy LU-6.3:** Regulatory decisions in all residential neighborhoods shall prioritize maintain, stabilize, or enhance the neighborhood's residential character.

- A. The location of uses other than those permitted outright shall only be allowed as specified in this comprehensive plan and in the zoning ordinance.
- B. The City recognizes the important role that public facilities (such as sidewalks, neighborhood parks and elementary schools) and limited scale quasi-public uses (such as small churches and daycare centers) play in maintaining viable residential neighborhoods. Design of public buildings should contribute to a sense of community.
- C. Single family detached residential neighborhoods should be protected from intrusion by non-residential or multiple-family uses.

**Discussion:** While single-family uses are the predominant uses in residentially designated areas, the neighborhoods are supported by nearby public and institutional uses that should be sensitively designed and accessible. Multifamily uses at higher densities should be compatibly designed in terms of setbacks, height, design, and landscaping.

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**Policy LU-6.4A:** Continue to allow manufactured homes as an affordable form of home ownership, provided that such developments are carried out in a manner which supports rather than detracts from the quality of the community and adjacent uses.

**Policy LU-6.4B:** Modular and manufactured homes are permitted on single family lots provided that they are sited and constructed in a manner which would blend with adjacent homes. Manufactured homes must meet minimum dimensional standards (double wide) and be placed on permanent foundations.

**Discussion:** Manufactured homes provide affordable housing to many Pacific residents. In many cases, they provide the opportunity of home ownership to households which cannot afford to purchase more traditional types of housing. However, poorly designed, high density manufactured home parks can raise the same issues that multiple-family developments pose. When sited on individual lots, poor design can adversely affect adjacent site-built homes. Both of these problems can be mitigated. Careful design and placement of manufactured housing in both parks and on individual lots, especially with appropriate landscaping, can greatly reduce problems otherwise associated with such development.

This Plan's policies continue to recognize the benefits that manufactured homes can have on housing affordability. Improved codes requiring high standards for the design and siting of manufactured home parks and modular units on individual lots should be implemented.

## MULTIFAMILY USES

**GOAL LU-7: Improve the quality and availability of multiple-family housing choices.**

### POLICIES

**Policy LU-7.1:** In areas with existing multiple-family development, provide for increased multiple-family development of similar scale.

**Discussion:** Pacific's residential density patterns vary throughout the City. Duplexes, townhouses, triplexes, and apartments contribute to this diversity.

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**Policy LU-7.2:** In considering where future higher density development should locate, priority shall be given to designated Special Planning Areas (where such use can be balanced and planned with single family areas), areas with high levels of transit service.

**Discussion:** This policy provides guidance on a process of identifying future high density development areas through thoughtful subarea planning. The Neighborhood Center is an example of the City's implementation of the policy.

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**Policy LU-7.3:** Develop regulations guiding appearance, scale, and location of new multiple-family development to enable a range of dwelling types and amenities.

**Discussion:** Residential uses in multiple-family and mixed use zones should be designed to provide a harmonious transition into surrounding single-family neighborhoods. Buffers, landscaping, and building design and placement that blends with neighboring areas enhance the smooth transition between different densities and land uses. See the Community Character Element for more detail.

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**Policy LU-7.4:** Improve existing housing stock by encouraging revitalization or replacement of existing multiple-family housing.

**Discussion:** Revitalization of existing multiple-family residential housing improves its integration into the community and enhances the quality of life for its residents

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**Policy LU-7.5:** Direct multiple-family housing to locations that provide direct access to transportation, businesses, and other amenities.

**Discussion:** Higher-density housing can more effectively support transit. Located in proximity to businesses and services, residents of higher-density housing can fulfill their daily needs and take advantage of opportunities for walking.

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**Policy LU-7.6:** Design codes and guidelines should be developed and implemented for multiple-family housing to ensure high quality design and compatibility with surrounding development.

**Discussion:** Site design principles to encourage well designed multiple family housing with orientation to streets, buildings designed to reduce mass and bulk, public and private open space, landscaping, and covered or under building parking can create a compatible development.

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**Policy LU-7.7:** 31.7 Multiple-family dwellings shall be allowed in appropriate locations to provide for housing variety and affordability. Standards for such siting should provide for design review to ensure compatibility and provide that the density of development is consistent with the density of the adjoining single family uses.

**Discussion:** The Future Land Use Map identifies locations of multiple-family dwellings that exist or sites that abut commercial uses, and that can be designed to accommodate multiple-family dwellings in a manner that does not disrupt established single family neighborhoods.

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**Policy LU-7.8:** Siting of moderate density units shall be encouraged as a buffer between single family areas and more intense uses. Such buffering is appropriate along arterials where existing platting prevents effective lot layout for single family units. Also, such buffering is appropriate between single family areas and commercial uses. Higher density units are not to be considered a buffer to single family residential.

**Discussion:** Moderate density units may include cottages, townhomes, multi-plexes and similar small scale and attached unit types.

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**Policy LU-7.9:** Higher density developments or larger scale multiple-family developments should be limited to residential areas where they can be developed as a unit with the necessary supporting facilities. Such development shall provide adequate access by developed arterials with minimal potential to generate traffic through single family areas.

**Discussion:** Extensive buffering measures shall be required where such areas adjoin single family residential areas. Care should be exercised to avoid creating barriers to pedestrian and bicycle movement.



Where feasible, new multiple-family development should be planned in conjunction with single family with moderate density development as a buffer between single family and multiple-family.

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**Policy LU-7.10:** Require a high quality pedestrian environment to link multiple-family housing to commercial and service areas.

**Discussion:** To implement this policy, the City should require amenities such as walkways, trails, bike paths, or recreational facilities/corridors.

## COMMERCIAL USES

**GOAL LU-8:** Achieve a mix of commercial land uses that serve the City’s residents, businesses, and visitors.

### POLICIES

**Policy LU-8.1:** Through land use planning and zoning, promote a mix of compatible uses balancing jobs and housing.

**Discussion:** The City has planned for a hierarchy of commercial areas, both local-serving and region-serving, as well as mixed use districts where vertical or horizontal housing and commercial developments can be built together, allowing for more walkability and convenient services for residences.

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**Policy LU-8.2:** Concentrate commercial development and distinguish between different types of commercial activities.

**Discussion:** The City should allow varying development standards for each commercial zoning classification. The City can implement this policy through cooperation with the business community and through the zoning code and design standards.

## ARTERIAL COMMERCIAL USES

**GOAL LU-9:** Encourage the appropriate use of areas adjacent to heavily traveled arterials while minimizing land use and traffic conflicts by:

- ◆ **Managing the continued commercial development of existing commercial arterials in a manner which minimizes traffic and land use conflicts;**
- ◆ **Conserving residential qualities along heavily traveled arterials which are not yet commercialized, by restricting commercial development to types which provide an appropriate buffer between conflicting land uses; and**
- ◆ **Protecting existing, viable residential areas along lesser-traveled arterials, from commercial development.**

## POLICIES

**Policy LU-9.1:** The City shall identify those existing commercial arterials that are appropriate for continued (heavy) commercial development, and those arterials that are appropriate for continued or future limited (i.e. professional office type) commercial development.

*Discussion:* Commercial and employment land uses should be located along roadways designed best to facilitate likely traffic.

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**Policy LU-9.2:** The City shall review its standards relating to the number, size and location of driveways to ensure consistency with goals and policies relating to arterial commercial development. See Transportation Policies.

*Discussion:* Shared driveways and connected parking areas can reduce congestion on roadways, and create more convenient access for customers.

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**Policy LU-9.3:** The City shall encourage the grouping of individual commercial enterprises along commercial arterials to promote the sharing of parking areas, access drives, signs, and related facilities (i.e. stormwater, dumpsters, etc.). Such grouping can be encouraged through land division regulations, sign regulations and development standards.

*Discussion:* Coordinated design of commercial uses can create more efficient, intuitive, and attractive environments for customers and business owners.

## OFFICE PARK USES

**GOAL LU-10:** Office Park uses will provide a buffer and transition from Light Industrial uses to those that are less intense.

## POLICIES

See Policy LU-4.2.6.

## INDUSTRIAL USES

**GOAL LU-11:** Encourage industrial development and redevelopment that strengthens the economy of Pacific and the region. Require industrial uses to be designed and sited in a manner that minimizes impacts on surrounding residential uses and the environment.

## POLICIES

**Policy LU-11.1:** Promote high quality development of all light industrial and warehouse areas.

**Discussion:** High quality standards addressing access, setbacks, landscaping, parking and freight can result in attractive employment areas.

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**Policy LU-11.2:** Provide for industrial uses, such as regional research, manufacturing, warehousing, concentrated business/ employment parks, and/ or other regional employment uses.

**Discussion:** A wide range of employment types in land use designations and zoning districts ensures opportunities for a diverse employment base.

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**Policy LU-11.3:** Support development and redevelopment of industrial lands that make positive contributions to the environment of Pacific and the region.

**Discussion:** The City's land use plan focuses on light industrial and office park uses, intended to promote industrial uses that contain their operations principally indoors and that minimize environmental impacts. Any industrial development, light or heavy, would need to meet the City's environmental, design, and land use standards.

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**Policy LU-11.4:** The City shall aggressively seek to abate all potentially blighting influences in industrial areas, especially in areas visible to regional traffic flows and in areas designated for light industrial uses.

**Discussion:** Highly visible areas, such as land visible from SR167 and/or Stewart Road which tend to establish the image of the City, should be appropriately landscaped.

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**Policy LU-11.5:** Recognize that the existing parcel size and development pattern in the Industrial area is well suited to small-scale manufacturing and encourage development of this type on existing sites.

**Discussion:** The City's parcel sizes are relatively small compared to other White River and Green River Valley sites. They are suited to the creation of thriving small industrial businesses.

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**Policy LU-11.6:** Discourage further subdivision of existing parcels in the Industrial area and encourage the aggregation of smaller parcels into parcels of appropriate size and shape for a wider variety of industrial uses.

**Discussion:** Encouraging the aggregation of parcels could allow the City to attract a wider range of industrial businesses. For example, the City could reduce fees for lot line adjustments, and encourage implementation of infrastructure investments that are attractive to larger employers.

## MANUFACTURING/INDUSTRIAL CENTER (MIC)

**GOAL LU-12: Support the preservation and growth of a Manufacturing/Industrial Center (MIC) by encouraging the concentration of appropriate manufacturing and industrial uses in this area,**

**adequate controls on incompatible land uses, working with funding partners to enhance transportation infrastructure, and promoting economic development efforts.**

## POLICIES

**Policy LU-12.1:** Preserve the industrial land base by ensuring at least 80% of all property within the MIC has planned future land use and current zoning designations intended for appropriate industrial and manufacturing uses and by encouraging land assembly for industrial sites.

**Discussion:** The MIC overlay is intended to promote the preservation and growth of industrial lands. PSRC MIC designation requirements are also reflected in this policy.

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**Policy LU-12.2:** Related office and accessory retail uses should be allowed within the MIC. Compatible commercial uses may be allowed in a limited portion of the MIC through a Conditional Use Permit process, provided they are limited in size and are sited, designed, and conditioned to mitigate potential conflicts with current and potential future industrial users.

**Discussion:** This policy recognizes that industrial uses may have supporting administrative office uses. Accessory retail uses may serve employees in the MIC overlay area.

---

**Policy LU-12.3:** Plan for Pacific's proportional contribution to the established job targets in the Sumner-Pacific MIC to meet PSRC's minimum employment target designation criteria.

**Discussion:** The MIC designation is a joint effort with the City of Sumner. Pacific's employment area is linked geographically and through transportation systems to Sumner's industrial area.

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**Policy LU-12.4:** Identify and pursue additional opportunities for recruiting appropriate manufacturing and industrial uses and coordinate economic development efforts in the MIC with public and private actors.

**Discussion:** Both public and private investments and efforts are important to the success of the MIC.

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**Policy LU-12.5:** Together with the City of Sumner, advocate for regional designation of the Manufacturing/Industrial Center (MIC) by the Puget Sound Regional Council.

**Discussion:** This policy formalizes the City's intent to designate the MIC in conjunction with the City of Sumner to recognize the regional importance of the industrial jobs in the White River valley.

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**Policy LU-12.6:** Protect the MIC from encroachment by incompatible uses and development on adjacent land through zoning restrictions and limits on non-industrial uses.

**Discussion:** This policy recognizes that abutting uses have an effect on the MIC as well as the allowable uses within the MIC.

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**Policy LU-12.7:** Prioritize funding for transportation in the MIC to encourage development.

*Discussion:* The City has been working collaboratively with the City of Sumner to achieve full funding for widening and improvements to Stewart Road and Valentine Avenue, which will improve access and make the MIC area more inviting to the business community.

## INDUSTRIAL DEVELOPMENT

### GOAL LU-13: Reserve areas appropriate for industrial development

#### POLICIES

**Policy LU-13.1:** The City recognizes that industrial developments place varying demands on the community's quality of life and service capabilities. In addition to demonstrating a development's consistency with Plan policies, applicable land use regulations, and environmental policies, significant industrial development shall be encouraged to provide a balance between service demands and impacts placed on the City's quality of life vs. the local benefits derived from such development.

*Discussion:* Industrial development provides tax revenue and jobs for the community and also requires capital investment and ongoing services. The design of development including building and parking layout to avoid critical areas; landscaping; energy conservation measures; commute trip reduction measures, and other features can reduce environmental impacts and city service demands.

**Policy LU-13.2:** The grouping of uses which will mutually benefit each other or provide needed services will be encouraged. However, non-related office and retail uses, when allowed in industrial areas, should be limited in size, extent, and location.

- ◆ Compatible commercial uses may be allowed in designated industrial areas, particularly those that primarily serve industrial businesses or their employees.
- ◆ Planned developments (such as "office parks") which provide a mixture of light industrial with related office uses and small supporting commercial uses are encouraged.

*Discussion:* Industrial areas should be protected from non-industrial uses, except where such uses will promote the needs of industrial employees and allow for complementary businesses that can allow each to thrive.

## INDUSTRIAL DEVELOPMENT DESIGN STANDARDS

**GOAL LU-14: Encourage high quality industrial development and redevelopment through the establishment establishing of appropriate performance standards and design guidelines for industrial areas.**

## POLICIES

**Policy LU-14.1:** All industrial development should incorporate aesthetically pleasing building and site design. The City shall amend its codes and performance standards which govern industrial development to implement this policy.

1. Procedures shall be established to ensure aesthetically pleasing building and site design in areas designated for light industrial areas.
2. Appropriate landscaping and site development standards shall regulate site development in heavy industrial areas.
3. Unsightly views, such as heavy machinery, service entrances, storage areas, rooftop equipment, loading docks, and parking areas shall be screened from view of adjacent retail, commercial, light industrial and residential areas and from public streets.

**Discussion:** Master planning for new industrial and manufacturing land uses will include such features as open space, landscaping, integrated signage, traffic control and overall management and maintenance.

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**Policy LU-14.2:** Require new industrial land uses to locate on properly zoned sites with suitable topography and soils to minimize impacts to the environment and residential use, and to provide good transportation access, for trucks and employees, and adequate public facilities and services,

**Discussion:** Industrial and manufacturing businesses provide jobs for residents and tax revenues for the City. Some manufacturing produces noise, odor or dust. To enjoy the benefits of industrial and manufacturing land uses, yet minimize their adverse impacts, the City should encourage “clean and light manufacturing” land uses in appropriate locations convenient to major transportation corridors.

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**Policy LU-14.3:** Business Park uses with distribution, high technology, and light manufacturing activity, which minimize use of toxic or odorous substances are acceptable industrial uses in the community, as defined by design standards.

**Discussion:** Business park uses are allowed in Light Industrial and Office Park designations.

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**Policy LU-14.4:** Industrial uses should be designed with safe and comfortable pedestrian connectivity between businesses, public streets, and transit stops.

**Discussion:** Pedestrian walkways from buildings to the streets and along roadways and transit stops allow employees convenient access to employment centers at commute periods and during the day for food, errands, and exercise.

## SPECIALTY MANUFACTURING & ARTISAN DISTRICT

**GOAL LU-15:** Encourage the creation of a “specialty manufacturing and artisan district” in the Pacific portion of the Sumner-Pacific MIC that promotes the development, production, sale, and distribution of products and services in a street environment coordinated pedestrian amenities, signage and landscaping, with increased attention to building and site design.

## POLICIES

**Policy LU-15.1:** Consider the establishment of a specialty manufacturing and artisan district, and allow and promote a wider range of uses that support development of this district, including retail uses, in the Industrial and Office Park zones within the MIC in Pacific.

*Discussion:* A specialty manufacturing and artisan district can promote entrepreneurship and business establishment.

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**Policy LU-15.2:** Adopt design guidelines for the specialty manufacturing and artisan district that promote an enhanced streetscape with coordinated and enhanced pedestrian amenities, signage and landscaping, minimum standards for building facades, customer parking areas, and clear connections between retail entrances and the street.

*Discussion:* Attractive amenities and design can attract customers and support a thriving small industrial district.

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**Policy LU-15.3:** Develop incentives in the zoning code to promote the development of a specialty manufacturing and artisan district, including increased development intensity, reduced setbacks, and flexible landscaping standards to encourage on-site retail uses and enhanced building and site design.

*Discussion:* Flexibility in standards paired with amenities described in Policy LU-15.2 can help attract desired specialty industrial uses.

## NATURAL ENVIRONMENT

**GOAL LU-16: Respect and enhance the natural environment in any future development or redevelopment.**

### POLICIES

**Policy LU-16.1:** The City Council shall enact and update regulations and ordinances to protect and enhance natural resource lands and critical areas, including streams and rivers, wetlands, slopes, groundwater recharge areas, watersheds, floodplains, forest lands and other critical resource areas from the detrimental effects of development.

*Discussion:* Enactment of critical area regulations that consider the best available science is required by GMA in order to protect the functions and values of critical areas and promote public safety.

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**Policy LU-16.2:** Preserve environmental quality by taking into account the land's natural development constraints and mitigating environmental impacts in critical areas.

*Discussion:* New development can cluster away from critical areas, and comply with riparian, wetland, and geologic buffers and setbacks to reduce environmental impacts.

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**Policy LU-16.3:** Promote efficient use of renewable resources, water, and energy through the use of natural drainage, indigenous landscaping, energy efficient siting and building construction, and recycling.

*Discussion:* Minimizing changes to topography, retaining native plants and soils, adding landscaping, and relying on natural water processes can reduce energy consumption, avoid stormwater runoff, and allow infiltration to aquifers.

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**Policy LU-16.4:** Development of all sites shall be consistent with applicable environmental standards and policies.

*Discussion:* Development of sites must conform with the City’s “Critical Areas” regulations.

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**Policy LU-16.5:** Protect the quality and quantity of groundwater through application of critical area regulations and promotion of low-impact development techniques.

*Discussion:* This policy and similar ones in Chapter 3, Natural Environment, such as NE-1.4 and NE-6.1 address land uses and design practices that can protect groundwater. Critical area regulations are designed to protect water quality within proximity to wellhead protection zones by limiting uses that could cause contaminants to enter groundwater. Low impact development is a series of practices that minimize disturbance of the topography, soils, and native plants, and promote distributed stormwater management features that infiltrate, filter, store, evaporate, and detain runoff close to its source. As a result of lessened impervious area and promotion of infiltration, groundwater quantity can be protected.

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**Policy LU-16.6:** Support Puget Sound Clean Air Agency rules addressing reduction of construction dust particulates from new development, control of commercial and industrial businesses emissions, and cleaner vehicles to promote clean air. Support efforts by builders to use low emission materials and paint, adequate ventilation, and moisture-removal practices that support indoor air quality for residents and employees.

*Discussion:* Clean air policies here and in the Natural Environment, e.g. Policy NE-8.1 to NE-8.4, address regional and local actions to support clean air. Exterior and interior air quality is important to each citizen’s quality of life. Regional agencies such as Puget Sound Clean Air Agency implement rules and plans to promote outdoor clean air. Indoor air quality measures such as fans to remove moisture, filtered air intakes, materials and paint that have low-gas emissions can improve indoor air and reduce risks for asthma.

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**Policy LU-16.7:** Support efficient land use patterns, alternative transportation modes, and collective regional action to reduce greenhouse gas emissions and help King County achieve its goal of reduce community-level sources of greenhouse gas emission by 25% by 2020, 50% by 2030, and 80% by 2050, compared to a 2007 baseline.

*Discussion:* The City of Pacific can promote greenhouse gas reduction through commute trip reduction regulations, mixed use development such as in the town center, and promotion of energy conservation and application of the State energy code.

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**Policy LU-16.8:** Support regional plans to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.

*Discussion:* Water quality in the White River ultimately influences water quality in Puget Sound, and local actions in coordination with the region can help protect watersheds and receiving water bodies.

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**Policy LU-16.9:** Implement flood hazard reduction regulations that promote public health and safety and protect endangered fish and wildlife species.

*Discussion:* Compliance with FEMA standards and State model regulations, together with habitat assessments, protect life and property, and ensure development in floodplains complies with Biological Opinions directing additional protective action by FEMA and local governments.

## ENERGY EFFICIENCY

**GOAL LU-17: Encourage energy-efficient development practices.**

### POLICIES

**Policy LU-17.1:** Require consideration of efficient passive and active solar heating in the orientation and siting of residential dwelling units, and commercial and industrial buildings.

*Discussion:* Housing policies H-4.3 and H-4.4 support renewable forms of power. Though Puget Sound is known for its cloudy and rainy weather, the area has enough hours of sunlight to support solar energy as a source. Puget Sound Energy has renewable energy programs for residents and businesses.

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**Policy LU-17.2:** The City should develop an energy conservation plan for its own buildings, facilities, and fleet.

*Discussion:* As part of developing an energy conservation plan, the City would need to conduct an energy audit and identify priority actions to reduce energy, and to be a model for the community. As of 2016, such an audit is under consideration by the City Council.

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**Policy LU-17.3:** Support energy conservation through application of the Washington State energy code requirements, and through voluntary programs such as Leadership in Energy & Environmental Design (LEED) certification and green energy programs by Puget Sound Energy.

*Discussion:* Energy conservation results in less natural resource consumption, and reduces costs of utilities by residents and employers.

## COMMUNITY CHARACTER

**GOAL LU-18: Actively influence the future character of the City by managing land use changes and by developing City facilities and services in a manner that directs and controls land use patterns and intensities consistent with this Comprehensive Plan.**

### POLICIES

**Policy LU-18.1:** Accommodate the King County adopted growth target for 2031 and the Pierce County adopted growth target for 2030, and plan for the additional growth anticipated by 2035 to achieve a 20-year plan for 2015-2035. Petition the Pierce County Regional Council to amend the City's jobs target, and, with the City of Sumner's cooperation, reassign Pacific's unaccommodated target. See Table LU-1 below.

**Table LU-1. City of Pacific Growth Targets and Capacity to 2035**

	King County		Pierce County	
	Housing	Jobs	Jobs Adopted	Jobs Amended
2012-2031 Target	141	1,158		
2031-2035 Extension	46	59		
Total Net Growth 2012-2035	187	1,217		
2010-2030 Target			4,124	2,178
2030-2035 Target Extension			542	542
Total Net Growth 2010-2035			4,666	2,720
Capacity	416	1,234	2,775	2,775
Surplus/(Deficit) 2035	229	17	(1,891)	55

**Discussion:** The City's growth targets and capacities are addressed in Buildable Lands Report for King County and Pierce County. The City's targets and growth capacity are updated in a technical memo, *City of Pacific Growth Targets and Land Capacity Analysis*, January 2016, prepared by BERK Consulting, Inc. on behalf of the City of Pacific. As a result, Pierce County is anticipated to allow a reduction in the City of Pacific's jobs target to better match its job capacity while the City of Sumner is anticipated to increase its jobs target to recognize its greater job capacity. Together the cities would meet MIC requirements with their combined targets and capacities.

**Policy LU-18.2:** Through the State Environmental Policy Act process and regular permit reports assess the growth impacts of development proposals.

**Discussion:** New developments provide checklists to the City, and the City evaluates impacts under the State Environmental Policy Act. The City also tracks building permits and provides the information to PSRC and the State Office of Financial Management on an annual basis.

**Policy LU-18.3:** Encourage improvements that enhance neighborhood appearance, safe travel by foot, car, bike, or other means, general safety for homes, businesses, schools, etc. and pedestrian and vehicular safety. Promote Crime Prevention Through Environmental Design (CPTED).

**Discussion:** Examples of improvements include signs, crosswalks, traffic calming improvements, trail development, fencing, special lighting, landscaping. CPTED is a multi-disciplinary approach to deterring criminal behavior through environmental design such as lighting and landscaping that allow for natural surveillance and access control.

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**Policy LU-18.4:** Aggressively seek to abate all potentially blighting influences.

**Discussion:** Enforcement of nuisance, junk vehicle, and buildings codes together with a volunteer program and an active citizenry can reduce blight.

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**Policy LU-18.5:** The City should give special attention to improving the quality of low income neighborhoods and seek to implement programs which encourage rehabilitation of deteriorating structures and facilities.

**Discussion:** City investments in infrastructure and available funds, such as Community Development Block Grant Funds, coordination with regional health and social service providers, and education of property owners and building managers can improve the quality of structures.

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**Policy LU-18.6:** New neighborhoods should be governed by development standards which allow some flexibility to encourage compact urban development, provide protection of critical areas and resource lands (including, but not limited to areas of steep slopes or wetlands), and to facilitate non-motorized transportation.

**Discussion:** The City will encourage "planned unit developments" which allow variation from normal development standards and housing design standards in exchange for enhanced design features and environmental protection, while maintaining consistency with this Plan.

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**Policy LU-18.7:** Seek to establish and maintain an image appropriate for the community, so as to attract the type of commercial and industrial activities which best meet the needs and desires of the community.

**Discussion:** The City's zoning and development standards, as well as infrastructure investments, can create a minimum quality of development that encourage employer investments in businesses in Pacific.

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**Policy LU-18.8:** Ensure that commercial development contributes to Pacific as a Community and to the economic vitality of Pacific and to the vitality of individual commercial areas.

**Discussion:** The City could, for example, create a development plan to extend sidewalks to the Neighborhood/Community Center through a Local Improvement District (LID).

## COMMUNITY CHARACTER

**GOAL LU-19: Protect existing and proposed residential areas from conflicting nonresidential uses.**

## POLICIES

**Policy LU-19.1:** The City shall seek to abate existing incompatible and non-residential uses in residential neighborhoods.

**Discussion:** The City may abate illegal uses or structures. Non-conforming uses that are incompatible can be encouraged to relocate to other more suitable zones in the community. The City may provide information on suitable zones and available lands. The City may also develop rules that sunset non-conforming and incompatible uses.

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**Policy LU-19.2:** Areas abutting major arterials should be carefully planned to avoid potential conflicts between the development of the arterial and single family uses. Single family uses in such areas should be platted in a manner which orients the units away from the arterial, however, non-motorized access between the residential area and the arterial should be provided. Where such orientation is not possible, a transition area should be zoned for moderate density uses. In areas with existing single family developments, street front buffering should be utilized.

**Discussion:** The ability to buffer the area from incompatible land uses and heavily traveled arterials or highways should be considered in designating currently undeveloped areas for future single family use. Such buffering can be accomplished by taking advantage of topographic variations and other natural features, requiring expanded setbacks along arterials, by orienting lots and houses away from arterials, by designating moderate density multiple-family areas as transitional areas, and by other means.

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**Policy LU-19.3:** The management of areas in transition should balance the needs of existing residents with the need to accommodate new uses.

**Discussion:** Overtime, redeveloping uses may be different in character and scale than existing uses, as an area begins to conform to future plans. There may be temporary incompatibilities until an area fully transitions.

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**Policy LU-19.4:** The conditional use procedure should be used to ensure that new uses are no more disruptive to existing uses than is reasonably necessary.

**Discussion:** A conditional use permit allows more intensive review and the ability to provide conditions or mitigation measures to reduce impacts and increase compatibility with other uses in the neighborhood.

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**Policy LU-19.5:** Home occupations in residential neighborhoods shall be permitted only if they comply with performance standards that ensure compatibility with adjacent residential uses. Greater flexibility may be appropriate for home occupations near the border of such neighborhoods as a transition to adjacent uses.

**Discussion:** Home occupations allow residents to be entrepreneurial and to reduce commute trips.

---

**Policy LU-19.6:** Minimize the impact of infill development on existing residential neighborhoods by incorporating neighborhood features such as design or landscaping themes that enhance both the neighborhood and community character.

*Discussion:* Onsite open space, appropriate parking, height, bulk and setbacks that are compatible with the existing neighborhood can help integrate infill development.

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**Policy LU-19.7:** Development design should utilize and preserve natural features, including, but not limited to, topography and stands of trees, to separate incompatible land uses and densities.

*Discussion:* Minimizing topographic changes and retaining trees and vegetation can help create well-designed development that is buffered from adjacent uses and that advances low-impact development principles.

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**Policy LU-19.8:** Development design should use open spaces, including parks, to separate incompatible uses.

*Discussion:* Distance and buffering can reduce the appearance of height and bulk that may differ in abutting uses.

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**Policy LU-19.9:** Development codes shall be implemented to allow the City to require that landscaped buffers, natural area preservation or other measures are utilized to separate new residential developments from incompatible uses and major streets. These buffers should permit access between the residential area and the major street by pedestrians and bicyclists.

*Discussion:* The City's Municipal Code (Chapter 20.70) contains landscape standards that vary the level of screening by the sensitivity of uses.

## COMPLEMENTARY LAND USES

**GOAL LU-20: Ensure that commercial development and redevelopment are complementary to adjacent land uses.**

### POLICIES

**Policy LU-20.1:** Encourage the upgrading of commercial and industrial facilities that are adjacent to residential uses to have adequate buffering.

*Discussion:* Commercial development next to non-commercial uses requires buffering. Buffering can take many forms such as:

- ◆ increased setbacks;
- ◆ increased width of landscaping area;
- ◆ increasing the size of the initial landscaping;
- ◆ decreasing the size and bulk of buildings;
- ◆ limiting the type and operation of commercial activities, etc.

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**Policy LU-20.2:** Commercial shall be buffered by:

- (1) medium density multi-family;
- (2) office park;
- (3) design considerations such as setbacks, landscaping, or walls, or any combination thereof, to ensure preservation of a quality living environment in adjacent neighborhoods, and;
- (4) open space/parks.

*Discussion:* Multifamily and office developments next to commercial uses can create transitional areas with less activity and traffic, and help support commercial businesses with customers. Landscaping and open space can reduce the appearance of height and bulk.

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**Policy 20.3:** Compatibility among land uses should be enhanced through landscaping, building orientation and setbacks, traffic control and other measures to reduce potential conflicts. Intrusions of residential uses into industrial areas shall not be allowed, and intrusions by commercial uses should be controlled to compliment the industrial uses. No new residential, except for caretaker's quarters, shall be allowed in industrial areas.

*Discussion:* This policy supports the protection of industrial areas from conversion to other uses, and avoids location of residential uses in areas that are less compatible.

## PARKS, OPEN SPACE, RECREATION, AND TRAILS

**GOAL LU-21: Maintain and support the existing and future recreational and cultural activities in Pacific.**

### POLICIES

**Policy LU-21.1:** The City Council should coordinate the provision and funding of recreational activities with the Auburn, Derringer, Fife, and Sumner School Districts. These bodies should also investigate means of providing recreation and social activities for citizens of all ages.

*Discussion:* School districts have athletic fields and open spaces that can be used after school hours by local residents to leverage the recreation resources available in the community.

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**Policy LU-21.2:** Pacific should develop the Pacific City/River Park and the White River Trail, and provide for future parks, open spaces, and trails as new development occurs.

*Discussion:* Trails and parks can help contribute to active resident and employee lifestyles and reduce commuting by single occupancy vehicles to employment areas.

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**Policy LU-21.3:** Promote adequate provision of peripheral and internal open space and recreation uses through implementation of the Parks, Recreation, Open Space, and Trails plan.

*Discussion:* The Parks, Recreation, Open Space, and Trails plan helps guide City investments in parks and recreation facilities and can be used to attract grant funding.

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**Policy LU-21.4:** Emphasis shall be placed upon the manner in which the recreational needs of the residents shall be met in the approval of any residential subdivision and planned residential district.

*Discussion:* As new development occurs, the City will apply its subdivision and planned residential district to ensure adequate onsite recreation space.

## TRANSPORTATION IMPACTS & ISSUES

**GOAL LU-22: Respond to the growing need to accommodate traffic through the city with a minimum of adverse impact on residential neighborhoods.**

### POLICIES

**Policy LU-22.1:** Development of new through routes should occur as early as possible, before neighborhoods are developed to urban residential densities to avoid the intrusion of through traffic in neighborhoods.

*Discussion:* The City's Transportation Element identifies circulation improvements and requires concurrency with the City's level of service standards to ensure facilities are in place at the time of or within six years of development.

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**Policy LU-22.2:** The expansion of existing regional transportation routes (i.e. SR-167, West Valley Highway, and East Valley Highway) will create traffic impacts to neighborhoods, and should be mitigated by measures which may include round-a-bouts, separated sidewalks, pedestrian routes between long blocks, and/or other traffic calming measures.

*Discussion:* As major roadways are widened or altered, improvements to connecting roads that serve affected neighborhoods should be improved to avoid pass through traffic and to improve multi-modal circulation.

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**Policy LU-22.3:** Routes which bypass developed, urban neighborhoods shall be preferred over routes that would pass through them. Routes passing through such neighborhoods shall be supported by the City only when present and future traffic benefits are substantial and alternative ways to meet the need are not feasible. In these cases, a neighborhood traffic mitigation plan should be adopted and implemented by the City.

*Discussion:* A neighborhood traffic mitigation plan may identify signage and physical improvements that can reduce pass through traffic.

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**Policy LU-22.4:** While the City will strive to avoid the intrusion of "through" traffic in neighborhoods, it will also seek to ensure that neighborhoods are interconnected with one another. These interconnections are needed to ensure the proper functioning of arterial streets, acceptable emergency vehicle response times and also a sense of belonging to the Greater Pacific Community.

*Discussion:* Traffic is more distributed and results in less congestion when there are interconnected roadways.

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**Policy LU-22.5:** Residential arterials having good potential for long term maintenance of a quality living environment should be protected from the intrusion of commercial uses. In some instances, these may be appropriate locations for churches and other religious institutions, semi-public facilities, or moderate density multiple-family uses.

*Discussion:* The City's zones focus appropriate uses in different districts where the road network is or can be designed to meet different volumes and levels of access.

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**Policy LU-22.6:** Encourage design and location of commercial development to provide for safe access for pedestrians, bicyclists, and/ or mass transit.

*Discussion:* Development standards can ensure appropriate sidewalk and bicycle routes are provided within a development and along street frontages including connections to bus shelters.

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**Policy LU-22.7:** The City should develop design standards and guidelines for development along arterials to improve their visual appearance and safe transportation access.

*Discussion:* Streetscape standards can improve the character of a street and ensure coordinated access.

## CONCURRENCY & PREDICTABILITY

**GOAL LU-23: Coordinate all land use and development for concurrency and predictability.**

### POLICIES

**Policy LU-23.1:** Coordinate future land uses with the Transportation; Natural Environment; and Parks, Open Space, Recreation, and Trails elements of this Plan.

*Discussion:* The Land Use Element is the central chapter of the plan directing land uses and growth in environmentally appropriate areas that is can be served by City transportation and parks LOS.

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**Policy LU-23.2:** Coordinate all new development with the provision of an adequate level of services and facilities, such as schools, water, transportation, parks, provision of police and fire services, as established in the Capital Facilities element.



*Discussion:* The City has established levels of service that meet community needs, and that would be supported with capital and operational investments as growth occurs. Some services are provided by special districts who rely on the City's growth projections to plan for appropriate services.

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**Policy LU-23.3:** The City shall monitor all new development to ensure that it does not exceed the City's ability to provide and maintain adequate public facilities and services, and shall allow new development to occur only when and where adequate facilities exist or can be provided. The City will not issue any development permits, which result in a reduction of the Level of Service (LOS) below the LOS standard adopted for public facilities as identified in the Capital Facilities Element.

*Discussion:* The City reviews land use permit applications for consistency with City regulations including LOS standards.

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**Policy LU-23.4:** The City shall maintain a concurrency review process to ensure that services are available as development occurs. Developers shall provide information relating to impacts that the proposed development will have on public facilities and services. The City shall evaluate each impact analysis to ensure that the development can be provided with adequate levels of service for water and sewer, electric and telecommunications, schools, transportation, parks, and provisions of police and fire services, as established in the Capital Facilities Element.

*Discussion:* The City implements its concurrency requirements in PMC Chapter 16.34.

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**Policy LU-23.5:** Needed rights-of-way, on-site and off-site road improvements, and utilities shall be assured before development occurs.

*Discussion:* The City will require onsite and frontage improvements and contributions to offsite transportation and utility network improvements using impact fees and SEPA conditions of approval as appropriate.

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**Policy LU-23.6:** Individual development projects shall provide for minimal improvements in accordance with established City performance standards, regardless of size.

*Discussion:* The City's development standards address necessary improvements, such as street frontage improvements, expected of all development.

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**Policy LU-23.7:** The City shall influence the development of unincorporated land near the City in a manner that minimizes adverse impacts upon the City and its residents.

*Discussion:* The City coordinates permit reviews with King and Pierce Counties and abutting cities to ensure impacts to Pacific are considered and mitigated.

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**Policy LU-23.8:** Applications for both State and local development permits shall be processed in a timely and fair manner to ensure predictability.

**Discussion:** This policy helps meet GMA goals (RCW 36.70A.020 (7)) and City goals to provide a clear and predictable permit review process.

**Policy LU-23.8:** The City Council shall review the Capital Facilities Element of this Comprehensive Plan and adopt those financing plans needed for future development as a Capital Improvement Program. This budget should be reviewed and updated annually as appropriate based upon the needs of the City.

**Discussion:** The Capital Facilities Plan Element is to include a detailed assessment of capital needs and revenues for a six-year period, and a broader analysis of needs over 20 years. The more detailed six-year plan is called a Capital Investment Program. City budget decisions should be consistent with the Capital Facilities Plan and six-year Capital Improvement Program. The City's annual budget is a fitting time to review the City's financing plans for capital improvements and make adjustments.

## PROPERTY RIGHTS

**GOAL LU-24:** Respect private property rights in the development and implementation of any land use regulations.

### POLICIES

**Policy LU-24.1:** The City shall not take private property for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory civil action.

**Discussion:** Consistent with GMA goals, the City's regulatory and administrative actions do not result in unconstitutional takings of properties. The City provides reasonable uses in all zones in the City. The City plans in advance for community needs for land uses and infrastructure, and allows for wide public comment. The City's permit processes allow for property owner and public review and appeal as appropriate.

## SHORELINE MANAGEMENT

Consistent with RCW 36.70A. 480, the goals and policies of the shoreline master program are considered an element of the Comprehensive Plan. This section includes the SMP goals and policies in the Land Use Element. SMP Regulations are found under separate cover.

**Goal LU-25: Provide for Management of Shorelines in Accordance with the Shoreline Management Act RCW 90.58.**

### POLICIES

**Policy LU-25.1:** The City adopts the goals of the Shoreline Management Act as provided in RCW 90.58.020 and in particular to recognize for the City of Pacific.

- 1 The shoreline is one of the most valuable and fragile of the city's natural resources.
2. There is a clear and urgent demand for a planned, rational, and concerted effort, jointly performed by federal, state, and local governments, to prevent the inherent harm in an uncoordinated and piecemeal development of the city's shoreline jurisdiction.

3. The city’s shoreline policies are intended to protect against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the state and their aquatic life, while protecting generally public rights of navigation and corollary rights incidental thereto.
4. It is essential for the city to encourage effective Flood Hazard Management while meeting goals of protecting and enhancing ecological functions.
5. In the implementation of the Shoreline Master Program, the public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines shall be preserved to the greatest extent feasible consistent with the overall best interest of the state, the county, and the people generally. To this end, uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment or are unique to or dependent upon use of the state's shoreline.

**Policy LU-25.2:** Geographic Environments: Shorelines are classified into separate geographic areas known as “use environments” based upon current development pattern, biophysical capabilities, and other factors. Policies, standards, and regulations can be customized by the use environment, shoreline, and other uses depending on need.

The overlay districts in the Pacific Shoreline Master Program are classified as zoning overlay districts and include:

1. Shoreline Urban Conservancy Environment
2. Shoreline Residential Environment
3. Shoreline Recreation Environment
4. Shoreline Commercial Environment
5. Shoreline Aquatic

These environmental use classifications are described in detail in Pacific Municipal Code Title 21, Shorelines

## SHORELINE USES AND ACTIVITIES

**Goal LU-26** Provide for use of the limited water resource consistent with the goals of the Shoreline Management Act including no net loss of ecological functions and preferring water-dependent uses.

### POLICIES

**Policy LU-26.1:** Provide that the policies, regulations, and administration of the Shoreline Master Program ensure that new uses, development, and redevelopment within the shoreline jurisdiction do not cause a net loss of shoreline ecological functions.

**Policy LU-26.2:** Ensure that the policies, regulations, and administration of the Shoreline Master Program are consistent with the land use vision of the City’s Comprehensive Plan.

**Policy LU-26.3:** The City should plan for reasonable and appropriate shoreline uses while ensuring that existing uses, new uses, and alteration of facilities do not result in a net loss of shoreline ecological functions.

**Policy LU-26.4:** Water-dependent and associated water-related uses are the highest priority for shorelines unless protection of the existing natural resource values of such areas precludes such uses.

**Policy LU-26.5:** Water-related and water-enjoyment uses that are compatible with ecological protection and restoration objectives, provided that adequate area is reserved for future water-dependent and water-related uses, are the second highest priority.

**Policy LU-26.6:** Limit non-water-oriented uses to those locations where access to the water is not provided or where the non-water-oriented use contributes to the objectives of the Act in providing ecological restoration and public access.

**Policy LU-26.7:** Recognize existing single-family residential uses and neighborhood character when determining new uses.

**Policy LU-26.8:** Accessory development such as parking should be designed and located outside of the shoreline where possible.

**Policy LU-26.9:** New developments and land divisions should avoid the need for new shoreline stabilization or flood hazard reduction measures that would cause significant impacts to other properties or public improvements or a net loss of shoreline ecological functions.

**Policy LU-26.10:** Aesthetic considerations should be integrated with new development, redevelopment, or shoreline enhancement according to the policies in the Public Access Element.

**Policy LU-26.11:** All shoreline policies, regulations, and development shall recognize and protect private rights consistent with the public interest and, to the extent feasible, shall be designed and constructed to protect the rights and privacy of adjacent property owners. Shoreline uses and activities should be discouraged if they would cause significant nuisance or unsafe conditions that would impede the achievement of shoreline use preferences on the site or on adjacent or abutting sites.

## SHORELINE CONSERVATION

**Goal LU-27 To protect and preserve the resources and amenities of all shorelines and the ecological processes and functions they provide for use and enjoyment by present and future generations.**

### POLICIES

**Policy LU-27.1:** The shoreline should be classified into areas based on present and potential future use and present and potential future ecosystem processes and functions to determine conservation strategies and restoration priorities.

**Policy LU-27.2:** Existing natural resources should be conserved through regulatory and non-regulatory means that may include:

1. Implementation of the Comprehensive Plan, interlocal watershed plans, local development regulations, and state, tribal, and federal programs;
2. Regulation of development within the shoreline jurisdiction;
3. Ecologically sound design;
4. Restoration programs; and
5. Education programs.

**Policy LU-27.3:** Critical areas of the shoreline should be managed to achieve protection of existing and restoration of degraded ecological functions and ecosystem-wide processes. In protecting and restoring critical areas within the shoreline, the City will integrate the full spectrum of planning and regulatory measures.

**Policy LU-27.4:** The city shall encourage development and use of those means which are non-regulatory, with the particular goal of integrating shoreline ecological restoration into development projects.

**Policy LU-27.5:** The City of Pacific should take aggressive action with responsible government agencies to assure that surface water management in all drainage basins is considered an integral part of shoreline planning, and thereby prevent and control soil erosion, sedimentation, and pollution that could adversely affect any shoreline within the City of Pacific.

**Policy LU-27.6:** Shoreline areas having historical, cultural, educational, or scientific value should be identified and protected.

**Policy LU-27.7:** Developments and activities in the City's shoreline should be planned and designed to retain native vegetation or replace shoreline vegetation with native species to achieve no net loss of the ecological functions and ecosystem-wide processes performed by vegetation.

**Policy LU-27.8:** Develop an on-going program of shoreline education including residents, landowners, and recreational users.

## FLOOD HAZARD REDUCTION

**Goal LU-28 To minimize flood hazards to human life and property while enhancing the ecological processes of the shoreline.**

### POLICIES

**Policy LU-28.1:** The City should manage flood protection through implementation of the City's Comprehensive Stormwater Management Plan, Comprehensive Plan, stormwater regulations, and the King and Pierce County flood hazard control plans.

**Policy LU-28.2:** Protect existing development and restore floodplain and channel migration functions.

**Policy LU-28.3:** Where feasible, integrate bioengineering and/or soft engineering approaches into local and regional flood control measures, infrastructure, and related capital improvement projects.

**Policy LU-28.4:** Discourage development within the floodplains associated with the City's shorelines that would individually or cumulatively result in an increase to the risk of flood damage.

**Policy LU-28.5:** Support measures, such as levee setbacks and similar programs, to increase the natural functions of the White River floodplain including flood storage, off-channel habitat, associated wetlands and buffers of native vegetation. .

**Policy LU-28.6:** Where possible, public access should be integrated into publicly financed flood control and management facilities.

## SHORELINE RECREATION

**Goal LU-29 Encourage public use of shoreline area for recreational purposes and increase public access while maintaining no net loss of ecological functions.**

### POLICIES

**Policy LU-29.1:** Prioritize shoreline recreational development that provides public access and enjoyment and use of the water and shorelines over non-water oriented recreational uses.

**Policy LU-29.2:** Preserve and expand shoreline areas with the potential for providing recreation or public access opportunities to provide as wide a range of uses as feasible.

**Policy LU-29.3:** Shoreline areas with the potential for providing recreation or public access opportunities should be identified for this use and, wherever possible, acquired and incorporated into the park and open space system.

**Policy LU-29.4:** Public recreational facilities should be sited, designed and operated in a manner consistent with the purpose of the environment designation in which they are located, such that no net loss of shoreline ecological functions or ecosystem-wide processes result.

**Policy LU-29.5:** Shoreline recreational developments should be consistent with the City's Comprehensive Plan and Parks, Recreation, Open Space and Trails Element; and coordinated with local, state, and federal agencies.

## SHORELINE PUBLIC ACCESS

**Goal 30 Increase public accessibility to shorelines while preserving and improving the natural amenities and ecological function of shorelines and associated wetlands.**

### POLICIES

**Policy LU-30.1:** Public access should be provided consistent with the existing character of the shoreline and with consideration of opportunities and constraints for physical and visual access, as well as consideration of ecological functions and public safety.

**Policy LU-30.2:** Public access to and along the water's edge should be available throughout publicly owned shoreline areas although direct physical access to the water's edge may be restricted to protect shoreline ecological values. Public access shall be provided over all public aquatic lands leased for private activity, consistent with compatibility with water-dependent uses.

**Policy LU-30.3:** Future residential, commercial, and industrial developments and redevelopments shall not adversely affect existing public access, and should provide new, opportunities for the public to reach, touch, and enjoy the water's edge.

**Policy LU-30.4:** In planning for public access, emphasis should be placed on foot and bicycle paths rather than roads, except in areas where public boat launching would be desirable.

**Policy LU-30.5:** Development and management of public access should address adverse impacts to adjacent private shoreline properties.

## SHORELINE CIRCULATION

**Goal LU-31 Minimize motor vehicular traffic and encourage pedestrian traffic within the shorelines while providing opportunities for needed major circulation elements to cross the shoreline.**

### POLICIES

**Policy LU-31.1:** Plan, locate, design and construct, roads, nonmotorized systems and parking facilities where routes and design will have the least possible adverse effect on unique or fragile shoreline features, and will not result in a net loss of shoreline ecological functions. New transportation facilities should not adversely impact existing or planned water dependent uses. Where other options are available and feasible, new roads or road expansions should not be built within shoreline jurisdiction.

**Policy LU-31.2:** The number of river crossings should be minimized.

**Policy LU-31.3:** Parking facilities in shorelines are not a preferred use and shall be allowed only as necessary to support an authorized use and then as remote from the Shoreline as possible.

**Policy LU-31.4:** Joint use of transportation corridors within the shoreline jurisdiction for roads, utilities, and non-motorized transportation should be encouraged.

**Policy LU-31.5:** New railroad corridors should be allowed only if needed for regional mobility.

## SHORELINE UTILITIES

**Goal LU-32 To design and locate utility facilities to assure no net loss of shoreline ecological functions, and minimize conflicts with present and planned land and shoreline uses.**

### POLICIES

**Policy LU-32.1** Utility facilities should only be placed in the shoreline if other alternative locations are not feasible and subject to the policies below.

**Policy LU-32.2:** Regional utility production and processing facilities, such as power plants, sewage treatment plants, water reclamation plants, or parts of those facilities that are non-water-oriented should not be allowed in shoreline areas.

**Policy LU-32.3:** Utilities should be co-located with existing transportation and utilities sites, rights-of-way and corridors, whenever possible. Joint use of rights-of-way and corridors should be encouraged.

**Policy LU-32.4:** Transmission facilities for the conveyance of services, such as power lines, cables, and pipelines, shall be located outside of the shoreline area where feasible. Where no other option exists, utilities should be placed underground or alongside or under bridges.

**Policy LU-32.5:** New utility facilities should be located so as to not require shoreline protection.

**Policy LU-32.6:** Where storm water management, conveyance and discharge facilities are permitted in the shoreline, they should be limited to the minimum size needed to accomplish their purpose and should be sited and designed in a manner that avoids, or mitigates adverse effects to physical, hydrologic, or ecological functions.

## HISTORIC AND CULTURAL RESOURCES

**Goal LU-33 Identify, preserve, and enhance the historic and prehistoric cultural resources of Pacific.**

### POLICIES

**Policy LU-33.1:** Coordinate with local tribes and the State Department of Archaeology and Historic Preservation to identify potential historic and archaeological sites.

**Discussion:** The State Department of Archaeology and Historic Preservation and tribes are actively involved in ensuring historic and archaeological sites are protected such as through the environmental review and permitting process.

**Policy LU-33.2:** Through the environmental review and permit process, consider potential impacts to historic archaeological resources and identify appropriate measures to avoid, minimize, and mitigate impacts consistent with federal and state laws.

**Discussion:** The City notifies agencies and conditions projects consistent with its permit review procedures. This policy along with Policy LU-33.1 promotes “the preservation of lands, sites, and structures, that have historical or archaeological significance.” (RCW 36.70a.020 (13))

## PROCESS FOR SITING ESSENTIAL PUBLIC FACILITIES

**Policy LU-34.1:** Essential public facilities which are included on the State Office of Financial Management list of essential state public facilities that are required or likely to be built within the next six (6) years will be subject to the following siting process.

1. When essential public facilities are proposed the City of Pacific will appoint an advisory “County-Wide Site Evaluation Committee” composed of citizen members selected to represent a broad range of interest groups and expertise. The committee shall also include at least one individual with technical expertise relating to the particular type of facility. If there are no residents with the appropriate technical knowledge, the City Council may select a non-resident with the appropriate technical knowledge. The committee will review the proposed project and site using the “Countywide Planning Policy on Siting of Public Capital Facilities of a Countywide or Statewide Nature,” in accordance with King County’s Countywide Planning Policy.
2. The City will use timely notification processes of posting notices in the official newspaper of the City of Pacific, prepare and issue press releases, notices to the School District, and public hearings to notify citizens of the proposed project.
3. The City will also notify adjacent jurisdictions of the proposed project and will solicit review and comment on the recommendations of the County-Wide Site Evaluation Committee.

**Policy LU-34.2:** Essential public facilities of a county-wide or state-wide nature, (e.g., hazardous waste facilities), must meet state laws and regulations requiring specific siting and permitting requirements.

**Policy LU-34.3:** The City's comprehensive plan and development regulations shall not preclude the siting of essential public facilities. Development regulations will include standards to ensure reasonable compatibility with local land uses.

**Discussion – Policies LU-34.1 to LU-34.3:** Essential public facilities include facilities and uses that are difficult to site, such as airports, state education facilities, state transportation facilities, solid waste handling facilities, inpatient facilities, group homes, and others identified in GMA. Policies in this section are designed to be consistent with RCW 36.70A.200 which require a process to site such facilities, and indicate a county or city may not preclude the siting of them.



### **3: INVENTORY AND ANALYSIS**

#### **3.1: PHYSICAL DESCRIPTION**

##### *Climate, Topography, and Geology*

The climate of the Puget Sound Region is considered a northern rain forest. Most of Pacific lies in the fertile valley of the White/Stuck River. The valley extends the length of the City, and beyond, from north to south. The White River flows southwest through Pacific. Here, the river is referred to as the White River or Stuck River. For plan purposes, it will be referred to as the White/Stuck River.

The elevation of the City is relatively low in the valley, with an average of approximately 70 feet above sea level. Steep slopes rise in the western portion of Pacific. See the Natural Environment chapter for a discussion of hazardous areas, including Erosion, Landslide, Seismic, Steep Slopes, Volcanic, and Flood hazard areas. See PMC Title 23 for a description of the protection of critical areas, including landslide hazards.

A detailed discussion and composite soil and topographical map can be found in the Natural Environment Element.

##### *Surface Water and Groundwater*

Rivers and other surface waters are important scenic and environmental resources. The quality of water is crucial to the entire river habitat. Reduction in water quality will not only reduce the environmental and scenic value of the river, but it may also threaten the ground water that is the source of potable (suitable for drinking) water for residents of the Pacific planning area.

The White River originates on Mount Rainier and flows generally west along the King-Pierce County line through Buckley, Auburn, and Pacific, then empties into the Puyallup River in Sumner. The river reach through the Pacific planning area runs a northeast to south course. The surface water quality and the quality of the river habitat are generally good. However, provisions for new development must protect against contamination and potential soil erosion, and must prevent processes that would strip crucial wildlife habitat or change the flow of the river in ways which damage the viability of the ecological system.

Groundwater is surface water that has filtered down through the soil. Groundwater is also the entire source of the potable water supply for residents of the Pacific planning area. The City's water supply is potentially influenced by any and all processes in the White River watershed that might affect water quality downstream. It is critical that this potable water source be protected from point-source contamination by such sources as landfills, lagoons, dumps sites, stormwater retention/detention ponds, chemical spills, septic tanks, pavement runoff, and injection wells. It must likewise be protected from non point-source contaminants such as agricultural and residential pesticides, herbicides, and fertilizers. A description of local surface and groundwater can be found in the Natural Environment Element of this Comprehensive Plan. Summaries of the Water System and Stormwater plans may be found in the Capital Facilities Element.

## *Vegetation and Wildlife*

**Vegetation:** Undisturbed riparian and wetlands-oriented vegetative canopy typically includes Western Red Cedar, Western Hemlock, Red Alder, Black Cottonwood, Big leaf Maple, and species of Willow. Where this canopy has been disturbed, Reed Canary grass tends to dominate. These same canopy elements are present along the moister wooded slopes. Douglas fir tends to dominate the drier portions of these hillsides.

**Wildlife:** The White River riparian corridor supports diverse populations of insects, fish, birds, waterfowl, and a variety of large and small mammals. The wooded hillsides also support populations of small mammals and birds.

## *Critical Areas*

GMA requires that critical areas be designated and that each jurisdiction adopt development regulations to protect these areas. A more in-depth discussion and a map of Critical Areas may be found in the Natural Environment Element.

**Fish and Wildlife Habitat Area:** These areas are identified as being of critical importance to the maintenance of fish, wildlife, and plant species. The principal Fish and Wildlife Habitat areas within the Pacific planning area are the White/Stuck River floodplain and its associated stream reaches and riverine wetlands, Trout Lake and its associated wetlands, and the steep wooded slopes that form the west wall of the valley floor.

**Flood Hazard Areas:** These lands within a floodplain are subject to a one percent or greater chance of flooding in any given year. The floodplain consists of two components: the floodway, and the flood fringe.

The floodway is that portion of the floodplain which is subject to inundation by deep and fast moving waters. Development within the floodway is prohibited since these waters have the potential to displace structures.

The flood fringe is that portion of the floodplain outside the floodway which is subject to inundation by relatively slow-moving waters, generally known as the base flood or 100-year flood (one percent chance per year). The White/Stuck River flood fringe is Pacific's principle aquifer recharge area.

Although development within the flood fringe does not pose near the hazard as in the floodway, it is still generally unsuitable for most structural development. In some cases, development might be suitably mitigated to limit structural improvements to higher ground portions of a parcel. There are currently numerous commercial and residential structures within the White River flood fringe.

**Wetlands:** The GMA defines wetlands as “areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.” Artificial wetlands intentionally created for non-wetland sites, such as irrigation and drainage ditches, grass-lined swales, canals, detention facilities, and landscape amenities are not considered to be wetlands. However, wetlands may include “artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the county or city.”

Trout Lake and its associated wetlands are bounded by an established single-family residential neighborhood. Less significant wetlands throughout the planning area, that are isolated from the waters of the river and lake systems, may support fish and wildlife habitat.

**Geologically Hazardous Areas:**

Geologically Hazardous Areas are defined by the GMA as "areas that because of their susceptibility to erosion, landslide, earthquake, or other geologic event, are not suited to the siting of commercial, residential, or industrial development, consistent with public health or safety concerns."

Generally, these are areas in which there is a possibility that a certain type of potentially destructive geologic activity will take place. The geologic hazards likely to impact the Pacific planning area are erosion, landslide, seismic, and volcanic. Specific areas such as the steep hillsides located west of West Valley Highway may be subject to geologic events such as mass wasting (slope failure), debris flows, rock falls, or differential settlement. Steep terrain is a principle component of each of these hazards.

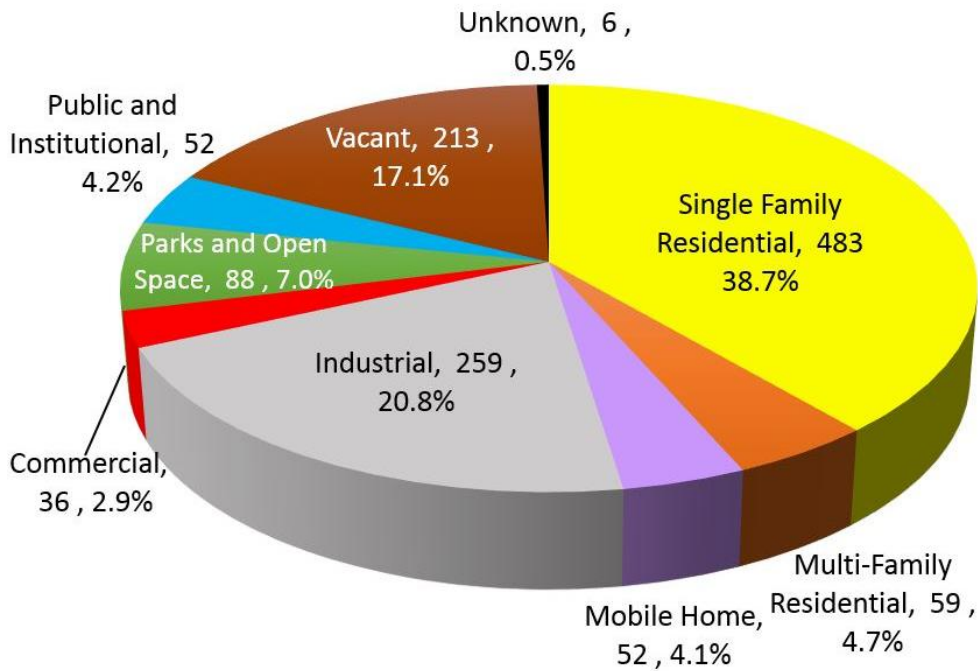
The Natural Environment Element discusses geologically hazardous areas, including Erosion, Landslide, Seismic, Steep Slopes, Volcanic, Aquifer Recharge and Flood hazard areas.

## 3.2 LAND USE CLASSIFICATIONS

**Current Land Uses**

Pacific land uses are largely single family residential, commercial and industrial with smaller areas of multiple family residential, parks, and open space uses.

**Figure LU-1. Current Land Uses 2015: Category, Acres\*, Percent**



\*Not Including Right-of-Way

### ***Residential Land Use***

This category includes all land used for residential purposes, including single family dwellings, multiple-family dwellings, mobile homes, and public uses such as schools, parks, and churches that support residential uses. For a more detailed description of residential land use, see the Housing Element as well as Policy LU-4.2.

**Total Residential Land Use:** The City of Pacific has over 50% of its total land area in residential uses and supporting public/institutional uses as of 2015.

**Number of Dwelling Units by Type:** The King County portion of Pacific had 2,452 housing units in 2015. These included 837 multiple-family units, 1,450 single family homes and 165 mobile homes. The Pierce County portion of the City contained 35 housing units in the same year (26 single family and 9 mobile homes), but residential uses are being phased out in that area.

**Low, Medium, and High Density Residential (Limited) Land Use:** Approximately 568 acres, or 36% of all land, is designated Low, Medium, and High Density Residential (Limited) Land Use. Single-family land uses are concentrated in the King County portion of Pacific, and Low Density Residential is limited to the West Hill area. Small areas of High Density (Limited to duplexes and triplexes) Residential exist adjacent to High Density Residential areas and near SR 167 to the west and southwest within King County. Existing residences in the Pierce County portion of Pacific will persist for a time as a nonconforming use, and will eventually be replaced by industrial, commercial, and office park uses.

**High Density Residential Land Use:** There are 25 acres of multiple-family zoned land in Pacific (2% of all land).

High Density Residential land use is concentrated in the northeast area of Pacific, primarily along Ellingson Road.

**Build-Out Potential:** The City has potential for additional residential development within the existing incorporated land area of about 416 dwellings. The actual calculation of the City's capacity once completely developed is presented in the 2014 King County Buildable Lands Report.

### ***Commercial Land Use***

This category includes all land used for retail and wholesale trade, offices, hotels and motels, restaurants, service outlets, automobile service stations, and repair facilities.

**Neighborhood Business:** This is low intensity land use including scattered neighborhood businesses such as convenience stores and service stations. A developing commercial node could expand into a city center at the intersection of 3<sup>rd</sup> Avenue S.E. and Milwaukee Boulevard.

“Neighborhood Center” is a zoning overlay designation that applies to all property generally within 800 feet of the center of this intersection and fronting on either 3<sup>rd</sup> Avenue S. or Milwaukee Boulevard S. The City Hall complex, which includes the City Offices and Municipal Court, Community Center/Gymnasium, Senior Center, and Volunteer Park Ballfield are located on the southeast corner. A neighborhood grocery is located on the southwest corner. Along 3<sup>rd</sup> Avenue S.E., to the southeast of the City Hall and Senior Center is a recently completed senior housing complex. A church, gift shop and post office, and the Fire and Police Station are on the north side of 3<sup>rd</sup> Avenue S.E.

As an overlay district, it is not intended to replace the underlying residential, commercial or other zoning district, and it is specifically not intended to create any new nonconforming uses. Rather it is an alternative land use regulatory scheme that will allow a mix of low intensity commercial uses along with the primarily single family uses. Other than single family residential, the NC Overlay will allow multiple family above first floor non-residential uses.

**Commercial-Residential Mixed Use:** This is a mix of moderate intensity land uses envisioned for areas well served by arterials and with some service by transit. The commercial residential mixed use district is intended to allow and encourage a compatible mix of commercial, retail, service and residential uses in compact, attractive developments within areas currently designated by the Comprehensive Plan and by the zoning for commercial uses only. The purpose of allowing mixing of residential uses with commercial uses is to provide a market incentive for development of infill properties and to encourage development of a denser, compact, livable, and walkable community.

In addition, mixed use development can help the City meet regional housing and population projections by allowing housing in areas that previously did not allow residential uses. The Commercial-Residential Mixed Use District has a height limit that allows three stories as incentive for compact, dense development. Likewise, the mixed use district regulations will allow reduced setbacks and parking requirements as an additional incentive for compact development.

Initially, this designation would be placed on properties at the intersection of Milwaukee Boulevard and Ellingson Road, on land currently zoned Highway Commercial (HC). Extensions along Ellingson Road, west toward its intersection with Frontage Road should be considered through the annual Comprehensive Plan process or through the parcel rezone process. This designation should only be approved where it is clearly shown that an appropriate mix of uses, including residential and commercial, is planned for the property proposed to be rezoned.

**Commercial:** This is moderate intensity land use including commercial nodes (commercial development in shopping centers clustered around the intersections of arterial roadways) and other areas that are served by access roads linked to major arterials to accommodate automobiles.

Commercial uses are focused from the Pierce County line south to Stewart Road, between SR 167 and West Valley Highway, and east along Stewart Road (8<sup>th</sup> Street E.) to the Union Pacific Railroad (UPRR) tracks.

**Highway Commercial:** Commercial development located along highways or major arterial roads that is oriented to the motoring public is generally referred to as "highway commercial." Commercial development in shopping centers clustered around intersections of arterial roadways is termed a "commercial node."

The major Highway Commercial focus is along Ellingson Avenue from SR 167 to the east of Frontage Road. This area totals 49 acres (approximately 3% of all land). A small developing commercial node exists in the Pierce County UGA near the intersection of Stewart Road and SR 167.

**Total Commercial Use:** Based on current land uses in 2015, the City of Pacific has commercial structures occupying approximately 36 acres of land (2.9% of total land area). Land designated as Commercial Neighborhood, Commercial, and Commercial Highway totals about 108 acres.

### **Industrial Land Use**

#### **Industrial Land Use**

This category includes land used for light manufacturing, processing, warehousing, and storage. With the exception of one property at the northern city boundary, industrial uses within the planning area are located to the west and east along SR-167 in King County, and in large east to west bands abutting office park and commercial uses south of County Line Road and north of 16th Street in Pierce County. Approximately 259 acres (21% of the total land area) is currently devoted to manufacturing, truck sales/service and terminals, warehousing, and processing. The City does not currently have any heavy industry or areas designated for this future use in the Comprehensive Plan. A Heavy Industrial land use designation has been developed in anticipation of future use within appropriate portions of the core industrial area. Light Industrial designated areas total about 235 acres.

### **Manufacturing/Industrial Center**

The core industrial area in Pacific, with its industrial employment concentration, prime location along transportation corridors, current character, mix of businesses, and potential for additional growth, has been identified by the City of Pacific as a MIC and is part of a larger area that is a candidate for regional MIC designation. The City of Pacific will work in partnership with the City of Sumner to plan for long term industrial growth and improve freight mobility in the MIC. MIC designation is consistent with Vision 2040 and the Pierce County Countywide Planning Policies. The boundaries of the Sumner-Pacific MIC are identified in Figure LU-2.

**Table LU-2. Comprehensive Plan – Zoning District Matrix**

<b>Comprehensive Plan Designation</b>	<b>Corresponding Zoning District</b>
<b>Low Density Residential (2-6 Units per Acre)</b>	RS-11 Single-family Residential District (PMC 20.40)
<b>Medium Density Residential (6-10 Units per Acre)</b>	RS-6 Single-family Residential District (PMC 20.40)
<b>High Density Residential, Limited</b>	RML Limited Multiple-family Residential District (PMC 20.44)
<b>High Density Residential (10 to 22 Units per Acre)</b>	RMH Multiple-family Residential District (PMC 20.48)
<b>Commercial-Residential Mixed Use</b>	MC – Commercial Residential Mixed Use District (PMC 20.51)
<b>Commercial</b>	NB – Neighborhood Business District (PMC 20.52)
• <b>Commercial-Neighborhood</b>	C – Commercial District
• <b>Commercial</b>	HC – Highway Commercial District
• <b>Commercial-Highway</b>	
<b>Office Park</b>	OP – Office Park District (PMC 20.54)
<b>Light Industrial</b>	LI – Light Industrial District (PMC 20.60)
<b>Heavy Industrial</b>	HI – Heavy Industrial District (PMC 20.64)
<b>Open Space</b>	RO – Residential Open Space (PMC 20.36)
<b>Public</b>	No Corresponding Zoning District
<b>Neighborhood Center</b>	NC Neighborhood Business Center Overlay (PMC 20.50)

Source: City of Pacific, 2016

## Office Park

The Plan projects a majority of the land use in the Pierce County portion of Pacific will have been converted to Light Industrial, Commercial, and Office Park by 2035. Office Park use is concentrated along the south side of County Line Road from SR 167 to east of Butte Avenue SE.

Office Parks may contain light industrial manufacturing, warehousing, processing, and offices. Aesthetic appeal through landscaping, lighting, and signage will become prominent features of these areas.

## Land Use Classifications and Zoning Districts

Comprehensive Plan land use designations and the corresponding zoning districts are shown in Table LU-2 above.

## Recreational Land Use

### Parks

Pacific River Park is a passive and active use facility located at the east side of the City along both bank of the White/Stuck River. It is the City's principal park and was constructed with State funds (Washington Interagency Committee for Outdoor Recreation, now the State of Washington Recreation and Conservation Office). It has been leased and operated by the City of Pacific since 1966, on land owned by King County along both sides of the White/Stuck River. Its total size, including the river channel and berm, is 43 acres. The active portion of the park on the west side is approximately 20 acres, excluding the river channel, and contains baseball and soccer fields, a basketball court, trails, a play area, a performance stage, and picnic tables with barbecues. The east side of the park is being incorporated into the King County Flood Control District "Left Bank" levee flood control project. The project will help alleviate flooding within the City of Pacific and downstream from Pacific. Pedestrian access will still be available via a pedestrian trail/access road that will be constructed on top of the levee. No improvements will be allowed between the levee and the river.

The City created a plan for Parks and Recreation in 1995, and a Trail Plan in 1996. These detail plans for park and trail acquisition and development. The Trail Plan has been updated several times. Both plans are incorporated by reference into the Parks, Open Space, Recreation and Trails Element, which describes these facilities in more detail.

### Open Space

This category includes lands used for utilitarian purposes such as public recreation, lands set aside for preservation of critical areas, prime agricultural lands, or lands dedicated for future uses. It also includes open space corridors such as roads, trails, or abandoned railroad tracks that connect various open spaces into an integrated system of access. Open spaces perform important functions in improving the quality of life and acting as buffers between conflicting land uses.

**Utilitarian Open Space:** Utilitarian open space includes the critical areas identified above and the buffer zones that are required by the City's critical areas ordinances. This includes active and passive parklands. Also included in this category are the greenbelt buffer areas along the steep slopes at the west side of the City. The west slope contains approximately 60 acres. Much of this is constrained from development as

	Acres
Wetlands	258
Flood Hazard Areas	86
Fish & Wildlife Habitat	120
Steep Slopes	91

\* Acreage determinations are approximate

steep slope sensitive areas due to erosion, landslide, and seismic hazards, and therefore provides permanent open space for wildlife habitat and greenbelt buffers.

Most of this area is also parceled in private ownership and is currently unavailable for public use as passive recreation areas. The City is identifying parcels for possible purchase with Conservation Futures funds.

**Open Space Corridors:** This category includes all corridors needed by water, sewer, electric, and telecommunications utilities, an area of approximately 10 acres.

### **Critical Areas**

Critical areas are described in the preceding physical inventory. These areas are crucial components of the ecosystem and therefore represent constraints to development. The approximate acreage of each critical area category is indicated in Table LU-3, and the areas are shown on the Critical Areas map at the back of the Natural Environment chapter.

### **Public Facilities and Services**

This category includes public buildings, public services, transportation, and some utility facilities. These facilities and services require land throughout the City. The accumulation of this land usage is sometimes significant, and must be a part of land use planning. Public services have important environmental, health, safety, and aesthetic considerations associated with their location and provision. These are described in greater detail in the Utilities and Capital Facilities elements.

About 52 acres are devoted to public facilities and services, and public and private utilities. This land includes: government buildings or public facilities (City Hall, Senior and Community Center/Gymnasium, Library, an Elementary School, Fire/Police Station), and public utilities such as the Puget Power corridor along SR 167. Schools may be located in this category or in the residential land use category.

The City works with King and Pierce counties, the cities of Algona, Auburn, Edgewood, Sumner, and other agencies and service providers, to develop interlocal agreements to cover the full range of urban services available to Pacific residents, and the details of inter-county and inter-city cooperation.

### **Water System**

The City of Pacific water system provides service to residential and commercial customers within current city boundaries. The only service provided outside the boundary is to an industrial customer adjacent to the northern boundary in the City of Algona. The portion of the city atop the plateau on the west side, as well as the King County UGA further west around Trout Lake, is served by the Lakehaven Water and Sewer District. The 2008 Pacific Water System Plan identifies this entire area as future water service area.

The existing water system in Pacific includes two primary well sites, a 100,000 gallon steel reservoir, a 9-acre watershed containing several shallow wells, and 3 pump houses. The only currently functioning well is located north of Pacific in the City of Algona.

Due to historically plentiful water from the White/Stuck River aquifer, the water quantity has been adequate to meet the City's needs. Planning for anticipated growth necessitates exploring additional options for water provision.



### Wastewater Disposal System

METRO, the King County Wastewater Disposal Agency, provides wastewater treatment for the City of Pacific. The collection system is owned and maintained by the City. Effluent is conveyed to the METRO transmission line, and from there to the Renton METRO Wastewater Treatment Facility.

### Solid Waste Collection

Solid waste collection is provided by a private vendor. The solid waste is transported to the King County landfill facilities. A solid waste transfer station operated by King County is located north of the City along the West Valley Highway.

### Public Safety

Police and Fire Service, including medical aid are provided by the City. Mutual Aid relationships exist with surrounding Fire Districts.

### Educational Facilities

The Auburn, Fife, and Sumner School Districts serve the community. Most Pacific elementary school students attend Alpac Elementary School, located at the southeast corner of Ellingson Road and Milwaukee Avenue, and Ilalko Elementary School in Auburn. Junior high and high school students attend Olympic and Mt. Baker Middle Schools, Auburn Riverside High School, Auburn High School, and West Auburn High School located in the City of Auburn.

### Library

The City of Pacific is served by the King County Library District with a library on the southeast corner of Ellingson Road and the Interurban Trail. This library is designed to serve Pacific and Algona's projected population in the foreseeable future.

Future land use in Pacific by Comprehensive Plan designation is listed in Table LU-4 and shown in Figure LU-2. Map LU-1. Illustrates the location of future land use.

**Table LU-4. Future Land Use (2015-2035) in Square Feet, Acreage, and Percentage**

Land use	Square Feet	Acres	Percent
<b>Low Density Residential (2-6 Units per Acre)</b>	6,188,208	142.06	10.6%
<b>Medium Density Residential (6-10 Units per Acre) and High Density Residential, Limited</b>	18,548,902	425.82	31.7%
<b>High Density Residential (10 to 22 Units per Acre)</b>	1,074,967	24.68	1.8%
<b>Commercial-Residential Mixed Use</b>	230,198	5.28	0.4%
<b>Commercial Neighborhood Business</b>	99,175	2.28	0.2%
<b>Commercial</b>	3,387,341	77.76	5.8%
<b>Commercial Highway</b>	1,220,642	28.02	2.1%
<b>Office Park</b>	1,060,954	24.36	1.8%
<b>Light Industrial</b>	10,249,677	235.30	17.5%
<b>Heavy Industrial</b>	-	-	0.0%
<b>Open Space</b>	7,361,607	169.00	12.6%
<b>Public</b>	9,124,826	209.48	15.6%
<b>Total</b>	<b>58,546,497</b>	<b>1,344.04</b>	<b>100.0%</b>
<b>Neighborhood Center Overlay District</b>	1,372,103	31.50	2.3%

Notes:

Not including right-of-way.

Only including property within Pacific City Limits.

**Transportation Facilities**

SR 167, a major Regional State Freeway, bisects the Pacific community north south. The principal east-west arterials within the City are Ellingson Road at the north side of the City, and Stewart Road in the south. Other principal collector arterials are Milwaukee Boulevard, running north-south in the center of the City, and 3rd Avenue, extending from the West Valley Highway east to the White/Stuck River.

**Vacant/Underdeveloped Lands**

This category includes 213 acres of vacant acreage. Additionally, there are 6 acres of unclassified/unknown land based on Assessor records. Most of the vacant land consists of moderate sized tracts and critical areas. The summary of Acreage by Type of Land Use (Figure LU-1) includes all of the uses described above, as well as the critical areas discussed in the Physical Description Section.

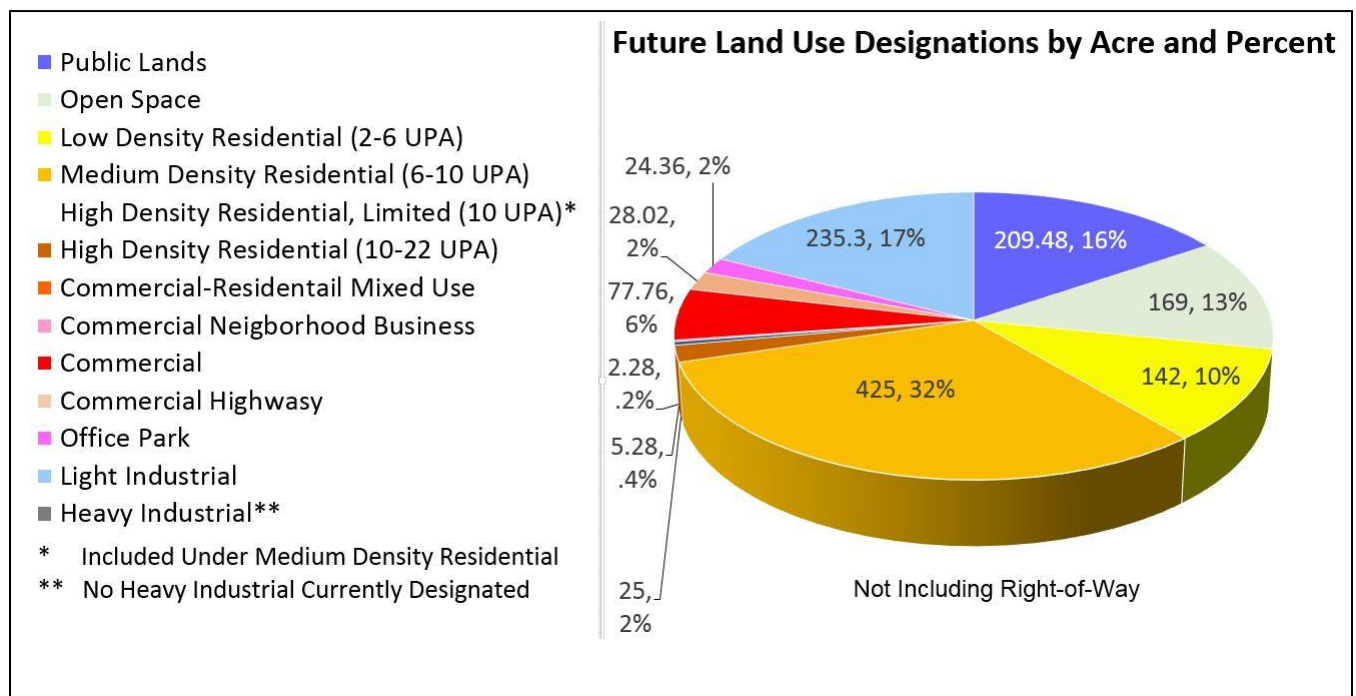
**Population and Density**

The State of Washington Office of Financial Management (OFM) 2015 estimate of the population of the City of Pacific was 6,840. Of that number, 80 residents resided in the Pierce County portion. All of the population growth in Pacific is expected to occur through infill within the current City boundaries in King County. Average household size is about 2.97 persons, based on the 2009-2013 American Community Survey. The City’s land area is about 3.48 square miles including both King and Pierce Counties. With a population of 6,840 in 2015, the City’s population density is about 1,963 per square mile.

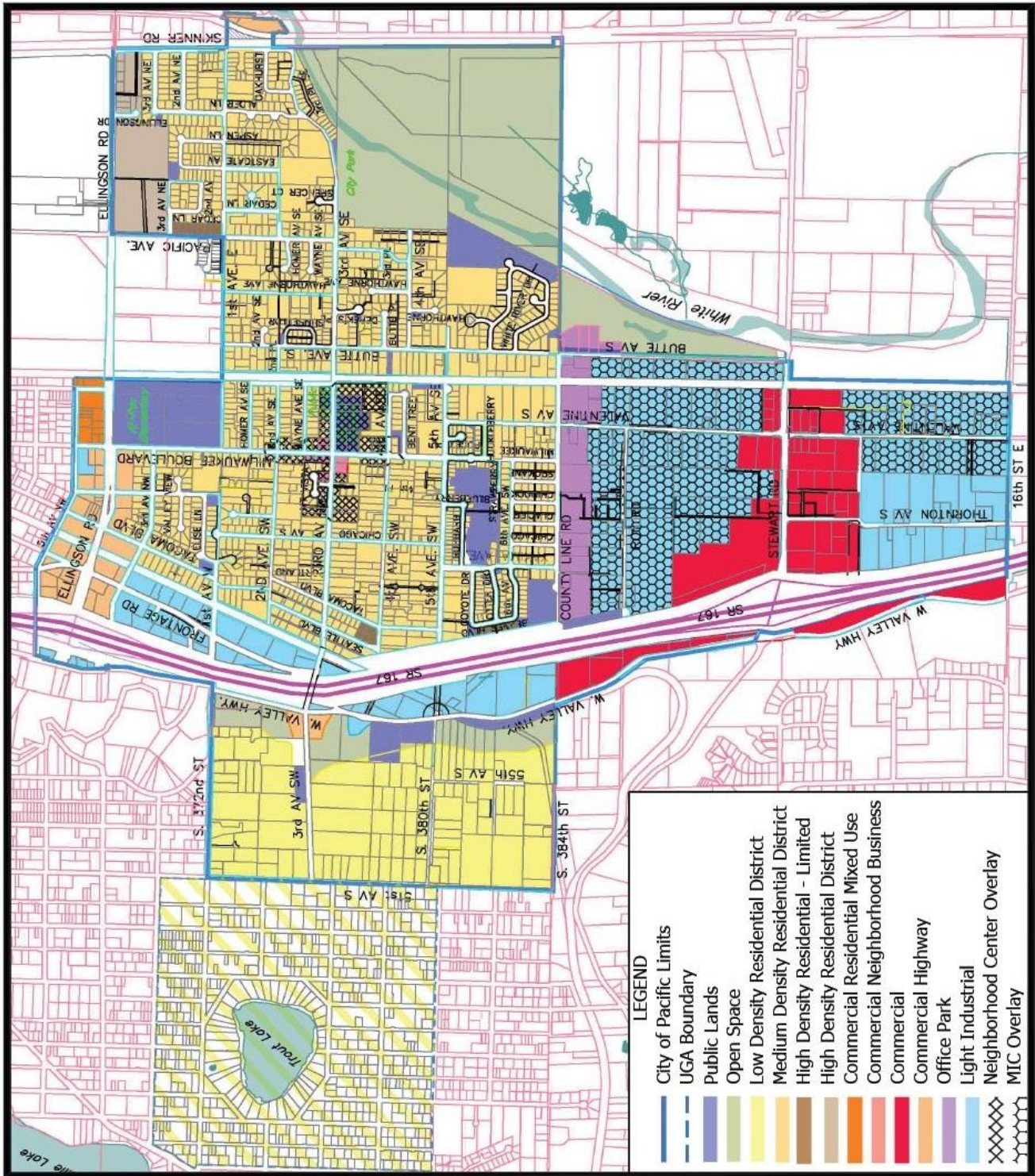
Additional population growth may occur through infill in the King County UGA. Annexation would occur upon property owner or resident request based on State annexation laws.

The current City of Pacific contains residential areas developed at urban densities, and some commercial areas. The City lost both potential residential density and commercial uses as a result of de-annexation and conversion to other uses in 2003-2004.

**Figure LU-2 Future Land Use Designations – Share of Acres**

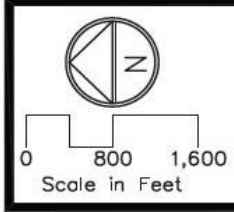


Map LU-1. Comprehensive Plan - Future Land Use Map



**LEGEND**

- City of Pacific Limits
- UGA Boundary
- Public Lands
- Open Space
- Low Density Residential District
- Medium Density Residential District
- High Density Residential - Limited
- High Density Residential District
- Commercial Residential Mixed Use
- Commercial Neighborhood Business
- Commercial
- Commercial Highway
- Office Park
- Light Industrial
- Neighborhood Center Overlay
- MIC Overlay



Map LU-1. : City of Pacific  
Comprehensive  
Plan - Future  
Land Use Map

1/26/2016

The King County UGA is developed at approximately half of the minimum required urban density of four units per acre. Development is limited by King County Health Department “area requirements” for on site sewage disposal. The Pierce County UGA is and will remain primarily industrial and commercial, with 10 interspersed single-family residences predicted to persist as non-conforming use.

#### 4. FUTURE NEEDS AND ALTERNATIVES

### 4.1 ANALYSIS OF POPULATION, DEMOGRAPHICS, AND EMPLOYMENT

The analysis of local population, demographic, and employment trends is important for a broad understanding of the community and to anticipate future needs. The analysis of population projections for the planning period is based on Office of Financial Management projections for King and Pierce Counties.

The following Table LU-5 shows the rate of population growth over time per census data.

**TABLE LU-5  
PACIFIC POPULATION GROWTH  
U.S. Census Counts**

Year	Population	% Growth
1950	755	
1960	1,577	109%
1970	1,831	16%
1980	2,261	23%
1990	4,622	104%
2000	5,527	20%
2010	6,606	19%
2015	6,840	3.5%

#### *Source of Population Changes*

The changes in population in Pacific are related to employment and other population growth factors in south King County. A tremendous growth occurred when Interstate 5 and the Valley Freeway (SR 167) were constructed.

Pacific has always been a bedroom community for the industrial areas of the upper Kent Valley, Seattle, and more recently, Puyallup and Tacoma. Today, most residents are employed outside the community. Future growth will be related to the regional economy in south King County and Pierce County and driven by the ports of Tacoma and Seattle.

#### *Projected Population Changes*

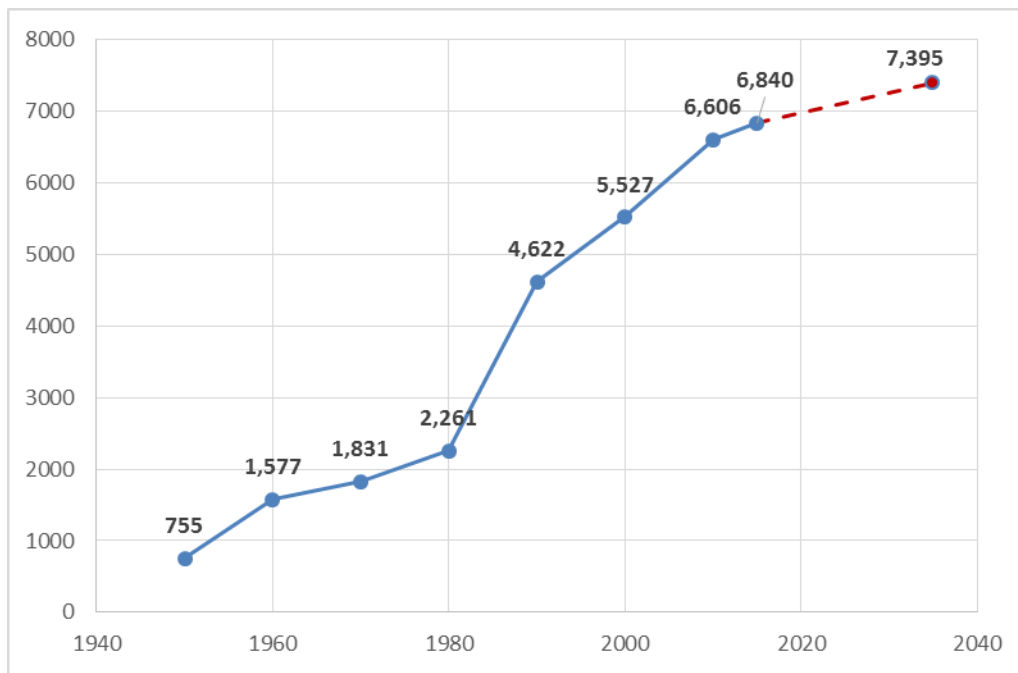
The following population projections do not anticipate annexation of the King County UGA during this planning period, but further infill to proposed densities within residential areas of the existing King County area. It is anticipated the Pierce County UGA may be annexed by 2035. The portion of the City within Pierce County will function as an employment center, and it is likely that pre-existing single-

family residences within this area will gradually yield to commercial, industrial and office park uses during this period. Thus, there are no population growth allocations from Pierce County.

***Rational for Projected Population***

The 2010 population of Pacific was 6,606. In 2015, the population increased to 6,840. If the City grows consistent with its 2035 housing target and its current household size, the population is anticipated to reach 7,395 during the planning period of 2015-2035. The population has grown substantially through in-migration over the past three decades. The major source of growth in the future will be in-migration and should reflect the general increases in population expected in King County. Due to Pacific’s location on major transportation routes north to Seattle, and to Tacoma to the south, it is expected that Pacific will continue to grow as a commuter community.

**Figure LU-3. Historic and Projected Population Growth: 1950-2035**



Source: State Office of Financial Management 2010 and 2015; King County IJT Technical Memo on Growth Targets, June 2013; BERK Consulting 2016

**Population and Employment Targets and Capacity**

**King County**

***Population***

Pacific's share of the Washington State Office of Financial Management's (OFM) projected population growth for the years 2012 to 2031, as appointed by King County, is 141 housing units within the current municipal boundary. Extending this target through the “straight-line” method recommended by the King County Interjurisdictional Team (+46 units) provides a 2012-2035 target of 187 new housing units in the city limits. As shown in the King County 2014 Buildable Lands Report, as of 2012 Pacific had the capacity for 416 new housing units, providing more than enough capacity to meet the housing target, as shown in Table LU-6.

**Table LU-6. King County Housing Targets and Capacity**

	Housing Target and Capacity
2012-2031 Target	141
2031-2035 Extension	46
Total Net Growth 2012-2035	187
Capacity	416
Surplus/(Deficit) 2035	229

Source: King County Countywide Planning Policies, 2012; King County IJT Technical Memo on Growth Targets, June 2013; BERK Consulting 2016

The PAA 2006-2031 target is 135 dwelling units. With a straight-line projections another 22 units would be added for a total target of 157 units for the years 2006-2035. King County is responsible to plan for this capacity in its current plans, and upon annexation, the responsibility would be the City of Pacific. King County's zoning in the Pacific PAA is R-4, 4 units per acre. The City of Pacific has a comparable zone in RS with either 6,000 or 11,000 square foot lot sizes. It is anticipated similar capacity would be achievable under either City or County zoning.

### ***Employment***

The King County employment growth target for employment, 2012-2031 is 1,158 jobs, including 788 jobs that were lost in the recession and could relocate in existing building space. Using the straight-line method recommended by the King County Interjurisdictional Team to extend the target to 2035 provides a 2012-2035 growth target of 1,217 jobs. Considering the employment capacity of 1,188 jobs analyzed in the 2014 Buildable Lands Report, the King County portion of Pacific had a deficit capacity of 29 jobs. However, based on revised employment density assumptions documented in the *January 2016 City of Pacific Growth Targets and Land Capacity Analysis* memo, prepared by BERK Consulting, Inc., the City of Pacific could meet its growth target by 2035 achieving a capacity of 1,234, about 17 jobs above its extended target. See Table LU-7 below.

**Table LU-7. King County Jobs Targets and Capacity**

	Jobs Target and Capacity
2012-2031 Target	1,158
2031-2035 Extension	59
Total Net Growth 2012-2035	1,217
Capacity	1,234
Surplus/(Deficit) 2035	17

Source: King County Countywide Planning Policies, 2012; King County IJT Technical Memo on Growth Targets, June 2013; BERK Consulting 2016

### **Pierce County**

#### ***Population***

The portion of the City within Pierce County will function as an employment center for the regional population during the planning period. It is expected that the pre-existing single-family residences within this area will gradually yield to commercial, industrial and office park uses during this period. Thus, there are no population growth allocations from Pierce County.

**Employment**

Pierce County’s Countywide Planning Policies establish a 2030 employment growth target of 6,505 jobs for the City of Pacific. Table LU-8 shows the City’s adopted 2030 employment target, as well as an estimate of existing employment as of 2010, as reported in the 2014 Pierce County Buildable Lands Report (Pierce County BLR) and the additional employment growth necessary to meet the adopted 2030 target of 6,505 jobs.

**Table LU-8. City of Pacific Employment Needs – Pierce County**

2010 Total Employment Estimate	Adopted 2030 Total Employment Target	Total Employment Growth (2010-2030)	Adjusted Employment Growth <sup>1</sup>	Displaced Employees	Additional Employment Needs
<b>2,071</b>	<b>6,505</b>	<b>4,434</b>	<b>3,897</b>	<b>227</b>	<b>4,124</b>

1. Per 2014 Pierce County BLR report, total employment allocation is reduced by 12.1% to account for mobile workers and employees working from home.

Source: Pierce County BLR 2014

As shown above, Pacific needs 4,124 additional jobs to meet its 2030 employment target. In addition, the City is required to plan for additional growth through its current 20-year planning period, which extends through 2035. If we estimate 2035 employment needs based on a “straight-line” projection of the 2010-2030 growth trend, Pacific would need an additional 1,031 jobs from 2030-2035, for a total 2035 employment target of 7,227 jobs.

The Pierce County BLR shows a total employment capacity for Pacific of 1,631 jobs. This represents a deficit of 2,493 jobs compared to the City’s adopted 2030 employment target. When compared to the projected 2035 employment target described in the previous section, this deficit increases to 3,525 jobs, as shown below in Table LU-9.

**Table LU-9. Comparison of Employment Targets and Capacity – Pierce County**

2010 Employment Capacity	2010-2030 Employment Growth Target	2030 Surplus/Deficit	2010-2035 Employment Growth Target	2035 Surplus/Deficit
<b>1,631</b>	<b>4,124</b>	<b>-2,493</b>	<b>5,156</b>	<b>-3,525</b>

Source: Pierce County Buildable Lands Report 2014 and BERK Consulting 2016

BERK Consulting conducted an analysis to accomplish the following:

1. Consider alternative employment densities to determine if the City of Pacific’s jobs-based land capacity is underestimated; and
2. Consider an alternative projection to the straight-line method to add jobs for the period 2030-2035; and
3. Determine if the City of Sumner can absorb a portion of Pacific’s target that cannot be accommodated by the City of Pacific.

**Alternative Employment Densities**

Applying Floor Area Ratio data from City of Pacific permits in 2006 and 2007 and employee per square feet assumptions from a 2009 study of the Sumner and Pacific MIC and the 2007 and 2014 King County Buildable Lands Reports shows the City’s employment capacity can increase from 1,631 to 2,775.

**Alternative 2035 Projection**

Guidance from PSRC includes bending the trend to VISION 2040’s Regional Growth Strategy (RGS): “The RGS calls for Small Cities in Pierce County to plan for approximately 15% of the county’s employment growth for the 2000 to 2040 period. Current countywide growth targets, which extend to 2030 in Pierce County, allocate 19% of the employment growth to Small Cities. In order to achieve the RGS share of employment by 2040, we recommend that Small Cities in Pierce County ‘bend the trend’ further by planning for a decreasing share of the county’s employment growth beyond 2030.”

Assuming a trend more consistent with the Regional Growth Strategy in VISION 2040, the City’s growth target could be reduced to 4,666 instead of 5,156 by 2035. See Table LU-10.

**Table LU-10. Adjusted 2035 Pierce County Employment Growth Targets –City of Pacific**

Method	2010 Employment	2030 Adopted Target	2010-2030 Net Growth Target <sup>1</sup>	2030-2035 Growth Target	2010-2035 Net Growth Target	2035 Total Employment Target
<b>Straight-line</b>	2,071	6,505	4,124	1,031	5,156	<b>7,227</b>
<b>Trend</b>	2,071	6,505	4,124	542	4,666	<b>6,737</b>

Source: Pierce County Buildable Lands Report 2014 and BERK Consulting 2016

**Target Transfer to City of Sumner**

Considering the City’s land capacity and the adjusted 2035 growth target, Sumner is anticipated to have excess capacity in both 2030 and 2035 and could absorb the additional growth target unaccommodated by the City of Pacific, as illustrated in Table LU-11.

**Table LU-11. 2030 and 2035 Employment Capacity Comparison – Pacific and Sumner**

City	2010-2030 Growth Target	2030-2035 Adjusted Growth Target	Adjusted Employment Capacity	2030 Surplus/ Deficit	2035 Surplus/ Deficit
<b>Pacific</b>	4,124	542	2,775	-1,349	-1,891
<b>Sumner</b>	9,308	1,616	12,894	3,586	1,969

Source: Pierce County BLR 2014; BERK Consulting 2016

The City of Pacific is requesting that Pierce County, with the City of Sumner’s concurrence, adjust the City of Pacific’s target as follows in Table LU-12.



**Table LU-12. Adjusted Jobs Target**

	Pierce County	
	Jobs Adopted	Jobs Amended
2010-2030 Target	4,124	2,178
2030-2035 Target Extension	542	542
Total Net Growth 2010-2035	4,666	2,720
Capacity	2,775	2,775
Surplus/(Deficit) 2035	(1,891)	55

Source: Pierce County BLR 2014; BERK Consulting 2016

**Demographics**

This section provides a high level summary of demographics. Please also see the Population and Housing data in Chapter 5, Housing Element.

**Development Patterns:** Settlement has occurred uniformly throughout Pacific. Future housing development will occur as infill within the current City limits and in the King County UGA. Development within the Pierce County UGA will be limited to commercial and industrial uses. High-speed transportation exists in the area. The entire planning area is well served by most urban services. However, developments on the West Hill within the existing City limits, as well as the King County UGA, are currently on individual septic systems. The City is currently planning to extend sewer service onto the West Hill within the existing City. The Pierce County UGAs and the King County UGA will receive sewers in conjunction with future annexation processes.

**Age Distribution of Population:** The age distribution of the population in Pacific is typical of the population in suburban King County, although the City’s median age tends to be younger. See the Housing Element for a full discussion of Pacific’s age distribution.

**Home Ownership:** The U.S. Census American Community Survey 2009-2013 five-year estimate showed 2,449 housing units in Pacific. Of these, 1,448 (59%) are single family homes, 877 (36%) are multiple-family units, and 124 (5%) are mobile homes. The 2000 Census listed 2,025 housing units in Pacific. Of these, 1,141 (56%) were single family homes, 767 (38%) were multiple-family units, and 117 (6%) were mobile homes.

This slight trend towards multiple-family units is reflective of the metropolitan area. It does not appear that an excessive number or percent of the dwelling units are in multiple units. Most cities in the region of Pacific's approximate size have at least one-half of the units in some sort of multiple-family structure. It is expected that this development ratio trend towards slightly less than one-half of the dwelling units as multiple units will continue throughout the planning period.

**Household Median Income:** In 2013, the median household income in Pacific was \$53,438. The King County median gross income was \$71,811. The Housing Element contains a comparison of jurisdictions and an income analysis.

### ***Residential Land Use Needs***

The City examined the location of planned housing in relation to critical areas, public facilities, transportation, retail and service centers, employment opportunities, recreational lands and open space. The proximity of transportation, employment opportunities, and retail favor the expansion of urban residential uses.

### ***Current Economy***

The major employers in Pacific are Gordon Trucking/Valley Freightliner, Auburn School District No.408, United Parcel Service (UPS), and City agencies. Safeway Distribution Facility recently located in Auburn, just north of the City limits. It will provide a substantial employment base for the area.

The City will continue to grow as the expansion of population in the Puget Sound area continues. Employment opportunities will also expand as the light industrial, commercial, and office park land in the Pierce County portion of Pacific develops further. Widening and improvements to Stewart Road, along with the addition of the 24<sup>th</sup> Street/SR167 Interchange in Sumner, will improve access and make this area more inviting to the business community.

The City of Pacific is encouraging King County Metro and Pierce County Transit to work jointly to improve bus service to the designated employment areas in Pacific. The City has also informed Sound Transit of its desire to be considered for a future commuter rail stop.

The City of Pacific, in partnership with the City of Sumner, is pursuing regional designation of its combined core industrial areas as a MIC. MIC designation reflects the fact that this area has prime access to transportation and trade infrastructure, is regionally significant as a current and future hub of industrial employment, and is an important economic resource for the Central Puget Sound region. In 2015, the MIC provides roughly 10,000 jobs, and it is expected to accommodate 20,000 jobs by 2035.

## **4.2 ANALYSIS OF PHYSICAL CONDITIONS**

Planning that considers local environmental limitations seeks to avoid relatively expensive site modifications for development of certain lands. Such planning is also essential to preserve critical areas and natural resource lands. Relevant physical conditions have been mapped on the Critical Areas Map to indicate areas where development is not feasible. This map indicates steep slopes, wetlands, and floodplains.

Development applications in areas shown as floodplains and/or wetlands will be considered on an individual basis. Many of the areas shown as wetlands on previous maps have merely indicated some historical evidence of on-site wetlands. As local conditions change, wetlands often shrink and grow, or come and go. As applications arise, sites will be examined, and wetlands, if any, will be delineated. So too, development in the 100-year floodplain may be mitigated, conditions allowing, such that structural improvements might be limited to higher-ground portions of a parcel. All other physical land areas are suitable for their intended land use.

### ***Geographic Constraints***

The City of Pacific restrains development or requires mitigation in sensitive, critical, or hazardous areas such as wetlands, steep slopes, or habitat conservation areas. The intent of Pacific Municipal Code (PMC) Title 23, Critical Areas Management, is to protect critical areas and conserve natural resource lands of the City by establishing minimum standards for development of sites within or adjacent to these areas, and thus promote public health, safety and welfare.

### **Fish and Wildlife Habitat Conservation Areas**

As stated in the inventory section of this element, the principal Fish and Wildlife Habitat areas within the Pacific planning area are the White/Stuck River floodplain and its associated stream reaches and riverine wetlands, as well as Trout Lake and its associated wetlands, and the steep wooded slopes that form the west wall of the valley floor. These environs contain important wildlife and fisheries habitat and should be protected from negative impacts of urbanization by City development regulations. Land use in these areas should be restricted to open space and recreational uses compatible with this habitat.

### **Aquifer Recharge Areas**

Aquifer recharge areas are areas where the prevailing geologic conditions allow infiltration rates which contribute to the replenishment of ground water, but also create a high potential for its contamination. The King County Regional Water Association Map and Guidelines identify the City's aquifer recharge areas.

### **Flood Control**

Development within the flood fringe does not pose near the hazard as in the floodway, but it is still generally unsuitable for most structural development. In some cases, development might be suitably mitigated by limiting structural improvements to higher ground portions of a parcel. There are currently numerous commercial and residential structures within the White/Stuck River flood fringe.

The King and Pierce County River Improvement agencies own much of the property within the White River floodplain and maintain the levee system along the River through the planning area. The City has adopted FEMA flood regulations to further control and avert most severe flooding activity.

### **Geologically Hazardous Areas**

**Steep Slopes:** Due to the adverse effect on local runoff and drainage, development should not be located in areas with 15% or steeper grades, particularly where seeps and soil types may result in landslides. Development on these slopes would result in increased runoff volumes and rates, would tend to cause erosion, would divert runoff to unsuitable locations, and could drastically alter the area's aquifer recharge processes. These slopes should also be considered to be at some risk of landslide during seismic or volcanic events.

The steep slopes on the west side of the City are unsuitable for development because they are subject to erosion and landslides. These are not the only areas within the planning area that may qualify as geologic hazards.

Because of its valley bottom location, the major hazards in Pacific are from earthquakes and excessive flooding. During a major earthquake, the unconsolidated alluvial soils of the river valley may liquefy, causing extensive structural damage. These water-saturated soils amplify the shock waves from an earthquake and tend to lose their structural strength.

**Seismic Hazard Areas** are identified and mapped by the U.S. Department of the Interior, Geological Survey, Water Resources Division, and by King County.

**Volcanic Hazard Areas** are also mapped by the U.S. Department of Interior, Geological Survey. Further information on hazard area identification and development regulations can be found in PMC Chapter 23.24.

**Wetlands** must be protected because they are an important natural resource. In addition, the wet soil severely limits structural development. Many of the wetlands shown on the Critical Areas Map are "potential" wetlands based on some evidence of on-site wetland conditions, but have not yet been officially delineated by a wetlands specialist. Site specific delineations based on soil characteristics and vegetative species present are necessary for the evaluation of individual parcels.

The U.S. Fish and Wildlife Service has produced a series of maps (National Wetlands Inventory), which delineate wetland areas. Wetlands maps provide a general inventory of wetlands within the planning area, and in most cases point to the need for further wetlands delineation studies prior to development. It does not imply that any particular parcel covered by a wetland designation is completely occupied by wetlands or is totally constrained from development. The size and extent of wetlands constantly change under natural climatic and artificial influences, and determinations relative to specific sites must be made individually as development is proposed.

In general, wetlands are environmentally sensitive areas and do present limitations to construction and other activities such as siting of facilities. Depending on the site and nature of the activity, permits and/or mitigating measures are often required if development is permitted.

## 4.3 ANALYSIS OF AMENITIES

The quality of life in a community is greatly enhanced by the amenities the City has to offer. These amenities include the availability of jobs, schools and churches, community public facilities and traditional social services, cultural and recreational opportunities, and the aesthetic features of the City.

### **Availability of Open Space**

Current permanent open space areas within the planning area are the White/Stuck River and its floodway, the City/River Park located along its banks, the Interurban Trail that parallels SR 167, and the steep slope areas at the west side of the valley, and the wetland areas in the King County UGA. The slope area at the west side of the valley and the wooded wetlands in the King County Urban Growth Area are primarily parceled into many privately owned lots. The City will investigate means of acquiring rights to portions of these properties that must be permanently constrained as steep slopes and wetlands per the City's Critical Areas Ordinance.

The existing portion of the City/River Park on the west bank of the River is used for both active and passive recreation. The eastern portion of the park will be used for passive recreation as part of the King County Flood Control District "Left Bank" levee improvements. This Park functions as the focus of the community's recreational activity. City/River Park trails will connect to the White River Levee Trail which is currently continuous from the City/River Park, north into Auburn, and will be developed to the south into Sumner.

## Quality of Social Services

Some social services are provided by the City's Human Resources Department, while others are provided by the Senior Center, in conjunction with numerous county and state agencies. Generally, the quality of these services is excellent.

## 4.4 ANALYSIS OF INFRASTRUCTURE

### *Capacity of Infrastructure*

**City Hall:** The City Hall is located in an old school building. However, some major remodeling may be necessary to provide more efficient utilization of space and additional services, as demand for City services grows.

**Water System:** The water system in the City of Pacific currently provides domestic and commercial service to its users in and near the City (within the UGA). The system includes wells, a reservoir, and several miles of distribution mains. The quality of the water is consistently high, and the source has consistently supplied sufficient volume to meet current demand. The City of Pacific Comprehensive Water System Plan has identified the need for additional improvement projects. The 2008 City of Pacific Water System Plan was adopted and approved by the Department of Health. The City is currently working on the update to the 2008 plan, which is anticipated to be adopted in late 2016 or early 2017. See the Capital Facilities Element for details.

**Sewage System:** The City of Pacific is served by METRO, the King County agency responsible for wastewater disposal. The collection system is owned and operated by the City of Pacific and conveyed to the METRO transmission line, and then to the Renton METRO Wastewater Treatment Facility. This system has sufficient capacity for current needs. Further information may be found in the Capital Facilities Element.

**Storm Drainage System:** The *Comprehensive Storm Drainage Plan* for Pacific was adopted in 2001. Facilities are generally sufficient per adopted levels of service (LOS), which were formulated to tolerate low-level nuisance flooding. This document was supplemented in March 2009 with the addition of the 2009 Stormwater Water Management Plan (SWMP), Stormwater Pollution Prevention Plan (SWPPP), and Capital Improvement Plan (CIP). See the Capital Facilities Element for further detail.

**Transportation System:** The analysis in the Transportation Element finds current facilities to be generally sufficient and details a list of prioritized improvement projects in the Transportation Improvement Plan (TIP) to upgrade deficiencies and/or maintain existing facilities at established levels of service.

**Parks and Recreation Facilities:** The City has incorporated its 1995 Comprehensive Parks and Recreation Plan into the Parks, Open Space, Recreation, and Trails Element of this Comprehensive Plan. Plans are currently underway for improvements to Pacific's River Park to include basketball and tennis court facilities plus additional trails, picnic facilities, lighting, signing, and parking. See the Capital Facilities Element for details.

**Public Safety:** The City of Pacific Police Department employs 11 full time officers and 1 reserve officer. The City's police service record is highly rated for both crime response and prevention. Fire protection is provided by the Valley Regional Fire Authority (VRFA).

**Public Education Facilities:** Most of the Pacific planning area is served by the Auburn School District. Students in Pierce County are served by the Sumner School District. The UGA in western King County is served by the Fife School District. Each School District is responsible for monitoring the level of service within its boundaries and for developing resulting long range planning. The Auburn School District has a high school outside of the east City boundary. The District provides the City of Pacific with information regarding projected capital facility needs district-wide over a six year planning horizon.