

CHAPTER 1

Introduction



1.1 PACIFIC COMMUNITY PROFILE

1.1.1 Location

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

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

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

1.1.2 Natural Environment

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

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

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

1.1.3 Recorded History

1.1.3.1 River and Valley

Pacific’s roots are linked to the rivers that flow through a fertile valley spanning south King County and northern Pierce County.

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

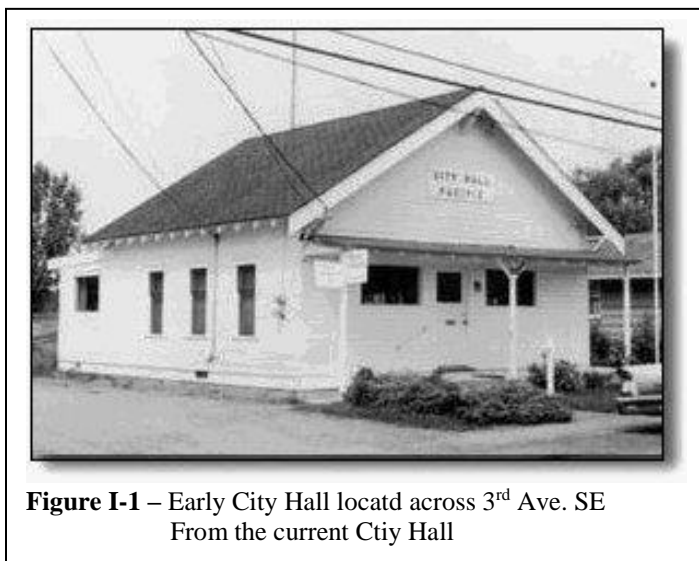
One obstacle facing early valley inhabitants was the yearly threat of flooding. The White River ordinarily flowed north through Auburn, while the Stuck River flowed south to join the Puyallup River at what is now the City of Sumner. Farmers, concerned about flooding and crop loss, often directed water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

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

1.1.3.2 Railroad

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

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



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

1.3.4. Platting Pacific

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

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

1.3.5 Incorporation

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

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

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

1.4 Public Schools and Government Buildings

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

Later, two buildings were used for the school. These were located behind the

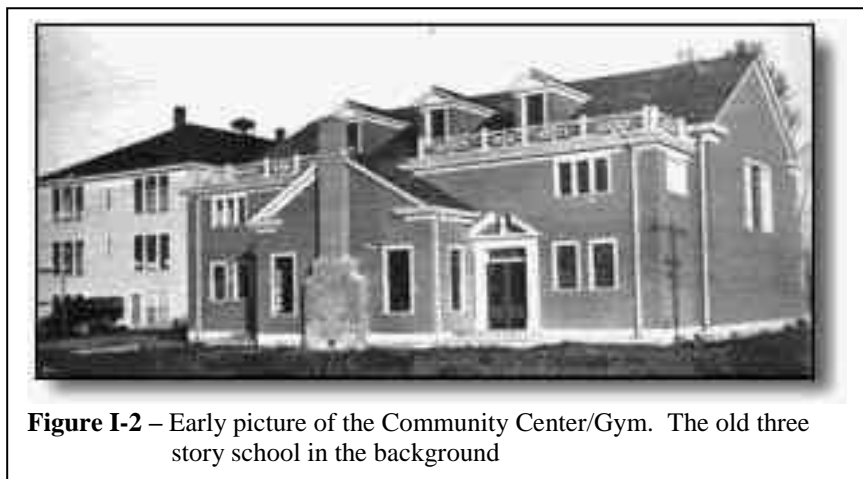


Figure I-2 – Early picture of the Community Center/Gym. The old three story school in the background

present day Community Center/Gymnasium. One building contained grades one through four, the

other, grades five through eight. In 1916, a three story schoolhouse was built. The ninth and tenth grades were added, and all students occupied a single school building.

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



Figure I-3 – The Pacific School constructed in 1916 now where City Hall stands

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

1.5 Economy and Industry

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

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

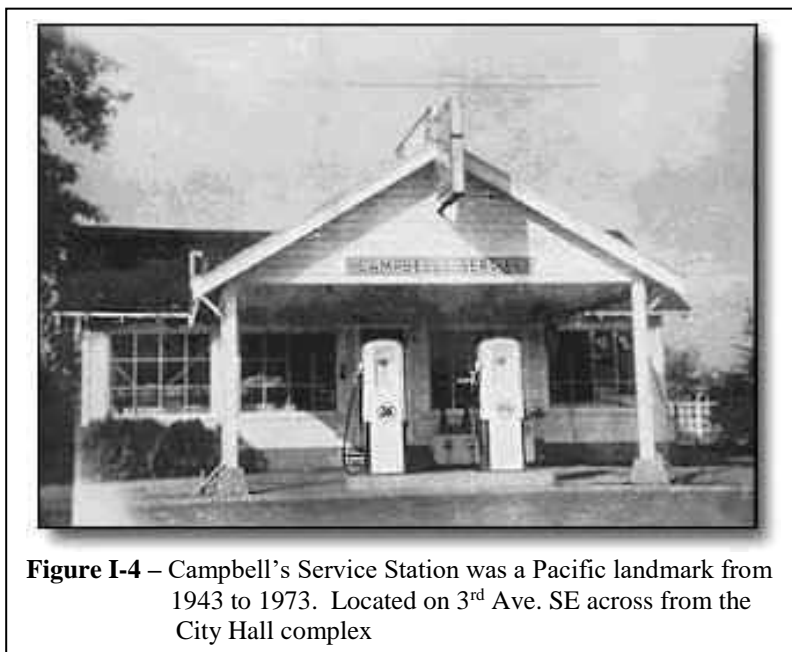


Figure I-4 – Campbell’s Service Station was a Pacific landmark from 1943 to 1973. Located on 3rd Ave. SE across from the City Hall complex

1.6 The Neighborhood Center

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

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

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

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

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

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

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

1.7 Development Brings Change

1.7.1 Utilities and Services

The community built Pacific City Electric Light System in 1919. First Ed Dylar, and later Mr. Jolly, ran this company. As the demand for electricity grew, the system became inadequate, and the utility was eventually sold to Puget Power. Electricity and gas are supplied today by Puget Power's successor, Puget Sound Energy.

A growing population needs an adequate, reliable water supply. Local lore says several geologists had failed to locate water in Pacific, so citizens Art Hollingsworth and George Kinney went “water witching” with a willow stick. Art Hollingsworth followed in his father William’s footsteps, and served the City of Pacific as a council member for over two decades. The well site he helped discover still supplies the City. The City and its water system have since grown substantially in size and complexity, and future demands will require additional resources.

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

1.7.2 Major Street System Influences

The Valley Highways and State Route 167

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

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

Ellingson Road

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



Industrial uses occur in King County along West Valley Highway and Frontage Road, but are focused in the Pierce County portion of the City.

Stewart Road

Commercial development in Pierce County is concentrated from the SR167 interchange at Stewart Road to the UP Railroad, and extends north and south. This interchange enables vehicles to access businesses on County Line Road to the north and on 16th Street at the Sumner border via Valentine Avenue.

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

King County

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

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

Pierce County

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

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

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

Retaining Small Town Qualities

Pacific is still primarily a residential community. A population of 6,960 was allocated by the State of Washington Office of Financial Management (OFM) in 2021. Fifty-nine (59%) of Pacific’s dwelling units are single-family homes, with an average of 2.99 persons per household (2013).

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



Figure I-6 - Kids Parade,

The desire to retain a small town atmosphere of friendliness and independence still remains. The Community Center, Senior Center, and parks are used by groups and individuals for education,

recreation, and special occasions. Youth activities, Senior programs, and services for residents in need are provided by the City’s Community Services Department with the help of dedicated volunteers.

2. PLANNING THE CITY OF PACIFIC

2.1 Implementing Growth Management from the "Bottom Up"

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

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

2.2 Maintaining Local Decision Making Power

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

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

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

2.3 Consistency with State Growth Management Goals and Countywide Planning Policies

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

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

- ◆ Reduce sprawl - Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- ◆ Transportation - Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans. Housing - Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- ◆ Economic development - Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state’s natural resources, public services, and public facilities.
- ◆ Property rights - Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- ◆ Permits - Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
- ◆ Natural resource industries - Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.
- ◆ Open space and recreation - Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
- ◆ Environment - Protect the environment and enhance the state’s high quality of life, including air and water quality, and the availability of water.
- ◆ Citizen participation and coordination - Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- ◆ Public facilities and services - Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- ◆ Historic preservation - Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

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

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

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

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

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

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

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

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

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

Guiding and Managing Growth

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

guides the types and rate of growth.

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

Promoting Desired Changes

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

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

Addressing Changes in Community Needs

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

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

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

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

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

Inter-jurisdictional Coordination

The Pacific City Council believes that many land use conflicts can be resolved by working jointly with other governments during the planning process. Joint efforts enable multiple jurisdictions to address regional concerns in a consistent and coherent fashion. During the 2002-2004

Comprehensive Plan Update, the City of Pacific communicated with adjacent jurisdictions during its planning process to help resolve potential conflicts over land use, transportation, utility, and related issues. This process continues on an ongoing basis.

3. CITIZEN PARTICIPATION

Community Involvement and the Visioning Process

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

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

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

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

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

Commission presented their recommendations to the Pacific City Council at a public hearing. This Comprehensive Plan was subsequently adopted by the City Council.

4. FRAMEWORK GOALS

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

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

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

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

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

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

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

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

5. PLAN IMPLEMENTATION AND MONITORING

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

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

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

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

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