



City of Pacific
PLANNING COMMISSION MEETING
Tuesday, March 23, 2021
6:00 p.m. at Pacific City Hall

- 1. Call to Order**
 - A. Flag Salute*
 - B. Roll Call*
- 2. Approval of Agenda**
Approval of the March 23, 2021 Planning Commission Agenda
- 3. Approval of Minutes** – *February 23, 2020 Planning Commission Meeting*
- 4. Audience Participation**

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

Due to the Governor's Directive on COVID-19, the February 23, 2021 meeting will be conducted via Zoom. Given this, one Commissioner may attend the meeting at City Hall provided they wear a mask at all times. Please let me know if you will be able to attend the meeting through Zoom.

Thanks, Jack

New Business

1. Review of the Preliminary Docket for 2021 Comprehensive Plan Map and Text Changes

Adjournment

The next regularly scheduled Planning Commission Meeting will be Tuesday, April 27, 2021 at 6:00 p.m.

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

PACIFIC PLANNING COMMISSION

Meeting Minutes of February 23, 2021

Call to Order

Chairman Gratz called the Regular Meeting to order at 6:03 p.m. and led the flag salute.

Attendance

Commissioners Present: DuWayne Gratz, John Boyd, Wynette McCracken, John Welch Jr. and Don Blackwell

Commissioners Absent: Patrick Mahaffey

Commissioner Blackwell made a motion to excuse Commissioner Patrick Mahaffey. Seconded by Commissioner McCracken. Motion carried unanimously.

City Staff Present: Community Development Manager Jack Dodge and Administrative Assistant Nicole Schunke

Approval of Agenda

Commissioner Boyd moved to approve the agenda as presented, seconded by Commissioner Blackwell. Motion carried unanimously.

Approval of Planning Commission Minutes

Commissioner Welch moved to approve the January 26, 2021 Regular Meeting minutes as presented, seconded by Commissioner McCracken; motion carried unanimously.

Audience Participation

None

Public Hearings

New Chapter 20.96 Multifamily Housing Design Standards

Chairman Gratz started the Public Hearing at 6:07p.m.

Jack gave an overview of the chapter with the Planning Commission's changes.

Chairman Gratz opened the meeting to public comment.

Being that there were no comments Chairman Gratz closed the Public Hearing at 6:16p.m.

Commissioner Welch made a motion that the Planning Commission forward the proposed "Multifamily Design Standards" (Chapter 20.96) to the City Council with a recommendation to approve the standards. Seconded by Commissioner Boyd. Voice Vote taken and carried 5-0.

Adult Family Home – Parking Requirements

Chairman Gratz started the Public Hearing at 6:17p.m.

Jack gave an overview of the chapter with the Planning Commission's changes.

Chairman Gratz opened the meeting to public comment.

Being that there were no comments Chairman Gratz closed the Public Hearing at 6:21p.m.

Commissioner McCracken made a motion that the Planning Commission forward the proposed amendments to PMC 20.72.130 and 20.72.050, to the City Council providing for "Adult Family Home" parking standards with a recommendation to approve the standards. Seconded by Commissioner Welch. Voice Vote taken and carried 5-0.

Next Meeting

The next meeting will be held on March 23, 2021 via Zoom.

Adjournment

Motion to adjourn made by Commissioner Welch, seconded by Commissioner Blackwell; motion carried unanimously. The meeting was adjourned at 6:23p.m.

Minutes prepared by Nicole Schunke, Administrative Assistant.

Approved _____
Date

Planning Commission Chairperson
DuWayne Gratz



TO: Planning Commission

FROM: Jack Dodge, Community Development Manager

MEETING DATE: March 23, 2021

SUBJECT: Comprehensive Plan Amendments - Draft Preliminary Docket

ATTACHMENTS:

1. Draft Docket – Proposed Comprehensive Plan Changes
2. Proposed Change – Tarragon (Mosby) Property – CPL-21-001
 - a. Application
 - b. Cover Letter
 - c. Statement of Verification
 - d. SEPA Checklist
 - e. Aerial Photo – Proposed Comprehensive Plan Land Use Change
 - f. Aerial Photo – Proposed Zoning District Change
3. Proposed Change – Valley Recycling – CPL-21-002
 - a. Application
 - b. Aerial Photo – Proposed Comprehensive Plan Land Use Change
 - c. Aerial Photo – Proposed Zoning District Change
 - d. Topographic Map of the Property
4. Amendments to Chapter 1 – Introduction – CPL-21-003
5. Amendments to Chapter 4 – Community Character Plan – CPL-21-003
6. Table of Contents - CPL-21-003

Previous Review Date/s: None

Summary:

Summary of the draft Docket

The City has received three (3) requests for Comprehensive Plan Land Use Map and Text changes for the 2021 Comprehensive Plan Review Docket. Two requests are from property owners and one from the City. Attachment 1 briefly summarizes the requests. Attachments 2 and 3 illustrate the location of the requests for Comprehensive Plan Land Use Map changes. Attachment 4 contains the proposed revisions to Chapter 1 Introduction of the Comprehensive Plan. Attachment 5 contains revisions to Chapter 4

Community Character of the Comprehensive Plan. Attachment 6 is a new Table of Contents.

Summary of the Comprehensive Plan Amendment Process

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

1. 3/23/2021 – Planning Commission - Review Preliminary Docket and set public hearing date.
2. 4/27/2021 – Planning Commission - Public Hearing – Recommendation to City Council for Final Docket (16.32.160)
3. 5/3/2021 – City Council – Review Planning Commission recommendation for final docket – Review Resolution to Set the Final Docket (16.32.170)
4. 5/10/2021 – City Council - Passage of the Resolution Setting the Final Docket (16.32.170-16.32.190)
5. 5/25/2021 – Issue SEPA Determination on Final Docket – Send proposed amendments to the Dept. of Commerce (Commerce) for their 60 Day Review period (16.32.200)(RCW 36.70A.106)
6. 7/26/2021 – Planning Commission – Public Hearing on Final Docket and recommendation (16.32.210-16.32.220)

Recommended Action:

Set a public hearing date for the April 27, 2021 Planning Commission meeting to conduct a public hearing on the preliminary docket and make a recommendation to the City Council regarding the final docket.

Recommended Motion:

I move to set a public hearing date for the April 27, 2021 Planning Commission meeting to gain public input on the preliminary docket for Comprehensive Plan land use map and text changes.

Draft Comprehensive Plan Amendment Docket

Location or Text Change	Current Comp Plan Designation	Proposed Comp. Plan Designation	Existing Zoning	Proposed Zoning	Staff Recommendation
Tarragon (Mosby) Property- <i>CP-21-001</i> (Property Owner)	Open Space	Light Industrial	Residential Open (RO)	Light Industrial (LI)	
Valley Recycling, Inc. – 411 West Valley Hwy – <i>CP-21-002</i> (Property Owner)	Highway Commercial	Light Industrial	Highway Commercial (HC)	Light Industrial (LI)	
Text Changes to Introduction, Community Character <i>CP-21-003</i> (Staff Generated)	NA	NA	NA	NA	

City of Pacific
100 3rd Ave. SE
Pacific, WA 98047



Attachment 2a



CITY OF PACIFIC

APPLICATION TO AMEND COMPREHENSIVE PLAN

The Planning Commission considers revisions to the City of Pacific Comprehensive Land Use Plan and policies. The Planning Commission makes a recommendation to the City Council which requested Comprehensive Plan Land Use designations should be changed or policies added, deleted or revised. Applications will be maintained by the Community Development Department. Requests will be considered in accordance with the provisions for annual amendments to the Comprehensive Plan as specified under RCW 36.70A.130 and as adopted by the City of Pacific under Ordinance 1505.

APPLICANT/DESIGNATED CONTACT INFORMATION

If the applicant/designated contact is not the property owner, a notarized letter from the property owner(s) authorizing the applicant to represent the owner(s) is also required.

(Print Name)

(Signature)

Name: SeaPort-Land L.L.C.

Designated by:

Dennis L. Rattie

Dennis Rattie, President, Tarragon L.L.C., its Authorized Representative

Address: 601 Union Street, Suite 3500

City/State/Zip: Seattle, WA 98101-1370

Phone No : (206) 233-9600

Email: drattie@tarragon.com

LEGAL PROPERTY OWNER (If different from the applicant/designated contact)

(Print Name)

(Signature)

Name: Green Valley Farms Land, LLC

see enclosed authorization letter

Address: 12754 SE GREEN VALLEY RD

City/State/Zip: AUBURN WA 98092

Phone No : _____

Email: _____

PROPERTY INFORMATION

Please include a map highlighting the affected property and showing adjacent parcels and streets.

See cover letter for a map highlighting the affected property.

Address or legal description of affected property:

Parcels 362104-9077 and 362104-9016

Address: 5635 A ST SE and 5621 A St SE

Legal description: see attached

DESCRIPTION OF REQUEST

Please explain in detail your request to amend the plan. For example, if you are requesting a different land use or zoning designation, what is the current designation and what would you like the new one to be (see below)? If you would like to change policy language, please list the existing policy and the language you proposed. Attach additional pages if necessary.

The request is for a Comprehensive plan map amendment to change the site's land use designation from "Open Space" to "Light Industrial" and a concurrent rezone of the property from "Residential Open Space" to "Light Industrial".

If this is a Land Use Change Request – Please Provide the Following

Existing Comprehensive Plan Land Use Designation: Open Space

Propose Comprehensive Plan Land Use Designation: Light Industrial

Existing Zoning: Residential Open Space

Proposed Zoning: Light Industrial

REASON FOR REQUEST

Please explain in detail your reason for this request. For example, changes in zoning or land use of surrounding properties or other change in circumstance. Attach additional pages if necessary.

The requested change in land use designation and zoning will allow for future light industrial development of the property as an extension of the successful SeaPORT light industrial project located contiguous to the south in the City of Sumner. The applicant for the amendment is also the owner of the SeaPORT project. Access and utilities would extend to the site from SeaPORT allowing for a logical and seamless expansion of that project.

PUBLIC FACILITIES

Please provide the availability of the following public services.

Water Availability

The property is in the City's water service area but the nearest connection is west of the White River, which is too far and unfeasible to serve the site. The City of Sumner has expressed a willingness to serve the property via an extension of water from the adjacent property to the south (the SeaPORT property). This property is owned by the same entity pursuing this amendment, so it is supported and the required extension agreements/easements can be provided.

Sewer Availability

The property is in the City's sewer service area but the nearest connection is west of the White River, which is too far and unfeasible to serve the site. The City of Sumner has expressed a willingness to serve the property via an extension of sewer from the adjacent property to the south (the SeaPORT property). This property is owned by the same entity pursuing this amendment, so it is supported and the required extension agreements/easements can be provided.

Public Access

Access to the property would be provided via an extension of a driveway from the SeaPORT site to the south. A new driveway from East Valley Hwy will not be requested or needed. This property is owned by the same entity pursuing this amendment, so it is supported and the required extension agreements/easements can be provided.

FOR OFFICE USE ONLY:

Application accepted (date) _____ (time) _____ (staff initials) _____
 Application complete (date) _____ (time) _____ (staff initials) _____



Attachment 2b

FEBRUARY 24, 2021

Mr. Jack Dodge
Community Development Manager
City of Pacific
100 3rd Ave SE,
Pacific, WA 98047



RE: Mosby/SeaPORT Comprehensive Plan Amendment and Rezone Application

Dear Mr. Dodge:

Please find enclosed our application for a Comprehensive Plan Amendment and Rezone for the Mosby/SeaPORT property. Enclosed are the following items to support our application:

- Comprehensive Plan Amendment Application Form
- Project narrative and criteria response (see below)
- Non-project SEPA Checklist
- Notarized Owner Affidavit

Proposal

The Mosby/SeaPORT property is an undeveloped 18.8-acre site consisting of two parcels, parcel numbers 362104-9077 and 362104-9016, which are currently owned by Green Valley Farms Land, LLC (Mosby Parcel). The site address is 5635 and 5621 A ST SE. The property is located west of E Valley Hwy and Burlington Northern Railroad (BNRR) tracks, west of the city of Auburn, and north of the city of Sumner. The south property line also marks the King County/Pierce County line. To the west is vacant King County property and the White River and to the north is King County-owned vacant land. See the property location in Figure 1 below.

As depicted in Figure 1, the City of Pacific's Comprehensive Plan and Zoning Map currently designates the property as Open Space. The proposal is to change both the Comprehensive Plan and Zoning designations to Light Industrial.

As shown in Figure 2, the rezone will create a contiguous Light Industrial area, as it will be adjacent to city of Sumner Light Industrial zoned property to the south. The designation change would also be consistent with city of Auburn zoning to the east, depicted in Figure 3, which is Light Industrial (light blue on map) and Light Commercial (dark pink on map).

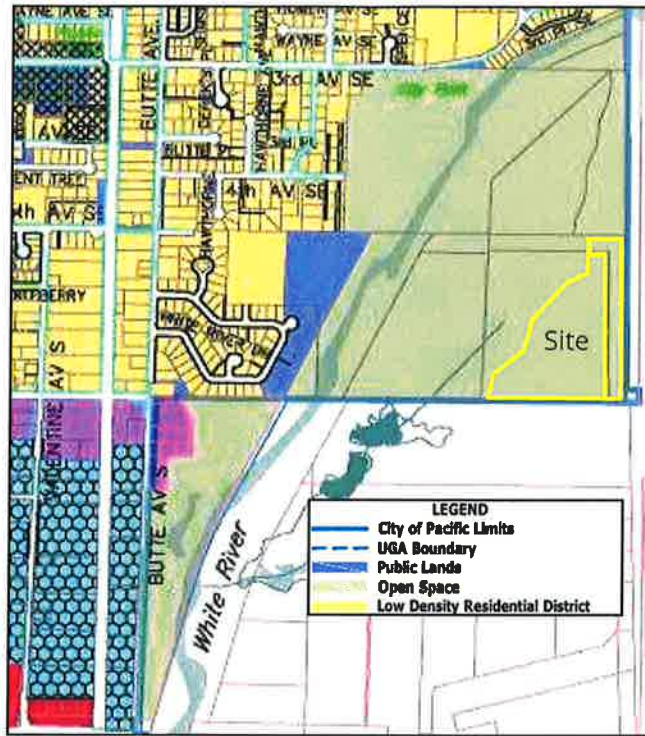


Figure 1 - Current Land Use Designation and Zoning Map

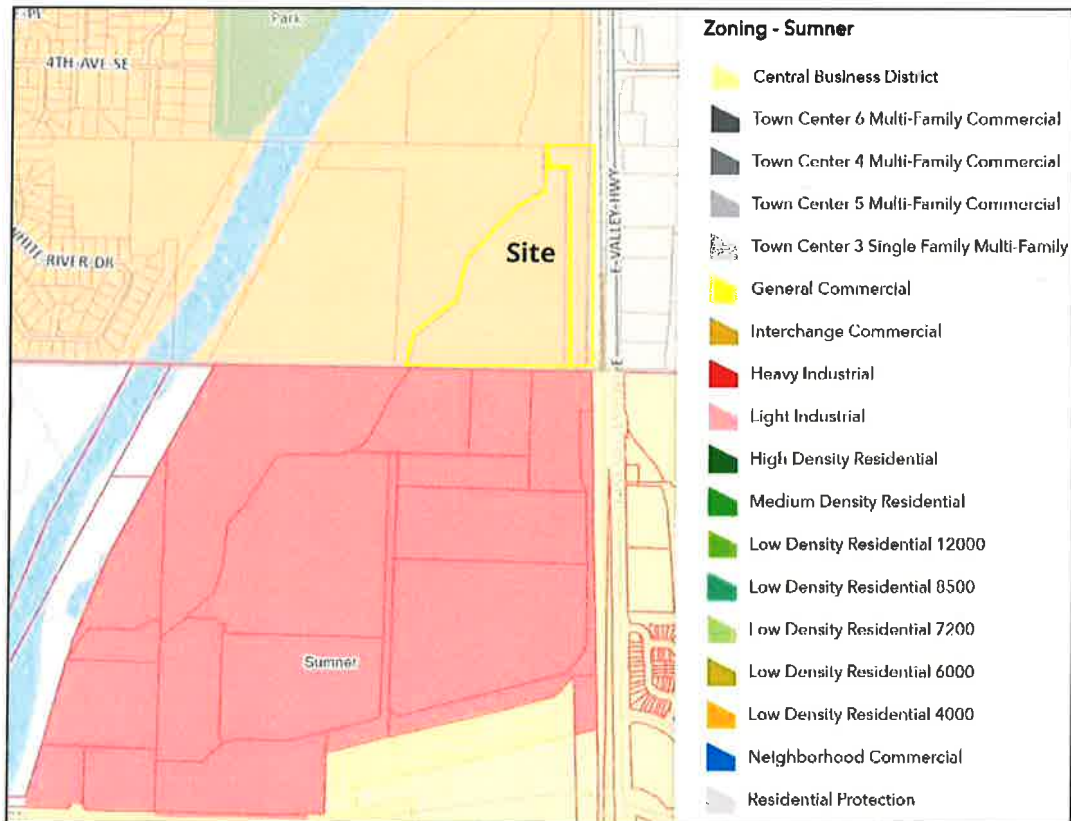


Figure 2 - Current City of Sumner Zoning

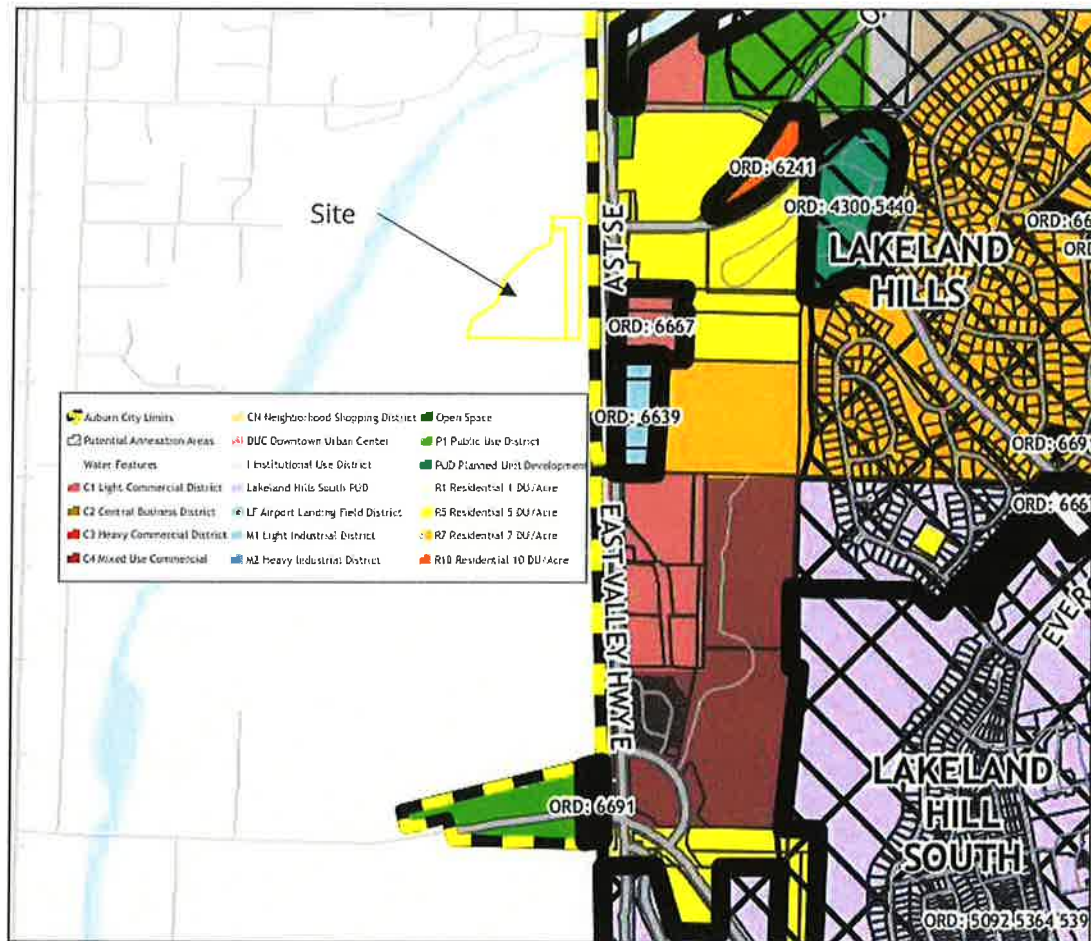


Figure 3 – Current Auburn Zoning

Map Amendment History

The property was previously the subject of a land use and zoning amendment request to change the property's land use designation from Open Space to Light Industrial. In 2017 staff recommended approval of the comprehensive plan and denial of the rezone and it is our understanding that the map amendment was ultimately conditionally approved by Council subject to access and utilities agreements. The rezone was denied at that time because of the need for access and utility agreements from the City of Sumner and the owner of the SeaPORT industrial property to the south. It is our understanding that the amendment expired when the access and utility agreements were not completed.

With this proposal, those concerns have been resolved because the applicant for this map amendment is the same as the owner of the SeaPORT property from which the access and utility extensions would be provided. We understand the City of Sumner has expressed interest in entering into an interlocal agreement for water and sewer service to the site and that the details to finalize said agreement will be completed prior to approval of the comprehensive plan amendment and rezone.

PMC 16.32.220 Evaluation Criteria for Proposed Amendments

As demonstrated below, the comprehensive plan amendment and rezone proposal is consistent with the City's amendment evaluation criteria, including that for site-specific amendments, the City's Comprehensive Plan and implementing regulations. The following provides justification for the amendment and demonstrates its consistency with the City's evaluation criteria in PMC 16.32.220.

A. All comprehensive plan amendments shall be reviewed under the following criteria:

1. Whether the proposed amendment(s) conform to the Growth Management Act (Chapter 36.70A RCW);

Response: The proposed amendment is consistent with the Growth Management Act and has been submitted in compliance with the City's annual update of the comprehensive plan.

2. Whether the proposed amendment(s) are consistent with and implement the city's comprehensive plan, including the goals, policies and implementation strategies of the various elements of the plan;

Response: The proposal is consistent with the City's comprehensive plan. Specifically, the following goals and policies:

- **ED-1: Encourage land uses that increase the City's tax base.**
- **ED-6: Increase and improve the City's economic base to encourage Pacific residents to work and shop in the community.**
- **ED-8: Ensure that land use and zoning provisions support businesses and industry.**
- **ED-10: Promote new industry by attracting light industry which offers secure, quality employment opportunities, sensitivity to community values and development of attractive facilities.**
- **LU-3: Coordinate growth and development with adjacent jurisdictions (i.e. cities and counties) to promote and protect inter-jurisdictional interests.**
- **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.**
- **LU-11.1: Promote high quality development of all light industrial and warehouse areas.**
- **LU-11.2: Provide for industrial uses, such as regional research, manufacturing, warehousing, concentrated business/ employment parks, and/ or other regional employment uses.**
- **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.**
- **LU-20: Ensure that commercial development and redevelopment are complementary to adjacent land uses.**

3. Whether circumstances related to the proposed amendment(s) and/or the area in which it is located have substantially changed since the adoption of the city's comprehensive plan;

Response: The area adjacent to the subject property has markedly changed since the adoption of the city's comprehensive plan. The substantial completion of the SeaPORT development located in the City of Sumner adjacent to the south and the interest and ability of the SeaPORT developer to extend utilities to the site, represents a change in conditions.

The property is bounded by the Burlington Northern Railroad and E Valley Hwy to the east, levee and the White River to the west and the SeaPORT project under development to the south. To date the property has not had feasible access or utilities. Access from E Valley Hwy would require a crossing of the BNRR tracks. The extension of water and sewer from the city of Pacific is not feasible as it would require crossing the White River. In recent years, however, the SeaPORT development to the south has completed permitting and design and is entering into the final phases of construction. The Mosby property now has the opportunity to obtain both access and utilities directly from the SeaPORT property, which is a changed condition.

4. Whether the assumptions upon which the city's comprehensive plan is based are no longer valid, or whether new information is available which was not considered during the adoption process or any annual amendments of the city's comprehensive plan; and

Response: The existing land use designation and zoning designation was appropriate for property that was constrained by lack of access and utilities. Due to the development of the property to the south, and agreements to provide access and utilities in place, it is now appropriate to change the land use and zoning designation.

5. Whether the proposed amendment(s) reflects current widely held values of the residents of the city.

Response: The comprehensive plan reflects the values of the community and the amendment is consistent with many goals and policies of the comprehensive plan, as detailed above. Further, the same amendment, when presented in 2017, was supported by the staff and Council subject to the property obtaining access and utilities from the SeaPORT property. The provision of access and utilities are addressed and resolved with this new amendment proposal.

B. Amendments for Site-Specific Proposals. In addition to the above, any proposal for a site-specific development or amendment shall be reviewed under the following criteria:

1. Whether the proposed site-specific amendment(s) meets concurrency requirements for transportation and does not adversely affect adopted level of service standards for other public facilities and services (e.g., police, fire and emergency medical services, parks, fire flow and general governmental services);

Response: The amendment is not expected to adversely affect adopted level of services. An interlocal agreement with the city of Sumner will be utilized to bring water and sewer to the site. Specific impacts such as transportation will be evaluated in detail at the time of development application. The City will not issue future development permits which result in a reduction of the level of service below the adopted standards (LU-23.3).

2. Any proposed site-specific amendment(s) will not result in probable significant adverse impacts to the city's transportation network, capital facilities, utilities, parks and environmental features that cannot be mitigated, and will not place uncompensated burdens upon existing or planned service capabilities;

Response: The map amendment and rezone will not have any significant adverse effects on the City's public services or capital facilities and there are no known impacts to environmental features either with the map amendment and rezone or with future development proposals.

Water and Sewer will be provided by the City of Sumner, via an extension of the utilities from the SeaPORT property to the south. Access will also be provided from SeaPORT as well to avoid a crossing of the BNRR tracks. All potential environmental impacts associated with development of the property will be fully evaluated by the city at the time of review of specific development applications and mitigation provided if required.

3. In the case of a site-specific amendment(s) to the comprehensive plan's land use map, that the subject parcels are physically suitable for the requested land use designation and the anticipated land use development, including, but not limited to, the following: (a) access; (b) provision of utilities; and (c) compatibility with existing and planned surrounding land uses;

Response: The proposal is to change the land use designation and zoning to light industrial. This change is consistent with the industrial zone to the south (city of Sumner) and the zoning to the west (city of Auburn). Access and utilities will be provided from the south via the SeaPORT property.

4. The proposed site-specific amendment(s) will not create pressure to change the land use designation of other properties, unless the change of land use designation for other properties is in the long-term best interests of the city as a whole;

Response: This property is requested to be changed to allow for the future development of the property as an extension of the SeaPORT project to the south. It is not anticipated the amendment will create pressure to change the land use designation of other adjacent properties. It is highly likely that undeveloped property located to the west and north is not feasible for development due to wetlands, public ownership and other development constraints.

5. The proposed site-specific amendment(s) does not materially affect the land use and population growth projections that are the basis of the comprehensive plan;

Response: The site is currently designated as open space; a change in the designation to light industrial allows for more business development and jobs in the city but does not

affect population growth projections used in the comprehensive plan. The City may be interested in including the property in the MIC designated area, which would help the city in obtaining funding for needed road improvements.

6. If within an incorporated urban growth area (UGA), the proposed site-specific amendment(s) does not materially affect the adequacy or availability of urban facilities and services to the immediate area and the overall UGA;

Response: The proposed map amendment will not materially affect the adequacy or availability of urban facilities and services within the overall UGA.

As part of the City of Pacific, the Mosby property is located in the city's UGA. The property has historically been constrained from development due to barriers for access and utilities. City utility services are not located on the east side of the White River and therefore will not be affected by the proposal. The proposed amendment will allow for the future development of the property using water and sewer service extension from the south via property located in the City of Sumner.

7. The proposed amendment(s) is consistent with any applicable county-wide policies for the city and any other applicable inter-jurisdictional policies or agreements, and any other local, state or federal laws.

Response: The amendment is consistent with county-wide policies, all known inter-jurisdictional policies/ agreements and local, state and federal laws. The proposed amendment supports the following county-wide policies:

- **EC-3 Identify and support industry clusters and subclusters within King County that are components of the Regional Economic Strategy or that may otherwise emerge as having significance to King County's economy.**
- **EC-7 Promote an economic climate that is supportive of business formation, expansion, and retention and emphasizes the importance of small businesses in creating jobs.**
- **EC-14 Foster economic and employment growth in designated Urban Centers and Manufacturing/ Industrial Centers through local investments, planning, and financial policies.**
- **DP-2 Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation in order to reduce reliance on single occupancy vehicle travel for most daily activities.**

An Interlocal Agreement will be required for the extension of water and sewer service to the property from the city of Sumner. It is our understanding that the city has expressed

their willingness to provide service and execute the Interlocal Agreement. The Interlocal Agreement will be compliant with local, state and federal laws.

Thank you again for your assistance throughout the process. Please let me know if you have any questions or comments during the review of our proposal.

Sincerely,
SeaPort-Land L.L.C.
By: Tarragon L.L.C., its Authorized Representative

DocuSigned by:

#500FD0046804FC...
Dennis L. Rattie
President

cc: Lisa Klein, AHBL, Inc.
cc: Ben Waiss, Tarragon L.L.C.

February 12, 2021

RECEIVED
CITY OF PACIFIC
FEB 26 2021
COMMUNITY DEVELOPMENT
PUBLIC WORKS DEPARTMENT

Jack Dodge, Director
City of Pacific Community Development
100 3rd Ave SE
Pacific, WA 98047

Project: SeaPORT/ Mosby Property Comprehensive Plan Amendment and Rezone
Subject: Verified Owner Statement

Dear Mr. Dodge:

This letter provides you with the required statement of verification that I am the owner representative for the Green Valley Farms Land LLC property, comprised of tax parcels 362104-9077 and 362104-9016. I am providing my authorization for the SeaPORT application for a Comprehensive Plan Amendment and Rezone to be submitted, reviewed and approved by the City.

Sincerely,

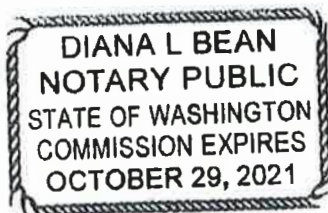

Burr W. Mosby

STATE OF WASHINGTON
COUNTY OF

On this day personally appeared before me, Burr W. Mosby, to me known to be the individual described in and who executed the within and forgoing instrument that he/she signed the same as her/his free and voluntary act and deed, for the uses and purposes therein mentioned.

GIVE under my hand and official seal on this 12 day of Feb, 2021.

(Seal or Stamp)





Signature of notarial officer

Print Name: Diana L Bean

NOTARY PUBLIC in and for the State of
Washington, residing at Bonney Lake

My commission expires: 10-29-2021

Attachment 2d

SEPA ENVIRONMENTAL CHECKLIST

RECEIVED
CITY OF PACIFIC
FEB 26 2021
COMMUNITY DEVELOPMENT
PUBLIC WORKS DEPARTMENT

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background

1. Name of proposed project, if applicable:

SeaPORT Comprehensive Plan Amendment and Rezone

2. Name of applicant:

SeaPort-Land L.L.C.

3. Address and phone number of applicant and contact person:

Applicant:

SeaPort-Land L.L.C.

c/o Tarragon L.L.C.

601 Union Street, Suite 3500

Seattle, WA 98101-1370

Phone: (206) 233-9600

Contact:

Dennis Rattie, President

Tarragon L.L.C.

601 Union Street, Suite 3500

Seattle, WA 98101-1370

Phone: (206) 233-9600

4. Date checklist prepared:

February 25, 2021

5. Agency requesting checklist:

City of Pacific

6. Proposed timing or schedule (including phasing, if applicable):

The City of Pacific considers applications to amend the City of Pacific Comprehensive Plan on an annual basis. Individual site-specific requests for changes to the Comprehensive Plan map and zoning changes are incorporated into the comprehensive plan update. The Comprehensive Plan Amendment and Rezone are a nonproject SEPA action that will undergo public review in 2021. Action on the amendments is anticipated by December 2021.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Upon approval of the requested designation changes by City Council, a development application will be submitted for City review. The future development application will include a development-related SEPA Checklist and environmental review process.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Site specific environmental information will be provided with a future development proposal. It is anticipated that a Critical Area Study, Geotechnical Study and Traffic Study will be required at that time.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

There are no other known pending applications or government approvals.

10. List any government approvals or permits that will be needed for your proposal, if known.

The proposed amendments would require approval by the Pacific City Council. Utility extensions from the City of Sumner will require an Interlocal Agreement.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The proposal is for a comprehensive plan map amendment and site-specific rezone request. The request is for the property to be rezoned from Residential Open Space (RO) to Light Industrial (LI) with a concurrent Comprehensive Plan Amendment to change the site land use designation from Open Space to Light Industrial. If approved, this amendment would allow for the site to be developed for light industrial type uses such as offices, government facilities, contractor yards, health services, industrial services, motor vehicle sales/ rental/ repair and services, storage, warehousing, wholesale trade etc.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

King County Tax Parcels 362104-9077 and 362104-9016

Address: 5635 and 5621 A ST SE

Legal description: POR OF SE 1/4 OF SE 1/4 OF STR 36-21-04 LY WLY OF BN RR R/W LESS E 16.5 FT & LESS N 130 FT & E 130 FT THOF & LESS POR LY WLY OF LN DAF-BAAP ON S LN OF SD SE 1/4 OF SD SEC LY 1226.67 FT WLY OF SE COR OF SD SUBD TH N 12-13-01 E 182.67 FT TH N 50-30-44 E 309.02 FT TH N 12-30 E 245.98 FT TH N 35-53-04 E 139.40 FT TH N 45-22-30 E 274.60 FT TH N 53-25-09 E 212.19 FT TH N 00-47-56 W 255 FT M/L TO N LN OF S 1/2 OF SE 1/4 OF SD SEC & TERMINUS OF SD DESC LN - PER SCC 14-2-23003-6KNT (REC# 20150416000492)



Figure 1 - Vicinity Map

B. Environmental Elements

No discussion of the individual Environmental Elements is required for GMA actions per WAC 197-11-235.3.b, which states:

“If an environmental checklist is used and a DNS issued, only Parts A (which serves as a fact sheet), C (responsible official's signature), and D (nonproject checklist) need be prepared, plus an environmental summary as specified in WAC 197-11-235(5). Part D and the summary may be combined.”

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

DocuSigned by:
Dennis L. Rattie
8502765045594C

Name of signee: Dennis L. Rattie

Position and Agency/Organization: President, Tarragon L.L.C., Authorized Representative for SeaPort-Land L.L.C.

Date Submitted: February 26, 2021

D. Supplemental sheet for nonproject actions

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The comprehensive plan map amendment and rezone proposal are nonproject actions and would not have any impact on air emissions or the production, storage, or release of toxic or hazardous substances or noise.

The map amendment and rezone proposal will allow for different use types than under the existing designation and zoning. The light industrial zoning allowed use types will likely increase the volume of water discharged from the site as the allowed coverage maximum for the proposed Light Industrial (LI) zone is higher than the current Residential Open Space (RO) zoning. The current RO zone has a maximum lot coverage of 35 to 40 percent depending on the lot location, while the LI zone does not have a maximum lot coverage.

It is likely that noise with the ultimate site development as is typical of light industrial uses allowed in the LI zone. These noises would largely be related to vehicle and truck traffic. The development of the site will increase traffic; however, it is anticipated that access will be extended internally from the site to the south and that a new driveway to East Valley Hwy is not anticipated.

Proposed measures to avoid or reduce such increases are:

Any future development will be subject to the City of Pacific requirements for drainage; air emissions; production, storage, or release of toxic or hazardous substances; and noise. Depending on applications for future uses within the amendment areas, the City may require the applicant to evaluate project emissions to air, production, storage, or

release of toxic or hazardous substances; and noise impacts if the proposals are inconsistent with the likely impacts associated from development analyzed within the amendment areas.

Stormwater-related impacts will be mitigated through adherence with the City's adopted stormwater design manual the King County Surface Water Design Manual; and the Department of Ecology Western Washington Phase II Municipal Stormwater Permit.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The site is currently undeveloped agricultural land that is used as a farm and the proposed map amendment, a nonproject action, would not affect plants, animals, fish, or marine life. The reclassification of the property would result in it being allowed to be developed, which would likely remove vegetation within the proposed development area.

The City of Pacific Municipal Code Title 23 governs the protection and uses allowed within critical areas and their buffers. These standards include management practices deemed by the Washington State Department of Ecology and the Washington State Department of Commerce to incorporate best available science. The City's Critical Areas Code (Title 24) requires applicants proposing to develop sites containing or adjacent to critical areas have a qualified professional submit a critical areas special study for City review and approval. The protection of critical areas will not diminish or change if the property is rezoned. The same regulations affecting the protection of plants, animals, fish, and marine life apply whether the site is classified as RO or LI.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

The future development proposals will be required to comply with the standards found in Title 24 – Critical Areas, Title 21 – Shoreline Management, and Title 20.70 – Landscaping, in order to protect or conserve plants, animals, and fish. The City will require landscape plans (including significant tree protection) and critical areas reports for project-level SEPA environmental review proposals.

3. How would the proposal be likely to deplete energy or natural resources?

The proposal is to reclassify the land use designation and zoning of the site from Open Space and Residential/Open Space, respectively, to Light Industrial, which is a nonproject action and which would not deplete energy or natural resources. The change in the land use and zoning designation would allow for future development applications for light industrial and/or commercial uses. The same suite of building and energy codes that would apply to development proposals in the RO zone would also apply to the property if the map and zoning amendment was approved. Proposed future site development may include uses that require associated mechanical systems, lighting, plumbing fixtures and/or other systems, thereby resulting in greater consumption of energy than if the site were developed with allowed uses under the current designation.

Proposed measures to protect or conserve energy and natural resources are:

The City of Pacific has also adopted a suite of building codes by the Washington State Building Code Council in Title 17 to aid in the conservation of energy and resources. These include:

1. The International Building Code (2015 or 2018 Edition), as published by the International Code Council, and amended by the Washington State Building Code Council in Chapter 51-50 WAC, to be known hereafter as the "International Building Code" or the "IBC, together with:
 - a. Appendix E: Supplemental Accessibility Requirements;
 - b. Appendix J: Grading.
 2. "International Residential Code" or the "IRC," together with
 - a. Appendix F: Passive Radon Gas Control Methods;
 - b. Appendix G: Flood-Resistant Construction;
 - c. Appendix Q: Dwelling Unit Fire Sprinkler Systems.
 3. "International Mechanical Code" or the "IMC."
 4. "International Fuel Gas Code" or the "IFGC."
 5. "International Fire Code" or the "IFC," together with:
 - a. Appendix B: Fire-Flow Requirements for Buildings;
 - b. Appendix C: Fire-Hydrant Locations and Distribution;
 - c. Appendix D: Fire Apparatus Access Roads.
 6. "Uniform Plumbing Code" or the "UPC," excluding Chapters 12 and 14 and those requirements of the Uniform Plumbing Code relating to venting and combustion air of fuel fired appliances as found in Chapter 5, and those portions of the code addressing building sewers, but including:
 - a. Appendix A: Recommended Rules for Sizing the Water Supply System;
 - b. Appendix B: Explanatory Notes on Combination Waste and Vent Systems; and
 - c. Appendix I: Installation Standards.
 7. International Energy Conservation Code (2015 Edition)/Washington State Energy Code* as set forth in Chapter 51-11C WAC (Commercial); Chapter 51-11R WAC (Residential), together with Appendices A, B, C and D.
 8. "International Existing Building Code" or the "IEBC."
 9. "International Swimming Pool and Spa Code" or the "ISPSC."
 10. "International Property Maintenance Code" or the "IPMC."
 11. The Washington State Manufactured Homes Installation Requirements, or Mobile Homes Installation Requirements. Pursuant to RCW 43.22.440, the installation standards of Chapter 296-150M WAC are adopted as amended by the state of Washington.
 12. The Washington State Factory Built Housing and Commercial Structures Installation Requirements, or Modular Installation Requirements. Pursuant to RCW 43.22.455, the installation standards of Chapter 296-150F WAC are adopted as amended by the state of Washington.
4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The proposed map and zoning amendment is a nonproject action that would not affect sensitive resources designated (or eligible or under study) for government protection. The presence of critical areas located on or in the vicinity of the project will be fully evaluated and, if found, documented as part of a future development application. The City's Critical Areas Code (Title 23) has the purpose of limiting development and alteration of critical areas and requires applicants proposed to develop sites containing or adjacent to critical areas have a

qualified professional submit a critical areas special study for City review and approval. The application of the City's critical areas regulations is applied equally to properties in all zones.

While the property has been farmed historically, the property is located in an urban area and is not designated as "prime farmland".

Proposed measures to protect such resources or to avoid or reduce impacts are:

Impacts to critical areas will not increase as a result of the proposed amendment to the City's Comprehensive Plan and concomitant zoning amendment, which are nonproject actions. The proposed amendment to the City's Comprehensive Plan and concomitant zoning amendment will not alter how Title 23 – Critical Areas, Title 21 – Shoreline Management, and Title 20.70 – Landscaping (including significant tree protection), are applied to sites in order to protect or conserve plants, animals, floodplains, and critical areas.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The site-specific map amendment and rezone request would alter the type of land uses that are currently allowed onsite with review and approval criteria contained within the PMC. Upon approval it will alter the types of uses that can develop on the site. The site-specific request would alter planned land uses from Residential Open Space (allowing essential public buildings, single family residential, adult family homes, and family daycare) to Light Industrial (allowing uses such as offices, government facilities, contractor yards, health services, industrial services, motor vehicle sales/ rental/ repair and services, storage, warehousing, wholesale trade etc.).

The reclassification would be consistent with the neighboring light industrial uses located to the south and the light industrial and commercial uses located to the east. As the site is currently undeveloped no use on site would become non-conforming under the amended classification. Future development proposal for the property would include a shoreline permit application (if required), to address any potential impacts to the shoreline and use of the shoreline as required by the City's Shoreline Master Program.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Impacts to adjacent land uses will be mitigated by the City's development standards (Title 20 PMC), Critical Areas Regulations (PMC Title 23), Shoreline Master Program (PMC Title 21) and SEPA Environmental Review (PMC 16.16). This includes bulk regulations (setbacks, height, lot coverage, and density), as well as landscaping and parking lot screening to aid in diminishing impacts on adjacent properties.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposed map amendment and rezone are nonproject actions and will not increase demands on the transportation system or public utilities. The future development of the property to a light industrial use will likely increase traffic, which will be fully studied and evaluated concurrent with a development application.

Public services and utilities are available, or can be extended at the applicant's expense, to accommodate future development that may occur due to the reclassification of the areas. The city of Sumner has indicated an interest in extending water and sewer service to the property from the adjacent SeaPORT property. It is understood that an interlocal agreement will need to be executed between the cities of Sumner and Pacific for the utility extension.

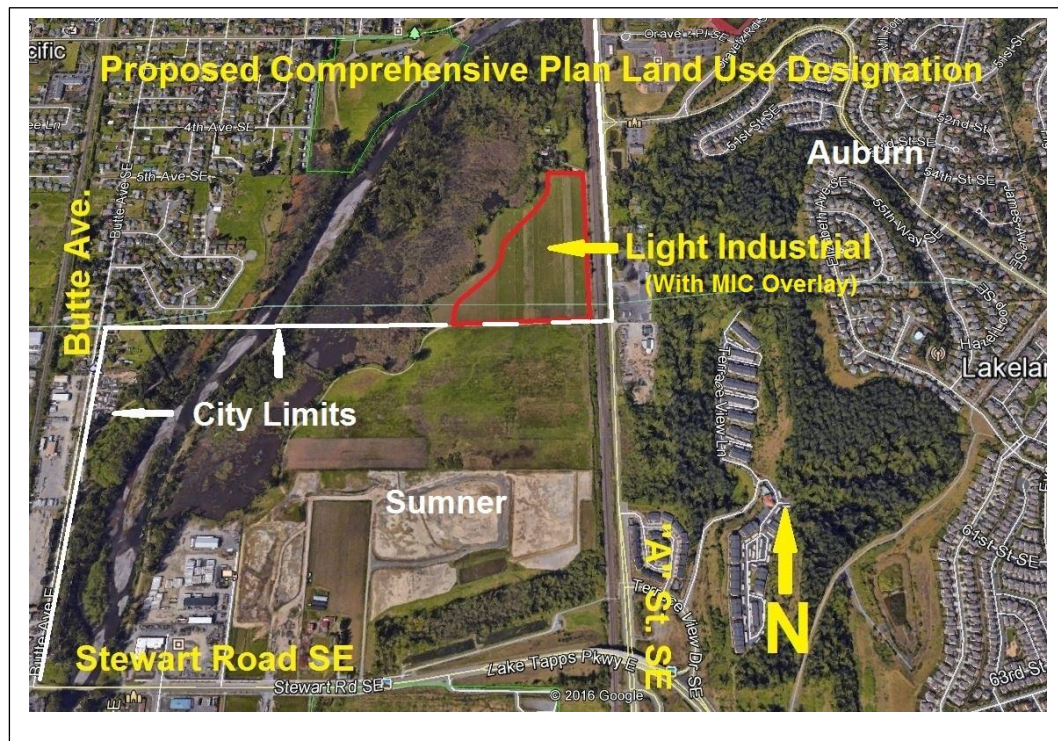
Proposed measures to reduce or respond to such demand(s) are:

Future site-specific development applications will be subject to SEPA environmental review, the process for which will include the completion of a Traffic Impact Analysis and mitigation of any impacts to offsite roadways.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The Comprehensive Plan Amendment and Rezone proposal does not conflict with any local, state, or federal laws or requirements for the protection of the environment. Future project specific development applications will be subject to SEPA environmental review and code requirements in place at the time of application.

Comprehensive Plan Land Use Change



Tarragon (Mosby) Zoning Change Request – CPL-21-001

Zoning Change





CITY OF PACIFIC

APPLICATION TO AMEND COMPREHENSIVE PLAN

The Planning Commission considers revisions to the City of Pacific Comprehensive Land Use Plan and policies. The Planning Commission makes a recommendation to the City Council which requested Comprehensive Plan Land Use designations should be changed or policies added, deleted or revised. Applications will be maintained by the Community Development Department. Requests will be considered in accordance with the provisions for annual amendments to the Comprehensive Plan as specified under RCW 36.70A.130 and as adopted by the City of Pacific under Ordinance 1505.

APPLICANT/DESIGNATED CONTACT INFORMATION

If the applicant/designated contact is not the property owner, a notarized letter from the property owner(s) authorizing the applicant to represent the owner(s) is also required.

(Print Name) (Signature)
Name: Jocelyne R. Fallgatter
Address: 13231 Trout Farm Rd.
City/State/Zip: Sultan, WA 98924
Phone No : 206-240-5320
Email: jrfallgatter.law@gmail.com

LEGAL PROPERTY OWNER (If different from the applicant/designated contact)

(Print Name) (Signature)
Name: Valley Recycling Inc.
Address: 411 West Valley Hwy S,
Pacific, WA 98047-1302
City/State/Zip:
Phone No : 253-249-7111
Email: angie@rustyrackguys.com

PROPERTY INFORMATION

Please include a map highlighting the affected property and showing adjacent parcels and streets. Vicinity maps taken from the Comprehensive Plan - Future Land Use Map and the County Assessor's parcel viewer are attached to this application, as well as Assessor parcel data summaries.

Address or legal description of affected property:

This proposed plan amendment involves three adjacent parcels:

3353404350 located at 302 WEST VALLEY HWY 98001

HILLMANS C D PACIFIC CITY DIV # 1 LESS CO RD

Plat Block: 17 Plat Lot: 9

3353404460 located at 502 3RD AVE SW 98001

HILLMANS C D PACIFIC CITY DIV # 1 PP ACT 39939756 MOBILE HOME

3353404470 no known site address

HILLMANS C D PACIFIC CITY DIV # 1 LESS ST

DESCRIPTION OF REQUEST

Please explain in detail your request to amend the plan. For example, if you are requesting a different land use or zoning designation, what is the current designation and what would you like the new one to be (see below)? If you would like to change policy language, please list the existing policy and the language you proposed. Attach additional pages if necessary.

This amendment seeks to rezone portions of the properties to Light Industrial to better reflect their current use and to increase consistency with the surrounding non-residential uses. All three parcels currently have Residential Open Space (RO) designations. Two of the parcels have split zoning including both RO and Highway Commercial (HC) zoning.

If this is a Land Use Change Request – Please Provide the Following

Existing Comprehensive Plan Land Use Designation: The most northerly parcel is designated as RO.

The two southerly parcels are designated as having split zoning. The areas of the parcels containing steep slopes are designated RO and the lower, level portions of the parcels designated HC.

Propose Comprehensive Plan Land Use Designation:

The proposal is to rezone the land use designations that are currently HC to LI.

Existing Zoning:

The existing zoning is consistent with the Comprehensive Plan Land Use Designations.

Proposed Zoning:

The proposed zoning for the current lower level portions of the two southerly parcels is to be LI.

REASON FOR REQUEST

Please explain in detail your reason for this request. For example, changes in zoning or land use of surrounding properties or other change in circumstance. Attach additional pages if necessary. The properties abut the west edge of West Valley Hwy at the 3rd Ave SW intersections. Current zoning and land use along West Valley Hwy in the general vicinity is primarily Light Industrial. The existing land use on the lower, level portions of the two southerly parcels is more consistent with the characteristics and purpose of the LI zoning designation in the Pacific Municipal Code. The adjacent property immediately south of these parcels (312 West Valley Hwy) is the site of a metal buy-back recycling center, Valley Recycling. In 2011, the City rezoned that property to Light Industrial to bring the zoning into conformance with the Comprehensive Plan. The applicant is the owner and operator of Valley Recycling and recently acquired these parcels. Rezoning to LI will allow for more efficient operations by Valley Recycling. The existing pallet manufacturing operation on the property will continue. A Light Industrial designation more accurately characterizes that use. Steep slopes divide and isolate the usable lower portion of the property, along West Valley Hwy, from the residential uses adjacent to the western boundaries of the properties. Environmentally constrained portions of the properties will retain the existing RO zoning designation.

PUBLIC FACILITIES

Please provide the availability of the following public services.

Water Availability

The City of Pacific provides water to the property.

Sewer Availability

The City of Pacific does not currently provide sanitary sewer service to this portion of the city, therefore the properties

Public Access

The properties abut the west side West Valley Hwy at the intersection of West Valley Hwy and 3rd Ave. SW. At this time 3rd Ave is not improved west of West Valley Hwy. Access is off West Valley Hwy at 3rd Ave SE. 3rd Ave SW appears to extend approximately 450 feet into the properties between 302 West Valley and 502 3rd Ave SE, more or less in the line with its legal description.

FOR OFFICE USE ONLY:

Application accepted (date) _____	(time) _____	(staff initials) _____
Application complete (date) _____	(time) _____	(staff initials) _____

AV S

ST

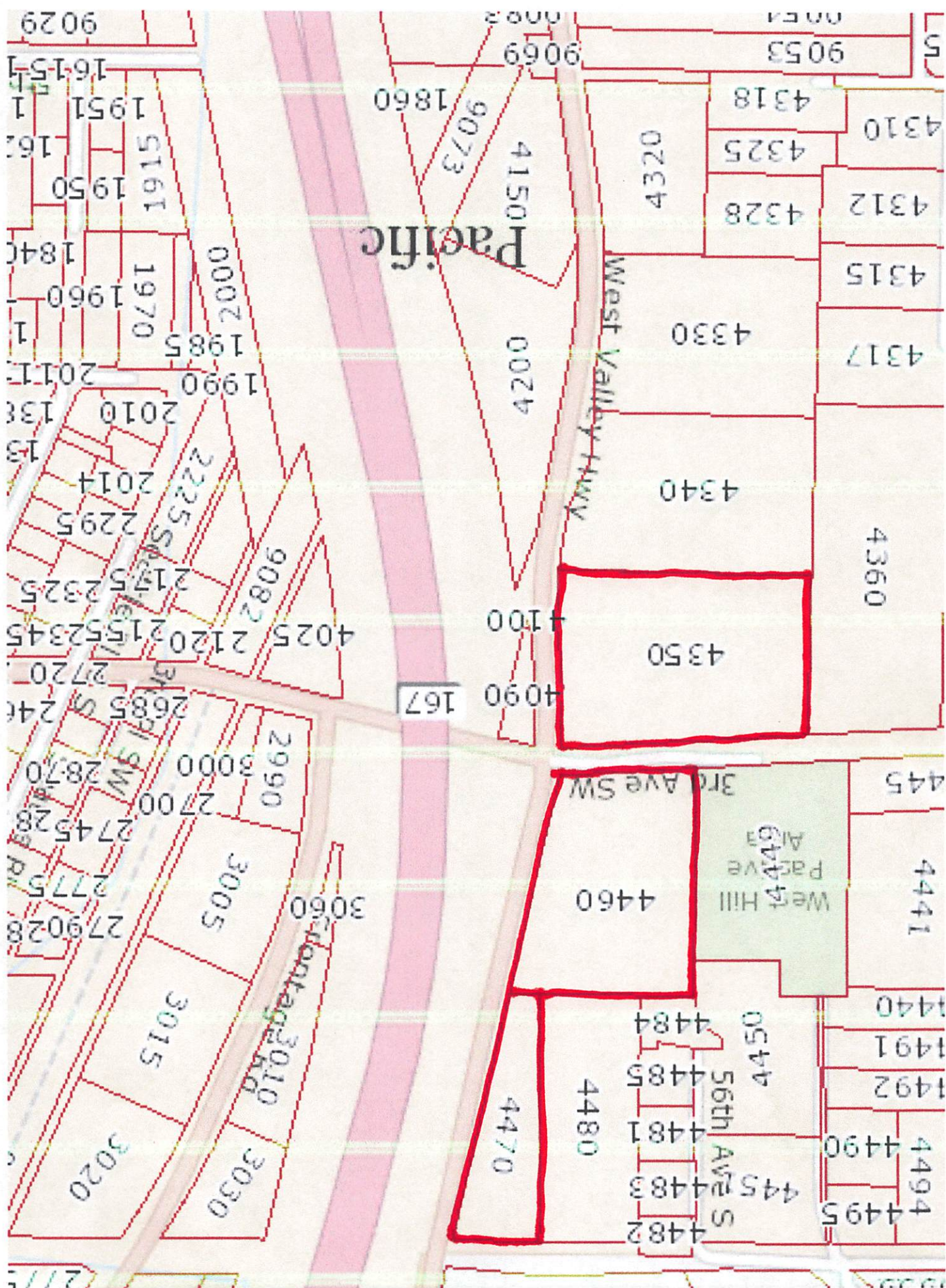
SR 167

SEATTLE

BLVD

SW





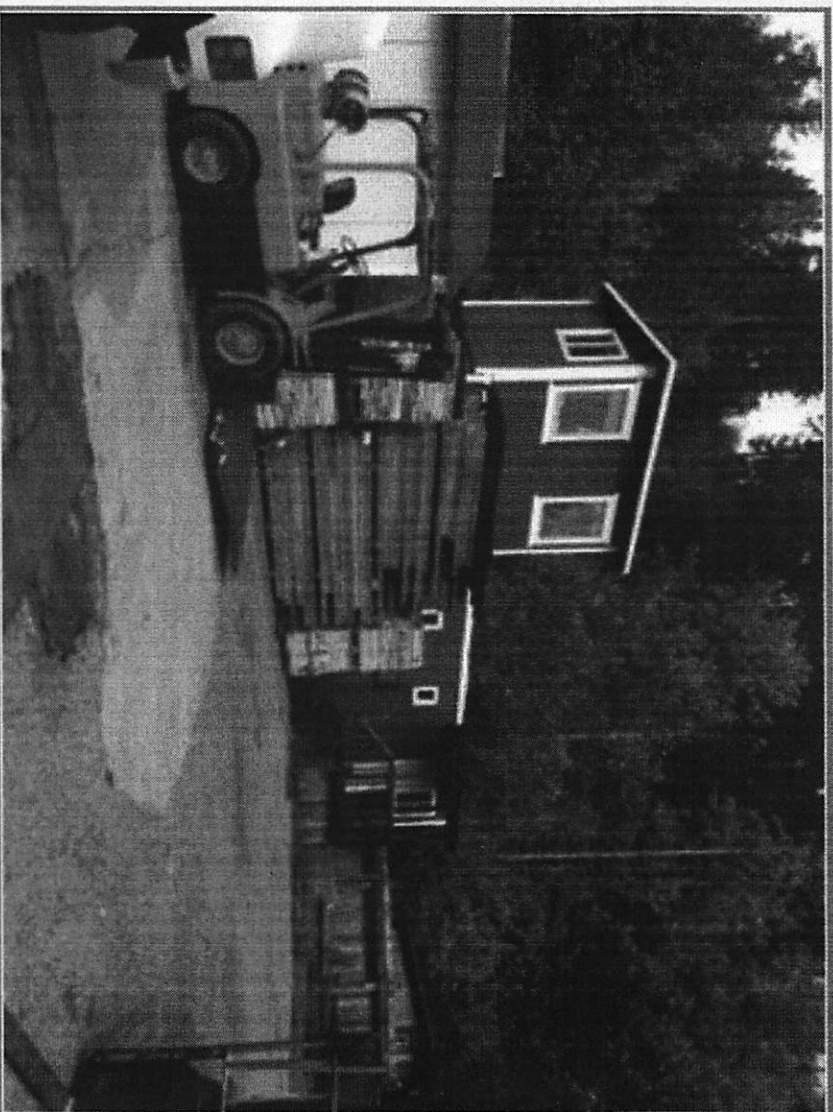
[New Search](#)[Property Tax Bill](#)[Map This Property](#)[Glossary of Terms](#)[Area Report](#)[Property Detail](#)

PARCEL

Parcel Number	335340-4350
Name	AALCO PACIFIC INC
Site Address	302 WEST VALLEY HWY 98001
Legal	HILLMANS C D PACIFIC CITY DIV # 1 LESS CO RD

BUILDING 1

Year Built	
Building Net Square Footage	
Construction Class	
Building Quality	
Lot Size	203861
Present Use	Industrial(Light)
Views	No
Waterfront	



PARCEL DATA

Parcel	335340-4460
Name	AALCO PACIFIC INC
Site Address	502 3RD AVE SW 98001
Residential Area	055-016 (SW Appraisal District)
Property Name	

Jurisdiction	PACIFIC
Levy Code	1950
Property Type	R
Plat Block / Building Number	18
Plat Lot / Unit Number	6
Quarter-Section-Township-Range	NW-35-21-4

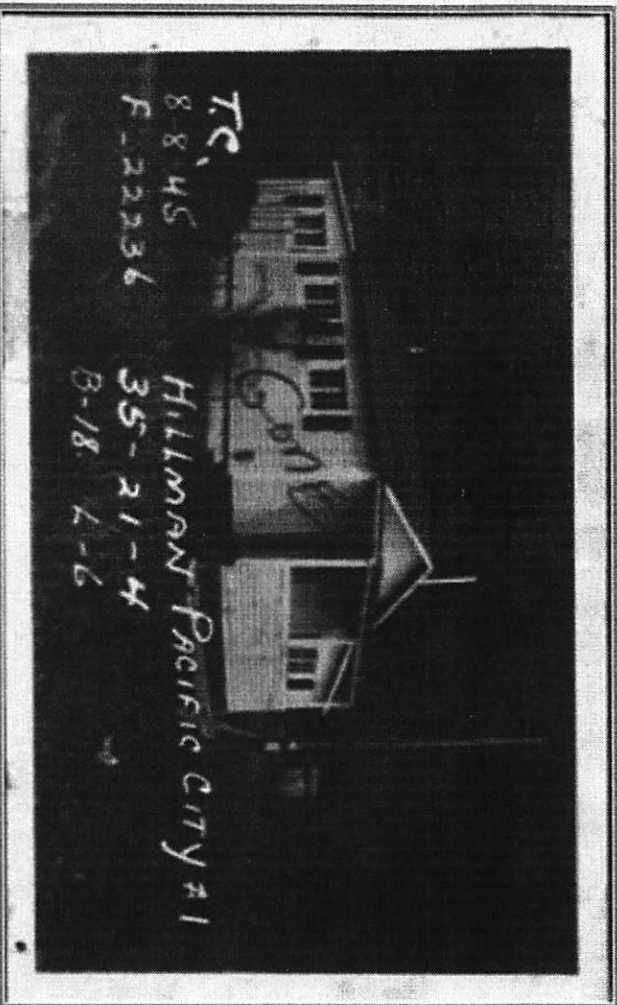
Legal Description

HILLMANS C D PACIFIC CITY DIV # 1 PP ACT 39939756 MOBILE HOME
Plat Block: 18
Plat Lot: 6

LAND DATA



Click the camera to see more pictures.



Highest & Best Use As If Vacant	SINGLE FAMILY
Highest & Best Use As Improved	PRESENT USE
Present Use	Mobile Home
Land SqFt	179,031
Acres	4.11

Percentage Unusable	
Unbuildable	NO
Restrictive Size Shape	NO
Zoning	HC
Water	WATER DISTRICT

PARCEL DATA

Parcel	335340-4470
Name	AALCO PACIFIC INC
Site Address	
Residential Area	055-016 (SW Appraisal District)
Property Name	

Jurisdiction	PACIFIC
Levy Code	1960
Property Type	R
Plat Block / Building Number	18
Plat Lot / Unit Number	7
Quarter-Section-Township-Range	NW-35-21-4

Legal Description

HILLMANS C D PACIFIC CITY DIV # 1 LESS ST
Plat Block: 18
Plat Lot: 7

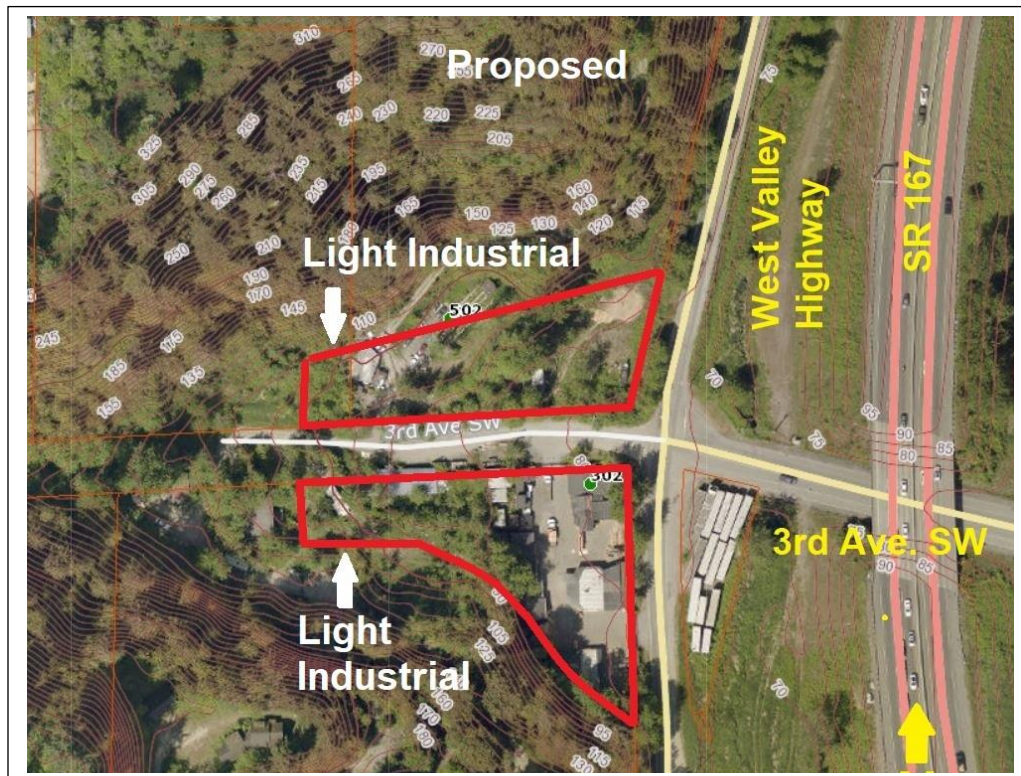
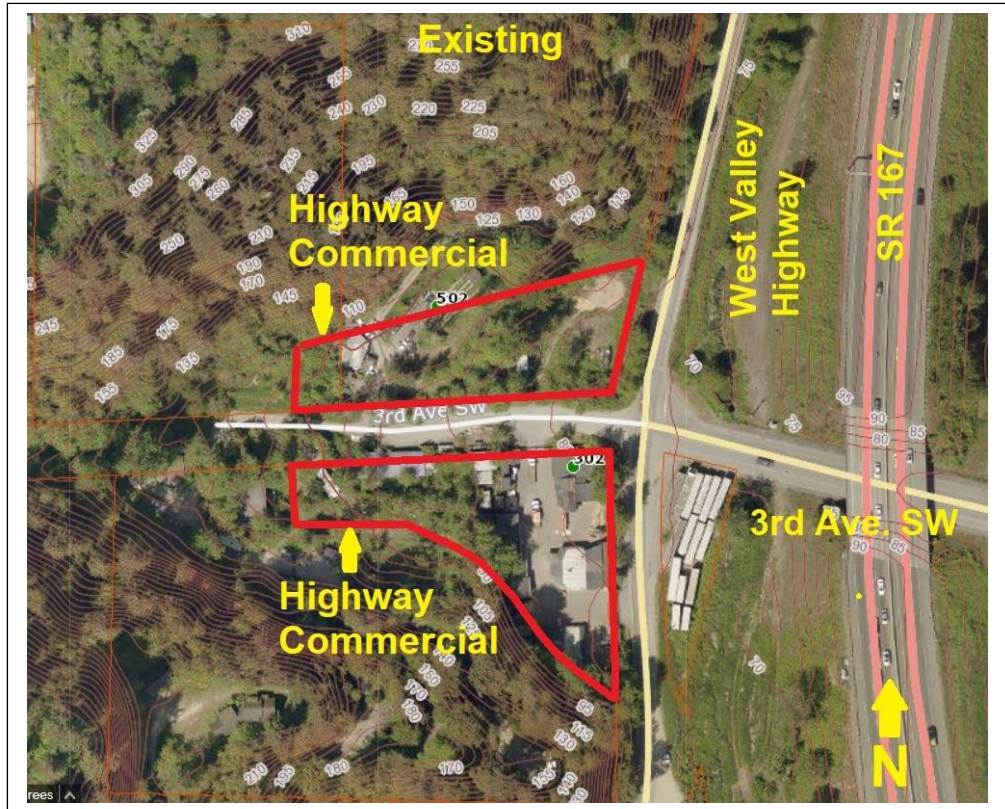
LAND DATA

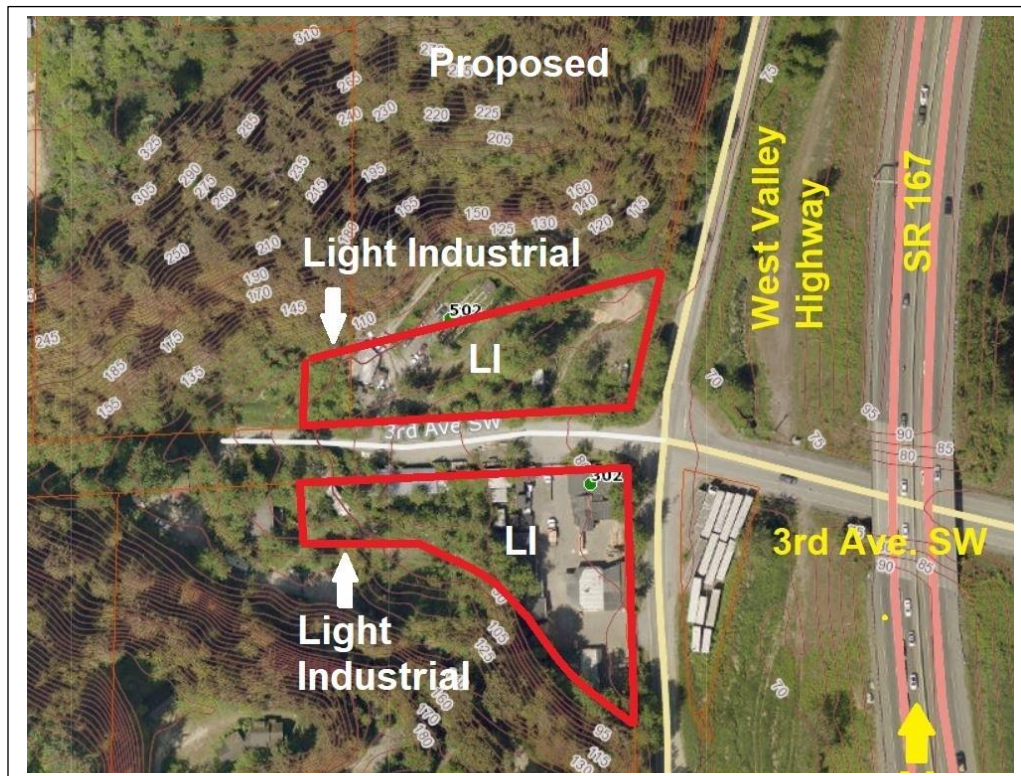
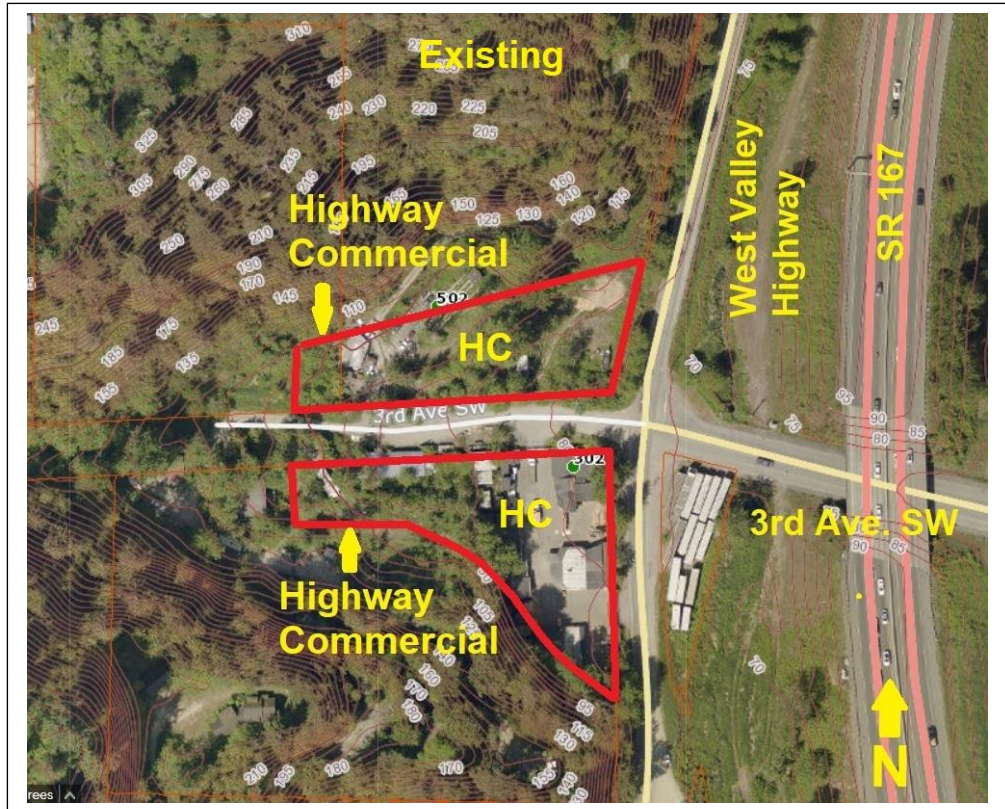
Highest & Best Use As if Vacant	SINGLE FAMILY
Highest & Best Use As Improved	(unknown)
Present Use	Vacant(Single-family)
Land SqFt	72,179
Acres	1.66

Percentage Unusable	
Unbuildable	YES
Restrictive Size Shape	NO
Zoning	RO
Water	WATER DISTRICT
Sewer/Septic	(none)
Road Access	PUBLIC
Parking	ADEQUATE
Street Surface	PAVED

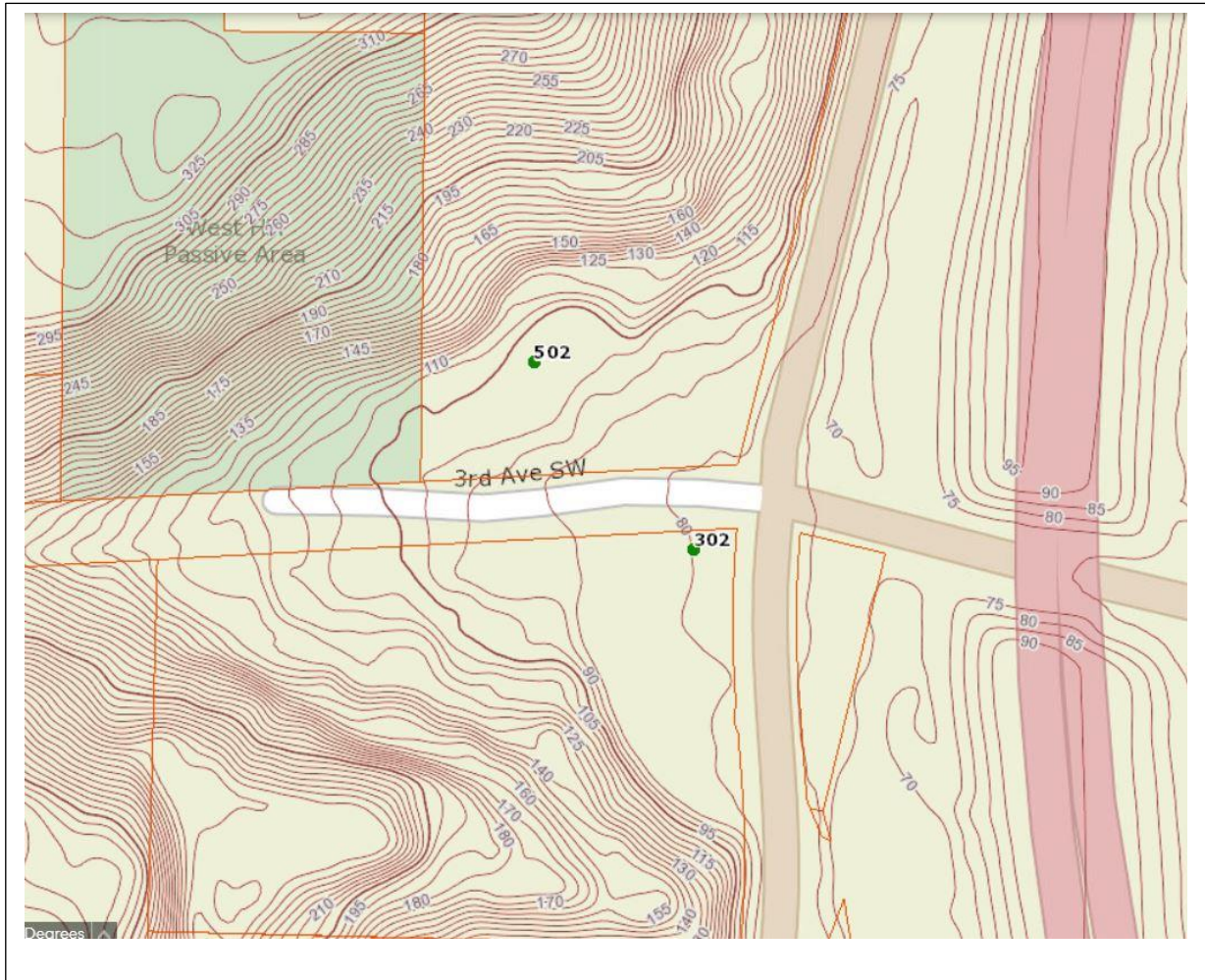
Valley Recycling Comprehensive Plan Change Request – CPL21-002

Comprehensive Plan Land Use Change





Topographic Map



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.



Figure I-1 – Early City Hall located across 3rd Ave. SE
From the current City Hall

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. Brede platted "Division No. 2."

1.3.5 Incorporation

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

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

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

1.4 Public Schools and Government Buildings

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

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



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

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.



Figure I-5 - Construction of SR 167 through Pacific
Sept. 1977

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

Stewart Road

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

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

King County

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

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

Pierce County

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

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

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

Retaining Small Town Qualities

Pacific is still primarily a residential community. A population of ~~5,665–6,840~~ was allocated by the State of Washington Office of Financial Management (OFM) in ~~2015 03~~. ~~Over 80%–Fifty-nine~~ (59%) of Pacific's dwelling units are ~~still~~ single-family homes, with an average of ~~2.77~~ 2.99 persons per household (2013).

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



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.

CHAPTER 4

Community Character

1. INTRODUCTION

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

- ◆ Urban growth - Encourage development in urban areas where adequate public services and facilities exist or can be provided in an efficient manner.
- ◆ Reduce sprawl - Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- ◆ Housing - Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- ◆ Open space and recreation - Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
- ◆ Historic preservation - Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

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

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

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

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

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

2. INVENTORY AND ANALYSIS

2.1 Physical Location and Natural Features

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

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

2.2 Outside Influences

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

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

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

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

Special Purpose Districts:

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

2.3 Zoning and Land Use

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

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

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

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

2.4 Built Features

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

2.5 Local Issues

The Growth Management Planning Council (GMPC) of King County conducts periodic housing surveys. The 2002 Housing Survey focused on numerous issues deemed critical in meeting the needs of King County citizens. The issues that are applicable to the City of Pacific are:

- ◆ Accessory Dwelling Units
- ◆ Affordable Housing Preservation
- ◆ Capacity for a Diversity of Housing Choices
- ◆ Cottage Housing
- ◆ Design Standards
- ◆ Impact Fees
- ◆ Incentive Programs
- ◆ Infrastructure and Concurrency
- ◆ Jobs/Housing Distribution
- ◆ Permitting Processes
- ◆ SEPA (State Environmental Policy Act)
- ◆ Transit Oriented Development

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

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

* * *

3. FUTURE ALTERNATIVES

3.1 Preserving and Developing Community Character

Design Themes

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

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

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

Pedestrian Orientation

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

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

Mixed Use Centers

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

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

4. GOALS AND POLICIES

GENERAL

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

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

POLICIES

Policy CC 1.1 In concert with Pacific’s citizens and business community, prepare and implement design guidelines and a design code, as appropriate, which address streetscape, landscape, and building design.

Policy CC 1.2 Develop specific design standards that promote the City’s function as the “Hub” of White River Valley by creating a friendly welcoming atmosphere to all segments of the community including:

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

LAND USE

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

POLICIES

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

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

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

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

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

Policy CC-2.4 Through the Land Use Plan and Community Character element, strive to balance residential, commercial, industrial and public land uses.

Policy CC-2.5 Review development regulations to remove unnecessary requirements and to balance environmental protection, public participation, and housing and economic development goals.

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

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

URBAN FORM

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

POLICIES

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

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

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

URBAN REDEVELOPMENT

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

POLICIES

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

Discussion: The Commercial Residential Mixed Use (MC) District at Ellingson Road and Milwaukee Boulevard and the Neighborhood Center Overlay (NC) District at 3rd Avenue and

Milwaukee Boulevard are intended to provide incentives for development and/or redevelopment at these important commercial nodes. The regulations allow mixed use with slightly lower parking requirements and relaxed setbacks to encourage more compact, walkable areas with a mix of residential with commercial and other non-residential uses.

SITE AND BUILDING DESIGN

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

POLICIES

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

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

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

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

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

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

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

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

Policy CC-5.5 Use building and site design, landscaping, and shielded lighting to buffer the visual impact of development.

Policy CC-5.6 Incorporate pedestrian amenities into the design of public, commercial and industrial areas.

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

PEDESTRIAN LINKAGES

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

POLICIES

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

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

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

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

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

STREET CORRIDORS

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

POLICIES

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

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

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

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

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

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

ROADWAYS

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

POLICIES

Policy CC-8.1 Designate and develop City gateways.

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

Policy CC-8.2 Encourage pedestrian-scale streetscape improvements and promote pedestrian and bicycle oriented centers at existing civic and community uses.

Policy CC-8.3 The City should establish a City-wide street tree planting plan in conjunction with its development of arterial roadways.

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

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

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

CULTURAL, SCENIC, HISTORICAL & NATURAL ATTRIBUTES

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

POLICIES

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

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

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

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

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

SIGNAGE

GOAL CC-10: Encourage sign design and placement appropriate to the land use and character of the neighborhood.

POLICIES

Policy CC-10.1 Discourage the use of large signs and prohibit billboards.

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

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

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

VEGETATION AND LANDSCAPING

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

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

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

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

OPEN SPACE

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

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

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

POLICIES

Policy CC-13.1 Ensure that public places are designed to provide pedestrian amenities, including, but not limited to seating, landscaping, kiosks, walkways, pavilions, canopies, and awnings ~~and~~ appropriate to the size and scale of the public use.

Policy CC-13.2 Consider the edges of public places that abut residential property for special design treatment to create a buffer effect.

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

PUBLIC ARTS

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

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

INNOVATIVE IDEAS

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

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

POLICIES

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

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

Discussion: Clustering development on one portion of a larger parcel reduces costs to both homeowners and the community as a whole. It promotes a more efficient, and therefore less costly, provision of utility services, such as water, electrical and surface water management. It

also results in a smaller percentage of impervious surfaces on parcels and helps preserve natural areas while still allowing development.

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

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

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

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

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LIST OF ACRONYMS

ADA	Americans with Disabilities Act
ADD	Average Day Demand
AWWA	American Water Works Association
BAS	Best Available Science
BMA	Biodiversity Management Area
C	Commercial
CAC	Citizen Advisory Committee
CCP	Countywide Planning Policies
CDC	Centers for Disease Control
CFP	Capital Facilities Plan
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CPTED	Crime Prevention Through Environmental Design
CSE	Comprehensive System Evaluation
DNR	Department of Natural Resources
DOE	Department of Ecology
DOH	Department of Health
DWSRF	Drinking Water State Revolving Fund
EPA	Environmental Protection Agency (USEPA)
ERU	Equivalent Residential Unit
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Maps
FmHa	Farmers Home Administration
FPARS	Forest Practices Application Review System
GFC	General Facilities Charge
GMA	Growth Management Act
GPM	Gallons per Minute
GWDR	Groundwater Disinfection Rule

HDR	High Density Residential
HDRL	High Density Residential, Limited
Health	Department of Health
HI	Heavy Industrial
HUD	US Department of Housing and Urban Development
KCSDM	King County Surfacewater Design Manual
LDR	Low Density Residential
LI	Light Industrial
LID	Local Improvement District
LOS	Levels of Service
MC	Commercial Residential Mixed Use
MDD	Maximum Day Demand
MDR	Medium Density Residential
MIC	Manufacturing Industrial Centers
NC	Neighborhood Commercial
NFPA	National Fire Prevention Association
NPDWR	National Primary Drinking Water Regulation
OFM	Office of Financial Management
OP	Office Park
OS	Open Space
P	Public
PAA	Potential Annexation Area
PCBA	Pierce County Biodiversity Alliance
PHD	Peak Hour Demand
PHS	Priority Habitats and Species program
PMC	Pacific Municipal Code
PSRC	Puget Sound Regional Council
PWTF	Public Works Trust Fund
RAC	Rural Activity Center
RCW	Revised Code of Washington
REET	Real Estate Excise Tax
RGS	Regional Growth Strategy

SMP	Shoreline Master Program
STIP	Six-Year Transportation Improvement Plan
SWMP	Stormwater Management Plan
SWPPP	Stormwater Pollution Prevention Plan
TDR	Transfer of Development Rights
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board
UGA	Urban Growth Boundaries
ULID	Utility Local Improvement District
USEPA	United States Environmental Protection Agency
USGS	United States Geological Service
VRFA	Valley Regional Fire Authority
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife
WROC	Washington State Recreation and Conservation Office
WSDOT	Washington State Department of Transportation
WSP	Water System Plan
WTPO	Water Treatment Plant Operator
WUTC	Washington Utility Trade Commission
WWRP	Washington Wildlife Recreation Program