



PACIFIC CITY COUNCIL MEETING AGENDA
Council Chambers - City Hall. 100 3rd Ave. SE

June 8, 2015
Tuesday

Regular Meeting
6:30 p.m.

- 1. CALL TO ORDER/PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL OF COUNCIL MEMBERS**
- 3. ADDITIONS TO/APPROVAL OF AGENDA**
- 4. PRESENTATION:** Commissioner Nancy Henderson, Pierce Transit Board of Commissioners, representing Pacific, Algona, Ruston, Fircrest, Steilacoom, and Gig Harbor.
- 5. PRESENTATION:** Glenda White presenting letter from Pacific Post Office
- 6. AUDIENCE COMMENT**

(Please limit your comments to 3 minutes for items not on the agenda. When recognized by the Mayor, please state your name and address for the official record. It is asked that you do not speak on the same matter twice.)

- (4)** **7. PUBLIC HEARING:** Revisions to the Comprehensive Plan, Chapter 3 – Natural Environment Element and to Chapter 8 – Transportation

8. REPORTS

- A.** Mayor
- B.** City Administrator
- (90)** **C.** Court
- D.** Community/Senior/Youth Services
- E.** Public Works Department
- F.** Community Development Department
- (92)** **G.** Public Safety Department
- H.** City Council Members
- I.** Boards and Committees
 - i.** Finance Committee
 - ii.** Governance Committee
 - iii.** Human Services Committee
 - iv.** Public Safety Committee
 - v.** Public Works Committee
 - vi.** Technology Committee
 - vii.** Park Board
 - viii.** Planning Commission

- ix. Pierce County Regional Council (PCRC)
- x. Sound Cities Association (SCA)
- xi. South County Area Transportation Board (SCATBd)
- xii. Valley Regional Fire Association (VRFA)

9. OLD BUSINESS

- (93) **A. Motion** to appoint Mayor Leanne Guier and City Administrator Richard Gould as voting delegates representing the City of Pacific at the AWC Annual Business Meeting on Thursday, June 25, 2015.

10. NEW BUSINESS

- (95) **A. Resolution No. 2015-262:** Setting a public hearing for Monday, June 22, 2015, at approximately 6:30 p.m. regarding abatement of a nuisance tree.
- (101) **B.** Appointment of Hotel/Motel Tax Advisory Committee

11. CONSENT AGENDA

- (102) **A.** Payroll and Voucher Approval
- (109) **B. Resolution No. 2015-258:** Setting a public hearing for Monday, June 22, 2015, at approximately 6:30 p.m. regarding the proposed alteration of the speed limit on Frontage Road.
- (114) **C. Resolution No. 2015-259:** Setting a public hearing for Monday, June 22, 2015, at approximately 6:30 p.m. regarding the City of Pacific's proposed 2016-2021 Six-Year Transportation Improvement Plan.
- (126) **D. Resolution No. 2015-260:** Setting a public hearing for Monday, June 22, 2015, at approximately 6:30 p.m. regarding the proposed solid waste contract with Waste Management of Washington, Inc.
- (130) **E. Resolution No. 2015-261:** Authorizing the Mayor to sign a Letter of Agreement with Teamsters Union Local 117 for employment of Public Works Seasonal Maintenance Workers.

12. EXECUTIVE SESSION For Collective Bargaining per RCW 42.30.140 (4)(a) for 30 minutes. (Public Works/Clerical Union)

13. ADJOURN

Council may add other items not listed on this agenda unless specific notification period is required.
 Please turn off cell phones during meeting and hold your questions for staff until the meeting has been adjourned.
 Meeting materials are available on the City's website at: www.cityofpacific.com or by contacting the City Clerk's office at (253) 929-1105.



For ADA accommodations, please contact City Hall at (253) 929-1105 prior to the meeting.

Finance Committee Garberding, Kave, Walker Meets: 3 rd Tuesdays	June 16, 2015 6:30 p.m.	City Hall
Governance Committee Kave, Oliveira, Putnam	July 7, 2015 6:30 p.m.	City Hall
Human Services Committee Garberding, Oliveira, Steiger Meets 4 th Tuesday	June 23, 2015 6:30 p.m.	Senior Center
Park Board Meets 3 rd Tuesday	June 16, 2015 6:30 p.m.	City Hall
Planning Commission Meets 4 th Tuesday	June 23, 2015 6:00 p.m.	City Hall
Public Safety Committee Garberding, Kave, Steiger Meets 2 nd Wednesday	June 9, 2015 6:30 p.m.	City Hall
Public Works Committee Jones, Putnam, Steiger Meets 1 st Wednesday	July 1, 2015 7:00 p.m.	City Hall
Technology Committee Jones, Oliveira, Walker Meets: 3 rd Thursday	June 18, 2015 5:00 p.m.	City Hall

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TO: Mayor/City Council

FROM: Jack Dodge, Community Development Manager

MEETING DATE: June 8, 2015

SUBJECT: Revisions to Chapter 3 – Natural Environment Element, Comprehensive Plan
Revisions to Chapter 8 – Transportation Element, Comprehensive Plan

ATTACHMENTS:

- **Comment Letter from Dept. of Commerce – June 4, 2015**

**Previous Review Date: Planning Commission – 2/25/14, 2/24/15, 3/10/15, 3/24/15 (Public Hearing);
City Council: 4/20/15, 5/4/15, 5/26/15**

Summary:

Background

In January 2014 the City received a grant from the Dept. of Commerce for updates to the City’s Comprehensive Plan. The contract called out for revisions to the following Chapters of the Comprehensive Plan.

- Chapter 3 – Natural Environment
- Chapter 8 – Transportation
- Chapter 10 – Capital Facilities

The grant also required a major overhaul to the City’s “Critical Areas” regulations. Due to a variety of factors (staff shortages, administrative issues), no work on the Comprehensive Plan updates commenced until earlier this year. As a result, the City requested a revision to the “Scope of Work” that would require only the following updates.

- Chapter 3 – Natural Environment
- Chapter 8 – Transportation
- A revised “Critical Areas/Wetlands” map

This was due to mandatory deadlines to meet State Environmental review requirements and Dept. of Commerce (DOC) review requirements. The change to the Scope of Work was approved by DOC.

Summary of Changes to the Natural Environment & Transportation Chapters

The proposed revisions to the Comprehensive Plan were reviewed at the 2/24/15, 3/10/15, and 3/24/15 Planning Commission meetings. Revisions to the Natural Environment and Transportation Chapters took into account comments from a variety of agencies and organizations. Revisions are highlighted with ~~strikeouts~~ and underlines. Comments were provided from the following:

- American Rivers Organization
- Tahoma Audubon Society
- Puyallup River Watershed Council
- Puyallup Tribe of Indians
- Muckleshoot Indian Tribe

Following is a summary of the changes to the Natural Environment and Transportation chapters.

Chapter 3 - Natural Environment

- The Chapter has been reformatted to a single column format.
- Removes Goal NE-2 (Page 3).
- Provides additional discussion points for a variety of policies.
- Adds policy NE 5.8 regarding “Best Available Science” (BAS) (Page 9).
- Deletes Policy NE-8.3 (Page 12).
- Adds a new Policy NE-7.5 regarding volcanic hazard evacuation routes (Page 12).
- Adds new Goals and Policies relating to “biodiversity” (Page 14).
- Provides greater detail under “Existing Conditions”.
- Provides background regarding the Lower White River Biodiversity Management Area (BMA) (Page 24).
- Adopts the “Lower White River Biodiversity Management Area (BMA) Stewardship Plan” as an appendix to the Comprehensive Plan (Natural Environment Chapter).
- A new “Soils” map is provided (Map 3.1).
- A new “Creeks/Streams” map is included (Map 3.2).
- A new “Wellhead Protection Area” map is provided (Map 3.3).
- A new “Lahar Hazards” map is provided (Map 3.4).
- A revised “Critical Areas” map is provided (Map 3.5). This map updates the location of potential wetlands as of March 2015.

Chapter 8- Transportation

- The Chapter has been reformatted to a single column format.
- Goal T2 and Policy T2.1 are deleted (Page 6).
- Goal T13 is deleted (Page 18).

- Goal T18 is deleted (Page 25).
- Policy T20.3 is deleted (Page 27).
- “Discussion” statements are provided for all policies.
- The “Existing Roadway Level of Service (LOS) table is revised (Table 8.2, Page 33).
- 2025 projected roadway LOS levels are provided (Table 8.3, Page 37).
- 2035 projected roadway LOS levels are provided (Table 8.4, Page 339).
- Background data is updated.
- A new “Traffic Counts” map is provided that is keyed to Tables 8.2, 8.3., and 8.4.

Planning Commission Recommendation

The Planning Commission has reviewed the proposed revisions over three separate meetings. At the Commission’s March 24, 2015 public hearing, the Planning Commission voted to recommend approval of the revisions to Chapter 3 – Natural Environment and Chapter 8 – Transportation.

Comment letter from Dept. of Commerce

The City received a comment letter from the Department of Commerce (DOC) regarding the proposed Comprehensive Plan changes (Attachment 1). Overall, comments were favorable regarding the changes. The only major concern the DOC had was related to the City’s “Level of Service” (LOS) designation for West Valley Highway. These concerns will be discussed at the June 8, 2015 meeting.

Public Hearing

The Council set a public hearing date to begin discussions and receive public input regarding the proposed revisions at their June 8, 2015 Council Meeting. The Council may receive comments at this meeting, however; final action by the Council regarding the proposed changes will need to be continued to the June 22, 2015 meeting. This is because the official 60 day comment period by DOC does not expire until June 13, 2015. No final action may take place until after this date.

Recommended Action:

1. Open the public hearing regarding the proposed Comprehensive Plan revisions.
2. Receive comments and continue the Public Hearing to the June 22, 2015 Council meeting.

Recommended Motion:

I move that the City Council continue the public hearing regarding the propose revisions to the Comprehensive Plan, Chapter 3 – Natural Environment and Chapter 8 – Transportation to the June 22, 2015 regular Council meeting.



STATE OF WASHINGTON

DEPARTMENT OF COMMERCE

1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

June 4, 2015

Mr. Jack Dodge
Community Development Manager
City of Pacific
100 - 3rd Avenue Southeast
Pacific, Washington 98047

RE: Proposed amendments to the Natural Environment and Transportation Elements of the Comprehensive Plan.

Dear Mr. Dodge:

Thank you for sending Growth Management Services the proposed amendments to Pacific's comprehensive plan that we received on April 14, 2015, and processed with Material ID No. 21191. We have reviewed the materials submitted and offer the following comments for your consideration:

We especially like the following:

- The Natural Environment Element has been updated to include lahars as a critical area present in the city. This is a significant addition to the plan and shows the city's commitment to addressing geologic hazards within the community.
- The Natural Environment Element is well written and thorough. It demonstrates policy support for the protection of critical areas based on best available science.
- The plan shows support for the Lower White River Biodiversity Management Area, a regional effort to protect biodiversity and conserve important species and habitats.
- The Transportation Element includes goals and policies to increase pedestrian and bicycle transportation modes, Transportation Demand Management support, and increased use of public transportation/transit.
- Regional coordination is evident in both elements reviewed at this time. This is especially important for biodiversity and transportation issues.

Mr. Jack Dodge
Community Development Manager
June 4, 2015
Page 2

We have concerns about the following that you should address before you adopt your plan amendments:

Table 8.3 in the Transportation Element shows projected level of service (LOS) standards for year 2021, which includes failing roadway sections on West Valley Highway (both north and south of Third Avenue). Table 8.4 shows projected levels of service for West Valley Highway below the adopted LOS of D in 2035 as well. Given these projected deficiencies, your plans should include a proposed set of projects or strategies to bring these facilities up to adopted LOS standards. The city should address this by identifying what improvements are needed, how much it will cost, and how it will be funded before adopting the transportation element. Alternatively, the City may decide to adopt a lower LOS standard for those roadway segments.

We have a suggestion for strengthening your plan amendments that we encourage you to consider either in these or future amendments:

We suggest identifying any standalone proposed multimodal transportation projects (e.g. trails, sidewalk improvements) anticipated over the life of the plan including a cost and potential funding source.

Congratulations to you and your staff for the good work these amendments represent. If you have any questions or concerns about our comments or any other growth management issues, please contact me at 360.725.3045 or joyce.phillips@commerce.wa.gov. We extend our continued support to the City of Pacific in achieving the goals of growth management.

Sincerely,



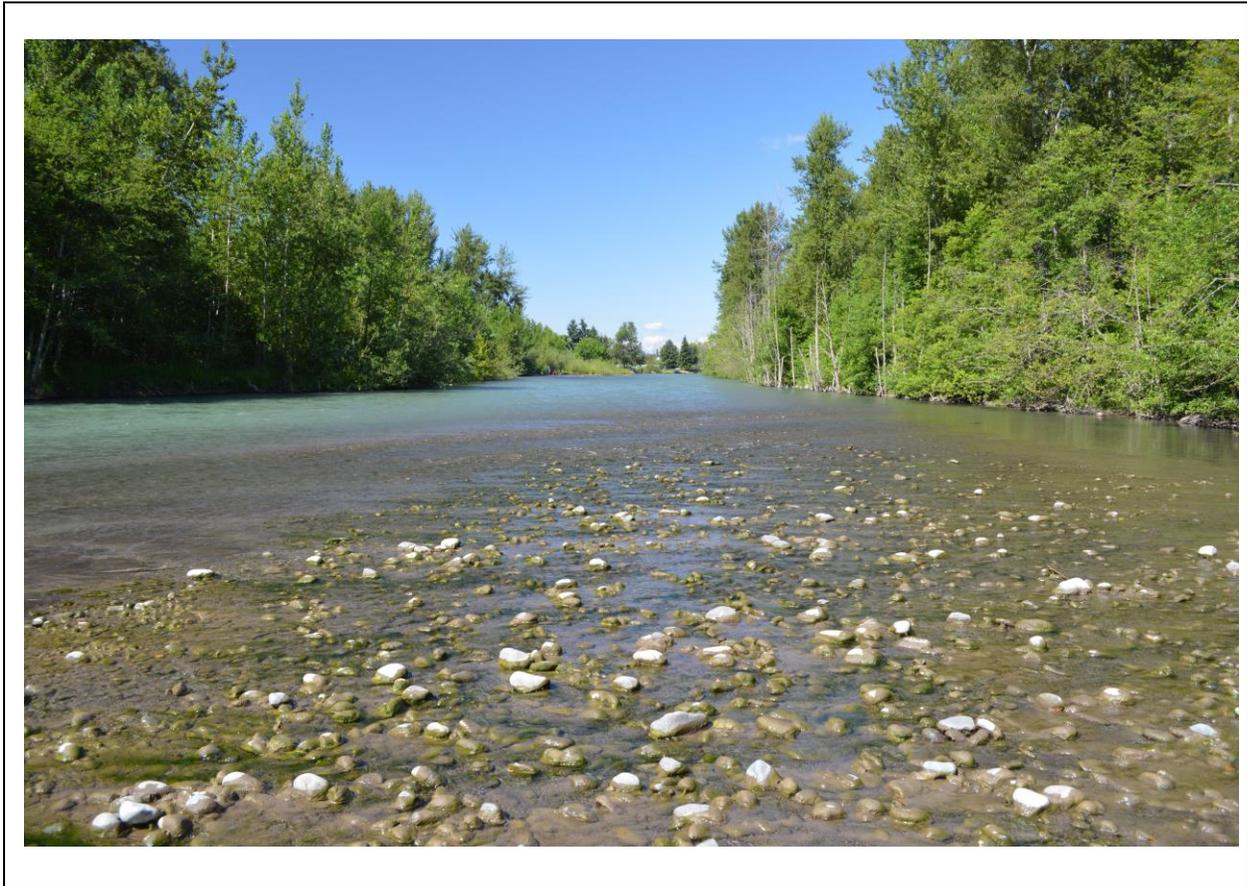
Joyce Phillips, AICP
Growth Management Planner
Growth Management Services

JMP:lw

cc: Jeffrey Wilson, AICP, Senior Managing Director, Growth Management Services
David Andersen, AICP, Eastern Region Manager, Growth Management Services
Ike Nwankwo, Western Region Manager, Growth Management Services
Donna Bunten, Washington State Department of Ecology
Erika Harris, AICP, Associate Planner, Puget Sound Regional Council

CHAPTER 3

NATURAL ENVIRONMENT



1. INTRODUCTION

1.1 Framework Goal

The first Framework Goal of this Comprehensive Plan is to:

Provide an effective stewardship of the environment by protecting critical areas and conserving land, air, water, and energy resources.

The purpose of the Natural Environment element is to guide the formation of regulations to protect and enhance the natural environment for present and future citizens of Pacific. This protection will be accomplished by:

- ◆ Identifying critical areas and updating maps;
- ◆ Updating the Critical Areas Ordinance and the Shoreline Master Program;
- ◆ Preserving or enhancing significant natural areas;
- ◆ Regulating new development to better integrate the built environment with natural features and conditions, and;
- ◆ Educating the public about the potential impacts of development on natural systems.

This element provides a framework for achieving land use and development practices that are compatible with and enhance the natural environment.

1.2 Objectives of the Growth Management Act and of Other Agencies

The Natural Environment element is intended to meet the objectives of the State Growth Management Act (GMA); Endangered Species Act (ESA); State Environmental Policy Act (SEPA); Countywide Planning Policies of King and Pierce counties; and other federal, state, and county policies. It also affirms the City's role in regulating land use; implementing federal and state statutes; obtaining funding from federal, state and local jurisdictions; and consistently managing impacts to the natural environment. The following GMA goals relate directly to the natural environment:

- ◆ 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.

The GMA also requires adoption of development regulations that protect critical areas (RCW 36.70A.060), and use of the “best available science” in developing policies and development regulations to protect the functions and values of critical areas (RCW 36.70A.172).

1.3 Background and Context

The original environment of Pacific was a river valley covered with old growth forests that experienced seasonal flooding. Today, Pacific is largely composed of built features that are being redeveloped for the second or third time since the City's incorporation in 1909. Most of the original natural environment has been compromised.

Pacific was a rural agricultural town of under 1,577 people in 1960. The population of Pacific grew by nearly 70 percent to 2,261 in 1980, and more than doubled to 5,527 persons between 1980 and 2000. By 2010, Pacific’s population reached 6,606 persons. The 2014 population estimate is 6,830 (Based on the Office of Financial Management estimates). This was just one result of highway regional transportation facilities directing growth into the White River valley, combined with the availability of sewers in Pacific. As pressure for increased residential and commercial development intensifies from both the north and south, the protection or enhancement of the natural environment becomes more challenging.

This City must continually evaluate the relationship between the natural and built environments. Potential impacts of development on slope stability and erosion; air, water, and soil contamination; noise, emissions, and waste generation; resource consumption; and automobile dependence need consideration; along with the preservation and enhancement of open space, wildlife habitat, and recreation opportunities.

Environmental goals, objectives, and policies contained in this element address substantive issues, such as potential development on wetlands, floodplains, and steep slopes. These policies not only outline steps the City should take towards establishing policy direction and regulatory authority on environmental issues, but procedures they help to guide the property owner and citizen. One example of this is to encourage the combining of storm water storage areas to create more viable natural areas, instead of creating a patchwork of small detention ponds.

These goals and policies will be implemented through such measures as: sensitive area regulations, development review guidelines, storm water ordinances and programs, economic incentives for environmental protection, and economic development decisions.

2. GOALS AND POLICIES

REGULATORY CONSIDERATIONS

GOAL NE-1: Respect and protect the natural environment in any future development.

POLICIES

Policy NE-1.1: PROTECTION OF CRITICAL AREAS

Enact regulations and ordinances to protect natural resource lands and critical areas, including the streams and rivers, wetlands, slopes, groundwater recharge areas, watersheds, forest lands and other critical resource areas from the detrimental effects of development.

Discussion: Implement regulations that not only protect, but enhance the natural environment, and compliment the economic development of the community. This can only be accomplished by informing citizens and property owners of the standards which the City maintains to create a safe and stable community.

~~**GOAL NE-2: Lead and support efforts to protect and improve the natural environment.**~~

Policy NE-21.12:

Take a proactive role in addressing issues of the Endangered Species Act (ESA).

Discussion: The City will enforce federal, state, county, and City environmental policies and regulations to advance the goals of the ESA and encourage unique innovative approaches to issues that may impact salmon-bearing streams.

Policy NE-2.2 1.3:

Consider and evaluate the immediate, long-range, and cumulative environmental impacts of policy and development decisions.

Discussion: The City should look carefully at both long-term and cumulative impacts when making such decisions. These considerations should be evaluated as part of the environmental review of the policy and development decisions.

Policy NE-2.3 1.4:

Encourage the use of a variety of technologies that minimize environmental degradation and protect public health.

Discussion: In working with developers, the City has a wide variety of possible options available to mitigate the impacts of new development. Options include the use of “Low Impact Development” (LID) techniques to mitigate the impacts to the environment due to new development. Options such as the use of permeable pavers in parking areas could be used. For example, the use of vegetation or grinding of sewage may allow for more development than would be otherwise allowed for certain areas.



Permeable Pavers - Photo by Collen Owen

The City can implement this policy by revising its codes to recognize options for complying with regulations and mitigating environmental impacts. Technical manuals regarding LID development can be found on the Washington State Department of Ecology (DOE) website and the King County website under the Department of Permitting and Environmental Review. It should be noted that LID techniques do not completely mitigate impacts on fishery resources.

Policy NE-2.4 1.5:

Conduct all City operations in a manner that minimizes adverse environmental impacts and promotes a safe workplace for employees.

Discussion: The City can implement this policy by reducing its consumption and waste of energy and materials, minimizing its use of toxic and polluting substances, reusing and recycling, and disposing of all

waste in a safe and responsible manner. The City should give preference to recycled products, within budget constraints.

Policy NE-2.51.6:

Support, promote, and lead public education and involvement programs.

Discussion: Public education and involvement raises public awareness about environmental issues, and encourages individual and Community efforts to protect the environment.

Policy NE-2.61.7:

Cooperate with local, state, federal, and tribal governments; international agencies, business groups, and non-profit organizations to protect and enhance the environment.

Discussion: Many environmental issues affect areas beyond Pacific's boundaries. The City needs to negotiate, communicate, and cooperate with other organizations in order to address these issues. The City should also participate in local and regional programs to protect environmentally sensitive areas.

ENVIRONMENTAL ENHANCEMENT

GOAL NE-32: Enhance the natural environment in the community.

POLICIES

Policy NE-32.1:

The following shall be considered critical areas and regulated through the Pacific Municipal Code: critical wildlife habitat areas, flood and landslide hazard areas, steep slopes, streams, and wetlands.

Discussion: Title 23 of the Pacific Municipal Code (PMC) defines the categories of critical areas and specifies how each category will be regulated.

Policy NE-32.2:

Enhance and facilitate not only the preservation, but the coordinated restoration and/or creation of new critical areas, as part of the planning process.

Discussion: Title 23 of the Pacific Municipal Code (PMC) outlines mitigation for development in or around wetlands. These regulations not only outline the degree of mitigation required but also outline ratio's to create new wetlands as necessary. These ratios should be reviewed annually to ensure they conform with the latest recommendations by the Department of Ecology (DOE).

Policy NE-32.3:

Provide incentives for development that is designed, sited, and constructed to minimize environmental impacts.

Discussion: Incentives may include density bonuses for cluster development, open space tax incentives, incentives for design, and a transfer of development rights (TDR) program. Incentives may also include reduced mitigation requirements in exchange for reduced impacts.

Policy NE-32.4:

Require mitigating measures for new development that creates environmental impacts.

Discussion: Mitigation measures should be appropriate for the type of impact and proportionate to the amount of impact. They may involve the retention or restoration of significant habitats or other critical areas. They can also include the construction or improvement of private capital facilities.

Policy NE-32.5:

Encourage private open space preservation in the City.

Discussion: The encouragement of open space preservation could be achieved through density credits and criteria that connect open space corridors with adjoining properties within the City. Such corridors could help facilitate the migration of wildlife from one area of the City to another.

SURFACE WATER MANAGEMENT

GOAL NE-43: Encourage measures that improve surface water management.

POLICIES

Policy NE-43.1:

Prohibit development in areas where frequent surface flooding occurs, unless adequate engineering and institutional controls are implemented.

Discussion: Structures built within flood hazard areas decrease flood storage capacity. Increasing building density in these areas generally results in a larger area threatened by seasonal flooding. The City may require a “no net loss” approach to maintaining floodwater storage capacity.

Policy NE-43.2:

Continue development review for surface water compliance. All costs associated with surface water review shall be recovered from development applicants.

Discussion: Surface water review is needed to ensure that the use of one property does not unreasonably infringe upon the use of neighboring properties. Surface water can be retained on site or managed through community surface water systems.

Policy NE-43.3:

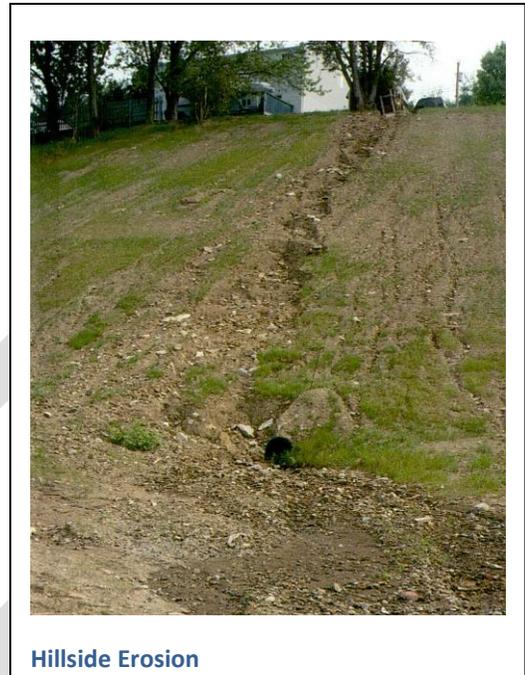
Require appropriate engineering and institutional controls for development in flood hazard areas.

Discussion: Proper controls will help alleviate impacts to future property owners who reside in Pacific. These controls should meet the requirements of the Federal Emergency Management Agency (FEMA).

Policy NE-43.4:

Ensure that erosion control measures function during and after construction, and that approved surface water management and septic systems are installed by conducting routine building and development review inspections.

Discussion: Proper erosion control measures will help to ensure that storm drainage will not impact existing and proposed development located on our adjacent to the property. Inspections of these facilities are necessary to determine that these measures are adequately maintained to the specifications required of the construction of the erosion control facilities.



WETLANDS PROTECTION

GOAL NE 54: Provide for the protection of wetlands.

POLICIES

Policy NE-54.1:

Implement a ranking and classification system for wetlands which rates wetlands based on size, vegetative complexity, ecological and hydrological function, and presence of threatened or endangered species.

Discussion: Work with neighboring jurisdictions to establish a consistent regional classification system for wetlands that allows for the designation of both regionally important and locally unique wetlands. This system should incorporate the latest state Department of Ecology’s wetland rating criteria.

Policy NE-54.2:

Identify and classify the diverse functions and values of wetlands in the City.

Discussion: The City can implement this policy by identifying all wetlands on public property and establishing a voluntary program to identify wetlands on private land, as well as requiring wetland studies of potential wetlands as development is proposed.

Policy NE-54.3:

Achieve “no net loss” of wetland acreage, functions, and values within each drainage basin over the long term.

Discussion: "No net loss" means that total wetland acreage, functions, and values are preserved over the long term. The City should:

- ◆ Encourage educational opportunities that increase public understanding and appreciation for the values of wetlands;
- ◆ Advise citizens of measures they could take to maintain wetlands on their properties.
- ◆ Consider off-site mitigation for wetlands, such as creating a new wetland, only within the same drainage basin.

Policy NE-54.4:

Existing degraded wetlands should be restored where practicable, or consolidated in a drainage basin plan.

Discussion: Restoration of degraded wetlands, or participation in a community-wide mitigation planning program, may be required as a condition of new development or redevelopment. The City should consider creating a “mitigation utility” to implement a neighborhood plan.

FISH AND WILDLIFE HABITAT PROTECTION

GOAL NE 65: Protect fish and wildlife habitat and native vegetation.

POLICIES

Policy NE-65.1:

Develop a vegetation preservation and enhancement program.

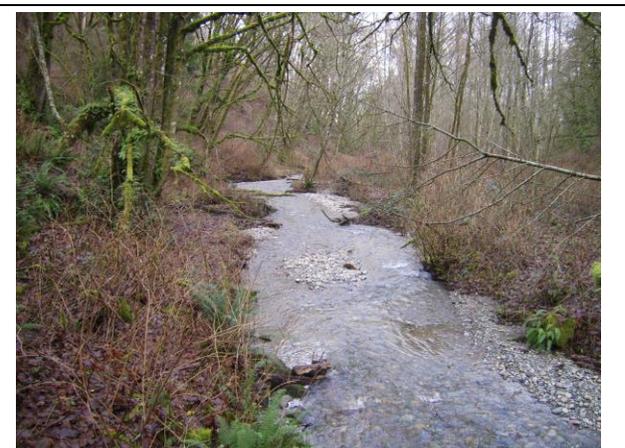
Discussion: Vegetation in the City of Pacific provides and protects habitat for fish and wildlife. Vegetation also plays an important role in surface water management and stabilizing soils in critical areas. The City can preserve and enhance vegetation through some of the following methods:

- ◆ Encourage the use of native vegetation as an integral part of development plans.
- ◆ Limit the removal of healthy trees in critical areas and critical area buffers.
- ◆ Encourage the use of native and low maintenance vegetation in residential and commercial landscapes.
- ◆ Require tree replacement on private property as project mitigation.
- ◆ Replace removed trees on public land.

Policy NE-65.2:

Implement measures to provide appropriate protection of fish and wildlife habitat.

Discussion: Fish and wildlife have similar needs as humans. They need clean water, fresh food and clean safe habitat area to raise their young. For fish, this means that there is an adequate supply of clean cool water. This can be provided through the retention of shading vegetation on the banks of streams and rivers. Clean water can be retained through stormwater control structures that remove sediment and pollutants. Streamside vegetation can also provide safe habitat through the provision of hiding places for adult and juvenile fish.



Stream Buffer

Policy NE-65.3:

Plan for and protect wildlife corridors as part of an open space and parks master plan.

Discussion: Maintenance of wildlife corridors provides feeding areas and escape routes for animals. The City can implement this policy through public education, land use designations, incentives, regulation, and code enforcement.

Policy NE-65.4:

Actively participate in regional species protection efforts, including salmon habitat protection and restoration.

Discussion: The City will implement this policy by working with citizen volunteers, county, state and federal agencies, and tribal governments to identify, prioritize, and eliminate barriers to anadromous fish spawning and rearing habitat.

Policy NE-65.5:

Protect and enhance critical wildlife habitat and, where practical, preserve existing wildlife habitat.

Discussion: Critical wildlife habitat refers to areas identified as priority habitats by the Washington Department of Fish and Wildlife or by the City of Pacific. The City can implement this policy through regulation, code enforcement, acquisition, incentives, and other techniques.

Policy NE-65.6:

Establish buffers to preserve aquatic and riparian habitats in a natural state.

Discussion: Buffers around wetlands, lakes, creeks, ditches, and streams protect native vegetation, water quality, habitat for fish and wildlife, and hydrologic function. They provide greater areas of habitat for fish and wildlife, and natural undisturbed areas for public enjoyment.

Policy NE-65.7:

Prohibit alterations to streams unless they are part of approved restoration efforts.

Discussion: Stream alterations, such as filling or redirection of a watercourse, are likely to result in adverse impacts to the natural environment. Impacts can include sediment transport and flooding on adjacent properties. Where practical, streams should be allowed to return to natural channel migration patterns. The City will implement this policy through code enforcement.

Policy NE 5.8:

Incorporate the use of “Best Available Science” (BAS) when typing the creeks/streams within the City of Pacific.

Discussion: The use of “Best Available Science” (BAS) is necessary to ensure the proper typing of streams in Pacific. The use of experts in the field of fishery resources can provide the needed expertise to meet the BAS requirements under the GMA. A joint effort between the City of Pacific, City of Sumner and the Muckleshoot Indian Tribe should be considered to conduct a stream assessment of Milwaukee

Creek, the Government Canal (Boeing Creek) and other unnamed tributaries to the White River in Pacific and Sumner.

WATER QUALITY

GOAL NE 76: Preserve and enhance water quality.

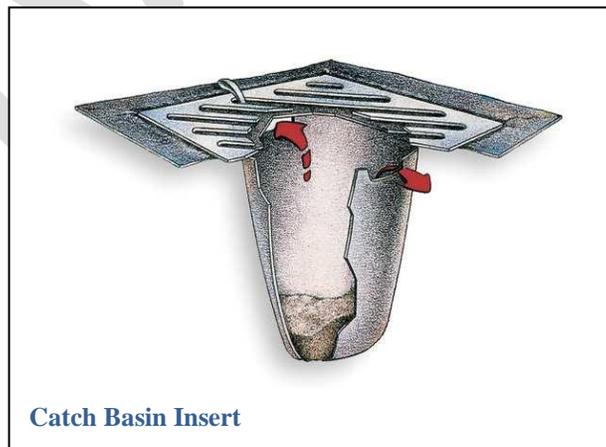
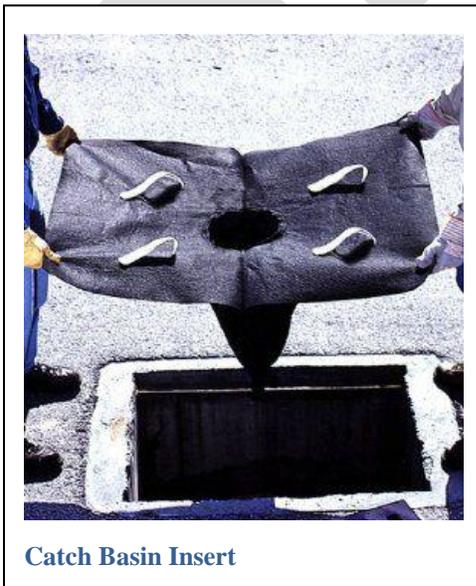
POLICIES

Policy NE-76.1:

Prevent pollution of both surface and groundwater resources.

Discussion: Whether it is located in streams, wetlands, or underground sources of water supply, clean water is one of Pacific's important characteristics. The City can ~~protect~~ minimize surface and groundwater ~~resources~~ impacts through some of the following methods:

- ◆ Control development in areas of high water table.
- ◆ Encourage the retention of vegetation along waterways.
- ◆ Reduce or control surface water runoff from paved and other impervious surfaces.
- ◆ Encourage the use of properly designed ditches and swales.
- ◆ Encourage innovative ditch maintenance activities, such as the rotation of segments for ditch cleanings in adjacent areas.
- ◆ Require the use and maintenance of sedimentation traps and filters to prevent the movement of silt and other materials into the surface water system. This could be done using catch basin inserts that help filter out sediments and pollutants from street and parking lots.



- ◆ Emphasize public education on how to maintain water quality.
- ◆ Consider water quality issues in planning for parks and open space.

Policy NE-76.2:

Work with neighboring jurisdictions and other agencies and organizations to enhance and protect water quality in the region.

Discussion: Enhancing and protecting clean water throughout a watershed often requires joint efforts between jurisdictions. For example, preserving water quality in the City of Pacific will have a positive impact on the water quality of the White/Stuck River, and the Cities of Algona, Auburn, and Sumner.

Policy NE-76.3:

Protect areas that are critical for aquifer recharge.

Discussion: Recharge occurs via slow percolation through soils. Areas of highly permeable soil are vulnerable, and the potential for contamination of perched groundwater is greater in these areas. Planning should consider the types of development permitted in certain areas of the City. For example, a gas station or an industrial site with potential contaminants could pose a significant risk in certain permeable soils.

Policy NE-76.4:

Actively pursue funding for baseline monitoring and improvement of water quality in waterways in the City, with waterways connected to salmon-bearing waters receiving priority funding.

Discussion: Funding could be obtained through the Washington Wildlife Recreation Program (WWRP) administered through the Washington State Recreation and Conservation Office (WRCO). This funding is a 50% match grant with at least 10% of the total project cost from a non-state, non-federal contribution .

EARTHQUAKES, STEEP SLOPES AND VOLCANIC HAZARDS

GOAL NE 87: Reduce potential hazards associated with earthquakes, and steep slopes and volcanic hazards.

POLICIES

Policy NE-87.1:

The City ~~requires~~ requires appropriate standards for site development in areas with moderate and steep slopes, based upon site specific information.

Discussion: Development review for buildings on slopes requires site specific information on soil type and water content, as well as the degree of slopes. Development on steep slopes causes impacts to surface water, may cause erosion of soils, and increased the probability of landslides. Mitigating measures for such development can include clustering development, decreasing the amount of impervious surface, the planting trees and other vegetation and the use of appropriate erosion control measures.

Policy NE-87.2:

Regulate land clearing and other significant removal of vegetation on steep slopes in identified landslide hazards areas.

Discussion: The City will implement this policy through a critical areas or significant tree ordinance, and/or applicable development regulations. These areas will be identified as part of any geotechnical studies that are required for new development.

Policy NE-83:

Require mitigating measures for new development on steep slopes.

~~**Discussion:** Development on steep slopes causes impacts to surface water, erosion, and increased probability of landslide hazards. Mitigating measures for such development can include clustering development, decreasing the amount of impervious surface, or planting trees and other vegetation.~~

Policy NE-87.43:

Enforce building codes to minimize the risk of structural damage, fire, occupant injury, and prevent post-seismic collapse in areas subject to severe seismic hazard.

Discussion: The best available methods should be used to identify and evaluate seismically hazardous areas. Requiring appropriate soil analysis and construction methods can minimize the hazard and avoid seismic-related structural damage and injuries.

Policy NE-87.54:

Promote educational efforts to inform landowners about site development, drainage, and yard maintenance practices that impact slope stability.

Discussion: Washington State Department of Ecology Publications 93-30, 93-31, and 95-107 are resource materials that also will be utilized for this purpose.

Policy NE-7.5:

Identify volcanic hazards evacuation routes from the lowland areas of Pacific to upland areas.

Discussion: Pacific is located within the “volcanic hazard zone” of Mt. Rainier. A lahar from Mt. Rainier inundated the area of Pacific approximately 500 years ago. Should Mt. Rainier become more active in the future, another lahar may reach the City. Signage identifying evacuation routes should be located at Jovita Boulevard E., 58th Pl. S., 56th Pl. S. and Peasley Canyon. This will give residents and visitors direction to escape potential future lahars.

AIR QUALITY

GOAL NE 98: Protect and improve local and regional air quality by reducing or eliminating sources of air pollution.

POLICIES

Policy NE-98.1:

Encourage the use of landscaping and the retention of existing vegetated areas to provide for filtering of suspended particulates.

Discussion: Retention of trees and other vegetation is vital to maintaining good air quality. Vegetation filters out suspended particles and purifies the air.

Policy NE-98.2:

Encourage non-motorized and public transportation and provide opportunities for reduced automobile travel.

Discussion: Vehicle emissions are a major local source of air pollution. Reducing the number of trips made by motor vehicles will reduce emissions. The City can implement this policy by encouraging non-motorized transportation projects in capital facilities programs, and by providing in the zoning ordinance for development of Park & Ride lots in the Neighborhood Center and mixed use areas to reduce vehicular trips. This, together with encouraging carpooling, will result in less vehicles and emissions.

Policy NE-98.3:

Support federal, state, and regional policies intended to protect clean air in the Puget Sound area.

Discussion: State and regional agencies, such as Puget Sound Air Pollution Control Agency, the Puget Sound Regional Council, and the Washington State Department of Transportation, generally administer air quality regulations. The City will implement this policy by working with these agencies and by supporting public education regarding these issues.

Policy NE-98.4:

Consider the use of road treatments such as roundabouts and traffic circles to reduce the need for stop signs and traffic signals.

Discussion: The City may wish to investigate the impact of roundabouts and traffic circles on vehicle emissions, in comparison to traffic signals and stop signs.

NOISE AND GLARE

GOAL NE 109: Minimize excessive noise and light emitted from commercial and industrial land uses, and new construction.

POLICIES

Policy NE-109.1:

Reduce, and where possible, eliminate problems associated with major noise and light generating uses, especially those located near residences. Establish standards for noise and light generating land uses that address acceptable amounts of noise, light, and time and frequency of activities.

Discussion: Natural or manmade barriers should be placed between noise and light sources and residential land uses. Trees and natural vegetation should be retained along the perimeter of new subdivisions and along arterial streets to filter noise and light. Light shields can be used for building lighting and parking lots. This would help to mitigate the impacts from commercial and industrial development on adjacent residential areas. Noise and light control ordinances shall be enforced.

BIODIVERSITY

GOAL NE-10: Protect biodiversity along the White River in Pacific

POLICIES

Policy NE-10.1:

Finalize, implement actions, and track progress of the Lower White River Biodiversity Management Area (BMA) Stewardship Plan.

Discussion: The Lower White River BMA Stewardship Plan is a nonregulatory plan that can be used to guide the City to protect its biodiversity in coordination with new development. The City should adopt the plan for guidance as an appendix to the Comprehensive Plan.

Policy NE-10.2:

Identify partners and volunteer citizen groups who can advance the Lower White River BMA Stewardship Plan.

Discussion: The City should partner with the Pierce County Biodiversity Alliance (PCBA) and the Friends of the Lower White River. Partnering with the PCBA and Friends of the Lower White River will help to develop region wide cooperation in protecting the biodiversity of the Lower White River.

Policy NE-10.3:

Coordinate with other jurisdictions within the Lower White River BMA (Sumner, Auburn, Buckley, Pierce County, King County, Muckleshoot Tribe of Indians) and meet periodically to align goals, objectives and strategies, and monitor progress.

Discussion: Coordinating with other jurisdictions will be necessary to preserve the biodiversity of the Lower White River BMA. Without this coordination, potentially conflicting policies or regulations may result that could impact the biodiversity of the Lower White River BMA.

3. EXISTING CONDITIONS

Pacific is known to have the following critical or sensitive, areas: landslide hazard areas, erosion hazard areas, seismic hazard areas, flood hazard areas, lahar hazard areas, steep slopes, streams, wetlands, and critical wildlife habitats including the “Lower White River Biodiversity Management Area”. Many of these features have been identified and mapped, but mapping to date is known to be incomplete.

Features that meet sensitive area definitions are regulated as Critical Areas. Ordinance No. 1187 established Pacific Municipal Code (PMC) Title 23, “Critical Areas Management” in 1992. Ordinance No. 1505 amended sections of this title as part of a Development Regulations update in 2001. Additional amendments to Title 23 were made under Ordinance 1557 in 2004 and Ordinance 1639 in 2006. Further review of the Critical Areas Regulations under Title 23 will be necessary to determine additional amendments necessary to conform with current State and Federal requirements for Critical Area protection. The Comprehensive Plan Update will guide further revisions in accordance with federal, state, and King County and Pierce County Countywide Policies, where applicable.

3.1 Geographical Context

The City of Pacific is located in both south central King County and north central Pierce County. It is primarily a lowlands area of the White River Valley, but also includes a portion of the Jovita Heights uplands on the west. With the incorporation of the City of Edgewood to the southwest in early 1996, and the City of Sumner’s northern annexation to Pacific’s southeast King County line in 2002, the City of Pacific became surrounded by other incorporated cities. The City of Sumner is located to the south and east, Edgewood to the west, Algona to the north, and Auburn to the northeast and east.

Jovita Heights is an area of approximately 218 acres abutting the City of Pacific’s western edge in unincorporated King County. It is an urban growth area (UGA) for the City. A land sliver of about 6.6 acres between West Valley Highway and SR 167 is the City’s western Pierce County UGA. Another isolated portion of unincorporated Pierce County, consisting of less than 30 acres, abuts Pacific on the east from the King County Line to just above Stewart Road. It meets the northwestern boundary of Sumner in the middle on the left bank of the White/Stuck River channel. These comprise the City of Pacific’s UGAs.

3.2 Topography and Geology

3.2.1 Topography

Most of Pacific lies in the valley of the White/Stuck River. The majority of the City is relatively flat to gently rolling. Steep slopes in excess of 30% rise to in the west and to the east of Pacific. The valley extends the length of the City from north to south. The White/Stuck River flows through the northeast corner of Pacific in King County, heading south along the City's eastern border into Pierce County. The valley floor of the City is relatively low, with an average elevation of approximately 70 feet above sea level.

3.2.2 Geology

Soils

The load-bearing capacity of soil, the hydric properties, erosion potential, and characteristics with respect to shrink-swell potential all play a significant role in the development of land. In particular, the hydric properties indicate the existence of wetlands, and signal the potential for other environmental concerns.

Soil types in the City and its Urban Growth Area (UGA) include:

- Ag – Alderwood gravelly sandy loam
- Br – Briscot silt loam
- Ev – Everett gravelly sandy loam
- In – Indianola loamy fine sand
- Ma – Mixed alluvial land
- No – Norma sandy loam
- Os – Oridia silt loam
- Py – Puyallup fine sandy loam
- Re – Renton silt loam
- Sk – Seattle Muck
- Sm – Shalcar Muck
- So – Snohomish Silt loam
- Tu – Tukwila muck
- Ur – Urban land

A composite soil map based on a 1973 King County Soil Survey and 1939 Pierce County Soil Survey, updated in 2000, also indicates some topographical features. The map is included at the back of this element (See Map 3.1).

3.3 Water

3.3.1 Surface Water



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

The White River originates on Mount Rainier and flows generally west along the King-Pierce County line through Buckley and Auburn, before turning southwest to become the White/Stuck River in Pacific. Further south in

Sumner the White/Stuck empties into the Puyallup River. The surface water and river habitat quality are generally good. However, provisions for new development must protect against contamination and soil erosion, and prevent processes that would strip crucial wildlife habitat or change the flow of the river in ways which damage the viability of the ecological system.

The City also contains streams/creeks that are tributary to the White River. These streams/creeks include Milwaukee Creek and Government Canal (Boeing Creek). These streams/creeks are shown on Map 3.2.

Following is a Table providing the Department of Natural Resources (DNR) stream typing of the creeks in Pacific.

<u>DNR Stream Type</u>	<u>Streams of This Type in Pacific</u>
<u>Type S (subject to Shorelines Management Act)</u>	• <u>White/Stuck River</u>
<u>Type F (fish-bearing other than S)</u>	• <u>Jovita Creek</u> • <u>Milwaukee Ditch Creek south of 5th Ave. S.W.</u>
<u>Type Np (nonfish, perennial)</u>	• <u>Milwaukee Ditch Creek, middle portion</u> • <u>Government Canal (Boeing ditch Creek)</u>
<u>Type Ns (nonfish, seasonal)</u>	• <u>Milwaukee Ditch Creek east of Tacoma Blvd.</u>

The DNR stream typing is based upon the “Forest Practices Application Review System” (FPARS). Within urban areas, the DNR stream typing may not have been field verified. As development occurs adjacent to streams and creeks in the City, additional studies should be required by development to verify the stream/creek classification. To ensure the most complete “Best Available Science” (BAS) to determine a stream type, the City should explore partnering with the City of Sumner and the Muckleshoot Tribe to apply for grant funds to conduct a comprehensive stream assessment of the City’s streams & creeks. This includes Milwaukee Creek to its confluence with the White River in Sumner, the Government Canal (Boeing Creek), and other unnamed creeks.

3.3.2 Groundwater

Precipitation is dispersed in three ways. Some of the water enters the surface runoff through a system of ditches and streams. Some of it is intercepted by plant life or is bound up by molecular soil activity. The rest percolates down to recharge water bearing soil layers and is either intercepted by wells, or is discharged to the surface again through springs, seeps, and streams. From there, it reenters the atmosphere by evapotranspiration, then condenses and eventually precipitates as rain to complete the hydrologic cycle.

Groundwater is surface water that has filtered down through the soil to saturate permeable subsurface layers of gravel, sand, or porous rock. An integral component of this cycle, groundwater is also the entire source of the potable water supply for residents of the Pacific planning area. The source of supply for Pacific's groundwater is the thick White River fan, with its apex near Auburn, consisting of deposits of pebble-cobble gravel and sand. This thick fan is fed directly from the River and has a gravel aquifer in between to act as an infiltration medium. The City's aquifer recharge is potentially influenced by any processes in the White River watershed that might affect water quality downstream.

Critical Aquifer Recharge Area: As defined by PMC 23.08-020.10.030, this is “means an area with a critical recharging effect on aquifers used for potable water, as discussed in WAC 365-190-080(2). Within such areas, pollutants seeping into the ground are likely to contaminate the water supply”. It is critical that this potable water source be protected from point-source contamination such as that from including but not limited to; landfills, lagoons, dumps sites, storm water retention/detention ponds, chemical spills, septic tanks, and injection wells (Map 3.3). The aquifer must likewise be protected from non point-source contaminants such as agricultural and residential pesticides.

Rainfall and topography have an impact on groundwater quantity and rate of flow. Man-made developments also impact groundwater, by cultivating land, removing vegetation, or compacting soil. Groundwater impacts such as hazardous waste and pollutants are detrimental to the groundwater supply, and affect its quality for years.

Impervious area is a measure of the percentage of area covered by roofs, streets, sidewalks, driveways, etc. Any future development will increase these impervious areas. Increased impervious area can result in decreased groundwater recharge. Even lawn areas allow only a fraction of the groundwater infiltration permitted by natural forest cover. Since a larger percentage of the precipitation volume is going directly to runoff, there is less available surface water for soil moisture replenishment and groundwater storage.

The Growth Management Act (GMA) requires that cities and counties identify and regulate these “areas with a critical recharging effect on aquifers used for potable water.” Land uses and densities in these areas can affect the quality of the groundwater. Aquifer recharge areas exist throughout the City. Studies have not been conducted to determine the exact locations of critical recharge areas.

The City contains many observed springs and seeps along the hillsides to the east, west, and southwest from the upland plateaus, which attests to one or more water-bearing zones above the valley floor.

The City’s ~~1998~~ 2010 Water System Plan included the consideration of wellhead protection, susceptibility (potential for groundwater recharge), and wellhead vulnerability (relationship between recharge potential and overlying contaminating land uses). ~~A 2002 amendment of the Water Plan to facilitate the assumption of the Webstone Water District has been approved by the Washington State Department of Health (DOH). The Water Plan is summarized in the Capital Facilities chapter of this Comprehensive Plan.~~

3.4 Climate

The climate of the Puget Sound Region is considered a typical maritime climate. The City of Pacific experiences cold, damp winters, cool damp spring and fall seasons, and moderately warm summers. The average precipitation is 39 inches annually, with the majority of the rain falling during the winter and spring months. The average annual temperature for the area is 51 degrees Fahrenheit. The local weather patterns and the relatively long growing season are ideal for vegetative growth.

3.5 Vegetation, Fish, and Wildlife

3.5.1 Vegetation

Undisturbed riparian and wetlands-oriented vegetative canopy typically includes Western Red Cedar, Western Hemlock, Red Alder, Black Cottonwood, Big-leaf Maple, and species of Willow. Where this canopy has been disturbed, Reed Canary grass tends to dominate. These same canopy elements are present along the wooded slopes where the many seeps, springs, and surface rills provide sufficient moisture. Douglas fir tends to dominate the drier portions of these hillsides. The vegetative canopy is an



Great Blue Heron

essential component of the diverse biological network crucial to the survival of wildlife species.

3.5.2 Fish and Wildlife

Fish and Wildlife Habitat Areas are those lands identified as being of critical importance to the maintenance of fish, wildlife, and plant species, including areas where endangered, threatened, and sensitive species have a primary association (such as Chinook Salmon and Bull Trout); habitats and species of local importance; naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat; waters of the State (White/Stuck River); lakes, ponds, streams, and rivers with natural fish stock and planted with game fish by a governmental, tribal entity, or private organization; and state natural area preserves and natural resource conservation areas.



Spawned-out Salmon - White River

The process of urbanization and redevelopment results in the conversion of wildlife habitat to other uses. The loss of certain types of habitat has been significant in Puget Sound, resulting in adverse effects on the health of certain species. These types of habitat are referred to as “critical wildlife habitats.” Critical wildlife habitats include lands important for the protection, management, or public enjoyment of certain

wildlife species. These include habitats for species designated by state or federal agencies as endangered, threatened, sensitive, candidate, or priority species.

Other critical natural resources include anadromous fish (those that migrate from the ocean to spawn) habitat; waterfowl and raptor nests; heron rookeries; and habitats of local importance that are identified and designated through a wildlife conservation plan.

The principle Fish and Wildlife Habitat areas within the Pacific planning area are the White/Stuck River floodplain and its associated stream reaches and riverine wetlands, the Milwaukee ~~Ditch~~ Creek, Trout Lake and its associated wetlands, and the steep wooded slopes that form the east and west walls of the valley floor. The White River riparian corridor supports diverse populations of insects, fish, birds, waterfowl, and fur bearing wildlife. Primary fish populations include Chinook, Coho, and Chum salmon, as well as Steelhead, Dolly Varden, and Cutthroat Trout.

Under the federal Endangered Species Act (ESA), Chinook Salmon and Bull Trout have been listed as threatened species, and Coho Salmon are a candidate for listing. Salmon runs throughout the Puget Sound and the Northwest are critically depressed. All local governments that border the Puget Sound or that contains streams flowing to the Sound are affected by federal fisheries management. To help restore healthy salmon runs, local governments and the State government must work proactively to address salmon habitat protection and restoration. Issues of storm water run-off, and associated



Raccoon Tracks Along Milwaukee Creek

erosion, sedimentation, and pollution, are affected by the ESA.

The Washington Department of Fish and Wildlife (WDFW) has developed the Priority Habitats and Species (PHS) program to help guide growth in a manner that will preserve the best and most important habitats and provide for the life requirements of fish and wildlife. Priority species are fish and wildlife species that require protective measures and/or management guidelines to ensure their perpetuation. Priority habitats are habitat types with unique or significant value to many species. The WDFW has documented the locations of priority habitats and species within the City. These PHS areas include wetlands, natural open space, habitat for a priority bird species, and the point location of priority bird species sightings. PHS areas are considered critical wildlife habitats.

Trout Lake and its associated wetlands are bounded by an established single-family residential neighborhood. As well as being primary habitat for the typical community of urban lake wildlife, it is annually stocked with fisheries game fish, and it supports populations of native game fish such as bass, perch, and catfish.

The somewhat less significant wetlands throughout the planning area that are isolated from the waters of the river and lake systems typically support a subsection of these populations by providing crucial habitat for breeding, maturing, watering and feeding, and migrating.

3.6 Air Quality

Air quality is measured by the concentration of chemical compounds and particulate matter in the air outside of buildings. Air that contains carbon monoxide, ozone, and particulate matter can degrade the health of humans, animals, and plants. Human health risks from poor air quality range in severity from headaches and dizziness to cancer, respiratory disease, and other serious illnesses, to premature death. Potential ecological impacts include damage to trees and other types of vegetation. Quality of life concerns include degradation of visibility and deposit of soot and other particulate matter on homes and other property.

3.7 Critical Areas

The Growth Management Act (GMA) requires that critical areas be designated and that each jurisdiction adopt development regulations to protect these areas.

3.7.1 Geologically Hazardous Areas

Generally, these areas can be considered to be areas in which there is a possibility that a certain type of potentially destructive geologic activity will take place. Human activity influences, and sometimes accelerates these processes. Development on or adjacent to severe slopes with high erosion hazard may have a negative impact on slope stability.

Erosion Hazard Areas: Erosion hazard areas are identified by the Soil



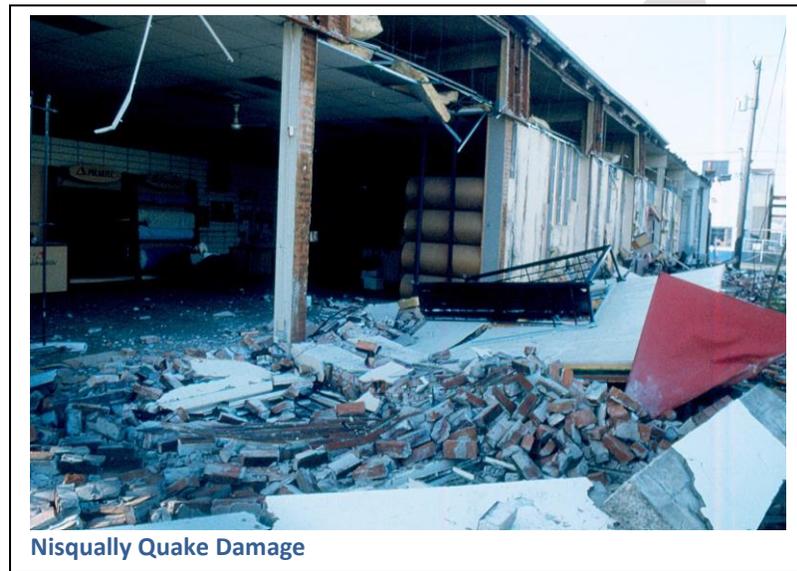
Landslide - West Valley Highway South

Conservation Service as having "severe rill or inter-rill erosion hazard."

Erosion is a natural process where rain, running water, and wind loosen and transport soil from one location to another. Of these natural forces, erosion by rain and running water is by far the most common within the Puget Sound region. The susceptibility of any soil type to erosion depends upon the physical and chemical characteristics of the soil, its protective vegetative cover, slope length and gradient, the intensity of rainfall, and the velocity of water runoff. The City contains areas that are prone to erosion activity. Steep slope areas and areas cleared of vegetation are the most susceptible.

Landslide Hazard Areas: Landslide hazard areas are those which are potentially subject to landslides because of a combination of geologic, topographic, and hydrologic factors.

Seismic Hazard Areas: Seismic hazard areas are those which are subject to severe risk of damage as a result of earthquake-induced ground shaking, slope failure, settlement, and soil liquefaction. These



conditions occur in areas underlain by soils with low cohesion and density, usually in association with a shallow groundwater table. When shaken by an earthquake, certain soils lose their ability to support a load. Some soils will actually flow like a fluid; this process is called liquefaction. Loss of soil strength can also result in failure of the ground surface and damage to structures supported in or on the soil. Loose, water-saturated materials are the most susceptible to ground failure due to earthquakes. The primary areas of seismic hazards within the City of Pacific are those along steep

slopes, within valley bottoms, atop alluvial fans, and some areas of filled/graded land.

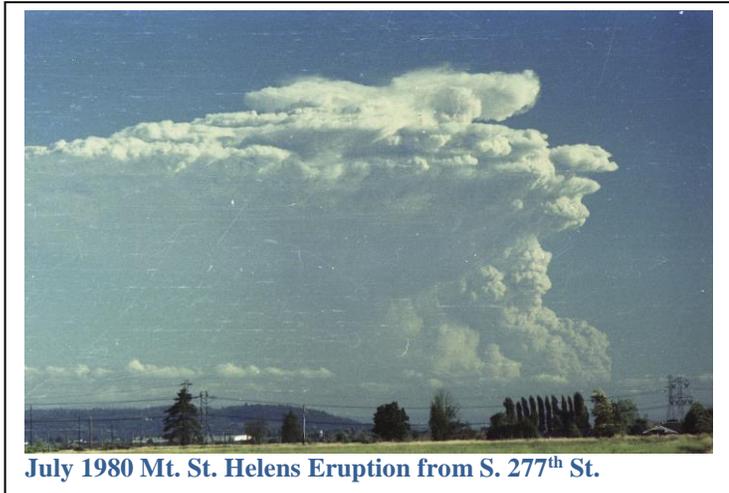
Seismic events in the Puget trough are generally the result of a sudden shift of rock mass within the earth's surface as the Juan de Fuca plate moves downward along the North American plate. The three most recent destructive earthquakes in the region were in 1949, 1965, and 2001. The 1949 quake was centered near Olympia and registered 7.1 on the Richter scale. The 1965 quake was centered near Seattle and registered 6.5. The 2001 Nisqually quake was centered northeast of Olympia, and registered 6.8.

Minor and major seismic events are considered inevitable throughout the Puget Sound basin. The timing and epicenter of such events cannot be predicted. However, the record of past events, the presence of river bottom soils subject to liquefaction and amplification, and the presence of glacial till soils in steep slope areas that are subject to landslides, indicate significant seismic hazard.

Volcanic Hazard Areas: Volcanic hazard areas are those subject to pyroclastic (ash fall) flows, lava flows, mud flows (lahars), or related flooding resulting from volcanic activity. The most current USGS Volcanic Hazards map (Map 3.4) indicates the Pacific area is at a Case 2 Inundation Level (Debris Flow and Debris Avalanche Zone) - 100 to 500 year frequency, and at somewhat greater risk of flooding resulting from such an event. Pacific has one of the highest percentages of population and assets in the Mt. Rainier lahar zone (USGS – Community Exposure to Lahar Hazards from Mt. Rainier, Washington –

Scientific Investigations Report 2009-5211). Since the prevailing winds tend to blow eastward, ~~the area~~ Pacific is at minimal risk from pyroclastic events.

Steep Slopes: Most of the Pacific planning area is river valley bottomland and is relatively flat. However, the terrain rises from 50' elevation above sea level on the valley floor to over 300' on the city's western plateau. The City of Pacific has defined critical slopes as those 30% or greater averaged over distance per King County's Critical Areas Ordinance. The slopes of these valley walls by these criteria are generally greater than 30% and are shown on the Critical Areas Map at the end of this chapter.



Because of the adverse effect on local runoff and drainage profiles, development should not be located in areas with 8% or steeper grades without erosion control and geotechnical studies to assure mitigation. Development on these slopes would result in increased runoff volumes and rates, would tend to cause erosion, would divert runoff to unsuitable locations, and could drastically alter the area's aquifer recharge processes. These slopes should also generally be considered to be at some risk of landslide during seismic or volcanic events.

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

Aquifer Recharge Areas: These occur where the prevailing geologic conditions allow infiltration rates which create a high potential for contamination of groundwater resources or contribute significantly to the replenishment of ground water.

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

The floodway is that portion of the floodplain which is subject to inundation by deep and fast moving waters. Development within the floodway is prohibited since these waters have the potential to displace structures. The flood fringe is that portion of the floodplain outside the floodway which is subject to inundation by relatively slow moving waters, generally known as the base flood or 100-year flood (one percent chance per year).

The flood fringe includes land areas reserved for conveyance and discharge of the base flood without cumulatively increasing the water surface elevation by more than one foot and which may provide needed temporary storage capacity for flood waters. The White/Stuck River flood fringe is Pacific's principle aquifer recharge area. Where legally feasible, the avoidance of construction in the flood fringe should be considered.

The basis for establishing the areas of special hazard is a 1980 report by the Federal Insurance Administration entitled “The Flood Insurance Study for the City of Pacific” and accompanying Flood Insurance Rate Maps (FIRM), which are periodically updated (Map 3.5). This map is subject to revision due to the rising riverbed of the White River.

Mud Mountain Dam is an earth- and rock-fill dam on the White River six miles southeast of Enumclaw. It was built in 1949 and modified in 1990 to provide flood control for the White and Lower Puyallup River Valleys. The two towers at the dam were replaced in 1994 by a single tower designed to withstand severe earthquakes. The Howard A. Hanson Dam, built on the Green River in 1961, also helps control flooding in the area.

The King and Pierce County River Improvement agencies own much of the property within the White/Stuck River floodplain and maintain the levee system along the river through the planning area. King County is now in the process to relocate the levees on the left bank of the White River in Pacific to create additional flood storage capacity. Existing levees will be removed and relocated further east of their present



Flood Hazard Area - White River Estates

The purpose of the relocation is to allow the river channel to migrate more naturally, create flood storage capacity and to help alleviate potential flooding of structures on the right bank of the White River. This would be beneficial to the White River Estates Subdivision which was flooded in January of 2009. In the near future, the county will be relocating the levees on the right bank of the White River which will also increase flood storage capacity. The City has adopted FEMA flood regulations to further control and averts ~~most severe~~ flooding activity.

Wetlands: Wetlands are defined by the U.S. Army Corps of Engineers as areas "that under normal circumstances have hydrophytic vegetation, hydric soils, and have periodic or permanent inundation or prolonged soil saturation sufficient to create anaerobic conditions in the soils (wetland hydrology)."

The Growth Management Act defines wetlands as "...areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created for non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the county or city."

The GMA requires that wetlands regulated under the GMA be delineated in accordance with the Revised Code of Washington (RCW) 90.58.380. RCW 90.58.380 requires that the State "shall adopt a manual for the delineation of wetlands under this chapter that implements and is consistent with the 1987 manual in

use on January 1, 1995, by the United States army corps of engineers and the United State environmental protection agency”. The State adopted a 1997 manual that was in accordance with the original 1987 Corps of Engineers (COE) manual. This was incorporated under Washington Administrative Code (WAC) 173-22-080. During the past few years the COE has updated and expanded their delineation manual. To ensure consistency between the State manual and COE manual WAC 173-22-080 was repealed and WAC 197-22-035 revised to state that delineations should be done according to the currently approved federal manual and supplements. _____ requires jurisdictions to use the 1997 Washington State Wetlands Identification and Delineation Manual to delineate wetlands for regulatory purposes. The Washington State Wetlands Rating System (as modified in 2014) is used to evaluate the wetlands.



Wetland - White River Floodplain

The U.S. Fish and Wildlife Service have produced a series of maps (National Wetlands Inventory), which delineate wetland areas and these are shown on the Wetlands Map at the back of this chapter. The City’s “wetlands mapping” was revised in the spring of 2015. The mapping was based upon a number of data sources and is reflected in Map 8.5 at the end of this chapter. These sources, in part, included the following:

- US Fish and Wildlife Service National Wetlands Inventory Maps (NWI).
- Updated online soils maps
- Washington State Department of Fish & Wildlife maps
- Google aerial photo’s
- Wetland Delineation Report West Valley Highway (2014)
- Washington Department of Transportation Biology and Environmental Staff Urban Corridors Office – Ecosystem Technical Report SR 167-8TH Street East Vicinity to 277th Street SW Vicinity Southbound HOT Lane (2008)
- Washington Department of Transportation Biology and Environmental Staff Urban Corridors Office – Ecosystem Technical Report SR 167-8TH Street East Vicinity to 15th Street SW Vicinity Northbound HOT Lane (2009)
- Approximately 31 wetland reports supplied as part of development proposals
- Field visits by a “qualified” wetlands biologist to field verify wetland delineations of wetland reports more than five (5) years old.

It is important to note that the map provides a generalized inventory of wetlands within the planning area and in most cases points to the need for further wetlands delineation studies prior to development. It does not imply that any particular parcel covered by a wetland designation is completely occupied by wetlands or is totally constrained from development.

The size and extent of wetlands constantly change under natural climatic and artificial influences, and determinations relative to specific sites must be made individually. In general, wetlands are environmentally sensitive areas and present limitations to construction and other activities such as siting

of facilities. Depending on the site and nature of the activity, permits and/or mitigating measures are often required if development is allowed at all.

~~Some of the wetlands within the City of Pacific have been identified and delineated on the King and Pierce County Comprehensive Drainage Program Maps. In September of 1997, the City conducted additional generalized mapping of potential wetlands to aid in development review. However, other wetlands have not been identified and will be identified during required site specific studies as part of the development review process.~~

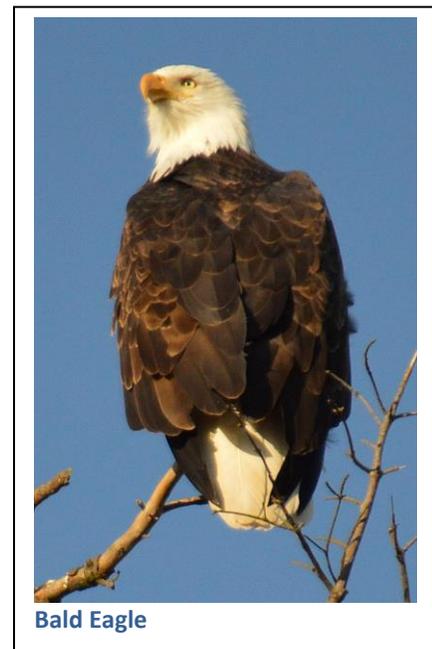
3.8 Lower White River Biodiversity Management Area (BMA)

Pacific is located in the Lower White River Biodiversity Management Area. A Stewardship Plan was created for this area through the cooperation of many local, state, federal, educational and nonprofit organizations. The Lower White River Biodiversity Management Area (BMA) extends from Buckley to Sumner. The Management area is one (1) of 16 BMA's identified in Pierce County. The Pierce County Biodiversity Alliance (PCBA) has been actively involved in the biodiversity planning efforts at the local level since 1997. The Stewardship Plan for the Lower White River Biodiversity Management Area provides a nonregulatory planning tool for biodiversity planning. As stated in the plan, the benefits of biodiversity planning include:

- Protects remaining high-quality land cover important for fish and wildlife
- Implements Growth Management Act requirements for Habitat Conservation Areas
- Provides regional connectivity network for fish and wildlife dispersal and migration
- Establishes proactive approach to help avoid future listings under ESA
- Includes all habitat types not just point specific habitats such as wetlands, streams, endangered species locations

As part of the Stewardship Plan, the PCBA conducted a “bioblitz” identifying birds, mammals, amphibians, reptiles, fish, invertebrates, and plants within the Lower White River Management Area (2006 & 2007). The bioblitz in Pacific revealed a diverse number of plants, animals and birds including bald eagles and green herons.

Conservation of biodiversity is necessary if benefits including important ecosystem services such as clean water, natural flood control, timber production, climate regulation, and pollination currently enjoyed and relied upon by residents of the City are to be available for future generations. Protection of biodiversity in all its forms and across all landscapes is critical to continued prosperity and quality of life in the City. In fisheries, forestry, and agriculture, the value of biodiversity to sustaining long-term productivity has been demonstrated in region after region. With the impending effects of climate change, maintaining biodiversity will be critical to the resilience of resource-based activities and to many social and ecological systems. The continued increase in the City's population and the projected effects of climate change make conservation a difficult but urgent task. The protection and restoration of biodiversity and of a full range of supporting habitats is important.



4. FUTURE NEEDS AND ALTERNATIVES

4.1 Vegetation, Fish, and Wildlife

4.1.1 Vegetation

Environmentally based development standards and incentives help protect native vegetation during the development process. For example, these standards could include a requirement that the developer file a vegetation management plan that specifies how vegetation removal will be minimized and where replacement trees will be planted. Incentives should include density bonuses or expedited permit review for housing that protects areas of undisturbed open space, especially when significant vegetation is preserved.

Other tools which can be used to protect vegetation include public education, habitat enhancement assistance, conservation easements, open space designation and property tax reductions, transfer or purchase of development rights, and outright acquisition. The goals and policies contained in this Plan will be used to develop specific regulations, incentives, and programs, to be identified in the Municipal Code.

4.1.2 Fish and Wildlife

Washington Department of Fish and Wildlife (WDFW) management recommendations are intended to assist landowners, users, and managers in conducting land-use activities in a manner that incorporates the needs of fish and wildlife. Management recommendations are developed through a comprehensive review and synthesis of the best scientific information available. The City may review the PHS management recommendations developed by WDFW and adapt these to fit the existing conditions and limitations of our unique environmental conditions. Management guidelines for priority habitats and species may be established in the Pacific Municipal Code.

Additional priority habitats and species may occur in areas not currently known to WDFW biologists or in areas for which comprehensive surveys have not been conducted. PHS data can only confirm that a species or habitat type may be present. This data does not confirm that a species or habitat type is not present. Site-specific surveys may be necessary to rule out the presence of priority species and priority habitats on an individual project site. WDFW has established guidelines, which enable local governments to designate and protect species of local importance. The City will work with WDFW, residents, and other interested parties to identify and protect native wildlife species and habitats from the adverse impacts of current land use and future development.

4.2 Air Quality

One of the basic characteristics of a livable city is clean air. Numerous federal, state, regional, and local agencies enact and enforce legislation to protect air quality. Good air quality in Pacific, and in the region, requires controlling emissions from all sources, including: internal combustion engines; industrial operations; indoor and outdoor burning; and wind-borne particles from land clearing and development. In the Puget Sound region, vehicle emissions are the primary source of air pollution. Local and regional components must be integrated in a comprehensive strategy designed to improve air quality through transportation system improvements, vehicle emissions reductions, and demand management strategies.

4.3 Critical Areas

Over 90% of the original critical areas in the City of Pacific have been destroyed in over 90 years of urban development. As suggested in the Draft - Model Critical Areas Regulations and Review Procedures by the Office of Community Development, innovative mitigation techniques should be encouraged, such as the creation or enhancement of a larger system of critical areas and open space in preference to the preservation of many individual habitat areas.

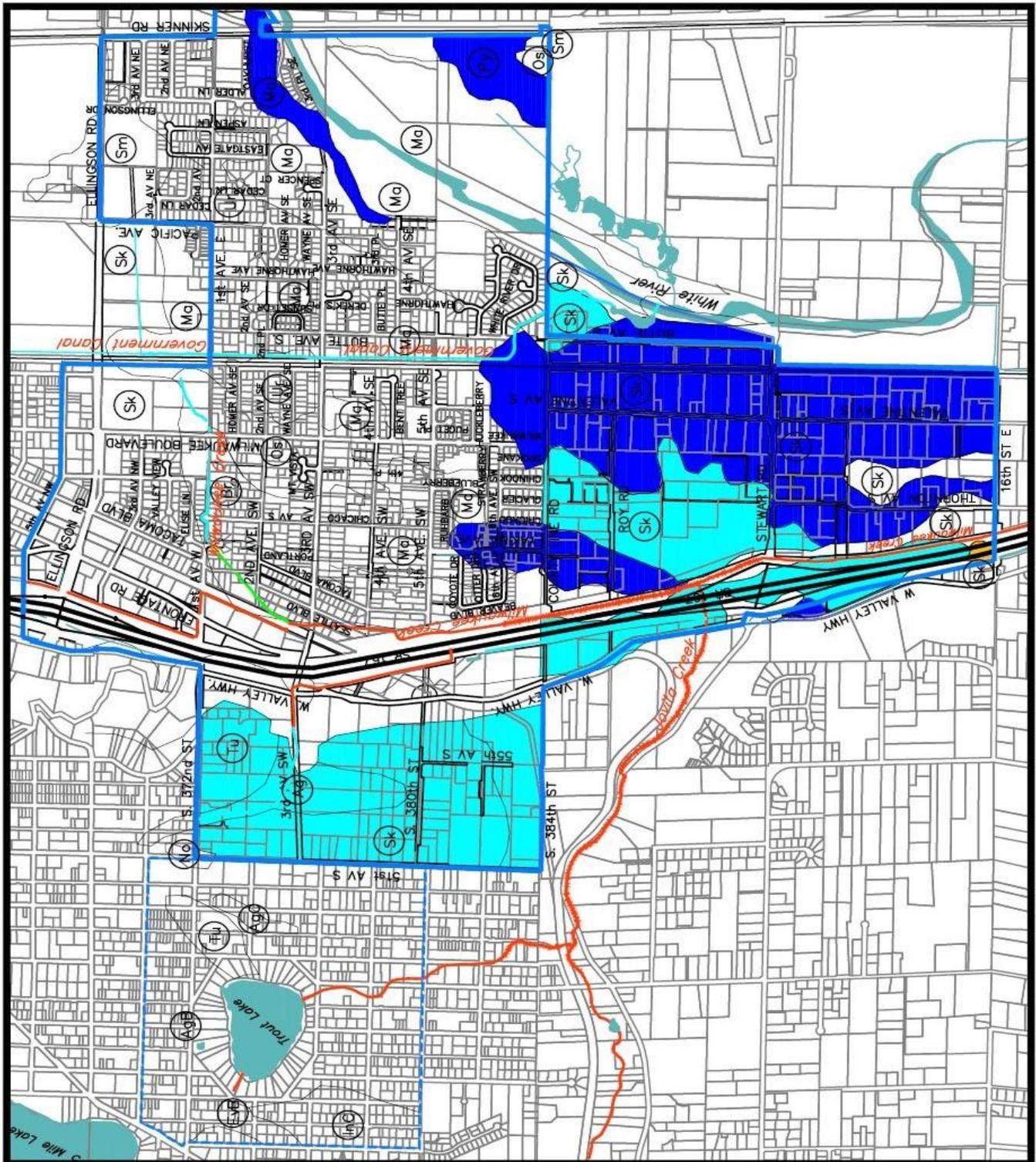
See the Parks, Open Space, Recreation, and Trails element for more detailed policies and discussion of critical areas protection and enhancement.

4.3.1 Wetlands

When planning the future of the community, it is important to consider the specialized functions that wetlands perform as part of the natural ecosystem.

Wetlands receive surface water from surrounding areas and filter pollutants by a combination of physical, chemical, and biological processes. Wetlands also play a significant role in flood control. During flooding, streams overflow their banks and spread out across the floodplain. Wetlands attenuate the peak flows from storm events by storing water during wet periods and discharging the stored water during drier periods.

To maintain water quality, support groundwater, vegetation, and wildlife, it is imperative that wetlands be preserved. Clearing of vegetation, grading, filling and draining, and other activities associated with land development, may decrease the ability of the zone to provide drainage, stabilize stream banks, provide wildlife habitat, and filter pollutants from the water.

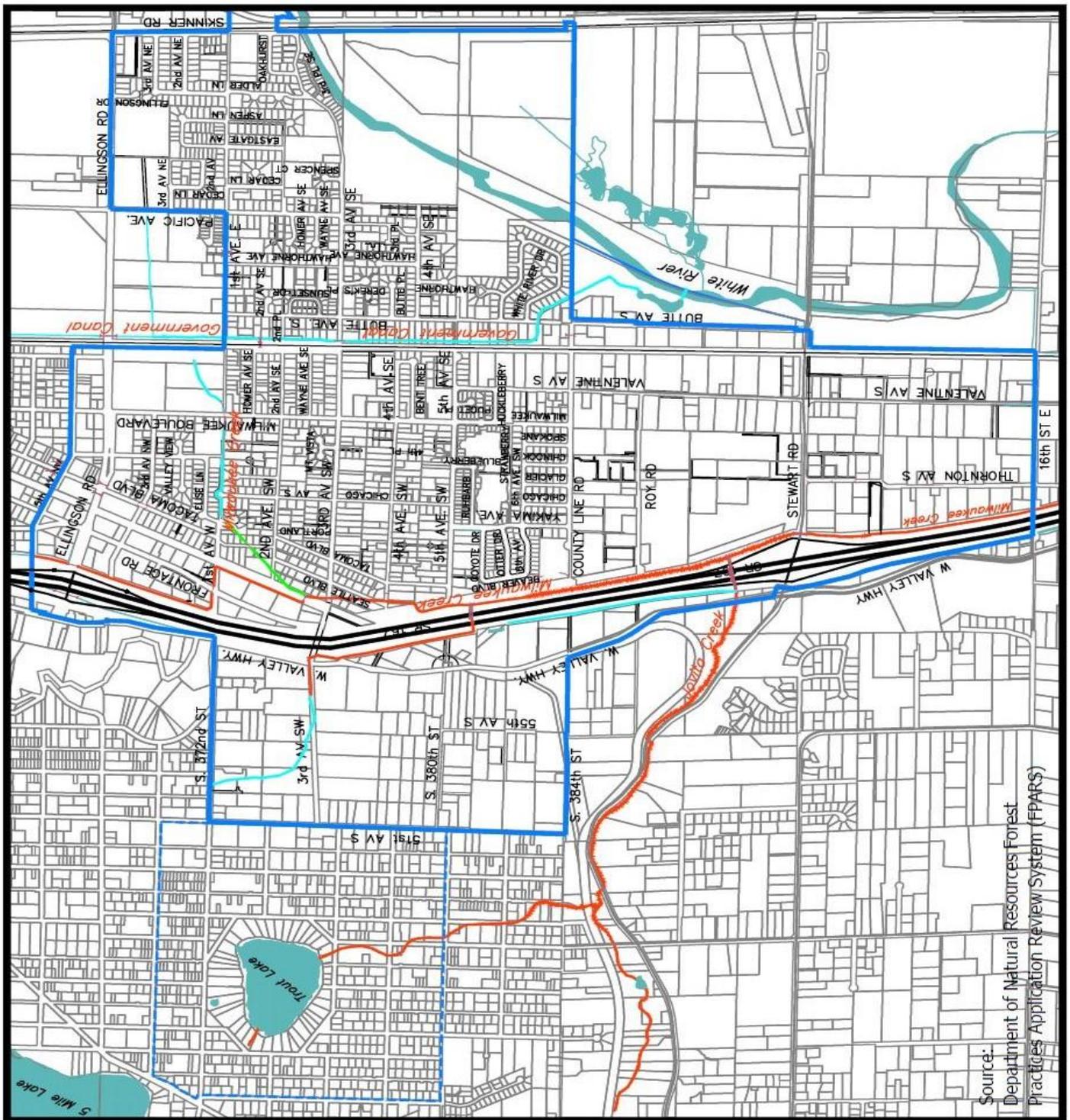


Scale in Feet

LEGEND

- City Limits
- USGS Soil Type A
- USGS Soil Type B
- USGS Soil Type C
- USGS Soil Type D

**Map 3.1: City of Pacific
Soils**



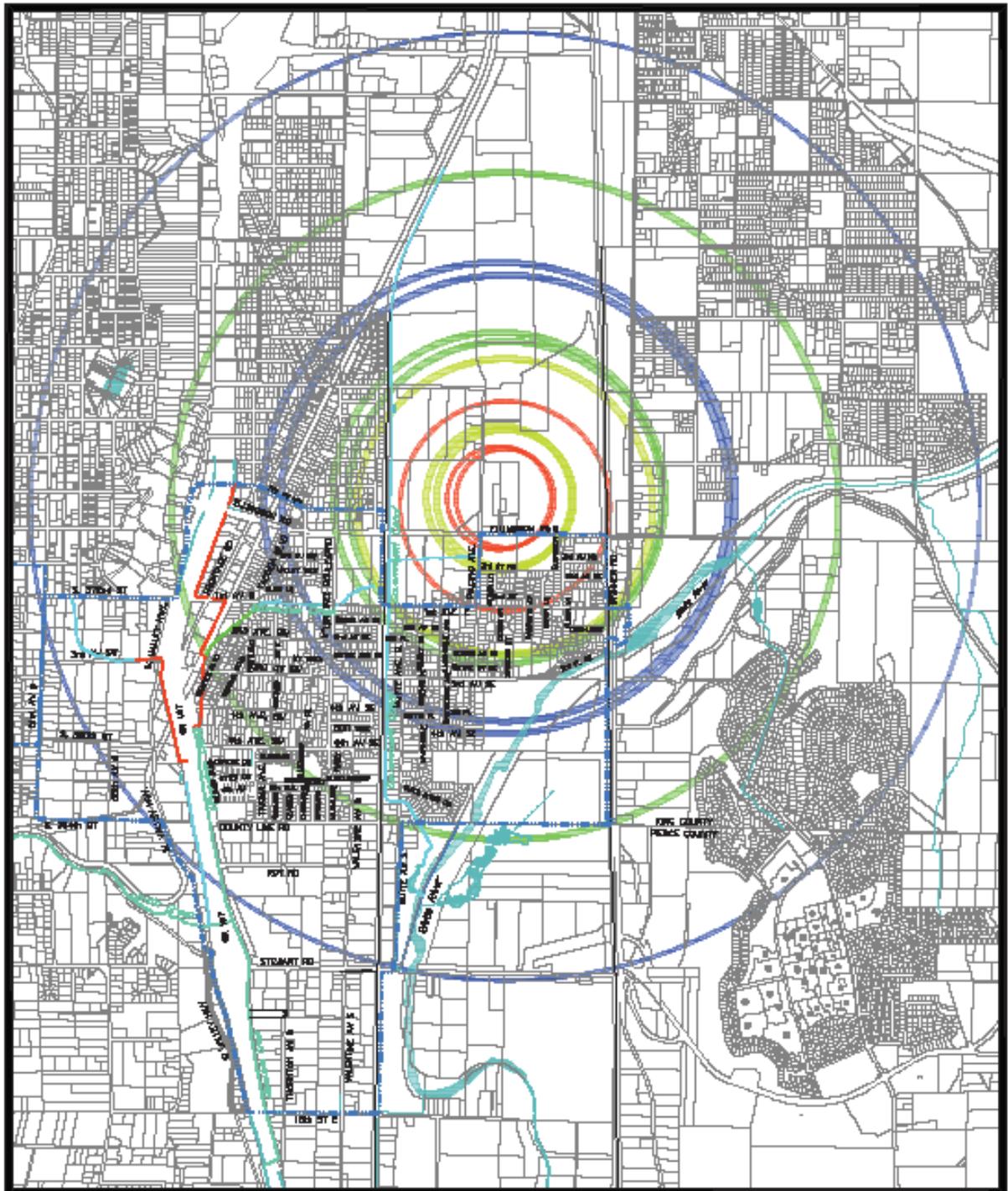
Source:
 Department of Natural Resources Forest
 Practices Application Review System (FPARS)

Scale in Feet

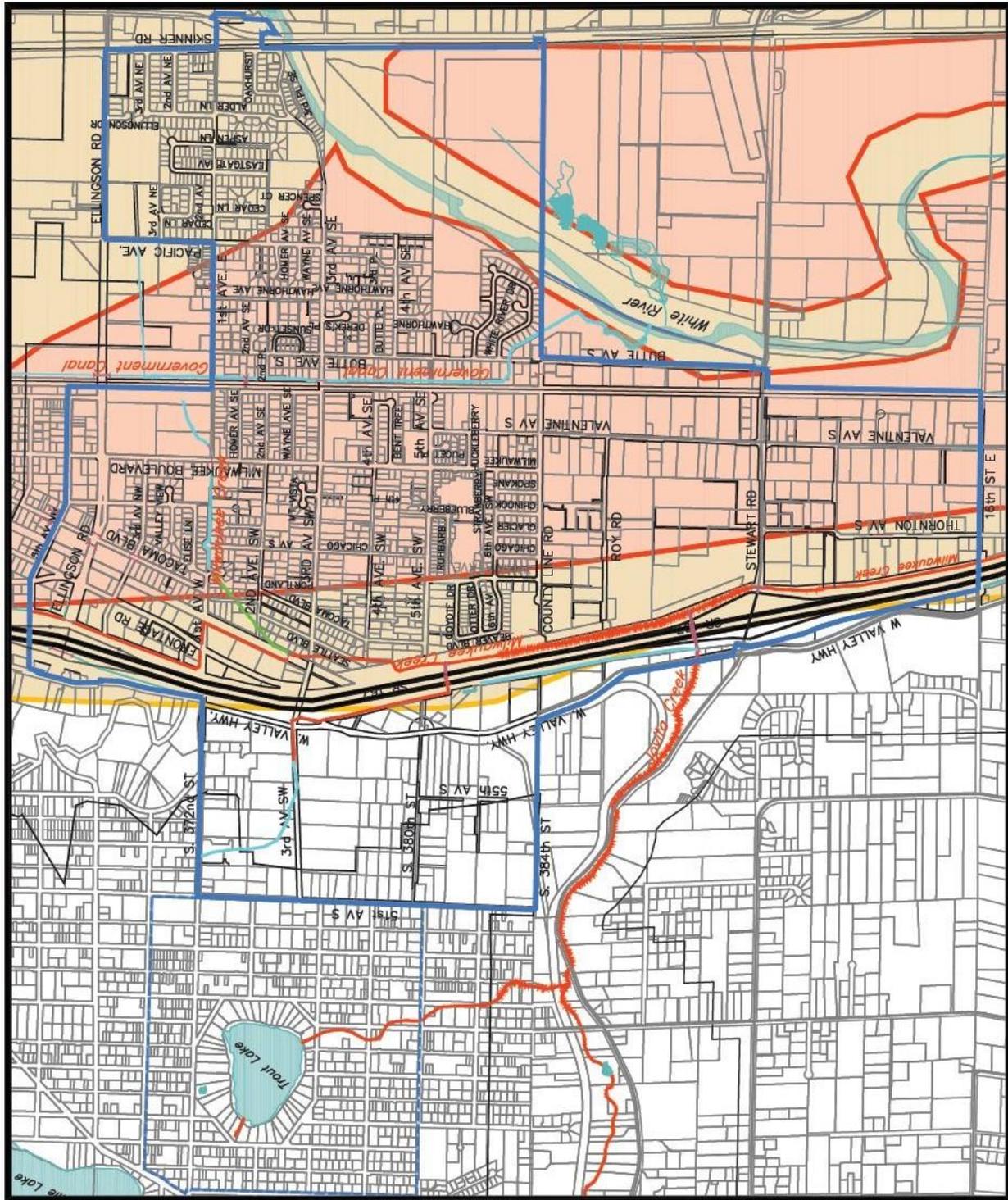
LEGEND

- City Limits
- - - Urban Growth Area (UGA)
- Type F - 100' Buffer
- Type NP - 50' Buffer
- Type N - 25' Buffer

**Map 3.2: City of Pacific
 Creeks / Streams**



<p>Scale In Feet</p>	LEGEND	<p>Map 3.3: City of Pacific Wellhead Protection Area</p>
	<ul style="list-style-type: none"> City Limits Urban Growth Area (UGA) 6-Month Travel Zone 1-Year Travel Zone 5-Year Travel Zone 10-Year Travel Zone 	



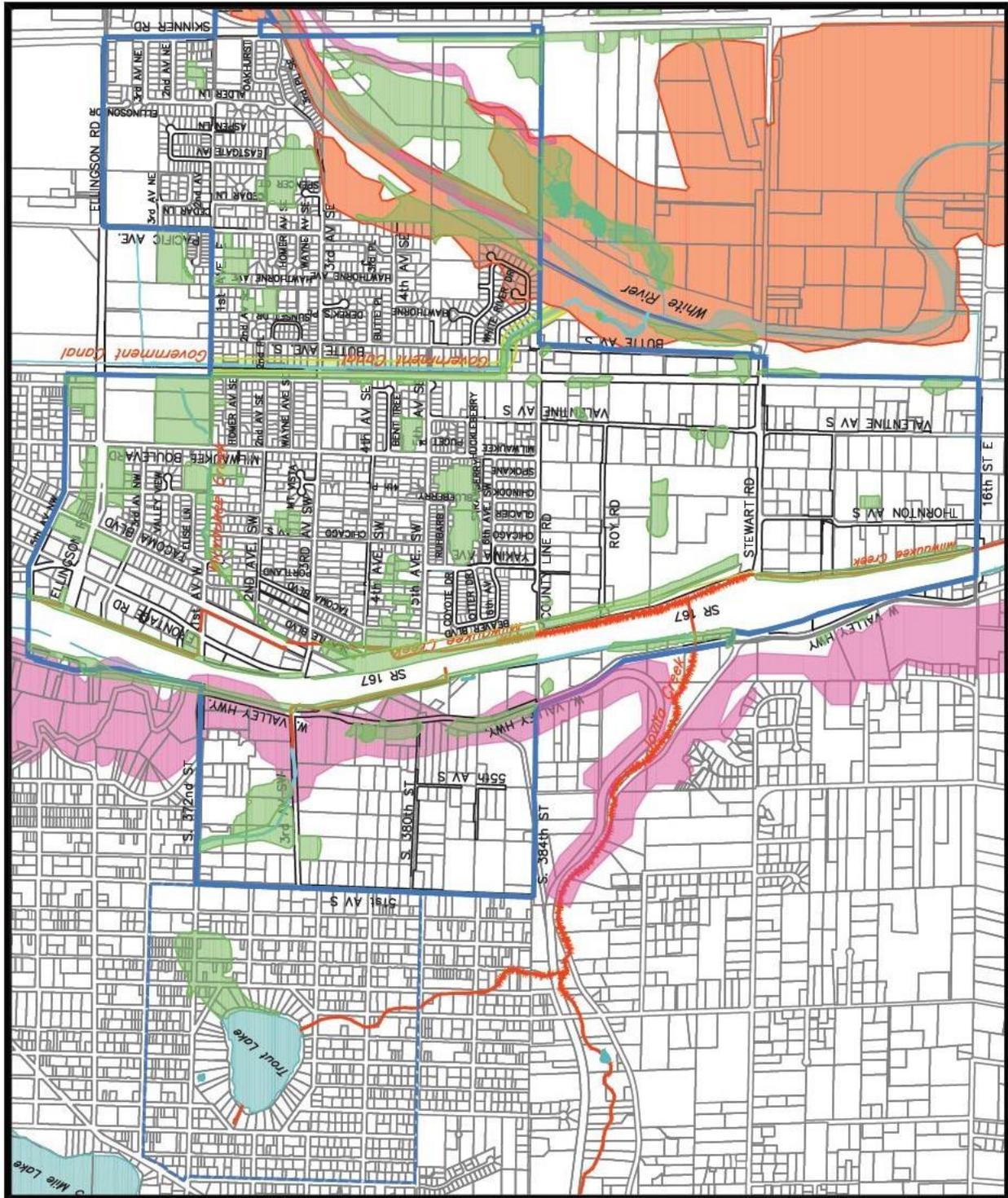
Scale in Feet

LEGEND

- City Limits
- National Lahar-sized event
generally moderate in size
- Electron Mudflow-sized event
generally large in size

**Map 3.4: City of Pacific
Lahar Hazard Areas**

4/6/2015 11:34:15 AM, Revision Date



Scale in Feet

LEGEND

- City Limits
- Urban Growth Area (UGA)
- Steep Slope / Erosion Hazard
- Wetland
- Flood Plain (X/A)

**Map 3.5: City of Pacific
Critical Areas**

4/6/2015 11:27:27 AM, Revision Date

CHAPTER 8

TRANSPORTATION



1. INTRODUCTION

1.1 Framework Goal

The framework goal of the Transportation Element of the Comprehensive Plan is to:

Provide an efficient and safe multi-modal transportation network for residents, employees, businesses, and visitors while maintaining a small town quality of life.

The Transportation element specifically considers the operations and condition of the existing transportation network; the cause, scope, and nature of transportation problems based on the adopted Land Use Plan; projected transportation needs; and a funding an implementation plan to ensure that the City's adopted level of service (LOS) is maintained.

This element contains updates and revisions to the 1995 Comprehensive Plan and a subsequent Amendments. ~~Amendments were also made in 2001.~~ Those included policies urging county and regional transit agencies to provide better service to Pacific residents and link Pacific to the nearby multi-modal transit stations. ~~A new Transportation Facilities map was also added in 2001.~~

The City of Pacific is located in King County and Pierce County, therefore its Transportation element has been developed in accordance with both King and Pierce County Countywide Planning Policies. It has been integrated with all other planning elements to ensure consistency throughout the Comprehensive Plan.

The Transportation element has also been developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA), to address the motorized and non-motorized transportation needs of the City of Pacific. It represents the community's policy plan for the next 20 years.

Growth Management Act Requirements

The Growth Management Act (GMA) provides a framework for addressing land/use transportation linkages and a mechanism for assessing the impacts of planned growth. Although the GMA has very specific requirements, flexibility is written into the law so that each city can tailor its plan to its unique long range community vision and goals. The GMA requires development of a transportation element within the City's Comprehensive Plan that contains these basic components :

~~Basic components of this element are:~~

- Inventory of transportation facilities and services, including roadways, transit, ferries, non-motorized and freight;
- Existing conditions of roadway links
- Future Conditions and needs assessment for ~~2010~~2025
- Future Conditions and needs assessment for ~~2025~~2035
- Goals and Policies
- ~~House Bill 1487~~RCW 47.06.140 Compliance

- Funding strategies for concurrency

Concurrency

This element contains the City of Pacific's plan to provide specified levels of transportation service in a timely manner. The Level of Service (LOS) standards that are adopted in this plan will be maintained through upkeep of the existing circulation system and expansion of transportation services where needed.

The City has adopted a roadway link and intersection Level of Service standard of D. As specified by the GMA, new developments will be prohibited unless transportation improvements or strategies to accommodate the impacts of development are in compliance with concurrency. Improvements will be in place at time of development, or financially planned for within six years of development use. Concurrency will be applied in accordance with State statutes and the resources available to the City of Pacific.

Major Transportation Considerations and Goals

Because transportation and land use are inter-related, and each has the ability to have a profound impact on the other, it is important to consider type and availability of transportation resources in the development of land use patterns. The City's Comprehensive Plan reflects this mutual dependency and need for coordination.

The City's Vision for coordinated land use and transportation system includes:

- Environmental stewardship of critical areas, including conservation of land, air, water, and energy resources.
- ~~Encourage~~ Planning practices that promote livability, pedestrian and non-motorized transportation, and reduces air and noise pollution and traffic congestion.
- ~~Encourage~~ Citizen participation in planning the future of the community.
- Support the local economy by providing a predictable development atmosphere, encouraging diversity in the range of goods and services, and ensuring that employment opportunities are balanced with a range of housing and commercial opportunities.
- Increase opportunities for enjoyment of recreational and cultural activities, providing a range of activities for all ages and users.

2. GOALS AND POLICIES

The following transportation goals and policies are considered essential for meeting the quality of life as outlined in the City's long range Vision Statement. The policies specify what should be accomplished to reach the goals. These policies are intended to provide clear guidance for decision making. Accomplishments under these policies can be used to measure progress toward the goals.

REGULATORY CONSIDERATIONS

GOAL T1: Provide an efficient and safe multimodal transportation system to improve mobility for residents, employees, and visitors of Pacific while maintaining the small town quality of life and supporting the economic vitality of the City.

POLICIES

Policy T1.1:

The City will plan for a safe, convenient and efficient transportation network for all residents and visitors of Pacific. This system should be compatible with neighboring cities, King and Pierce counties, Washington State, and other transportation providers.

Discussion: Private vehicles are the most common mode of travel throughout the region. It is anticipated that the majority of vehicle trips within Pacific will continue to be private vehicles. It is necessary that this system be coordinated with neighboring communities, the counties and state to provide a consistent blended transportation network.

Policy T1.2:

Work with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs (including right-of-way preservation and purchase).

Discussion: State Highways and arterials are part of the regional transportation network. They not only impact the citizens of Pacific, but the stakeholders of adjacent jurisdictions and the region. Coordination of planning and funding with other agencies is essential to complete projects cost-effectively.

Policy T1.3:

Pacific will adopt a level of service (LOS) of “D” for all streets.

The term "below the level of service standard" shall apply to situations where traffic attributed to a development results in either of the following:

- a. An unacceptable increase in hazard or safety on a roadway.*
- b. An increase in congestion which constitutes an unacceptable adverse environmental impact under the State Environmental Policy Act.*

Discussion: It is not practical or economically feasible to eliminate all transportation delays. Therefore, a LOS of ‘D’ has been established for all streets. New development projects will be required to perform a traffic impact analysis (TIA) to determine if there will be an adverse impact on the current level of service.

Policy T1.4:

The City street system is made up of three functional classes:

- a. *Arterials - a system of City, state, and county streets designed to move traffic from or to one area within the local area to or from another area. These streets should be adequate in number, appropriately situated, and designed to accommodate moderate to high traffic volumes with a minimum of disruption in the flow.*
- b. *Collector Streets - a system of the intra-county or City roads linking residential neighborhoods to the urban street system.*
- c. *Local Streets - a system of City streets which collect traffic from individual sites and carry the traffic to the arterial system.*

Discussion: Street classifications are determined at the regional and local level. The regional classifications determine the availability of potential project funding on those roadways. The local classification identifies local limitations on roadway usage to reduce “wear and tear”.

Policy T1.5: *Limit and provide access to the street network in a manner consistent with the function and purpose of each roadway classification.*

Discussion: The City will seek consolidation of access points to state highways, arterials, and major collectors. This will complement the highway and arterial system, reduce interference with traffic flows on arterials, and discourage through traffic on local streets.

To achieve this level of access control, the City:

- Supports the State's controlled access policy on all state highway facilities;
 - May acquire access rights along some arterials and major collectors;
 - Encourages and may require landowners to work together to prepare comprehensive access plans that emphasizes internal circulation and discourage multiple access points to major roadways;
 - Encourages consolidation of access in developing commercial and high density residential areas through shared use of driveways and local access streets.
-

Policy T1.6:

Require dedication of roadway rights-of-way for new development consistent with the appropriate functional classification, adopted road standards, and the Comprehensive Plan.

Discussion: New development will result in additional traffic on City streets. Private development will be required to prepare a traffic impact analysis to determine the impact on the current level of service. Projects impacting the level of service will be required to mitigate those impacts.

Policy T1.7: *Design new residential streets to discourage cut-through traffic while maintaining the connectivity of the transportation system.*

Discussion: Residential streets often have increased number of pedestrians. Measures to reduce speed and to limit cut-through traffic to increase safety will be implemented in compliance with the Manual of Uniform Traffic Control Devices (MUTCD) as determined during the planning phase of the project.

Policy T1.8:

The City adopts the following policies on driveway access:

- *Driveway accesses onto designated arterials and collectors shall be minimized.*
- *Wherever a development fronts on two or more streets, access shall be limited to the lowest-designated street.*
- *No subdivision of land shall be permitted which creates a new lot fronting on an arterial or collector street without establishment of cross easements for access and egress, and*
- *No such subdivision shall increase the total number of access points onto Pacific's arterial or collector streets.*

Discussion: Arterial and collector streets frequently have a higher volume of traffic and occasionally increased speeds. Minimizing ingress/egress points on higher volume and higher speed roadways will maintain a higher level of service and reduce potential accidents.

Policy T1.9:

Efficient movement of existing pass-through traffic should be accomplished through traffic light synchronization, speed reduction, access management, channelization improvements, and multimodal design features; and with a minimum of disruption to the local community.

Discussion: There are two pass-through east-west corridors in Pacific: Ellingson Road and Stewart Road. Ellingson Road connects SR 167 to Pacific, Algona, Auburn, and portion of unincorporated King and Pierce Counties. This corridor currently has seven traffic lights and one railroad crossing under the control of five jurisdictions. Stewart Road currently has five lights, proposed to increase to eight lights, and one railroad crossing under the control of five jurisdictions. The traffic flows westerly in the morning and easterly in the evening. Synchronized signals in these corridors will help to prevent a decrease in the level of service as the development in the rural areas increases.

Citizen Participation

~~**GOAL T2: Develop a citizen participation program (Transportation Advisory Committee) to increase public involvement in transportation planning.**~~

~~**Policy T2.1: Support and promote public involvement in Pierce Transit, King County Metro, and Regional Transit Authority decision making. (Policy moved under Transit)**~~

PEDESTRIAN MOBILITY

GOAL T32: Ensure adequate accommodation of pedestrian needs in all transportation policies and facilities.

POLICIES

Policy T32.1:

Sidewalks, trails, and other walking facilities should be extended throughout the City to allow more convenient and efficient pedestrian movement.

Discussion: The City is committed to providing alternative methods of transportation for pedestrians. Priority should be given to sidewalks leading to schools.

Policy T32.2:

Where appropriate, the City will install new sidewalks in pedestrian corridors considered by the City to be high priority [i.e., parks and areas used by elderly or handicapped persons] within two years of identification, as funds allow.

Discussion: A planned and prioritized pedestrian network provides direction to staff when seeking funds for new projects. End use generators must be identified. Coordination with school transportation is also important to provide safe facilities for students.

Policy T32.3:

Whenever the City contemplates reconstruction or major maintenance (including resurfacing) work on a City street that is without sidewalks, it should fully explore the possibility of adding sidewalks at the time of the street improvement.

Discussion: State and Federal funding programs require evaluation of pedestrian needs for most roadway improvement projects. Most programs require that existing pedestrian facilities be reviewed and evaluated for conformance with current accessibility requirements.

Policy T32.4

Pedestrian access to the transit system in all land use areas, including residential, commercial and industrial, should be ensured by providing convenient and attractive walkways to transit stops. Fences, walls, and development patterns that inhibit pedestrian access to transit stops are discouraged.

Discussion: The current transit system is very limited. However, transit systems expand and contract with available funding. All arterials should provide sidewalks. Bicycle facilities should be evaluated based on alternative corridors and the proposed vehicle allocation. Pedestrian route of travel shall be evaluated for each new project to assure safe ingress/egress.

Policy T32.5:

The City ~~shall~~ should encourage consideration of the needs of pedestrians in all public and private development.

Discussion: Development should be evaluated to determine the level of pedestrians potentially generated by a project and the likely route of travel. The project may be required to provide adequate facilities to provide a safe course of travel.

Policy T32.6: The City should ensure safe and comfortable pedestrian connectivity to transit stops in major employment areas.

Discussion: Safe and comfortable pedestrian connectivity helps to encourage increased transit use. The provision of sidewalks with planter strips between the curb and sidewalk provides a greater separation of pedestrian and vehicular traffic. This in turn provides a heightened sense of safety for pedestrians.

Level of Service (LOS)

~~**GOAL T4:** The transportation network shall meet the City's adopted LOS D upon approval of development, or as identified for improvement within 6 years.~~

~~The term "below the level of service standard" shall apply to situations where traffic attributed to a development results in either of the following:~~

- ~~a. An unacceptable increase in hazard or safety on a roadway.~~
- ~~b. An increase in congestion which constitutes an unacceptable adverse environmental impact under the State Environmental Policy Act.~~

FREIGHT MOBILITY

GOAL T53: Develop a transportation system that enhances the delivery and transport of goods and services. Improve existing, and construct new facilities for freight movement within the Sumner-Pacific MIC.

POLICIES

Policy T53.1:

Facilitate the movement of freight and goods through Pacific with minimal adverse traffic and environmental impact.

Discussion: The City should by developing viable, established truck routes connecting to highway systems, thereby minimizing the impacts to established residential and commercial areas. These routes should be designed to provide sidewalks and roadways to serve the needs of freight while minimizing potential conflicts between trucks and pedestrians.

Policy T53.2:

Enforce regulations so that, outside of designated routes, trucks do not utilize City streets, except for local deliveries and services.

Discussion: Roadway designs are based on vehicle capacity, anticipated weight load, trip generators, etc. Each road is designed to be cost effective. A road that is anticipated to accommodate large vehicles is designed to a higher standard than a road used primarily for passenger vehicles. Therefore, to preserve the transportation system, some roads permit truck traffic and others do not.

Policy T5T3.3:

Projects which enhance freight and goods movements which benefit largely State, Federal, or national needs should be constructed to minimize the impact on the City’s local transportation system. The primary beneficiaries of such projects, not the City of Pacific, should fund these projects and their mitigation.

Discussion: Development that will generate large vehicle traffic will need to provide a clear route for ingress / egress of the vehicles to their respective development without utilizing elements of the road system not intended for their use.

Policy T5T3.4:

The City shall continue to work with the Freight Mobility Roundtable, Fast, and other regional groups to address regional needs mitigate local impacts, and support freight mobility in the Sumner-Pacific MIC and other designated areas.

Discussion: Importing and exporting is a large portion of the State’s economy. This requires warehousing of goods for redistribution throughout the country. Freight mobility is a critical element for Washington ports to compete with other west coast ports.

Policy T5T3.5:

Identify and address areas within the Sumner-Pacific MIC (Manufacturing Industrial Center) where efficient truck access and circulation are hindered by infrastructure gaps and inadequate design. Ensure future transportation improvements address the needs of large trucks, including intersection turning radii, driveway design and street weight load capacity.

Discussion: The Cities of Pacific and Sumner are working in a cooperative effort to reduce obstacles to freight mobility in the Sumner Pacific MIC (Manufacturing Industrial Center). This includes the current work on Stewart Road and Valentine Avenue. The final hurdle is the White River Bridge and the final segment of Stewart Road to the bridge. These projects are in the planning phase at this time.

Policy T5T3.6: Promote public-private partnerships to address the need for improved parking, staging and related services for large trucks in or adjacent to the MIC.

Discussion: Private business may have a better understanding of the need regarding the staging of large trucks within the MIC. This is often due to the economic consideration business need to consider in staging areas and services for large trucks.

PARKING –LAND USE

GOAL T6T4: Develop guidelines that ensure adequate parking supply.

POLICIES

Policy T4.1

Ensure the new development provides adequate off-street parking for its operations.

Discussion: Sufficient off-street automobile parking reduces transportation conflicts on streets and supports pedestrian and bicycle uses. The City should require parking to be designed for average need, not full capacity.

Policy T4.2:

Develop off-street parking that is compatible with abutting uses and supports a pedestrian-oriented streetscape.

Discussion: Pedestrian circulation throughout parking lots should be given careful consideration to minimize impacts between pedestrian traffic and vehicular traffic in parking lots.

Policy T4.23:

New developments shall provide adequate off-street parking to meet their needs.

Discussion: Adequate off-street parking for new developments will mitigate the potential impacts of on-street parking along busy streets. On street parking can result in increased conflicts with vehicular movement on adjacent streets. The current Pacific Municipal Code (PMC) contains formulas for calculating parking requirements. The adopted formulas should be periodically checked to with other municipalities to ensure consistent requirements.

Policy T4.34:

Encourage shared parking, ~~underground parking,~~ or parking structures.

Discussion: Generators of parking demand are often out of phase with each other: businesses operate on an 8 to 5 schedule generate demand during the week and dining establishments and houses of worship often have demand in the evening or on the weekends. If some of these facilities are adjacent to each other, parking can be shared.

ENVIRONMENTAL IMPACTS

GOAL T5: Minimize the environmental impacts of all new road construction and road improvements.

POLICIES

Policy T7T5.1:

The City shall consider the impact of road construction on the environment and natural resources (particularly on sensitive areas, wildlife habitats, and water quality) as part of its environmental review process.

Discussion: Most transportation funding is provided by either State or Federal agencies. A critical element of all projects is an environmental evaluation. Environmental impacts will be reduced to the extent feasible and where it is not feasible, the impacts will be mitigated elsewhere.

Policy T7T5.2:

Design transportation facilities within the Pacific Urban Growth Area to minimize adverse environmental impacts resulting from both their construction and operation.

Discussion: Most transportation funding is provided by either State or Federal agencies. A critical element of all projects is an environmental evaluation. Environmental impacts will be mitigated to the extent feasible. In some cases, the use of “low impact development” (LID) techniques should be considered

Policy T75.3:

The City of Pacific will:

- *Consider environmental costs of development and operation of the transportation system;*
- *Align and locate transportation facilities away from environmentally sensitive areas;*
- *Mitigate unavoidable environmental impacts wherever possible; and*
- *Solicit and incorporate the concerns and comments of interested parties.*

Discussion: Where possible, transportation facilities should be located around sensitive areas. This provides the benefit of avoiding impacts to sensitive areas and the added costs (mitigation) to construct facilities that may impact sensitive areas.

Policy T75.4:

Storm water runoff from roads is a major cause of water quality degradation. All new road construction will employ the best management practices available to promote water quality compliance consistent with the adopted storm water management manuals.

Discussion: The Federal and State requirements for storm drainage require development of new facilities for roadway reconstruction and new roads. Therefore, any new roadway or reconstructed roadway will develop new stormwater facilities meeting State water quality and flow control requirements. Road resurfacing is exempt from this requirement.

AIR QUALITY

GOAL T86: The City will coordinate transportation planning with air quality guidelines published by the Puget Sound Regional Council.

POLICIES

Policy T86.1:

Support efforts to improve air quality throughout the Pacific area and develop a transportation system compatible with the goals of the Federal and State clean air acts.

Discussion: Most transportation funding is provided by either State or Federal agencies. A critical element of all projects is an environmental evaluation. Environmental impacts will be reduced to the extent feasible and where it is not feasible, the impacts will be mitigated elsewhere. Additionally, air quality receives the greatest impact from idling vehicles. The City has developed a LOS of D to reduce the number of idling vehicles.

Policy T86.2:

Coordinate with King County Metro, Pierce Transit, and other jurisdictions on Commute Trip Reduction (CTR) programs for major employers in Pacific and its UGA.

Discussion: New road projects will coordinate with the long term plans of the public transportation agencies, to provide pedestrian and transit facilities as required for future projects.

Policy T86.3:

Require Consider studies of impacts to air quality generated by traffic from new major developments.

Discussion: Depending on the type of development, traffic impacts are generated at a higher level. In these cases, the impacts to air quality should be considered as part of any environmental review.

Policy T86.4:

Promote other Transportation Demand Management (TDM) Programs.

Discussion: New road projects will coordinate with the long term plans of the public transportation agencies, to provide pedestrian and transit facilities as required for future projects.

Policy T86.5:

Work with the private and other public sectors to introduce cleaner burning fuels for the existing motorized fleet, and vehicles powered by alternate fuel sources.

Discussion: The City has developed and annually reviews the fleet needs of various departments. A review of budget impacts on alternative fuel vehicles is incorporated into the decision making process.

Policy T86.6:

Promote non-motorized transportation modes.

Discussion: The City has developed a series of sidewalks and trails. A long term plan to complete the network should be developed.

TRANSIT

GOAL T97: Support improved transit coverage and service throughout the region to improve mobility options for Pacific.

POLICIES

Policy T97.1:

Urge county and regional transit agencies to provide improved service to Pacific residents by providing routes, schedules, and ancillary facilities such as park & ride lots.

Discussion: Public transportation funding is often one of the first budget items to be cut. A valuation of the public transportation benefits needs to be conducted to educate the stakeholders of all costs associated with public transportation funds: reduced congestion; cost per rider mile; parking impacts; etc.

Policy T97.2:

Provide for a Park and Ride location in Pacific along SR 167, and identify and evaluate additional locations that could be easily served by public transportation.

Discussion: The ideal location for most park and ride facilities is at or near freeway interchanges. These properties should be noted for possible acquisition. These properties also typically have the highest land values.

Policy T97.3:

Encourage King County Metro, Pierce Transit, and Sound Transit to link to each other, and coordinate increased bus service with commuter rail service and local service within Pacific.

Discussion: Private vehicles are the most common mode of travel throughout the region. It is anticipated that the majority of vehicle trips within Pacific will continue to be private vehicles. The City will need to modify the transportation network to meet the needs of increased demand. The provision of transit service to Pacific residents will provide viable options for residents to commute to other destinations. This will help to decrease the demand on the City's road system.

Policy T97.4:

Advocate frequent headways and express service, with priority given to higher density residential areas and popular destinations.

Discussion: Providing more commuting options for Pacific residents lessens the impacts to the regional road network and helps to decrease air quality impacts due to fewer vehicular trips on the regions roadways.

Policy T97.5:

Support regional express bus service, good connections to commuter rail stops, and a rider-friendly fare system.

Discussion: Providing more commuting options for Pacific residents lessens the impacts to the regional road network and helps to decrease air quality impacts due to fewer vehicular trips on the regions roadways.

Policy T97.6:

Consider transit facilities as mitigation for new developments that have probable significant impacts to the transportation system.

Discussion: As the City’s Manufacturing Industrial Center (MIC) continues to develop, the provision of transit facilities to encourage commuting to jobs via transit should be considered.

Policy T97.97:

Promote programs to encourage carpooling, transit, and non-motorized transportation to reduce the transportation impacts of economic and residential development.

Discussion: Updating the City’s website will provide links to carpooling and ride sharing programs.

Policy T97.108:

Work with transit agencies to make transit use more attractive to existing and potential customers, through right-of-way, sidewalk, and roadway improvements at transit stops, and safe and weather protected passenger waiting areas.

Discussion: New road projects will coordinate with the long term plans of the public transportation agencies, to provide pedestrian and transit facilities as required for future projects.

Policy T97.119: Develop rider information packages for commuter, transit, rail, and air transportation opportunities.

Discussion: The City website will provide links to carpooling, ride sharing programs, and other alternatives to single passenger cars.

Policy T7.10: Support and promote public involvement in Pierce Transit, King County Metro, and Regional Transit Authority decision-making.

Discussion: Promoting public involvement would allow decision makers hear the day to day needs of the travelling public, especially those would do not have the resources to own cars.

MOBILITY AND CAPACITY

GOAL T108: Promote adequate capacity on roadways and intersections to provide access to homes and businesses.

POLICIES

Policy T108.1:

Preserve and maintain capacity of roadways by:

- *Providing internal access between off-street parking areas in commercial areas through reciprocal agreements;*
- *Using intersecting streets as access points; or*
- *Designing subdivisions for efficient internal circulation.*

Discussion: Many safety and capacity problems relate to driveways that connect to public roads. The design of new street improvements should include provisions to consolidate existing accesses where feasible. Connecting commercial parking lots providing interior traffic flow off of public streets will lessen the number of driveway cuts on public streets and the number of potential traffic conflicts.

Policy T108.2:

Identify, acquire, and preserve rights-of-way by methods including:

- *Requiring dedication of rights-of-way as a condition for development when the need for such rights-of-way is linked to the development;*
- *Requesting donations of rights-of-way to the public;*
- *Purchasing rights-of-way by paying fair value; and*
- *Acquiring development rights and easements from property owners.*

Discussion: Private vehicles are the most common mode of travel throughout the region. It is anticipated that the majority of vehicle trips within Pacific will continue to be private vehicles. The acquisition of right-of-way (ROW) will be crucial to ensure the safe flow of traffic and provide for faster response times for emergency services.

Policy T108.3:

Continue to work with adjacent jurisdictions and stakeholders to develop major transportation corridors.

Discussion: Coordination with adjacent jurisdictions is necessary to ensure a safe consistent transportation system. For example, access to Lakeland Hills, a major residential area in Auburn, passes through three jurisdictions; Pacific, Sumner and Auburn. This is via Stewart Road/8th Ave. in Pacific and Sumner. This street is one of only two major east/west routes across the White River Valley connecting Lakeland Hills to SR 167. Coordination with Sumner and Pierce County has resulted in major road improvements to this road to provide greater capacity and safety.



Road Widening of Stewart Road

MULTIMODAL TRANSPORTATION

GOAL T149: Provide for all multimodal means of transportation in a safe, compatible and efficient manner.

POLICIES

Policy T149.1:

Develop a curb ramp program to install wheelchair ramps at all curbed intersections.

Discussion: Most transportation funding is provided by either State or Federal agencies. These funding programs require that all ramps are compliant with current ADA guidelines.

Policy T149.2:

Work with neighboring jurisdictions and other agencies to ensure that Pacific's bicycle routes and corridors are safe, functional, compatible, and interconnected.

Discussion: The City has worked with regional partners to obtain grant funding for non-motorized facilities of regional significance. The City will continue to pursue these funding sources until the network is complete.

Policy T419.3:

Plan for the expansion of appropriate road shoulders to maintain safe areas for walking, jogging, and biking.

Discussion: Expansion of impervious surfacing requires an expansion of stormwater facilities. The city needs to develop the long term pedestrian network that permits low impact or pervious surfacing alternatives.

Policy T419.4:

Accommodate the needs of bicyclists and pedestrians in the design and construction of all appropriate roadway improvements, with safety and traffic flow as primary considerations.

Discussion: Most transportation funding is provided by either State or Federal agencies. Most of these funding programs require that pedestrian facilities are provided to serve the stakeholder needs. The design of roadway improvements can reduce barriers and increase safety for bicyclists and pedestrians. The location and design of walkways and trails should vary depending on adjacent land uses.

Policy T419.5:

Work with King County Metro, Pierce Transit, Sound Transit, and businesses to evaluate and improve transit service and facilities that serve employment sites. Promote transit connections between local and regional high density-population centers and the Sumner-Pacific MIC.

Discussion: The City website will provide links to carpooling, ride sharing programs, and other alternatives to single passenger cars, including regional transit programs. The City's elected officials and staff currently participates in regional transportation planning groups.

Policy T419.6:

Support public and private Transportation Demand Management (TDM) programs to promote alternatives to driving alone. Encourage Commute Trip Reduction (CTR) programs for businesses in the Sumner-Pacific MIC and other areas.

Discussion: The City website will provide links to carpooling, ride sharing programs, and other alternatives to single passenger cars, including regional transit programs. The City elected officials and staff currently participate in regional transportation planning groups. To implement this policy, the City will work with major employers, such as schools and retail centers, to provide incentives for carpooling, transit use, non-motorized transportation, and telecommuting. The City can also support educational programs that communicate transportation options.

Policy T419.7:

Encourage new commercial, office and industrial developments to provide physical features supportive of carpooling, transit, and non-motorized modes of travel.

Discussion: To implement this policy, the City will work with major employers, such as schools and retail centers, to provide incentives for carpooling, transit use, non-motorized transportation, and telecommuting. For example, the provision of secured bicycle racks may help entice employees to ride

their bikes to work. The City can also support educational programs that communicate transportation options.

Policy T119.8:

The high density Urban Transit Center adjacent to the proposed Sumner-Pacific Station, which includes a mixture of urban transportation modes, should serve the Sumner-Pacific MIC and other areas of the City.

Discussion: The City website will provide links to carpooling, ride sharing programs, and other alternatives to single passenger cars, including regional transit programs. The City’s elected officials and staff currently participate in regional transportation planning groups. Examples can include preferential parking for carpools, vanpools and bicycles; transportation information and bus schedules, special loading and unloading areas for transit, carpools, and vanpools; and strong pedestrian linkages to off-site destinations.

SAFETY

GOAL T1210: Minimize transportation conflicts to ensure safety.

POLICIES

Policy T1210.2:

Maintain and enhance the safety of roads in the City of Pacific.

Discussion: Examples of methods to improve safety include access management, improved signalization, left-turn-only arrows; center left turn lanes, turn prohibitions, median islands, lighting, and other techniques. (Note: City insurance rates drop with improved safety.) Most transportation funding is provided by either State or Federal agencies. These funding programs require that a safety analysis be performed at critical areas. A warrant study is developed to determine intersection control needs as well as an evaluation of other elements that may be needed to improve safety.

GOAL T13: ~~Protect the livability and safety of residential neighborhoods from the adverse impacts of motor vehicles.~~

Policy T1310.13:

Work with residents to encourage preservation of neighborhood character and safety on residential streets.

Reducing speeds and cut-through traffic can protect the livability and safety of residential neighborhoods. The City should explore a program whereby neighborhoods can buy traffic calming devices. The City should involve the Valley Regional Fire Authority and the Pacific Police Department in the implementation of this policy.

MAINTENANCE

GOAL T4411: Assign a high priority to meeting the maintenance needs of the transportation system so that it is safe and functional.

POLICIES

Policy T4411.1:

Develop a regular maintenance schedule for all components of the transportation infrastructure.

Discussion: The City currently contracts with King County for annual maintenance of traffic signals. The City public works crew evaluates street surfaces monthly as part of the street sweeping program. Long term road maintenance programs are in development. However, until there is a Transportation Benefit District or similar mechanism developed, there is no long term funding source for street maintenance. The City should base maintenance schedules on considerations for safety and resource conservation.

Policy T4411.2:

Encourage the maintenance and improvement of the street system when addressing the transportation and circulation concerns of the community.

Discussion: The City currently contracts with King County for annual maintenance of traffic signals. The City public works crew evaluates street surfaces monthly as part of the street sweeping program. Long term road maintenance programs are in development. However, until there is a Transportation Benefit District or similar mechanism developed, there is no long term funding source for street maintenance.

Policy T4411.3:

Develop strategies necessary to improve public streets to meet applicable road standards.

Discussion: The City public works crew evaluates street surfaces monthly as part of the street sweeping program. Long term road maintenance programs are in development. However, until there is a Transportation Benefit District or similar mechanism developed, there is no long term funding source for street maintenance.

LAND USE AND TRANSPORTATION

GOAL T15 12: Ensure that transportation system improvements are compatible with adjacent land uses and will minimize potential conflicts.

POLICIES

Policy T1512.1:

Consider a complementary roadway pattern to increase accessibility to higher use areas and minimize traffic impacts on residential areas.

Discussion: Private vehicles are the most common mode of travel throughout the region. It is anticipated that the majority of vehicle trips within Pacific will continue to be private vehicles. The City will need to modify the transportation network to meet the needs of increased demand. In addition, the City has a strong desire to maintain the existing street network.

Policy T1512.2:

Employ a functional roadway classification system and guidelines to:

- *Control access to roads from adjacent developments;*
- *Route arterials and major collectors around residential neighborhoods;*
- *Prevent new residential areas from fronting on arterials;*
- *Incorporate transit, pedestrian, and bicycle access into major developments;*
- *Provide landscaping and noise buffers along major roadways;*
- *Provide facilities for bicyclists and pedestrians, and to access transit;*
- *Encourage changes to site plans to encourage pedestrian travel; and*
- *Improve pedestrian and vehicle circulation.*

Discussion: The City should adopt a street grid classification system that would minimize pass through commercial traffic within defined residential neighborhoods. Where pass through traffic does occur, appropriate speed limits to help reduce the impact of traffic conflicts should be considered.

Policy T1512.3:

Increase the visual ambiance along the Ellingson and Stewart Road corridors.

Discussion: This policy can be achieved through the requirement of street landscaping both within and outside of the right-of-way. Commercial design standards developed to complement the landscaping should be considered.

Policy T1512.4:

Develop and encourage programs, such as “adopt-a-road,” to assist in keeping roadsides and trails free of litter.

Discussion: Adopt-a-road programs have proved successful on state highways to help decrease the amount of litter along those roads. The City should identify heavily travelled roads within the City where an “adopt-a-road” program may be successful. Removing litter from these roads will enhance the overall image of the City.

NON-MOTORIZED

GOAL T1613: Provide clear and identifiable systems of walkways, sidewalks, and trails to develop an environment that will make the use of alternative transportation modes an attractive and viable option.

POLICIES

Policy T1613.1:

Pacific shall investigate transportation routes and means for non-motorized transportation between neighborhoods and with neighboring cities.

Discussion: The City working on a system of pedestrian/bike trails throughout the City that connect existing neighborhoods and with other jurisdictions. As street improvements are considered, the provision for bike lanes is considered based on the width of the right-of-way and the classification of the road. As part of new development, projects adjacent to the projected route of the Interurban Trail are required to construct that portion of the trail along their property.

Policy T1613.2:

Provide signals for pedestrians, and install mid-block crossings where appropriate.

Discussion: The City should evaluate its street system do determine where mid-block crossings may be necessary based upon the length of block and the businesses fronting either side of the street. A signal crossing should also be considered on Stewart Road for pedestrians and cyclists using the Interurban Trail.

Policy T1613.3:

Development in the Neighborhood Center should have non-motorized access and include characteristics such as limited setbacks, pedestrian-oriented streetscapes, and appropriate pedestrian crossings.

Discussion: New development within the Neighborhood Center should be designed to have access to the Interurban Trail located in the west of the Neighborhood Center through the provision of designated bike lanes on 3rd Ave. (this has been completed). This bike lane should also connect with the potential new pedestrian trail to be provided as part of the proposed levee improvements on the right bank of the White River in Pacific to be completed in 2017/2018.

Policy T1613.4:

Provide a planned system of Linear Park Trails for pedestrians and bicyclists.

Discussion: A Linear Park Trails System can serve both a recreational and a transportation function and enhance community character. This will be a system of “green streets” to connect parks, open space, recreation areas, transit, trails, schools, and shopping. To implement this policy, the City should preserve

rights-of-way for future non-motorized trail connections and utilize utility easements for trails when feasible. The City can provide systems of walkways and trails through some of the following methods:

- Working with school districts to identify and construct high priority pedestrian and bicycle school routes.
- Requiring new commercial and multi-family developments to construct sidewalks or trails.
- Assisting neighborhoods in forming Local Improvement Districts (LIDs) for sidewalk or trail construction.

Policy T1613.5:

As general guidelines, give priority to improvements to the walkways and trails systems that:

- Increase public safety,
- Construct missing links in the existing bicycle and pedestrian system,
- Upgrade existing walkways and trails,
- Are along arterial streets, and
- Connect to key destinations.

Discussion: Information on costs and benefits of improvements will be included in a walkway and trail plan to assist the City Council and Planning Commission in establishing funding priorities. The City will continue to explore opportunities to expand the pedestrian and bicycle system were appropriate with the development of properties adjacent to potential pedestrian and bicycle corridors.

Policy T1613.6:

The City shall continue to support the expansion of the Interurban Trail as an integral part of the regional transportation system.

Discussion: The City has regularly pursued grants to complete the Interurban trail. The completion of the trail has been designed to a fifty percent (50%) level. This provides a level of detail to pursue funding. However, the critical areas criteria change periodically requires additional funds for project mitigation. Expansion of the Interurban Trail will also be required as new development locates adjacent to the projected route of the Interurban Trail.



A portion of the Interurban Trail completed as part of the UPS development project.

Policy 1613.7:

The City shall seek to accommodate bicycles in its management and design of the City street network.

Discussion: Based on right-of-way widths and the roads functional classification, the City will continue to determine where bicycle lanes would be warranted to provide non-motorize commuting options.

Policy 1613.8:

The City shall encourage the inclusion of convenient and secure bicycle storage facilities in all large public and private developments.

Discussion: Given the City’s commitment to provide non-motorize commuting options, the City should explore regulatory options to require new development to provide bicycle storage options (for example, secured bicycle racks) as part of new development and for public properties.

FINANCING

GOAL T1714: Secure funding to ensure an adequate roadway network that meets the City’s LOS policy

POLICIES

Policy T1714.1:

Funding efforts shall include:

- *Identifying and pursuing long-term strategies to obtain grant funding.*
- *Maximizing opportunities for grant awards by matching project objectives with revenue sources and developing joint projects with neighboring jurisdictions and other agencies.*
- *Supporting efforts at the state and federal levels to increase funding for transportation systems.*

Discussion: The City will continue to try to secure grant funding for road improvements. Potential funding sources include the following.

Policy T1714.2:

Balance financing of roadway improvements between existing and future users based on the principle of proportional benefit.

Discussion: Existing gas taxes and motor vehicle registration fees are not sufficient to meet the financial needs of Pacific’s transportation system. Other funding methods should be developed that are equitable and consistent with the benefits derived from improvements. Examples include, but are not limited to:

- Road Improvement Districts,
- LIDs,
- public/private partnerships,
- impact fees

The funding programs must be adequate to allow transportation improvements to be implemented concurrently with development. New development must pay a fair share of the cost to serve it.

Policy T1714.3:

Require that all road projects be adequately funded to include all required public safety and design standards.

Discussion: The City has adopted design standards for roads that includes the required safety and design standards to protect the public.

Policy T1714.4:

Identify and pursue long-term strategies to obtain grant funding.

Discussion: The City should maximize opportunities for grant awards by matching project objectives with revenue sources and developing joint projects with neighboring jurisdictions and other agencies. Potential funding sources include the following:

ROADS

State Funding

Transportation Improvement Board (TIB) – New and Preservation

Federal Funding

Surface Transportation Program (STP) – New and Preservation

Congestion Mitigation and Air Quality Program (CMAQ) - New

TRAILS

State Funding

WSDOT Pedestrian and Bicycle Safety – New

Federal Funding

Surface Transportation Program (STP) – New

Policy T1714.5:

Develop interlocal agreements with neighboring jurisdictions and other agencies to develop funding sources for transportation improvements.

Discussion: The City should work with other agencies to mitigate the impacts of new development, coordinate joint projects, and establish a program for the maintenance of common corridors. The City can share transportation resources and reduce overlap in transportation expenditures through interlocal agreements. The City is coordinating with the City of Sumner to complete the Stewart St. /8th Ave. corridor improvements. Coordination is critical between the City and the City of Sumner to obtain funds to complete the corridor improvement across the White River which requires the construction of a new bridge.

GOAL T18: ~~Prioritize transportation expenditures.~~

Policy T18T14.16:

Prioritize transportation expenditures in the following manner within current municipal boundaries:

1. *Correct known safety hazards in the road system and improve traffic operations through low cost improvements;*
2. *Maintain the existing transportation system to prevent deterioration of facilities and avoid the need for major reconstruction of roads and bridges;*
3. *Widen existing or construct new roadways to alleviate current capacity problems and to accommodate increases in traffic.*

Discussion: The City should develop a maintenance program to inventory the condition of City streets which would allow the City to project potential maintenance costs which would allow the City to implement a yearly maintenance program based on projected yearly revenues.

Policy T18T14.27:

Use a standardized, well documented, and objective process to establish priorities for transportation expenditures within the City's UGAs.

Discussion: A standardized process will help the City determine additional City expenditures that would be necessary when annexation within the Urban Growth Area occurs.

Policy T18T14.38:

Allocate resources in the City TIP and City Capital Facilities Funding Plan according to the prioritization guidelines listed in the Capital Facilities element.

Discussion: The City will implement this policy through its TIP and concurrency management program.

GOAL T1915: Respond to unanticipated circumstances and conditions that require modification of adopted plans or standards. These changes may be cultural, economic, environmental, or in another form that affects the transportation system.

POLICIES

Policy T1915.1:

Annually update the TIP to reflect changes in revenue availability and roadway system needs.

Discussion: The TIP needs to be annually updated to accurately determine funding needs for roadway improvements. Forecasting these needs in advance will help the City procure revenue from a number of sources

Policy T1915.2:

Develop a concurrency management program and revise it as part of the annual amendment process for the Comprehensive Plan.

Discussion: The intent of the concurrency management program is to ensure funding for transportation improvements needed to support new development and maintain adopted transportation LOS.

Policy T1915.3:

In the event that the City is unable to fund the transportation capital improvements needed to maintain adopted transportation LOS standards, pursue one or more of the following actions:

- *Phase development that is consistent with the Land Use element until resources can be identified to provide adequate improvements;*
 - *Revise the Land Use element to reduce the traffic impacts to the degree necessary to meet adopted transportation service standards;*
 - *Reevaluate the City's adopted transportation LOS standards to reflect levels that can be maintained, given known financial resources;*
 - *Require new and existing development to implement measures to decrease congestion and enhance mobility; and/or*
 - *Place a moratorium on development in affected areas.*
-

Policy T1915.4:

Analyze and strongly consider the use of development impact mitigation fees.

Discussion: The use of impact fees will help to mitigate the impacts of new development. The fees can be targeted to provide for system improvements that will help ensure that the City meets its “Level of Service” (LOS) concurrency requirements under Revised Code of Washington (RCW).

GOAL T2016: Support a continuous, cooperative, and comprehensive regional transportation planning process

POLICIES

Policy T2016.1:

Support the comprehensive transportation process conducted by the PSRC pursuant to its designation as the Puget Sound's Metropolitan Planning Organization.

Discussion: The PSRC is the primary forum for the development of regional transportation and strategies. The City is required to submit this Transportation element to the PSRC for review and certification of conformity with the Metropolitan Transportation Plan, as dictated by county, state, and federal guidelines.

Policy ~~T20~~T16.2:

Aggressively pursue improvements to the State Highways that run ~~in or near~~through Pacific. The improvements can include:

- Capacity increases;
- HOV lanes or transit enhancements;
- ~~Improved pedestrian facilities, such as sidewalks, pedestrian crossings, and bus zone improvements;~~
- Interconnected and computerized signal systems, set for specific speeds; or
- Street lighting.

Discussion: Improvements to the State Highways will help the City maintain its adopted “levels of service” (LOS) for its street systems. The City’s adopted LOS for its streets is “D”. Based on projected traffic volumes, the LOS for West Valley Highway will drop to “E”. This is primarily due to spillover traffic from SR 167 to West Valley during pm peak traffic volumes. Improvements to SR 167, including the extension of the “hot/HOV” lanes will help to improve the LOS for West Valley Highway.

Policy T20.3:

~~Work with King and Pierce counties to make sure bottlenecks do not occur in Pacific.~~

3. TRANSPORTATION INVENTORY

This inventory addresses the transportation network located within the City, including those which are the responsibility of the Washington State Department of Transportation (State Route 167 in King or Pierce County).

Roadways

Roadway Classification

Figure Map 8.1 depicts the functional classification of the arterial roadway system serving the study area. Identification of the roadway functions is the basis for planning roadway improvements and the appropriate standard (right-of-way width, roadway width, design speed) that would apply to each roadway facility. The following definitions serve as a general guide in determining street classifications.

Principal Arterials - Intercommunity roadways connecting primary community centers with major facilities. Principal arterials are generally intended to serve through traffic. It is desirable to limit direct access to abutting properties.

Minor Arterials - Intercommunity roadways connecting community centers with principal arterials. In general, minor arterials serve trips of moderate length. Access is partially controlled with infrequent access to abutting properties.

Collector Arterials - Streets connecting residential neighborhoods with smaller community centers and facilities as well as access to the minor and principal arterial system. Property access is generally a higher priority for collector arterials; through-traffic movements are served as a lower priority.

State-owned transportation facilities and highways of statewide significance

In 1998, the Washington State Legislature enacted the “Level of Service Bill” (House Bill 1487) which amended the Growth Management Act (GMA) to include additional detail regarding state-owned transportation facilities in the transportation element of comprehensive plans. Within Pacific, State Route 167 (SR 167) has been designated as a Highway of Statewide Significance (HSS) in WSDOT’s Highway System Plan (HSP). SR 167 provides the major north-south regional connection between Renton and the City of Puyallup. It connects to Interstate 405 in Renton, ~~and to~~ SR 18 in Auburn ~~and SR 410 in Sumner~~. Through Pacific, SR 167 is a full



SR 167 from Pacific West Hill

limited access four lane freeway with interchanges at Ellingson ~~Avenue~~ Road and Stewart Road. It is classified as an urban principal arterial.

Local Transportation System

The City of Pacific transportation network consists of one freeway, four major arterials, several minor arterials and local access streets. The major arterials form a square roughly at the east-west and north-south boundaries of the city. There are several features (the White River, two rail lines, ~~and SR 167~~ and the steep slopes of West Hill) that limit east-west travel in the vicinity. The following is a listing and brief description of the major roadways serving the City of Pacific:

SR 167 is a north-south limited access freeway that extends from the City of Tacoma to the City of Renton. The roadway (also called Valley Freeway) has two lanes in each direction separated by a center median. Interchange access is provided at Ellingson Road and Stewart Road. The posted speed limit is 60 mph.

Ellingson Road is an east-west major arterial that runs from West Valley highway to East Valley Highway. The roadway has two lanes in each direction with curbs and sidewalks along most of the roadway. Traffic signals are present at intersections with Frontage Road, Milwaukee Boulevard, Pacific Avenue, C Street and A Street/East Valley Highway (in the City of Auburn).

Stewart Road is an east-west major arterial that extends from West Valley Highway to Butte Avenue in Pacific. The roadway is called 8th Street east of the City of Pacific and Jovita Boulevard west of the eCity limit. The roadway has a one lane in each direction with a left-turn lane between West Valley Highway and SR 167. East of SR 167 the roadway has one lane in each direction with left turn lanes being installed at Valentine Avenue intersection. The intersections with West Valley Highway and Valentine Avenue are under traffic signal control.

West Valley Highway is a north-south major arterial that runs parallel to and just west of SR 167. The roadway has a single lane in each direction with minimal shoulders and a 40 mph speed limit. Much of the roadway has poor pavement condition.

Milwaukee Boulevard and Valentine Avenue are north-south minor arterials that, combined, provide a continuous connection from Ellingson Road to the south city limit. Milwaukee Boulevard has a single lane in each direction with full urban improvements from 3rd Avenue to the north.

Valentine Avenue is a narrow roadway with a single lane in each direction and minimal shoulders. North of Roy Road the roadway is signed for local access only. The roadway ends at 5th Avenue SE, offset approximately 500 feet from where Milwaukee Boulevard begins.

3rd Avenue South is a two lane roadway that extends east-west between Skinner Road and West Valley Highway. The roadway is designated a minor arterial between West Valley Highway and the Pacific City Park. The roadway is generally wide with urban improvements between W. Valley & Pacific Avenue S..S. The roadway is signed for local access only east of Frontage Road.

Pacific Avenue is a two-lane north-south minor arterial that extends from 4th Avenue SE, past Ellingson Road to 1st Avenue in Algona. The roadway is generally wide with urban improvements.

Frontage Road is a two-lane minor arterial that runs from 3rd Avenue SW, north into Algona. The roadway has urban improvements and on-street parking on both sides.

Public Transportation

Transit is an important alternative to automobile travel for either regional or local trips. Transit is not only useful in reducing traffic volumes and pollution, but is often the only means of transportation available to some members of the community.

Pacific's greatest need is for mobility between towns and to urban areas. King County Metro provides local and regional bus service within the City and to the north. Pierce Transit and Sound Transit also provide public transportation in the region. The City of Pacific is currently working with these agencies to enhance connections within the City limits to include possible consideration of a park and ride lot.

Rail

At one time the railroad was a vital link in the City providing both passenger and freight service. The City does not currently have passenger service, and within Pacific there is no reliance on the railway for freight service from the BNSF and Union Pacific (UPRR) railroads. The BNSF main line is used by Amtrak for through passenger rail service, and also by Sound Transit, which has stations in the cities of Auburn and Sumner, but no stops are provided in Pacific.

Non-motorized Facilities

The City's pedestrian and bicycle facilities include each of the three categories described in the Puget Sound Regional Council (PSRC) Pedestrian/Bicycle component of *Destination 2030*. These components include:

- Category 1. Pedestrian and bicycle "travel chain" facilities which connect people to transit, ferry, and rail terminal from their origin to their destination.
- Category 2. Linear "long haul" pedestrian/ bicycle facilities which connect parts of the region. These facilities can be further grouped into on-road facilities and separated pedestrian/bicycle rights-of-way or trails.
- Category 3. Local "network" pedestrian and bicycle facilities in or near centers. These facilities have the potential for eliminating some short vehicle trips, which can benefit air quality and reduce congestion in some instances.

"Travel chain" facilities include sidewalks and shoulders on residential streets, used by pedestrians to reach the arterial streets served by bus routes. "Long haul facilities" include the sidewalks and shoulders of arterial streets, and the Interurban Trail, with its separate right-of-way and Trailhead at 3rd Avenue S.W., near SR167.

Continuity in pedestrian and bicycle access within the City provides for increased safety, comfort and ease for residents and recreational users. The City is striving to create a fully integrated system for these modes of transportation, yet recognizes the need to prioritize locations where it expects heavy use, such as routes connecting residential areas to recreational facilities and schools.

Regional pedestrian and bicycle traffic may use street-related facilities such as sidewalks, shoulders, and travel lanes or the Interurban Trail, which follows the Puget Power right-of-way to the north. The Trail's current southern terminus is in Pacific. Northbound pedestrian and bicycle traffic can reach Seattle from Pacific along the Interurban Trail.

Freight Mobility

Truck traffic is vital to Pacific's industrial and commercial growth, as it is the mode used for transportation between most of these enterprises and their suppliers and customers. Truck traffic comprises a significant percentage of the total traffic on SR 167, on Ellingson Road, W. Valley HWY, Stewart Road, and on Valentine Avenue.

Gravel pits on East Hill, outside Pacific, generate considerable through truck traffic. Up to 100 one-way dump tandem or center dump truck trips per hour have been counted on Ellingson Road during gravel pit operations. The warehouse/industrial area of the City of Sumner generates heavy impacts on Valentine Avenue and Stewart Road on movements to and from SR 167. The heavy truck traffic is significant not only because of its impact on traffic flow but because of the structural impact on Pacific's street system.

4. EXISTING CONDITIONS

Level of Service

The Level of Service (LOS) calculation is the means by which the operation of road systems is measured to assure that adequate facilities are present or planned and funded to accommodate development. Level of Service is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from LOS A (very little delay) to F (long delays, congestion). Agencies are required to adopt regulations prohibiting any development which would cause a facility to drop below identified standards.

Within the City of Pacific, Level of Service D has been established as the minimum acceptable standard for roadways and intersections.

Concurrency

For this plan, only roadway segments were analyzed for concurrency. The City requires development to analyze impacts to specific intersections at the time a development is approved. The City maintains a list of critical intersections to the local transportation network. Any developments proposing more than 25 new trips through any of these intersections will be required to prepare a Traffic Impact Analysis that identifies any deficiencies resulting from the development, and a plan for mitigating the deficiency.

Roadways that are failing are likely to include intersections that are failing as well. Additional detailed study should be done on roadways that indicate a capacity failure in order to determine the most appropriate form of improvement, including turn lanes and other intersection improvements.

Roadway Capacity Analysis

The current operation of the City of Pacific roadway network has been assessed using a 'link capacity' analysis. Each roadway in the city has a theoretical maximum vehicle carrying capacity for a given time frame. The functional classification, number of lanes, presence of traffic signals or turn-lanes are examples of features that affect the volume of traffic a particular roadway segment can handle.

For this study, the evening peak hour directional volumes were used as the basis for the LOS assessment.

The ‘base year’ link volumes for a representative sample of roadway segments were provided by the City of Pacific and the City of Auburn. The counts were mostly conducted in late 2003 and early 2004. The traffic counts on Stewart Road were collected in 1999.

The Level of Service criteria used in this analysis are based on Federal Highway Administration methodologies described in the Highway Capacity Manual. The 1998 Florida Department of Transportation (FDOT) Level of Service Handbook has provided tables of generalized roadway level of service criteria using the methodologies outlined in the Highway Capacity Manual. The generalized tables are used as a first screening process to determine which facilities may be experiencing capacity constraint.

More specific roadway or intersection analysis may be required before prioritizing or designing potential roadway improvements. The level of service tables used is shown on Table 8.1.

Table 8.1				
Generalized Level of Service Criteria				
Peak Hour Directional Volumes				
Interrupted Flow Arterials - Class I (0 to 1.99 traffic signals per mile)				
	Maximum Traffic Volume at Level of Service			
Number of Lanes	B	C	D	E*
Two, Undivided without left-turn lanes	460	660	700	700
Two, Undivided with left-turn lanes	570	820	880	880
Four, Undivided without left-turn lanes	930	1,310	1,390	1,390
Four, Undivided with left-turn lanes	1,180	1,660	1,760	1,760
Major City/County Roadways				
	Maximum Traffic Volume at Level of Service			
Number of Lanes	B*	C	D	E
Two, Undivided without left-turn lanes	N/A	350	610	660
Two, Undivided with left-turn lanes	N/A	440	760	830
* Volumes are comparable because intersection capacities have been reached.				
** Cannot be achieved.				

Figure Map 8.12 on the following page at the end of this Chapter illustrates the City of Pacific’s existing roadway network. ~~and PM peak hour traffic volumes for major roadway segments.~~ Table 8.2 illustrates the existing PM peak traffic volume data which was taken from several sources, including the City of Auburn, City of Sumner, and several development proposals. Existing and projected traffic counts in Tables 8.2, 8.3 and 8.4 are keyed to Map 8.3 at the end of this Chapter. The following table provides a summary of the current Levels of Service.

Table 8.2 Existing Roadway Level of Service (LOS)					
		Current PM Peak Hour Directional Volume		Roadway Capacity at LOS D	Level of Service (Peak Direction)
Roadway Segment		EB (Eastbound)	WB (Westbound)		
	Ellingson Road – East of C Street	1287	644	1,390	C
<u>A</u>	Ellingson Road – West of C Street (1)	614775	771828	1,390	B
<u>B</u>	3rd Avenue <u>S.</u> - West of Milwaukee Blvd	238205	9178	610	C
<u>C</u>	3rd Avenue <u>S.</u> - East of West Valley Hwy (4)	135148	4967	610	C
<u>D</u>	Stewart Road (8 th Street) - East of Valentine Avenue (2)	519810	398543	700	D
<u>E</u>	Stewart Road (8 th Street)- West of Valentine Avenue (2)	641709	691660	700	D
<u>F</u>	Stewart Road (8 th Street) - West of SR 167 (3)	898667	545462	880	F
Roadway Segment		NB	SB		
<u>G</u>	Frontage Road – South of Ellingson Road (5)	108189	186257	610	C
<u>H</u>	W Valley Hwy North of 3rd Avenue <u>S.</u> (4)	7885	709624	700	F <u>D</u>
<u>I</u>	W Valley Hwy South of 3rd Avenue <u>S.</u> (4)	78135	636596	700	D
<u>J</u>	Valentine Avenue - North of Stewart Rd (2)	91143	138377	610	C
<u>K</u>	Valentine Avenue - South of Stewart Rd (2)	123211	132227	610	C
(1) Auburn Traffic County 05/2014 (2) Sumner Meadows Redevelopment Report prepared by Transportation Engineering Northwest April 2014 (3) WSDOT traffic counts from 1/7/2014 (4) Pacific Traffic Counts from 11/2013 (5) King County 2/2007					

Existing Traffic Operations

Based on the described criteria, most roadways in the City of Pacific have sufficient capacity for current transportation needs. The following roadways which have potential capacity problems identified are listed and described below.

Stewart Road (8th Street) between Valentine Avenue and West Valley Highway

Stewart Road (8th Street) provides a major connection to SR 167 for the industrial areas of the south end of the City of Pacific and the north end of the City of Sumner. Currently, Stewart Road has a single lane

in each direction with left-turn lanes between West Valley Highway and the northbound ramps to SR 167. Between SR 167 and Valentine Road the roadway has single lanes in each direction with left-turn lanes at Valentine Avenue. Stewart Road near SR 167 is experiencing a traffic demand slightly above capacity, and east of SR 167 the roadway is near capacity.

Roadway projects are planned in the area that will improve the operation of Stewart Road within the City of Pacific. The current Pierce County Transportation Improvement Program identifies a project (jointly with the City of Pacific and WSDOT) to widen Stewart Road (8th Street) to five lanes from West Valley Highway to East Valley Highway. Within the City of Sumner, east of the White River Bridge, the road widening has been completed. Within the City of Pacific, west of the White River Bridge, it is anticipated that the road widening project will be completed by September of 2015. The last phase of the road widening project will be the replacement of the two lane bridge over the White River with a four lane bridge. The City of Pacific and the City of Sumner will be jointly applying for grants to complete this phase of the project.

West Valley Highway between Stewart Road and Ellingson Road

This roadway provides one lane in each direction with no left-turn lanes at intersections. Based on the existing traffic demand the roadway is currently operating at a LOS **F D** condition. The operation of the roadway would be improved by providing left-turn channelization on West Valley Highway at major intersections. Site distance visibility also needs to be improved.

Intersection Improvements

Table 8.2, Existing Roadway LOS, indicates the general ability of the existing roadway network to handle current traffic loads. However, specific factors could cause localized difficulties at certain intersections or on short sections of roadway. Some of these factors could include the lack of turning lanes, and high levels of truck traffic.

If an isolated stop sign-controlled intersection experiences excessive delay or congestion, it may be appropriate to construct turn lanes or to improve the traffic control. Traffic control improvements could include implementing all-way stop control or constructing a traffic signal system. These types of isolated improvements are based on site-specific need and are not measures of the overall function of the transportation system. The implementation of intersection improvements is typically addressed in the 6-year planning efforts by the city and in Traffic Impact Analyses prepared for larger developments.

Other Improvements

In addition to intersection improvements, there are other measures that can be considered to improve the overall safety of **City** roadways. Potential safety measures may include:

- Widening the existing travel lanes
- Improving horizontal and vertical curves
- Constructing or widening shoulders
- Removing obstructions to improve sight distances
- Road surface maintenance
- Constructing turn lanes at intersections
- Constructing sidewalks or bike lanes
- Adding street lighting

Demand Management and Trip Reduction Strategies

In addition to capacity and safety enhancements to the existing system, the City also encourages managing demand on its facilities. This includes provision of non-motorized facilities such as bike and pedestrian paths and sidewalks, trail networks, and connections between modes such as auto and transit. The City would like to include better access to transit through increased bus service, and by providing a park and ride lot to connect with regional and local routes served by King County Metro, Sound Transit, and Pierce Transit.

5. PLANNED IMPROVEMENTS

A review of other agency Transportation Improvement Plans (TIP) provided the following list of projects that will affect the study area:

WSDOT

The Highway Construction Capital Improvement & Preservation Program lists the following projects that will affect the study area:

SR167

8th to 277th Southbound HOT Lane

WSDOT awarded a contract for extending the existing HOT/HOV lanes on SR 167 from 37th Street NW in Auburn to Stewart Road (Eighth Street East) in Pacific. HOT (High Occupancy Toll) lanes are lanes that are open to carpools, vanpools, transit and toll-paying solo drivers. In addition to preserving priority status for transit, HOT lanes allow solo drivers to use the surplus capacity in the lanes by paying a toll. Tolls for HOT lanes are set to ensure that these lanes keep flowing even when the regular lanes are congested

City of Sumner

136th Widening Project

In partnership with the City of Pacific, the City of Sumner as project lead, is managing the 136th Street/Valentine Ave. S reconstruction project proposed for completion in Spring 2016.

8th Street East - White River Bridge:

This project will widen the bridge over White/Stuck River and is a joint project with Pierce County. The City is in the design and pursuing construction funding. Anticipated completion is Fall 2018.

City of Auburn

Lake Tapps Parkway Preservation

This project will repair and overlay the existing travelled surface of Lake Tapps Parkway. This street is an extension of Stewart Road (8th St E).

A Street SE Non-Motorized Access Improvements

This project will improve pedestrian access in the A street corridor, a portion of which will pass through the City of Pacific.

King County

There are no scheduled projects in the Pacific vicinity on the current county TIP.

Pierce County

There are no scheduled projects in the Pacific vicinity on the current county TIP.

City of Pacific 6-Year Transportation Improvement Plan (TIP)

The City of Pacific has transportation projects in various stages of development. These projects can be viewed within the current year Transportation Improvement Plan.

Planned Improvements and the Future Network

These improvements are included in the roadway networks for the future conditions analysis for 2010 and 2025 in the following sections.

6. FUTURE CONDITIONS

Traffic Volume Projections

To assess the future transportation needs of the City of Pacific, and the ability of the existing roadway network to accommodate planned growth, traffic volumes were estimated for the ~~2010-2021~~ and ~~2025-2035~~ horizon years. The traffic volume projections were prepared using the Pierce County model with Sumner and Bonney Lake enhancements. The transportation model was created using a computerized transportation network model program.

Forecasting Methodology

Traffic volume forecasts for Transportation Element of the Comprehensive Plan were developed using a traffic volume growth rate determined to be appropriate based on available data. Three different data sources were consulted in order to identify an appropriate growth rate and forecast traffic volumes in Pacific:

- Historical traffic volume data from the Washington State Department of Transportation (WSDOT) on State Route (SR) 167.
- Long-range 2030 forecasts of population and employment by the Puget Sound Regional Council (PSRC).
- Pierce County travel demand model data for 2004 and 2025.

~~The City of Pacific study area was modeled using the Emme/2 software package. Existing land use and demographic information was provided by the City of Pacific, adjacent communities and Pierce County.~~

~~The modeling process developed for this study involved four major steps:~~

- ~~Construction of a computerized street network system of the Pierce County transportation system~~
- ~~Developing a computerized land use zone system and database inventory of households and employment~~
- ~~Preparing base year model traffic volumes using trip generation factors and land use types to calibrate the model to current conditions~~
- ~~Developing future traffic volumes using projected land use changes~~

Model Post-Process Calibration

~~The transportation model has been calibrated to a high degree of accuracy for the system-wide roadway network. However, the accuracy of model volumes for particular roadway segments may vary based on a variety of factors. To account for the occurrence of local variation, a ‘post process’ calibration was applied to the model-generated traffic volumes.~~

The post-process calibration involved calculating the difference between the model generated volumes for the 2000 base year and for the 2020 horizon year. This difference is considered the model volume growth increment. The model volume growth increment was then added to the actual traffic volume counts for each roadway segment. Similarly, the 2010 traffic volume scenario was calculated by applying a percentage of the model growth increment to the actual traffic counts.

For roadways not represented in the Pierce County model, the model growth increment was not available. For those roadways model growth rates were calculated for nearby roadways in the model network and then applied to the individual roadways in the City of Pacific study area.

Future Conditions (6 Year)

The City of Pacific annually develops a Transportation Improvement Program (TIP) to address roadway deficiencies. As described previously, the deficiencies can be capacity or safety related. Most of the improvements included in the 2014 6-year TIP are intended to address safety-related deficiencies or pavement restoration. Each annual update is hereby adopted by reference in the transportation element of the county Comprehensive Plan and is available through the Public Works Department.

6-Year Horizon Traffic Volumes

Figure Table 8.3 shows estimated traffic volumes for the 2010-2025 horizon. Map 8.3 illustrates ~~alphabetically the location of the~~ estimated traffic volumes as shown in Tables 8.3 and 8.4.

The following table shows the estimated traffic volumes and Level of Service for the 2010-2025 horizon year. The capacity value for the Stewart Road (8th Street) corridor reflects the planned roadway widening project.

Table 8.3					
Projected 2010-2025 Roadway Level of Service (LOS)					
		Projected 2010-2025 PM Peak Hour Directional Volume		Roadway Capacity at LOS D	Level of Service (Peak Direction)
Roadway Segment		EB	WB		
<u>A</u>	Ellingson Road – West of C Street	<u>676 945</u>	<u>822 1,009</u>	1,390	<u>B-C</u>
<u>B</u>	3rd Avenue - West of Milwaukee Blvd	<u>264 250</u>	<u>419 95</u>	610	C
<u>C</u>	3rd Avenue - East of West Valley Hwy	<u>167 180</u>	<u>72 82</u>	610	C
<u>D</u>	Stewart Road (8 th Street) East of Valentine Avenue	<u>685 987</u>	<u>561 662</u>	1,760	B
<u>E</u>	Stewart Road (8 th Street) - West of Valentine Avenue	<u>747 864</u>	<u>789 805</u>	1,760	B
<u>F</u>	Stewart Road - West of SR 167	<u>4006 813</u>	<u>610 563</u>	<u>1,760 880</u>	<u>B C</u>
Roadway Segment					
		NB	SB		
<u>G</u>	Frontage Road – South of Ellingson Road	<u>134 230</u>	<u>231 313</u>	610	C
<u>H</u>	W Valley Hwy North of 3rd Avenue	<u>92 104</u>	<u>687 761</u>	700	<u>D E</u>
<u>I</u>	W Valley Hwy South of 3rd	<u>87 165</u>	<u>611 727</u>	700	<u>E E</u>

	Avenue				
<u>J</u>	Valentine Avenue - North of Stewart Road	110 <u>143</u>	167 <u>377</u>	610 <u>880</u>	C <u>B</u>
<u>K</u>	Valentine Avenue - South of Stewart Road	111 <u>257</u>	136 <u>277</u>	610 <u>880</u>	C <u>B</u>

Projected 2010-2021 Traffic Operations

Based on the described criteria, most roadways in the City of Pacific will have sufficient capacity to accommodate the increase in traffic anticipated over the next six years.

Recommended Improvements - Roadway Capacity

Ellingson Road Corridor Study

The City should consider analyzing the Ellingson Road corridor for possible access control and left turn access measures. It is possible that the road could be re-striped as a 3-lane roadway with a center left turn lane. This would improve access into adjacent industrial and commercial properties and increase the efficiency of through traffic. Additional study is required before making any specific improvements.

West Valley Highway Corridor Study

The City should consider analyzing the West Valley Road corridor. Although traffic forecasts predict a slight reduction in volumes on the roadway, possibly due to the addition of the 167/24th interchange, further analysis is required to determine the accuracy of the model forecast and consider potential access control and left-turn provisions. West Valley Highway will continue to function at LOS E due to spillover traffic from SR 167 during PM peak hours. This may be relieved once the Department of Transportation extends the “hot lanes” further south to the Stewart Road/8th Street corridor.

Intersection Improvements

While the roadways within the City appear to be adequate in terms of capacity, it is possible that intersections along some of those roadways may experience failure. Additional intersection analysis will be done as development proposals are submitted.

Safety and Maintenance

Although most of the current roadway system has adequate capacity, the city will continue to upgrade roadways to improve various safety elements. Roadway improvements may also be constructed to improve access to appropriately zoned lands to encourage economic Development.

Figure 4 Table 8.4 2025-2035 Traffic Volumes

Projected 2025-2035 Traffic Operations

As **Table 8.4** indicates, most of the existing roadways will continue to function at an acceptable LOS through the 2025-2035 horizon.

There are no additional recommended improvements beyond those identified in 201035. However, the City should continue to monitor impacts to specific critical intersections.

Table 8.4 Projected 2025 <u>2035</u> Roadway Level of Service (LOS)					
		Projected 2025 <u>2035</u> PM Peak Hour Directional Volume		Roadway Capacity at LOS D	Level of Service (Peak Direction)
Roadway Segment		EB	WB		
<u>A</u>	Ellingson Road – West of C Street	809 <u>1152</u>	932 <u>1239</u>	1,390	C
<u>B</u>	3rd Avenue - West of Milwaukee Blvd	319 <u>305</u>	480 <u>116</u>	610	C
<u>C</u>	3rd Avenue - East of West Valley Hwy	234 <u>220</u>	421 <u>100</u>	610	C
<u>D</u>	Stewart Road (8 th Street) East of Valentine Avenue	1134 <u>1204</u>	1005 <u>807</u>	1,760	<u>B</u> <u>C</u>
<u>E</u>	Stewart Road (8 th Street) - West of Valentine Avenue	1035 <u>1054</u>	1056 <u>981</u>	1,760	<u>B</u> <u>C</u>
<u>F</u>	Stewart Road (8 th Street) - West of SR 167	1347 <u>991</u>	818 <u>687</u>	1,760	<u>D</u> <u>B</u>
Roadway Segment		NB	SB		
<u>G</u>	Frontage Road – South of Ellingson Road	203 <u>281</u>	350 <u>382</u>	610	D
<u>H</u>	W Valley Hwy North of 3rd Avenue	423 <u>126</u>	640 <u>927</u>	700	<u>E</u> <u>F</u>
<u>I</u>	W Valley Hwy South of 3rd Avenue	408 <u>201</u>	558 <u>886</u>	700	<u>E</u> <u>E</u>
<u>J</u>	Valentine Avenue - North of Stewart Road	461 <u>212</u>	245 <u>560</u>	610	<u>E</u> <u>B</u>
<u>K</u>	Valentine Avenue - South of Stewart Road	80 <u>314</u>	446 <u>337</u>	610	<u>E</u> <u>B</u>

Future Conditions (~~2025~~2035)

Site-Specific Traffic Impact Analyses

There are ~~currently several~~ very few proposals for development projects within the City. ~~If these occur, potentially a large amount of residential and commercial infill planned for the city could occur within a concentrated area. Therefore, the City is~~ has establishing ~~established~~ a Traffic Impact Analysis process to ensure consistency in identifying and analyzing impacts.

All large developments are required to prepare a Traffic Impact Analysis (TIA) of the projected traffic conditions expected at the completion of the proposed development. The TIA would identify if additional roadway improvements are needed to accommodate the new traffic generated by the specific development. The TIA for each successive development in a localized area would be required to include the estimated traffic from all of the other planned developments that were currently in the permitting process.

If the cumulative effect of development causes specific roadways or intersections to operate at less than

acceptable standards, roadway improvements would need to be funded or constructed by the developer that would improve the operation of the roadway network to an acceptable level.

Developments proposed within the area will be responsible for providing more detailed analysis of intersections and roadways impacted by the development. The following is a list of intersections that are considered critical locations to the overall function of the City of Pacific roadway network:

Critical Intersections

Ellingson Road Corridor

- Ellingson Road/West Valley Highway
- Ellingson Road/State Route 167 Southbound Ramp Terminals
- Ellingson Road/State Route 167 Northbound Ramp Terminals
- Ellingson Road/Frontage Road
- Ellingson Road/Tacoma Boulevard
- Ellingson Road/Milwaukee Boulevard
- Ellingson Road/Pacific Avenue
- Ellingson Road/C Street

3rd Avenue Corridor

- 3rd Avenue/West Valley Highway
- 3rd Avenue/Frontage Road
- 3rd Avenue/Chicago Boulevard
- 3rd Avenue/Milwaukee Boulevard
- 3rd Avenue/Butte Avenue
- 3rd Avenue/Pacific Avenue

Valentine Avenue Corridor

- Valentine Avenue/5th Avenue **SE**
- Valentine Avenue/Stewart Road

Stewart Road Corridor

- Stewart Road/West Valley Highway
- Stewart Road/State Route 167 Southbound Ramp Terminals
- Stewart Road/State Route 167 Northbound Ramp Terminals
- Stewart Road/Thornton Avenue
- Stewart Road/Valentine Avenue

Figure Map8.45 shows the critical intersections.

Traffic Impact Analyses prepared for new developments would be required to provide analysis of any critical intersection impacted by 25 or more new PM peak hour trips. Analysis of additional intersections

could be required at the discretion of City of Pacific staff.

Truck Traffic and Circulation

The City of Pacific has a successful and growing industrial land base. Consistent with the industrial land-use is elevated levels of truck traffic. Current strategies are in place to provide distinct truck routes to minimize the conflict with residential and non-industrial commute traffic. The recommended truck primary routes are shown on **Figure Map 8.56**. Traffic Impact Analyses prepared for commercial/industrial developments will be required to identify the amount of truck traffic that will be generated by the project during the morning and evening peak hours and average weekday.

For purposes of this analysis ‘truck’ is defined as any vehicle with a gross vehicle weight rating over 10,000 pounds and would include most combination and multiple-axle vehicles. The following levels of truck traffic would be deemed a significant increase according to the following guidelines.

The developer would be required to include with the Traffic Impact Analysis a pavement analysis for each roadway receiving an increase in truck traffic in excess of the limits defined above to determine if the roadway can accommodate the increase in truck loading.

Table 8.5 Significant Truck Traffic Levels For New Developments	
	Average Daily Volume
Designated Truck Routes	100
All other Streets	10

7. RCW 47.06.140 ~~HB 1487~~ COMPLIANCE (STATE FACILITIES)

The 1998 legislation House Bill 1487 known as the “Level of Service” Bill, amended the Growth Management Act; Priority Programming for Highways; Statewide Transportation Planning, and Regional Planning Organizations. The combined amendments to these RCWs were provided to enhance the identification of, and coordinated planning for, “transportation facilities and services of statewide significance (TFSSS)” HB 1487 recognizes the importance of these transportation facilities from a state planning and programming perspective. It requires that local jurisdictions reflect these facilities and services within their comprehensive plan.

State-Owned Transportation Facilities

SR 167 provides the major link between the City of Pacific and the region. This limited access divided highway has interchanges at Ellingson Road and Stewart Road (8th Street East) to connect the city with the State highway system. It is the only state facility within the City limits.

Estimates of Traffic

Figure 7 provides 20-year traffic volumes for SR-167. The volumes were generated by the Puget Sound Regional Council (PSRC) model applying a growth rates to recent traffic counts, which includes land use assumptions for 2025 for the City of Pacific.

Highways of statewide significance (HSS)

The Transportation Commission List of Highways of Statewide Significance includes SR 167 as an HSS within the City of Pacific and its growth area.

The City of Pacific affirms the establishment of LOS D as adopted by WSDOT for Highways of Statewide Significance.

Regionally Significant State Highways

In October 2003, the Puget Sound Regional Council Executive Board adopted level of service standards for regionally significant state highways in the central Puget Sound region. Regionally significant state highways are state transportation facilities that are not designated as being of statewide significance. The Regional Council took this action to comply with 1998 amendments (HB 1487) to the Growth Management Act.

Adoption of LOS standards for regionally significant state highways followed a year-long process involving WSDOT and the region's cities and counties. As part of the next major update to ~~Destination~~ Vision 2040, the Regional Council will develop additional performance measures, such as travel time, transit service levels, pedestrian, bicycle, etc.

Level of Service Standards

The PSRC 3-tiered approach to LOS is described below and illustrated in the attached PSRC map.

Tier 1

For this process, the "inner" urban area is generally defined as a 3-mile buffer around the most heavily traveled freeways (I-5, I-405, SR 167, SR 520, and I-90), plus all designated urban centers (most are located in the freeway buffer already). The proposed standard for Tier 1 routes is LOS E/mitigated, meaning that congestion should be mitigated (such as transit) when p.m. peak hour LOS falls below LOS E.

Tier 2

These routes serve the "outer" urban area - those outside the 3-mile buffer - and connect the "main" urban growth area (UGA) to the first set of "satellite" UGA's (e.g., SR 410 to Enumclaw). These urban and rural areas are generally farther from transit alternatives, have fewer alternative roadway routes, and locally adopted LOS standards in these areas are generally LOS D or better. The proposed standard for Tier 2 routes is LOS D.

Tier 3

Rural routes are regionally significant state routes in rural areas that are not in Tier 2. The proposed standard for rural routes is LOS C, consistent with the rural standard in effect for these routes once they leave the four counties in the PSRC region, such as SR 530 entering Skagit County.

The City of Pacific asserts that proposed improvements to state-owned facilities will be consistent with the Regional Transportation Plan (RTP) and the State Highway System Plan within Washington's Transportation Plan (WTP).

8. FINANCING AND IMPLEMENTATION

The State of Washington’s Growth Management Act (GMA) requires that a jurisdiction’s transportation plan contain a funding analysis of the transportation projects it recommends. The analysis should cover funding needs, funding resources, and it should include a multi-year financing plan. The purpose of this requirement is to insure that each jurisdiction’s transportation plan is affordable and achievable. If a funding analysis reveals that a plan is not affordable or achievable, the plan must discuss how additional funds will be raised, or how land use assumptions will be reassessed.

Federal Revenue Sources

The 1991 federal Intermodal Surface Transportation Efficiency Act (ISTEA) reshaped transportation funding by integrating what had been a hodgepodge of mode- and category-specific programs into a more flexible system of multi-modal transportation financing. For highways, ISTEA combined the former four-part Federal Aid highway system (Interstate, Primary, Secondary, and Urban) into a two-part system consisting of the National Highway System (NHS) and the Interstate System. The National Highway System includes all roadways not functionally classified as local or rural minor collector. The Interstate System, while a component of the NHS, receives funding separate from the NHS funds.

~~In 1998, the Transportation Efficiency Act for the 21st Century (TEA 21) continued this integrated approach, although specific grants for operating subsidies for transit systems were reduced.~~

The “TEA” Funding programs continue to evolve. Federal Funds are now administered through the Puget Sound Regional Council (PSRC) and WSDOT. To receive TEA21-Federal funds, cities must submit competing projects to their designated Regional Transportation Planning Organization (RTPO) or to the state DOT. Projects which best meet the specified criteria are most likely to receive funds. Projects which fund improvements for two or more transportation modes receive the highest priority for funding.

~~The status of TEA-Federal funds for 2004 is uncertain and pending federal approval on a two year cycle as of this writing.~~

Projects Eligible for National Highway System Funding

- ~~▪ Construction, reconstruction, resurfacing, restoration and rehabilitation and operational improvements to NHS segments~~
- ~~▪ Construction and operation improvements to non-NHS highway and transit projects in the same corridor if the improvement will improve service to the NHS, and if non-NHS improvements are more cost-effective than improving the NHS segment.~~
- Safety improvements
- Transportation planning
- ~~▪ Highway research and planning~~
- ~~▪ Highway related technology transfer~~
- Start-up funding for traffic management and control (up to two years)
- Fringe and corridor parking facilities
- Carpool and vanpool projects
- Bicycle transportation and pedestrian walkways

- Development and establishment of management systems
- Wetland mitigation efforts

Historical Transportation Revenue Sources

The City of Pacific historically has used three sources of funds for street improvements:

Income from Taxes

- Motor Vehicle Excise Tax (MVET)
- Motor Vehicle Fuel Tax (MVFT)

Income from Intergovernmental Sources:

- ~~HUD Block Grants~~
- Federal Aid (FAUS, FAS, ISTEA, etc.)
- Urban Arterial Board
- TIB and STP Grants

Miscellaneous Income:

- Interest Earnings
- Miscellaneous Income
- Developer Contributions
- ~~Transportation Local Improvement Districts (LID)~~

In the past, motor vehicle excise tax (MVET) and motor vehicle fuel tax (MVFT) allocations from the state have been the major sources of continuing funding for transportation capital improvements. Initiative 695, passed by the voters in 1999, removed MVET as a significant funding source, so the MVFT (“gas tax”) funding appear to be the only reliable source of transportation funds for the future. MVET and MVFT also provided funds for state and federal grants which are awarded competitively on a project-by-project basis and from developer contributions which are also usually targeted towards the developer’s share of specific road improvements.

Capital Costs for Recommended Improvements

Based on the City’s adopted 20-year land use plan, and the traffic analysis conducted on the city’s roadway links, there are no capital improvements required in order to maintain the city’s adopted LOS D for area roadways. Therefore, no capital cost information is presented within this plan.

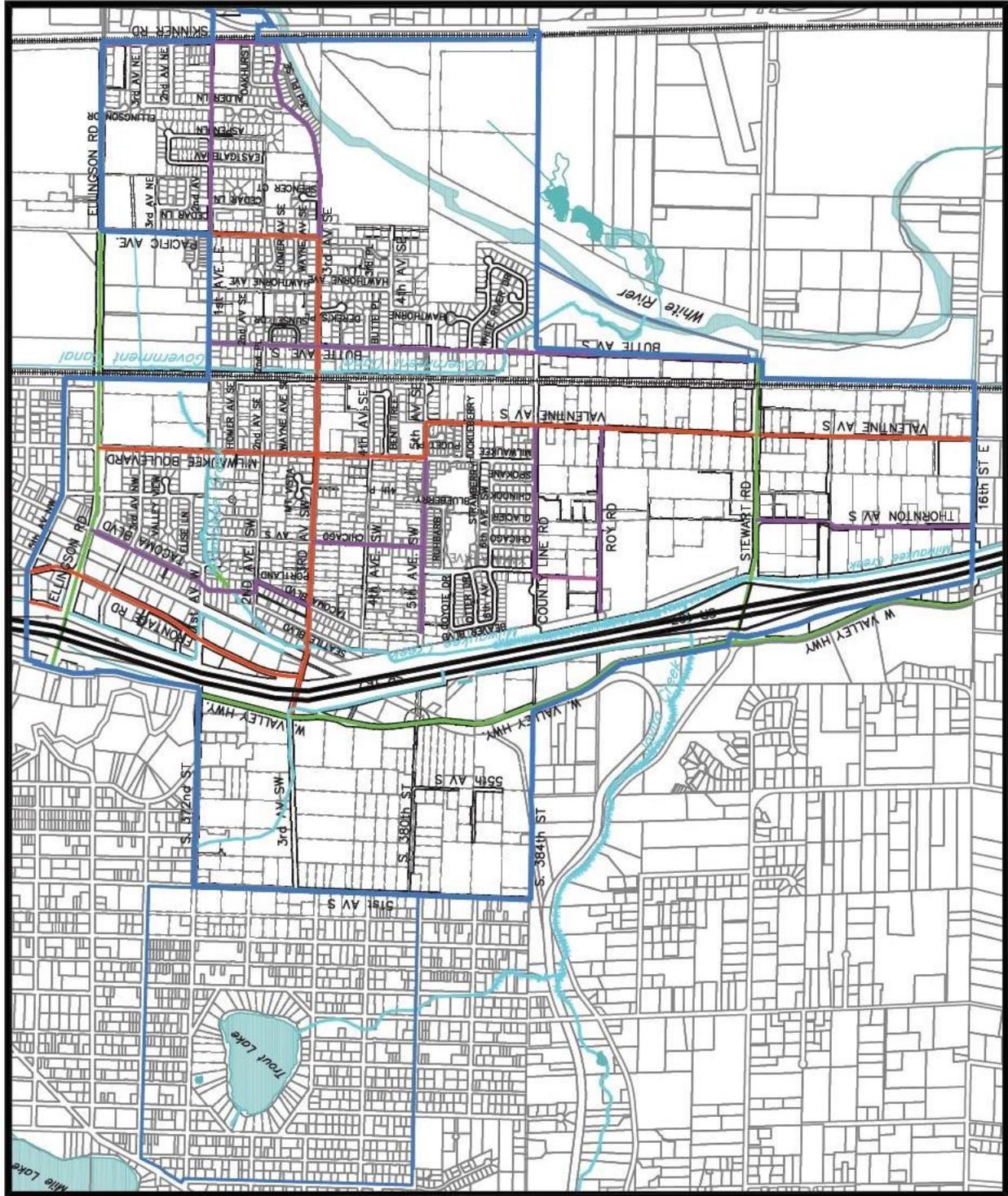
However, safety enhancements, maintenance projects, corridor studies, and local intersection improvements *are* included in the City’s TIP along with cost estimates and funding sources for each of those prioritized projects. The City is required to annually update and adopt a 6-year TIP. A copy of the City’s detailed TIP may be obtained from the Planning and Public Works Department.

Alternative Sources of Transportation Funds

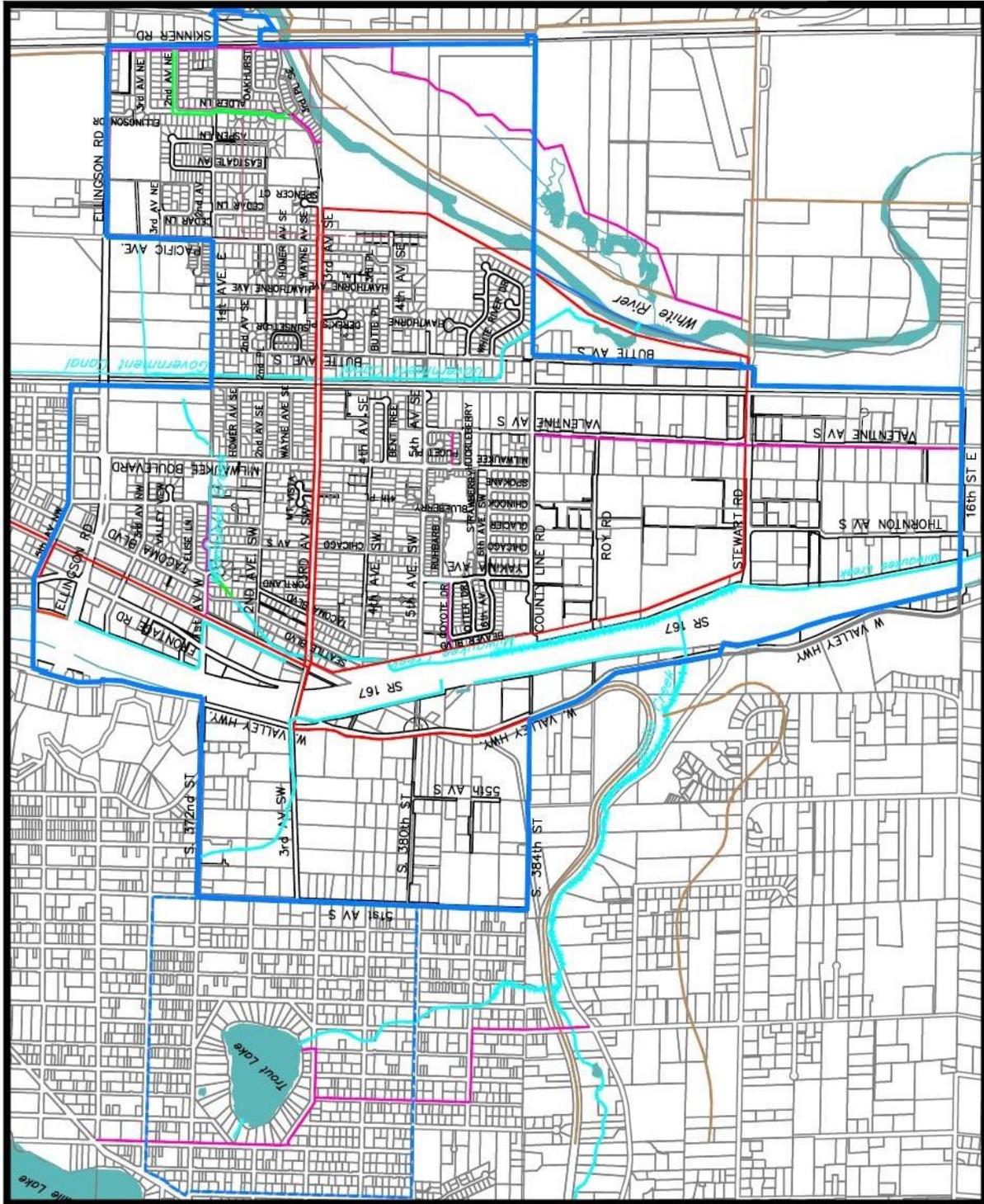
Transportation Benefit District

In 1987 the State Legislature created the option for local governments to form Transportation Benefit Districts (TBDs). A TBD is a quasi-municipal entity with the sole purpose of developing projects within the TBD boundary.

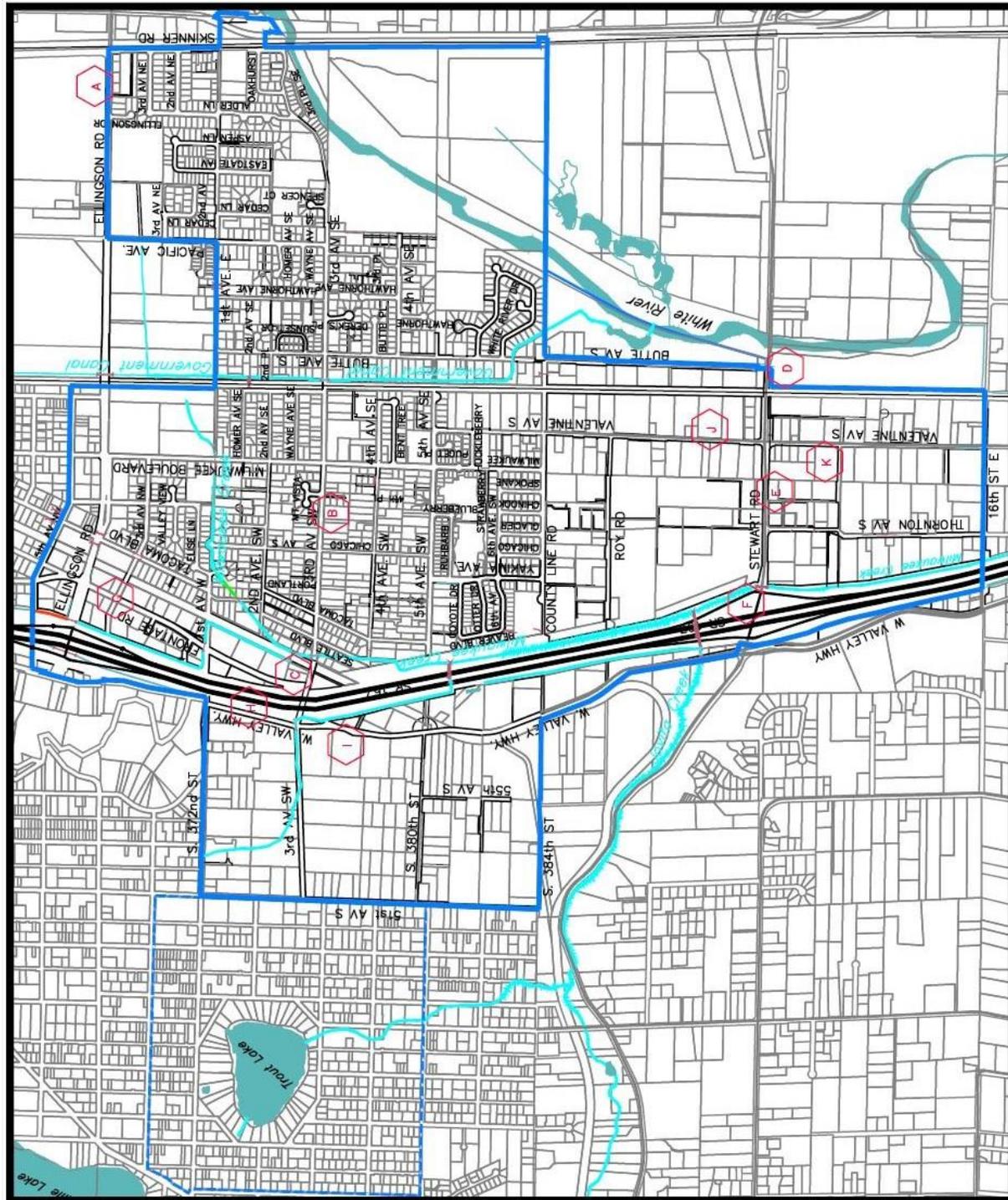
The TBD has a variety of options from vehicle tab fees to property taxes.



<p>Scale in Feet</p>	<p>LEGEND</p> <ul style="list-style-type: none"> — City Limits - - - Urban Growth Area (UGA) — Freeway (State) — Major Arterial — Minor Arterial — Collector 	<p>Map 8.1: City of Pacific Functional Classification Routes</p> <p>4/7/2015 10:01:57 AM, Revision Date</p>
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<p>Scale in Feet</p>	LEGEND	Map 8.2: City of Pacific Trails	
		City Limits	
		Urban Growth Area (UGA)	
		Interurban Trail	
		Bike Lanes	
	Trail - General		
	Trail - Other Jurisdictions		
		4/7/2015 10:11:11 AM, Revision Date	



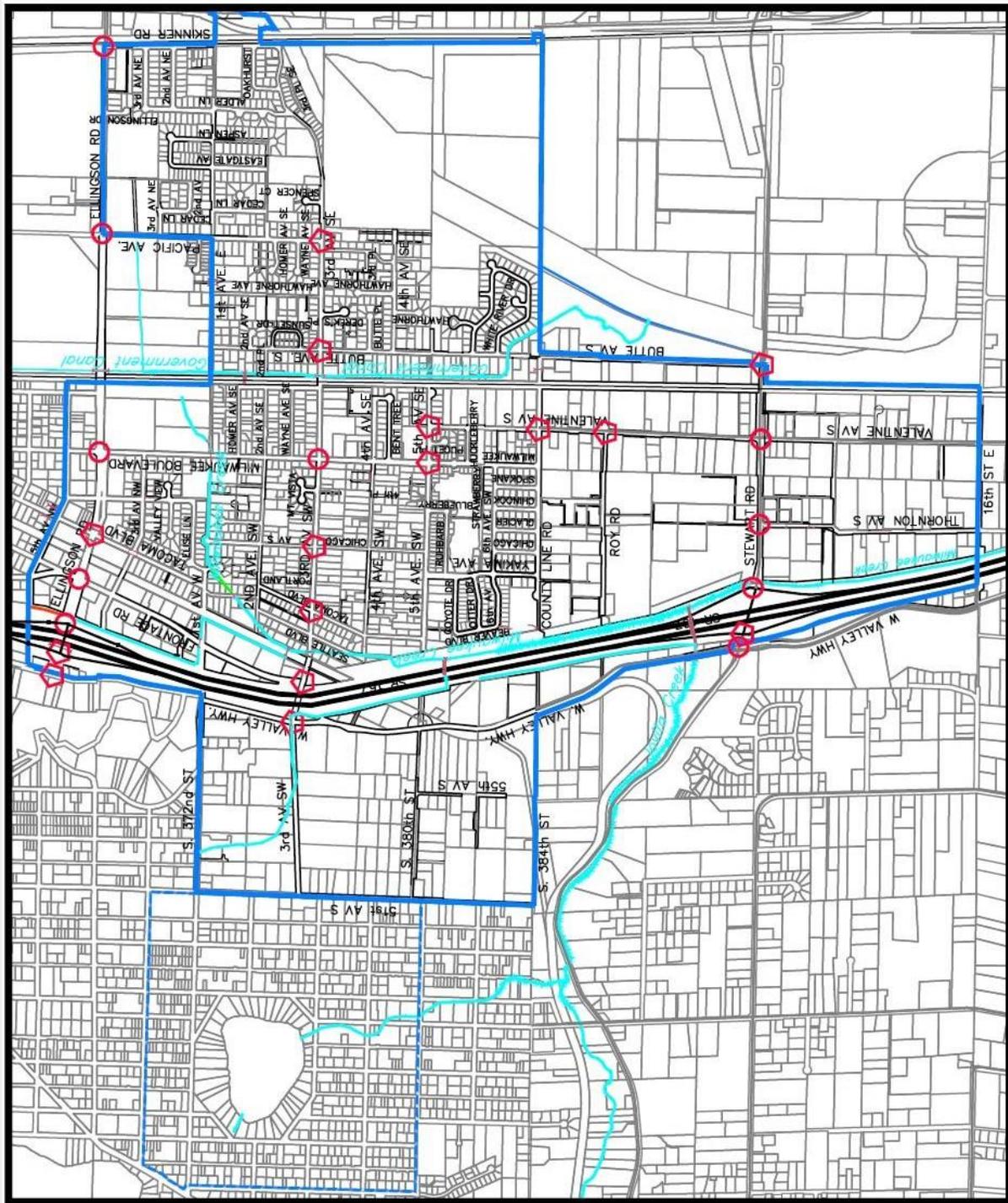
Scale in Feet

LEGEND

- City Limits
- - - Urban Growth Area (UGA)

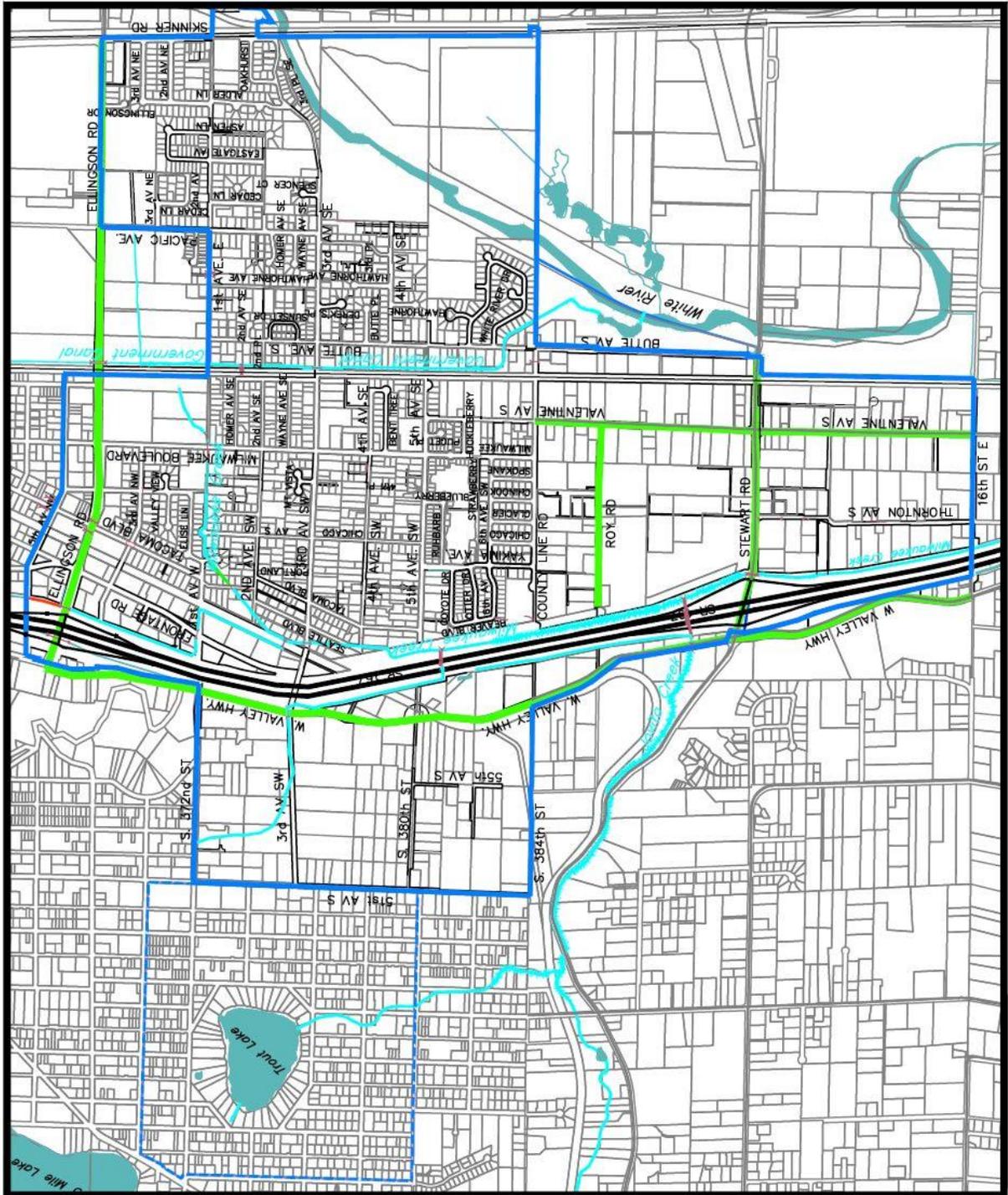
**Map 8.3: City of Pacific
Traffic Counts**

4/7/2015 10:04:08 AM, Revision Date



	<p>LEGEND</p> <p> City Limits</p> <p> Urban Growth Area (UGA)</p> <p> Signalized Intersection</p> <p> Non-Signalized Intersection</p>	<p>Map 8.4: City of Pacific Critical Intersections</p>

4/7/2015 10:06:31 AM, Revision Date



Scale in Feet

LEGEND

- City Limits
- - - Urban Growth Area (UGA)
- Recommended Truck Routes

**Map 8.5: City of Pacific
Designated
Truck Routes**

4/7/2015 10:07:44 AM, Revision Date

Cities of Pacific & Algona; Municipal Court
 100 3rd AVE SE; Pacific WA 98047
 (253) 929-1140; (253) 929-1195 fax

Thursday, June 04, 2015

City of Algona
 Attention: Julie
 402 Warde St
 Algona WA 98001

Dear Julie,

Please submit for compensation to Pacific Municipal Court \$2580.00 for MAY 2015 filings and interpreter or detention billing reimbursement, as noted below.

Interpreter billing for this period is \$150.00.
 Detention billing for this period is \$.
 (Copies attached)

FILINGS:

66 Infractions @ 25.00	\$1650
13 Criminal Citations @ 60.00	\$780
 Total Due	 \$2430.00

Monthly Revenues collected \$15,124.46.

COSTS RETAINED BY PACIFIC MUNICIPAL COURT FROM MONTHLY REVENUES:

Split of warrant fees	\$147.37
Monitoring / Record check fees	\$3726.61
Mandatory insurance costs	\$108.07
Credit card convenience fee	\$68.73
NSF fees	\$35.00
Copy/CD fees	\$
 Total	 \$4085.78

Remittance check due Algona:
 \$5244.99

Remittance check to King County paid:
 \$87.67

Remittance check to State paid:
 \$5706.02

Please contact us if you have any questions. Thank you.
 Sincerely,

Kelly Rydberg
 Court Administrator

CC: Algona Police Chief; month end file

PACIFIC MUNICIPAL COURT
Memorandum

TO: Judge Rochon

CC: Mayor Guier, Pacific Council Members, Managers

From: Kelly Rydberg

Date: 6/1/15

Re: May 2015

The court:

- Held 375 hearings - 272 for Pacific and 103 for Algona.
- Collected Pacific monthly revenues of **\$25,072.11**; of which **\$18,202.97** is the local portion, \$122.67 is the County portion and **\$6746.47** is the State portion. Year to date revenues for the City of Pacific are **\$112,627.41**.
- Collected Algona monthly revenues of **\$15,124.46**; of which \$5244.99 is the local portion, \$4085.78 is the Pacific split for costs, \$87.67 is the County portion and \$5706.02 is the State portion. Year to date revenues for the City of Algona are **\$28,449.13**.

Pacific monthly filings:

Traffic infractions filed:	80	violations filed:	94
Criminal citations filed:	16	violations filed:	18

Algona monthly filings:

Traffic infractions filed:	66	violations filed:	81
Criminal citations filed:	13	violations filed:	14

GENERAL FUND/RECOUPMENT COLLECTED

	PACIFIC MONTH	PACIFIC YTD	ALGONA MONTH	ALGONA YTD
Warrant fees	1142.61	7522.17	147.38	903.28
Record Check Fees	5474.40	36,430.66	PACIFIC KEEPS	
Jail Recoupment	1793.64	10,322.39	269.64	2319.08
Insurance Fees	135.55	814.82	PACIFIC KEEPS	
Parking Fees	325.00	1350.00	0	110.00
PD Recoupment	803.79	7001.56	245.09	1417.17
Interpreter Recoupment	393.66	4985.22	160.36	1589.47
Credit Card Convenience Fee	237.25	1048.65	PACIFIC KEEPS	
Interest/Bank Charges	1106.02	6537.88	297.29	1107.81
Misc court fines and costs	4051.05	25,274.06	4125.23	21,002.32
Algona court costs **	2740.00	11,150.00	4085.78	26,222.86
TOTAL	\$18,202.97	\$112,627.41	\$9330.77	\$54,671.99

** The total in the Pacific column is for April services; the total in the Algona column is costs split that Pacific keeps for May.

PACIFIC POLICE DEPARTMENT

MAY 2015 MONTHLY REPORT

ACTIVITY

Dispatch calls	413
Self-initiated contacts	215
Agency assists	73

TRAFFIC ENFORCEMENT

		<u>LAST MONTH</u>	
Verbal Warnings	104	90	
Infractions	101	135	
Criminal Traffic	12	16	

SUPERIOR COURT FILINGS

Adult	5
Juvenile	2

ARRESTS

Traffic	8
Non Traffic	2
Felony	7

OFFENSES/CRIMES

Burglaries-Residential	1	Assault-DV	1
Burglaries-Commercial	0	Malicious mischief-DV	3
Thefts	4	Disputes-DV	1
Robbery	0	Violation of orders	1
Motor vehicle theft	2	Order Service	4
Motor vehicle recovery	2	Mental health referral	2
Recovered property	2	Threats/harassment	0
Poss stolen property	0	Suicidal subject	0
Vehicle prowl	2	Death investigation-DOA	0
Weapons violation	0	Homicide	0
Reckless burning/arson	0	Runaway/missing	2
DUI	1	Warrant arrests	18
Drug/liquor violation	0	CPS/APS investigation	1
Vehicle impound	1	Criminal trespass	3
Vehicle collision	6	Hit and run	0
Assault	0	Suspicious Circ	1
Malicious mischief	0	Fraud	1
ID Theft	2		

Total Cases:	78	Year to Date:	426
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UNLAWFUL IMPRISONMENT-1
 CIVIL STANDBY-3
 DISORDERLY CONDUCT-2
 ATTEMPTED KIDNAPPING-1



Agenda Bill No. 15-080

TO: City Council Members
FROM: Mayor Guier
MEETING DATE: June 8, 2015
SUBJECT: 2015 AWC Annual Business Meeting Voting Delegates

ATTACHMENTS: Letter from AWC

Previous Council Review Date: N/A

Summary: The AWC Annual Business Meeting will be held in Wenatchee at the Annual Conference. AWC encourages the city to participate in the meeting by appointing voting delegates.

Mayor Guier and City Administrator Richard Gould will be in attendance at the Annual Conference and can participate in the meeting.

Recommended Action: Appoint Mayor Guier and City Administrator Gould as voting delegates representing the City of Pacific at the AWC Annual Business Meeting.

Motion for Consideration: "I move to appoint Mayor Guier and City Administrator Gould as voting delegates representing the City of Pacific at the AWC Annual Business Meeting on Thursday, June 25, 2015.

Budget Impact: None

Alternatives: Do not appoint voting delegates for the annual business meeting.



Date: May 20, 2015
To: Mayor Leanne Guier, City of Pacific
From: Francis Benjamin, AWC Board President
Subject: 2015 AWC Annual Business Meeting

RECEIVED
CITY OF PACIFIC
MAY 26 2015
CITY CLERK
PERSONNEL MANAGER

AWC invites you to attend the annual **Business Meeting on Thursday, June 25, 2015, at the Wenatchee Convention Center**, in conjunction with the Annual Conference. The AWC Board of Directors strongly encourages your city to participate in the meeting by appointing voting delegates.

AWC bylaws allow each city to appoint up to three voting delegates. The bylaws do not specify the method or form cities must use to appoint delegates. If your city determines these appointments through council action, please share this information with your city council.

Each voting delegate will have one vote. Voting delegates have the opportunity to influence the operations of the Association by:

- Electing the members of the AWC Board of Directors, who play a critical leadership role in the success of the Association;
- Voting on potential amendments to the AWC bylaws, which govern the association's operations; and
- Approving the Statement of Policy, which provides the basis for policy recommendations by AWC's Legislative Priorities Committee, the Board and staff.

Once the Mayor, City Manager, or City Council has determined the city's voting delegates for 2015, please send their names and titles to Michelle Catlin, AWC Executive Assistant. The deadline for submitting voting delegate names is **Wednesday, June 17, 2015**. You may e-mail or fax this information to the attention of Michelle Catlin, Association of Washington Cities, to michellec@awcnet.org or Fax: (360) 753-0149.

Additional information on the Annual Business Meeting, the AWC Board of Directors, and the Annual Conference can be found on the AWC's website: www.awcnet.org.

cc: City Clerk



Agenda Bill No. 15-082

TO: Mayor Guier and City Council Members
FROM: Public Works
MEETING DATE: June 8, 2015
SUBJECT: Setting Public Hearing for Consideration of Abatement of Nuisance Tree

ATTACHMENTS:

- Resolution No. 2015 – 262: Setting a Public Hearing on June 22, 2015 regarding the abatement of a nuisance tree.
- Resolution No. 2015-263: Declaring a violation of PMC Section 8.20.030

Previous Council Review Date: N/A

Summary: The City Public Works Manager, through visual inspection, determined that there is a tree located on private property at 502 3rd Avenue S.W, which overhangs West Valley Highway in such manner as to obstruct or impair the free and full use of the street by the public, and is therefore a public nuisance in violation of Pacific Municipal Code (PMC) Section 8.20.030.

The City Public Works Manager has been unsuccessful in contacting the property owner and having the nuisance tree abated. PMC Section 8. 20.050 requires the Public Works Manager (street superintendent) to report to City Council when nuisance abatement efforts are unsuccessful and when Council action may be required to abate the nuisance.

This Public Hearing is required to receive public testimony regarding the nuisance tree located at 502 3rd Avenue S.W.

Recommendation/Action: Set a public hearing on June 22, 2015, at approximately 6:30 p.m. to receive public testimony regarding Resolution No. 2015- 263, declaring a violation of PMC Section 8.20.030.

Motion for Consideration: I move to approve Resolution No. 2015-262 setting a public hearing for June 22, 2015, at approximately 6:30 p.m. for consideration of the abatement of a nuisance tree at 502 3rd Avenue SW which overhangs West Valley Highway.

Budget Impact: N/A

Alternatives: N/A

**CITY OF PACIFIC
WASHINGTON**

RESOLUTION NO. 2015 - 262

A RESOLUTION OF THE CITY OF PACIFIC, WASHINGTON, SETTING THE TIME AND PLACE FOR A PUBLIC HEARING ON June 22, 2015 AT 6:30 PM, OR AS SOON THEREAFTER, IN THE CITY OF PACIFIC COUNCIL CHAMBERS TO RECEIVE PUBLIC TESTIMONY ON A NUISANCE TREE OVERHANGING A CITY STREET LOCATED AT 502 – 3RD AVENUE SOUTH IN PACIFIC, WASHINGTON.

WHEREAS, the City Public Works Manager, through visual inspection, determined that there is a tree located on private property at 502 3rd Avenue S.W, which overhangs West Valley Highway in such manner as to obstruct or impair the free and full use of the street by the public, and is therefore a public nuisance in violation of Pacific Municipal Code Section 8.20.030; and

WHEREAS, the City Public Works Manager has been unsuccessful in contacting the property owner and having the nuisance tree abated pursuant to Pacific Municipal Code Section 8. 20.050; and

WHEREAS, Pacific Municipal Code Section 8.20.050 further requires that the Public Works Manager (street superintendent) report to City Council when nuisance abatement efforts are unsuccessful and Council action may be required to abate the nuisance; and

WHEREAS, the Public Works Manger will report to City Council on June 22, 2015 on the public nuisance, should the nuisance not be abated prior to this timeframe; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PACIFIC, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. That public testimony be heard regarding a nuisance tree located at 502 3rd Avenue S.W on Monday, June 22, 2015, at the hour of 6:30 p.m. in the Council Chambers of the City of Pacific, at Pacific City Hall, Pacific, Washington, or as soon thereafter as the same may be heard, and that

Section 2. The City Clerk is directed to provide Notice of such hearing as required by law.

PASSED BY THE CITY COUNCIL this 8th day of June, 2015.

CITY OF PACIFIC

LEANNE GUIER, MAYOR

ATTEST/AUTHENTICATED:

AMY STEVENSON-NESS, CITY CLERK

APPROVED AS TO FORM:

JIM KELLY, ASSISTANT CITY ATTORNEY

**CITY OF PACIFIC,
WASHINGTON**

RESOLUTION NO. 2015-263

A RESOLUTION OF CITY OF PACIFIC, WASHINGTON, DECLARING A VIOLATION OF PACIFIC MUNICIPAL CODE CHAPTER 8.20 (OBSTRUCTING OR HAZARDOUS VEGETATION) RELATING TO A TREE OVERHANGING A CITY STREET LOCATED AT 502 – 3RD AVENUE SOUTH IN PACIFIC, WASHINGTON, DECLARING THE SAME TO BE A PUBLIC NUISANCE, REQUIRING ABATEMENT BY THE PROPERTY OWNER AND UPON FAILURE OF THE PROPERTY OWNER TO PERFORM SUCH ABATEMENT, AUTHORIZING ABATEMENT OF THE NUISANCE TREE AND COST RECOVERY BY THE CITY, AS ALLOWED BY SECTION 8.20.080 OF THE PACIFIC MUNICIPAL CODE.

WHEREAS, all owners and users of property within the City have a legal duty to maintain their property and ensure that the property they own and/or use is properly maintained, kept free of vegetation that constitute a nuisance which endangers the public health, safety and welfare; and

WHEREAS, the City Public Works Director, through visual inspection, determined that there is a tree located on private property at 502 3rd Avenue S.W, which overhangs West Valley Highway (as shown in Exhibit A, attached hereto and incorporated herein by this reference) in such manner as to obstruct or impair the free and full use of the street by the public, and is therefore a public nuisance in violation of PMC Section 8.20.030; and

WHEREAS, the City Public Works Director has caused to be sent, through the U.S. Postal Service, five certified letters to the owner of the property, as shown in the County assessment records for the property (AALCO PACIFIC INC) informing the property owner of the violation of Pacific Municipal Code Chapter 8.20 and of the need to abate the nuisance on or before May 22, 2015; and

WHEREAS, the City received no response from AALCO PACIFIC INC and the nuisance remains unabated; and

WHEREAS, on June 9, 2015, the City Public Works Director sent a notice to AALCO PACIFIC INC by U.S. Postal Service, informing the property owner that a City Council meeting is scheduled for June 15, 2015, for the purpose of the City Council's consideration of this Resolution No. 2015-263, which describes the property involved, describes the condition of the tree, describes the manner in which the tree constitutes a nuisance as defined in PMC Section 8.20.030, and the fact that the tree must be abated on or before June 15, 2015 or the property owner may suffer the consequences set forth in PMC Section 8.20.080; and

WHEREAS, PMC Section 8.20.060 provides that Resolution No. 2015-263 shall not be passed until the property owner is given at least 10 days' notice of the pendency of the proposed resolution, and that the notice shall be given by mailing, posting on the property and publication in the City's official newspaper; and

WHEREAS, the Public Works Director has attested that such mailing, posting and publication has taken place at least five days before the City Council's adoption of the Resolution in an affidavit that is on file with the City Clerk;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PACIFIC, WASHINGTON, AS FOLLOWS:

1. Declaration of Nuisance. Based on the evidence presented by the Public Works Manager at the June 15, 2015 public meeting, the City Council hereby declares that the tree located at 502 3rd Avenue SW, Pacific, WA is a nuisance because it is dead and overhangs West Valley Highway (as shown in the attached photograph, attached hereto as Exhibit A, which was taken on April 27, 2015. This unabated vegetation nuisance exists in violation of Pacific Municipal Code (PMC) Chapter 8.20 (Obstructing or Hazardous Vegetation). The property owners, AALCO PACIFIC INC are responsible for compliance with all applicable requirements PMC 8.20.
2. Notice. The City Public Works Manager has sent five certified letters to the property owners, requesting that the nuisance tree be removed, and the last of these letters required abatement on or before June 15, 2015.
3. Failure to Abate. The property owners have failed to abate the nuisance tree by this deadline, which tree still exists and overhangs West Valley Highway, as shown in the photograph attached hereto as Exhibit A.
4. Notice of this Resolution. The City is required to provide notice to the property owners of the pendency of this Resolution, as provided in PMC Section 8.20.060. On June 9, 2015, the Public Works Manager mailed such notice, with a copy of this Resolution, to the property owner at, which satisfied the requirement that 10 days' notice of the pendency of the Resolution be provided. On June 2, 2015, the Public Works Manager posted the property with a notice describing the substance of this Resolution at least five days prior to the adoption of this Resolution. On June 2, 2015 the Public Works Manager caused a notice describing the substance of this Resolution to be published in one issue of the official newspaper, at least five days prior to the adoption of this Resolution. The City has complied with the procedural requirements of PMC Chapter 8.20, and the Public Works Manager's affidavit demonstrating such compliance is on file with the City Clerk.
5. Failure to Abate/Respond. As of the date of the drafting of this Resolution, AALCO PACIFIC INC have failed to respond or to otherwise remedy or remove the identified nuisance.

6. Deadline for Abatement by Property Owners. Pursuant to PMC Section 8.20.080, the City Council hereby requires that the nuisance tree located at 502 – 3rd Avenue S.W., Pacific Washington, be removed on or before June 30, 2015.
7. City Abatement Allowed after Deadline for Abatement. If the nuisance tree has not been removed on or before the deadline set forth in No. 6 above, then the Public Works Manager shall, without further notice or process, take all necessary actions to abate the above-identified nuisance and remove the nuisance tree from 502 3rd Avenue SW, Pacific, WA.
8. Cost Recovery Allowed. The Public Works Manager shall compile an itemization and documentation of all of the City’s direct and indirect costs associated with the abatement of the nuisance on the subject property and shall mail a certified statement of all such costs to the property owners. If the property owners fail or refuse to pay the bill in full within 30 days of presentment, then the Public Works Manager may, without further notice to the property owner, record the bill with the King County Assessor’s Office as a lien on the property, in the same time and manner and enforced and foreclosed as provided by law for liens for labor and material.

APPROVED BY THE CITY COUNCIL ON _____, 2015.

 LEANNE GUIER, MAYOR

ATTEST:

 AMY STEVENSON-NESS, CITY CLERK

Approved as to form:

 JAMES KELLY, ASSISTANT CITY ATTORNEY



TO: Mayor Guier and City Council Members
FROM: Council Member Oliveira
MEETING DATE: June 8, 2015
SUBJECT: Appointment of Members of the Hotel/Motel Tax Advisory Committee

ATTACHMENTS:

Previous Council Review Date: N/A

Summary: The Hotel/Motel Advisory Committee must have at least five members, appointed by the governing body (City Council). The membership must include at least two representatives of businesses that are required to collect the lodging tax, at least two people who are involved in activities that are authorized to be funded by this tax, and one elected city official who serves as chairperson of the committee. The state statute also provides that a person who is eligible under the first category is not eligible for appointment under the second category, and vice versa.

At this time, the process to appoint membership from the Quality Inn is underway. Authorization from the owner is required before the general manager and an employee can be appointed.

Ms. Tracey Larson of Terry Home and Ms. Ann Smith of Pacific Partnerships, will represent on the committee businesses that are authorized to be funded by the hotel/motel tax.

Recommended Action: Appoint Ms. Larson and Ms. Smith to the Hotel/Motel Tax Advisory Committee

Motion for Consideration: "I move to appoint Tracey Larson, Terry Home, and Ann Smith, Pacific Partnerships to the Hotel/Motel Tax Advisory Committee."

Budget Impact: None

Alternatives: Do not appoint a committee.

Agenda Bills

Agenda Item No.	Consent Agenda 10A	Meeting Date:	June 8, 2015
<u>Subject:</u>	<u>Claim Voucher & Payroll</u> <u>Approval</u>	Prepared by:	Richard Gould Finance Director

Summary:

Approval of Payroll for the period of May 16 2015 through May 31, 2015; Claims Vouchers for May 27, 2015 through June 8, 2015.

Payroll Auto Deposit	\$	66,017.59
Payroll Checks #4881 – 4883		2,505.29
EFT'S		\$96,141.85
Claim Checks 45124 – 45225		<u>\$365,661.47</u>
Claim Ch# 44907 voided		
Total Expenditures	\$	<u>\$530,326.20</u>

Recommendation: Approval of payment for Payroll and Claims

Motion: move to approve the Consent Agenda including approval of Payroll and Claims Vouchers.

Attachments:

Check Registers and Payroll Expense itemization.

CHECK REGISTER

City Of Pacific
MCAG #: 0423

05/27/2015 To: 06/08/2015

Time: 13:33:45 Date: 06/04/2015
Page: 1

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3325	06/05/2015	Payroll	1	EFT		143.33	May 16-31 Payroll
3327	06/05/2015	Payroll	1	EFT		2,876.76	May 16-31 Payroll
3328	06/05/2015	Payroll	1	EFT		2,431.11	May 16-31 Payroll
3329	06/05/2015	Payroll	1	EFT		4,051.92	May 16-31 Payroll
3330	06/05/2015	Payroll	1	EFT		2,178.98	May 16-31 Payroll
3331	06/05/2015	Payroll	1	EFT		143.33	May 16-31 Payroll
3333	06/05/2015	Payroll	1	EFT		1,249.91	May 16-31 Payroll
3334	06/05/2015	Payroll	1	EFT		2,479.61	May 16-31 Payroll
3335	06/05/2015	Payroll	1	EFT		92.08	May 16-31 Payroll
3336	06/05/2015	Payroll	1	EFT		3,237.74	May 16-31 Payroll
3337	06/05/2015	Payroll	1	EFT		318.14	May 16-31 Payroll
3338	06/05/2015	Payroll	1	EFT		903.95	May 16-31 Payroll
3339	06/05/2015	Payroll	1	EFT		2,675.27	May 16-31 Payroll
3340	06/05/2015	Payroll	1	EFT		91.68	May 16-31 Payroll
3341	06/05/2015	Payroll	1	EFT		46.04	May 16-31 Payroll
3342	06/05/2015	Payroll	1	EFT		2,668.72	May 16-31 Payroll
3343	06/05/2015	Payroll	1	EFT		81.68	May 16-31 Payroll
3344	06/05/2015	Payroll	1	EFT		1,344.33	May 16-31 Payroll
3345	06/05/2015	Payroll	1	EFT		1,272.06	May 16-31 Payroll
3346	06/05/2015	Payroll	1	EFT		3,125.72	May 16-31 Payroll
3347	06/05/2015	Payroll	1	EFT		1,907.08	May 16-31 Payroll
3348	06/05/2015	Payroll	1	EFT		619.04	May 16-31 Payroll
3349	06/05/2015	Payroll	1	EFT		2,437.48	May 16-31 Payroll
3350	06/05/2015	Payroll	1	EFT		2,247.85	May 16-31 Payroll
3351	06/05/2015	Payroll	1	EFT		1,559.85	May 16-31 Payroll
3352	06/05/2015	Payroll	1	EFT		92.08	May 16-31 Payroll
3353	06/05/2015	Payroll	1	EFT		1,980.35	May 16-31 Payroll
3354	06/05/2015	Payroll	1	EFT		75.09	May 16-31 Payroll
3355	06/05/2015	Payroll	1	EFT		1,740.17	May 16-31 Payroll
3356	06/05/2015	Payroll	1	EFT		1,959.54	May 16-31 Payroll
3357	06/05/2015	Payroll	1	EFT		1,009.97	May 16-31 Payroll
3358	06/05/2015	Payroll	1	EFT		1,441.60	May 16-31 Payroll
3359	06/05/2015	Payroll	1	EFT		2,114.95	May 16-31 Payroll
3360	06/05/2015	Payroll	1	EFT		1,457.22	May 16-31 Payroll
3362	06/05/2015	Payroll	1	EFT		2,524.72	May 16-31 Payroll
3363	06/05/2015	Payroll	1	EFT		1,839.76	May 16-31 Payroll
3364	06/05/2015	Payroll	1	EFT		1,129.88	May 16-31 Payroll
3365	06/05/2015	Payroll	1	EFT		1,551.42	May 16-31 Payroll
3366	06/05/2015	Payroll	1	EFT		92.08	May 16-31 Payroll
3367	06/05/2015	Payroll	1	EFT		2,712.75	May 16-31 Payroll
3368	06/05/2015	Payroll	1	EFT		1,331.11	May 16-31 Payroll
3369	06/05/2015	Payroll	1	EFT		1,420.21	May 16-31 Payroll
3370	06/05/2015	Payroll	1	EFT		1,361.03	May 16-31 Payroll
3371	06/04/2015	Claims	1	EFT	INTERNAL REVENUE SERVICE	35,174.76	Paying Back IRS For The Checks They Send Out In Regards To 941 Payments And Wrong Quarters Noted
3479	06/08/2015	Payroll	1	EFT	ASSOC OF WASHINGTON CITIES		05/20/2015 To 06/05/2015 - Medical - Directors - Voided
3480	06/08/2015	Payroll	1	EFT	INTERNAL REVENUE SERVICE	25,681.08	941 Deposit For 06/05/2015 - 06/05/2015
3481	06/08/2015	Payroll	1	EFT	WA ST DEPT RETIREMENT SYSTEM		06/01/2015 To 06/30/2015 - DCP - DRS; 05/20/2015 To 06/05/2015 - LEOFF 2 - Voided

CHECK REGISTER

City Of Pacific
MCAG #: 0423

05/27/2015 To: 06/08/2015

Time: 13:33:45 Date: 06/04/2015

Page: 2

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3482	06/08/2015	Payroll	1	EFT	WA STATE SUPPORT REGISTRY	229.00	06/01/2015 To 06/30/2015 - Child Support
3483	06/08/2015	Payroll	1	EFT	WA ST DEPT RETIREMENT SYSTEM	16,129.67	05/20/2015 To 06/05/2015 - PERS 2; 05/20/2015 To 06/05/2015 - PERS 3
3490	06/08/2015	Payroll	1	EFT	WA ST DEPT RETIREMENT SYSTEM	625.00	06/01/2015 To 06/30/2015 - DCP - DRS
3491	06/08/2015	Payroll	1	EFT	WA ST DEPT RETIREMENT SYSTEM	8,784.39	05/20/2015 To 06/05/2015 - LEOFF 2
3492	06/08/2015	Payroll	1	EFT	ASSOC OF WASHINGTON CITIES	9,517.95	05/20/2015 To 06/05/2015 - Medical - Directors
3326	06/05/2015	Payroll	1	4881		1,372.33	May 16-31 Payroll
3332	06/05/2015	Payroll	1	4882		1,040.88	May 16-31 Payroll
3361	06/05/2015	Payroll	1	4883		92.08	May 16-31 Payroll
3380	06/08/2015	Claims	1	45124	ACCO ENGINEERED SYSTEMS	312.08	POLICE: HVAC MAINTENANCE
3381	06/08/2015	Claims	1	45125	AHBL INC	1,237.54	
3382	06/08/2015	Claims	1	45126	ALGONA COURTS	5,244.99	Algona Courts May 2015
3383	06/08/2015	Claims	1	45127	ALPINE PRODUCTS INC	7,282.31	PW: PAINT SPRAYER; PW: PAINT FOR PAINT SPRAYER; PW: "BIKE LANE" SYMBOL; PW: TRUCK SUPPLIES; PW: ARROW KIT & TRAFFIC PAINT
3384	06/08/2015	Claims	1	45128	CITY OF AUBURN	3,584.22	APRIL 2015 IT SERVICE
3385	06/08/2015	Claims	1	45129	AUS WEST LOCKBOX	51.62	CITY HALL & POLICE: DOOR MATS
3386	06/08/2015	Claims	1	45130	GAIL BENNETT	495.00	CIVIL SERVICE COMM. SECRETARY - MAY 2015
3387	06/08/2015	Claims	1	45131	DAWN BETTINGER	150.00	COURT: PUBLIC DEFENSE
3388	06/08/2015	Claims	1	45132	MICHEL LEONARDIS BOS	415.00	POLICE: REIMB. TO SGT. BOS FOR SIG SAUER ARMORER COURSE
3389	06/08/2015	Claims	1	45133	JASON BRANDT	15.60	JURY DUTY
3390	06/08/2015	Claims	1	45134	DEBORAH LOUISE	15.37	JURY DUTY
3391	06/08/2015	Claims	1	45135	BTU MECHANICAL	184.51	YOUTH: ICE MACHINE REPAIRS
3392	06/08/2015	Claims	1	45136	JEFF CASTOR	20.09	JURY DUTY
3393	06/08/2015	Claims	1	45137	CENTURYLINK	1,170.68	
3394	06/08/2015	Claims	1	45138	CENTURYLINK	581.08	MOVE PHONE LINES & ADD PHONE LINE
3395	06/08/2015	Claims	1	45139	DEBRA CLARK	22.27	JURY DUTY
3396	06/08/2015	Claims	1	45140	COLUMBIA BANK CARDMEMBER SERVICE	2,019.07	
3397	06/08/2015	Claims	1	45141	COPIERS NORTHWEST INC	78.54	PW: PAPER FOR PLOTTER; SENIOR: COPY MACHINE USAGE
3398	06/08/2015	Claims	1	45142	JULIA DAVIDOV	106.72	COURT: INTERPRETER SERVICES
3399	06/08/2015	Claims	1	45143	DAY WIRELESS	2,335.30	POLICE: VHS RADIOS & BASE STATION
3400	06/08/2015	Claims	1	45144	KERRI DICKSON	15.49	JURY DUTY
3401	06/08/2015	Claims	1	45145	DISTRIBUDOORS	1,741.05	POLICE: BAY DOOR REPAIRS
3402	06/08/2015	Claims	1	45146	GILBERT DIXON	22.62	JURY DUTY

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
3403	06/08/2015	Claims	1	45147	THERESA DUSEK	7,060.00	CD: WETLAND INVENTORY ASSESSMENT & MAP
3404	06/08/2015	Claims	1	45148	CYNTHIA EDMON	22.21	JURY DUTY
3405	06/08/2015	Claims	1	45149	FERGUSON ENTERPRISES, INC.	60.77	PW: TOOLS (WATER)
3406	06/08/2015	Claims	1	45150	CARLA FLOOD	22.50	JURY DUTY
3407	06/08/2015	Claims	1	45151	JOANNE FUTCH	220.00	YOUTH: REIMB. TO JOANNCCE FOR COMPUTERS
3408	06/08/2015	Claims	1	45152	NILDA GAERLAN	15.60	JURY DUTY
3409	06/08/2015	Claims	1	45153	KENNETH GELTZ	22.85	JURY DUTY
3410	06/08/2015	Claims	1	45154	H D FOWLER CO INC	264.34	PW: METER BOXES
3411	06/08/2015	Claims	1	45155	STACY HESS	22.60	JURY DUTY
3412	06/08/2015	Claims	1	45156	HONEY BUCKET	405.00	PW: HONEY BUCKET RENTALS
3413	06/08/2015	Claims	1	45157	JOSHUA HONG	104.03	POLICE: REIMB. TO OFC. HONG FOR TASER HOLSTER
3414	06/08/2015	Claims	1	45158	ICON MATERIALS	119,557.96	PW: DRAIN ROCK & TOP COURSE; STEWART RD/THORNTON AVE IMPROVEMENTS - MONTHLY PROGRESS ESTIMATE #10 (03/21/15 - 04/21/15) **GRANT**
3415	06/08/2015	Claims	1	45159	IMAGE MASTERS INC	55.02	ADMIN: PLAQUE
3416	06/08/2015	Claims	1	45160	INTERACTIVE PIPE INSPECTION	900.00	FIRE HYDRANT DEPOSIT REFUND
3417	06/08/2015	Claims	1	45161	INTERSTATE ALL BATTERYCENTER	323.68	POLICE: BATTERIES
3418	06/08/2015	Claims	1	45162	RHONDA IYALL	21.93	JURY DUTY
3419	06/08/2015	Claims	1	45163	CATHERINE JENSEN-VARNADORE	21.93	JURY DUTY
3420	06/08/2015	Claims	1	45164	JOSHUA JOHNSON	28.94	JURY DUTY
3421	06/08/2015	Claims	1	45165	SEPTEMBER JOHNSON	28.94	JURY DUTY
3422	06/08/2015	Claims	1	45166	LAW, LYMAN, DANIEL, KAMERRER & BOGDANOVICH, P.S.	193.50	LEGAL SERVICE: WEST VS. CITY OF PACIFIC
3423	06/08/2015	Claims	1	45167	LAURA KINDERKNECHT	18.71	JURY DUTY
3424	06/08/2015	Claims	1	45168	KING COUNTY DIRECTORS' ASSOC	44.22	POLICE: SUPPLIES
3425	06/08/2015	Claims	1	45169	KING COUNTY FINANCE	107,158.74	WASTEWATER TREATMENT
3426	06/08/2015	Claims	1	45170	LISA LARSON	250.00	YOUTH: RENTAL DEPOSIT REFUND
3427	06/08/2015	Claims	1	45171	LAW OFFICE THOMAS R HARGAN	90.00	COURT: CONFLICT PROSECUTION SERVICES
3428	06/08/2015	Claims	1	45172	LEXISNEXIS	101.20	POLICE: APRIL 2015 CONTRACT FEE
3429	06/08/2015	Claims	1	45173	LIBERTY ASSISTS LLC	101.00	PW: VEHICLE MAINTENANCE
3430	06/08/2015	Claims	1	45174	CINDY LOVE	21.93	JURY DUTY
3431	06/08/2015	Claims	1	45175	LOWE'S COMPANIES, INC	209.62	PW: SUPPLIES
3432	06/08/2015	Claims	1	45176	BARBARA MACINTYRE	14.80	JURY DUTY
3433	06/08/2015	Claims	1	45177	EDWIN MASSEY JR	107.75	POLICE: REIMB TO LT. MASSEY FOR REGISTERING SEIZED DUMP TRAILER
3434	06/08/2015	Claims	1	45178	JOHN MCBRIDE	18.59	JURY DUTY
3435	06/08/2015	Claims	1	45179	MCLENDON HARDWARE	305.73	PW: SUPPLIES
3436	06/08/2015	Claims	1	45180	DOUGLAS MONTGOMERY	15.60	JURY DUTY

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3437	06/08/2015	Claims	1	45181	MORRIS LAW P.C.	7,330.00	MAY 2015 LEGAL SERVICES
3438	06/08/2015	Claims	1	45182	GRETCHEN NEUERT	17.79	JURY DUTY
3439	06/08/2015	Claims	1	45183	THE NEWS TRIBUNE	13.00	POLICE: FINAL BILL THRU 05/20/15
3440	06/08/2015	Claims	1	45184	MARY NICHOLLS	19.05	JURY DUTY
3441	06/08/2015	Claims	1	45185	O'REILLY AUTOMOTIVE, INC.	201.12	PW: SUPPLIES; PW: SUPPLIES
3442	06/08/2015	Claims	1	45186	PETROCARD SYSTEMS INC	2,149.64	
3443	06/08/2015	Claims	1	45187	ROSALYN PRANDI	27.33	JURY DUTY
3444	06/08/2015	Claims	1	45188	PROSECUTING ATTORNEYS OFFICE	210.34	Algona Court May 2015; Pacific Court May 2015
3445	06/08/2015	Claims	1	45189	PROVIDENCE COMMUNITY CORRECTIONS	51.00	POLICE: APRIL 2015 JAIL SERVICES
3446	06/08/2015	Claims	1	45190	PUGET SOUND ENERGY	2,976.77	
3447	06/08/2015	Claims	1	45191	RANDALL REAY	22.39	JURY DUTY
3448	06/08/2015	Claims	1	45192	RITE AID PHARMACY	635.96	PW: HEP A & B SHOTS FOR BAILEY & MARRS
3449	06/08/2015	Claims	1	45193	L STEPHEN ROCHON	5,100.00	COURT: JUDGE SERVICES
3450	06/08/2015	Claims	1	45194	LAYMON LYNN ROSS	20.89	JURY DUTY
3451	06/08/2015	Claims	1	45195	RACHEL SALING	21.81	JURY DUTY
3452	06/08/2015	Claims	1	45196	SCORE	8,245.00	POLICE: APRIL 2015 JAIL SERVICES
3453	06/08/2015	Claims	1	45197	SECOMA FENCE, INC.	1,888.88	PW: PACIFIC POND FENCE
3454	06/08/2015	Claims	1	45198	STEPHANIE SUE SHOOK	55.44	POLICE: MILEAGE REIMB FOR EMPG MEETING (COORDINATION MEETING THURSTON CO.)
3455	06/08/2015	Claims	1	45199	SHRED-IT USA INC.	676.19	ONSITE DOCUMENT SHREDDING; POLICE: SHREDDING SERVICE; COURT & FINANCE: SHREDDING
3456	06/08/2015	Claims	1	45200	SIRCHIE FINGER PRINT LAB INC	313.17	POLICE: FINGERPRINT TESTS; POLICE: EVIDENCE ROOM SUPPLIES
3457	06/08/2015	Claims	1	45201	STAPLES BUSINESS ADVANTAGE	163.73	POLICE: SUPPLIES; FINANCE: SUPPLIES
3458	06/08/2015	Claims	1	45202	SUMMIT LAW GROUP	4,676.00	PERSONNEL LEGAL SERVICES; LEGAL SERVICES RE: TEAMSTERS LOCAL 117
3459	06/08/2015	Claims	1	45203	EMILY TERRELL	18.36	JURY DUTY
3460	06/08/2015	Claims	1	45204	DARCIE L. THACH	42.97	SENIOR: SUPPLIES FOR L.O.L. (WELLNESS COMMITTEE)
3461	06/08/2015	Claims	1	45205	THE SHERWIN WILLIAMS CO.	98.54	PW: 20 VOLT BATTERY
3462	06/08/2015	Claims	1	45206	CAROLE TINGSTAD	15.95	JURY DUTY
3463	06/08/2015	Claims	1	45207	USAMOBILITY	25.20	PW: PAGER
3464	06/08/2015	Claims	1	45208	VALLEY COMMUNICATIONS	1,010.68	POLICE: 800 MHZ MAY 2015 (44 UNITS)
3465	06/08/2015	Claims	1	45209	WA ST DEPT OF ECOLOGY	4,906.69	STORMWATER LOAN PAYMENT
3466	06/08/2015	Claims	1	45210	WA ST TREASURER	12,474.99	Algona Court May 2015; Pacific Court Crime Victims May 2015
3467	06/08/2015	Claims	1	45211	WASHINGTON TRACTOR	371.94	PW: FLAIL MOWER PARTS; PW: JOHN DEERE PARTS
3468	06/08/2015	Claims	1	45212	DEREK WEBER	17.10	JURY DUTY

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3469	06/08/2015	Claims	1	45213	WELLS FARGO FINANCIAL LEASING	2.99	SENIOR: COPY MACHINE USAGE
3470	06/08/2015	Claims	1	45214	MICHAEL WELLS	21.70	JURY DUTY
3471	06/08/2015	Claims	1	45215	WESCOM COMMUNICATIONS	295.00	POLICE: RADAR CALIBRATION
3472	06/08/2015	Claims	1	45216	KRISTA C WHITE-SWAIN	1,350.00	COURT: PUBLIC DEFENSE
3473	06/08/2015	Claims	1	45217	SUSAN WILLIAMS	15.72	JURY DUTY
3474	06/08/2015	Claims	1	45218	JONATHAN WINDER	23.54	JURY DUTY
3475	06/08/2015	Claims	1	45219	BAILEY ZYDEK	29.02	JURY DUTY
3484	06/08/2015	Payroll	1	45220	AFLAC	791.60	05/20/2015 To 06/05/2015 - AFLAC ACC Pre; 05/20/2015 To 06/05/2015 - AFLAC CAN Pre; 05/20/2015 To 06/05/2015 - AFLAC STD Post; 05/20/2015 To 06/05/2015 - AFLAC PSI Pre; 05/20/2015 To 06/05/2015 - AFL
3485	06/08/2015	Payroll	1	45221	AMERICAN LEGAL SERVICES	50.68	05/20/2015 To 06/05/2015 - Legal Fee
3486	06/08/2015	Payroll	1	45222	ASSOC OF WASHINGTON CITIES		NOTHING OWED - CHECK PRINTED IN ERROR
3487	06/08/2015	Payroll	1	45223	NW ADMIN TRANSFER ACCOUNT	40,716.70	05/20/2015 To 06/05/2015 - Medical - Police; 05/20/2015 To 06/05/2015 - Medical- Clerical Union
3488	06/08/2015	Payroll	1	45224	TEAMSTERS LOCAL 117	1,667.58	05/20/2015 To 06/05/2015 - Union Dues
3489	06/08/2015	Payroll	1	45225	WESTERN CONFERENCE OF TEAMSTERS PENSION	1,988.18	05/20/2015 To 06/05/2015 - Union Pension

001 General Fund	209,424.51	
101 Street	7,517.32	
308 Valentine Road Project	1,237.54	
310 Stewart/Thornton Ave Rd Projec	119,378.68	
401 Water	22,932.25	
402 Sewer	121,780.62	
409 Storm	20,422.62	
499 Utilities Equipment Reserve	6,296.25	
630 Developer/Senior/Youth/Hydrant Deposit	1,150.00	
640 Algona Court	11,038.68	
800 Payroll EE Benefit Clearing	9,147.73	
	355,621.49	Claims:
	530,326.20	Payroll:
		174,704.71

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Voucher Approval

We, the undersigned Council members of the City of Pacific, do hereby certify that the Vouchers specified were reviewed and were approved for payment at the Regular Council Meeting

on: _____.

Council Member: _____

Council Member: _____

Council Member: _____

Reviewed for Accuracy

Finance Director: _____



TO: Mayor Guier and City Council Members
FROM: Public Works
MEETING DATE: June 8, 2015
SUBJECT: Setting Public Hearing for Consideration of Alteration of Speed Limit on Frontage Road

ATTACHMENTS:

- Resolution No. 2015-258 Setting public hearing
- Ordinance No. 2015 – 1899 altering the speed limit on Frontage Road

Previous Council Review Date: N/A

Summary: An engineering and traffic analysis was conducted by Transpo Group on Frontage Road. The study examined current street conditions in accordance with RCW 46.61.415 and City policy regarding alteration of speed limits. The study recommends altering the speed limit on Frontage Road.

This Public Hearing is required to receive public testimony regarding the proposed alteration of the speed limit on Frontage Road.

Recommendation/Action: Set a public hearing to receive public testimony at the June 22, 2015 City Council meeting regarding Ordinance No. 2015- 1899.

Motion for Consideration: I move to approve Resolution No. 2015-258 setting a public hearing on June 22, 2015, at approximately 6:30 p.m. to receive public testimony regarding Ordinance No. 2015-1899 altering the speed limit on Frontage Road.

Budget Impact: N/A

Alternatives: N/A

**CITY OF PACIFIC
WASHINGTON**

RESOLUTION NO. 2015 - 258

A RESOLUTION OF THE CITY OF PACIFIC, WASHINGTON, SETTING THE TIME AND PLACE FOR A PUBLIC HEARING ON JUNE 22, 2015 AT 6:30 PM, OR AS SOON THEREAFTER, IN THE CITY OF PACIFIC COUNCIL CHAMBERS TO RECEIVE PUBLIC TESTIMONY REGARDING ALTERATION OF THE SPEED LIMIT ON FRONTAGE ROAD A CITY STREET IN PACIFIC, WASHINGTON.

WHEREAS, an engineering and traffic analysis was conducted by Transpo Group on Frontage Road; and

WHEREAS, the study examined current street conditions in accordance with RCW 46.61.415 and City policy regarding alteration of speed limits on City streets; and

WHEREAS, the study recommends an altering of the speed limit on Frontage Road; and

WHEREAS, the Public Works Manger will report to City Council on June 22, 2015 the findings and recommendations in the Transpo Group's report; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PACIFIC, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. That public testimony be heard regarding alteration of the speed limit on Frontage Road Monday, June 8, 2015, at the hour of 6:30 p.m. in the Council Chambers of the City of Pacific, at Pacific City Hall, Pacific, Washington, or as soon thereafter as the same may be heard, and that

Section 2. The City Clerk is directed to provide Notice of such hearing as required by law.

PASSED BY THE CITY COUNCIL this 8th day of June, 2015.

CITY OF PACIFIC

LEANNE GUIER, MAYOR

ATTEST/AUTHENTICATED:

AMY STEVENSON-NESS, CITY CLERK

APPROVED AS TO FORM:

CAROL MORRIS, CITY ATTORNEY

**CITY OF PACIFIC,
WASHINGTON**

ORDINANCE NO. 2015-1899

**AN ORDINANCE OF CITY OF PACIFIC, WASHINGTON,
ALTERING THE SPEED LIMIT ON FRONTAGE ROAD
BETWEEN ELLINGSON ROAD AND 3RD AVENUE S.W. FROM
THE 35 MPH TO 30 MPH.**

WHEREAS, the speed limit on Frontage Road was established at 35 MPH in 1974 by Ordinance No. 535; and

WHEREAS, the City Council directed the lowering of the speed limit on Frontage Road from 35 to 25 MPH in the spring of 2014 in response to a land slide that blocked West Valley Highway that required the rerouting of traffic onto Frontage Road during slide mitigation; and

WHEREAS, the emergency conditions that prompted the lowering of the speed limit on Frontage Road are no longer present; and

WHEREAS, the City Council has expressed its continuing interest in maintaining a lower speed limit on Frontage Road; and

WHEREAS, Frontage Road is classified as a minor arterial street; and

WHEREAS, the alteration of speed limits pursuant to RCW 46.415.16 for arterial streets require an engineering and traffic investigation; and

WHEREAS, City staff selected Transpo Group from the MRSC consultant roster as the most qualified transportation engineering firm to conduct an engineering and traffic study; and

WHEREAS, the results of the Transpo Group's engineering and investigation recommended that the speed limit on Frontage Road be set at 30 MPH; and

WHEREAS, adopted City policy (Resolution 2014-215) requires that the findings of an engineering and traffic investigation pertaining to alteration of a speed limit be discussed with the Public Works Committee; and

WHEREAS, the Transpo Group's speed limit alteration recommendation for Frontage Road was discussed with the Public Works Committee on June 3, 2015;

WHEREAS, the Public Works Committee affirmed the recommended speed limit alteration on Frontage Road; and

WHEREAS, a public hearing was held on June 22, 2015 to take public testimony on the proposed speed limit alteration; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PACIFIC, WASHINGTON, AS FOLLOWS:

Section 1. Setting Maximum Speed Limit. The maximum speed limit on Frontage Road between Ellingson Road and 3rd Avenue S.E. is set at 30 MPH.

Section 2. Effective Date and Publication. A summary of this Ordinance consisting of its title shall be published in the official newspaper of the City. This Ordinance shall be in effect five (5) days after publication.

Section 3. Sunset Date. This Ordinance will remain in effect until such time as a future engineering and traffic investigation recommends an alteration of the established speed limit and is approved by City Council.

APPROVED BY THE CITY COUNCIL ON JUNE 8, 2015.

LEANNE GUIER, MAYOR

ATTEST:

AMY STEVENSON-NESS, CITY CLERK

Approved as to form:

JAMES KELLY, ASSISTANT CITY ATTORNEY



Agenda Bill No. 15-076

TO: Mayor Guier and City Council Members

FROM: Public Works

MEETING DATE: June 8, 2015

SUBJECT: 6-Year Transportation Improvement Plan (STIP) 2016 – 2021 Public Hearing

ATTACHMENTS:

- Resolution 2015-259
- 6-Year Transportation Improvement Plan (STIP) 2015 – 2020 Public Hearing

Previous Council Review Date: 6/1/15

Summary: Current state statutes require the City of Pacific to prepare a Six Year Transportation Improvement Plan (TIP) annually for submittal to Washington State Department of Transportation (WSDOT). Portions of the City's TIP which meet the criteria for regionally significant projects are then incorporated into the Statewide Transportation Improvement Program (STIP). The TIP is an important tool for local, state and federally funded projects, and is utilized by governmental and planning organizations at all levels. Projects must be identified on the TIP and/or the STIP to be eligible for funding from Federal and State sources. A Public Hearing is required.

Recommendation/Action: Staff recommends Council approve Resolution No. 2015-259.

Motion for Consideration: Move to approve Resolution No. 2015-259, SETTING THE TIME AND PLACE FOR A PUBLIC HEARING ON JUNE 22, 2015 AT 6:30 PM IN THE CITY OF PACIFIC COUNCIL CHAMBERS TO HEAR FROM THE PUBLIC ON THE DEVELOPMENT OF THE CITY'S 2016 – 2021 SIX YEAR TRANSPORTATION IMPROVEMENT PLAN.

Budget Impact: There is no immediate budget impact associated with the passage of this measure.

Alternatives: Deny the measure and re-structure the TIP. This action would require a new public hearing to be held.

**CITY OF PACIFIC
WASHINGTON**

RESOLUTION NO. 2015 - 259

A RESOLUTION OF THE CITY OF PACIFIC, WASHINGTON, SETTING THE TIME AND PLACE FOR A PUBLIC HEARING ON JUNE 22, 2015 AT 6:30 PM IN THE CITY OF PACIFIC COUNCIL CHAMBERS TO HEAR FROM THE PUBLIC ON THE DEVELOPMENT OF THE CITY'S 2016 – 2021 SIX YEAR TRANSPORTATION IMPROVEMENT PLAN.

WHEREAS, RCW 35.77.010 requires the legislative body of each city and town, pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years. The program shall be filed with the secretary of transportation not more than thirty days after its adoption.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PACIFIC, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. That said 2016 – 2021 Six Year Transportation Improvement Plan shall be presented for hearing and determination on Monday, June 22, 2015, at the hour of 6:30 p.m. in the Council Chambers of the City of Pacific, at Pacific City Hall, Pacific, Washington, or as soon thereafter as the same may be heard, and that

Section 2. Notice of such hearing be given as approved by law.

ADOPTED BY THE CITY COUNCIL this 8th day of June, 2015.

APPROVED:

LEANNE GUIER, MAYOR

ATTEST/AUTHENTICATED:

AMY STEVENSON-NESS, CITY CLERK

APPROVED AS TO FORM:

JAMES KELLY, ASSISTANT CITY ATTORNEY

Six Year Transportation Improvement Program From 2016 to 2021

Agency: Pacific

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17		Frontage Road Rehabilitation 3rd Ave SW to 5th Ave NW Frontage Road rehabilitation including repair of pedestrian facilities.	WA-05651	06/22/15	07/13/15			04	CG O P S T W	0.750		No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019	STP	150,000	TIB	23,000	27,000	200,000
P	RW	2019	STP	43,000		0	17,000	60,000
P	CN	2020	STP	765,000	TIB	400,000	135,000	1,300,000
Totals				958,000		423,000	179,000	1,560,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	100,000	100,000
RW	0	0	0	0	60,000
CN	0	0	0	0	1,300,000
Totals	0	0	0	100,000	1,460,000

Six Year Transportation Improvement Program From 2016 to 2021

Agency: Pacific

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Interurban Trail Interurban Trail 3rd Ave SW to Stewart Road This project will extend the Interurban Trail from 3rd Ave SW to Roy Road. Project elements consist of 0.75 miles of multi-use trail utilizing pervious pavement. Trail may be extended further, as funding allows.	WA-06452	06/22/15	07/13/15			28	P	0.750	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2016		0	WSDOT	250,000	50,000	300,000
P	RW	2017		0	WSDOT	20,000	5,000	25,000
P	CN	2017		0	WSDOT	1,380,000	95,000	1,475,000
Totals				0		1,650,000	150,000	1,800,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	150,000	150,000	0	0	0
RW	0	25,000	0	0	0
CN	0	475,000	1,000,000	0	0
Totals	150,000	650,000	1,000,000	0	0

Six Year Transportation Improvement Program From 2016 to 2021

Agency: Pacific

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16		Milwaukee Boulevard Rehabilitation & Intersection Ellingson Road to 5th Avenue South Road rehabilitation and sidewalk improvements. Intersection improvements at Milwaukee Blvd & Ellingson Rd intersection. Widen intersection to include dedicated left and right turn lanes, including signal modifications.	WA-05650	06/22/15	07/13/15			03	C G P S T W	0.700	EA	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2016	STP	40,000		0	10,000	50,000
P	RW	2016		0		0	50,000	50,000
P	CN	2017	STP	1,038,000		0	162,000	1,200,000
Totals				1,078,000		0	222,000	1,300,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	25,000	25,000	0	0	0
RW	50,000	0	0	0	0
CN	0	600,000	600,000	0	0
Totals	75,000	625,000	600,000	0	0

Six Year Transportation Improvement Program From 2016 to 2021

Agency: Pacific

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16		Pacific Avenue Rehabilitation Ellingson Road to 3rd Avenue SE This project will repair and overlay the existing road surface. Sidewalk completion and drainage improvements are also included.	WA-07768	06/22/15	07/13/15			06	C G O P S T W	0.500	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020	STP	100,000	TIB	73,000	27,000	200,000
P	RW	2020	STP	43,000		0	17,000	60,000
P	CN	2021	STP	465,000	TIB	400,000	135,000	1,000,000
Totals				608,000		473,000	179,000	1,260,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	100,000	100,000
RW	0	0	0	0	60,000
CN	0	0	0	0	1,000,000
Totals	0	0	0	100,000	1,160,000

Six Year Transportation Improvement Program From 2016 to 2021

Agency: Pacific

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Road Repair and Preservation City Wide Various to Overlays, repairs, and channelization improvements throughout the city.	WA-05668	06/22/15	07/13/15			06			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2016		0	TIB	65,000	10,000	75,000
P	CN	2016		0	TIB	675,000	75,000	750,000
Totals				0		740,000	85,000	825,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	25,000	0	25,000	0	25,000
CN	250,000	0	250,000	0	250,000
Totals	275,000	0	275,000	0	275,000

Six Year Transportation Improvement Program From 2016 to 2021

Agency: Pacific

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
19		Sidewalk Improvements Various to Repair/replace sidewalks throughout the City of Pacific.	WA-05687	06/22/15	07/13/15			28	C G O P T W		CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2016		0	SRTS	27,000	3,000	30,000
P	RW	2016		0		0	30,000	30,000
P	CN	2016		0	SRTS	270,000	30,000	300,000
Totals				0		297,000	63,000	360,000

Expenditure Schedule						
Phase	1st	2nd	3rd	4th	5th & 6th	
PE	10,000	0	10,000	0	10,000	
RW	10,000	0	10,000	0	10,000	
CN	100,000	0	100,000	0	100,000	
Totals	120,000	0	120,000	0	120,000	

Six Year Transportation Improvement Program From 2016 to 2021

Agency: Pacific

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
19		South 51st Avenue Reconstruction South 374 Street to South 380th Street From South 374th Street to South 380th Street construct a 24-foot wide paved road over an existing ROW containing a gravel road. Work includes a stormwater conveyance and collection system.	WA-05663	06/22/15	07/13/15			04		0.500	EA	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2017		0	OTHER	45,000	5,000	50,000
P	RW	2017		0	OTHER	20,000	5,000	25,000
P	CN	2018		0	OTHER	450,000	50,000	500,000
Totals				0		515,000	60,000	575,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	20,000	20,000	10,000	0
RW	0	0	25,000	0	0
CN	0	0	0	500,000	0
Totals	0	20,000	45,000	510,000	0

Six Year Transportation Improvement Program From 2016 to 2021

Agency: Pacific

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16		West Valley Highway Reconstruction West Valley Highway County Line Road to 1st Ave W (north city limit) The project consists of widening of this two lane facility to three lanes (two general purpose lanes and a two-way left turn lane), reconstructing roadway to sub-base, providing pedestrian facilities, and providing stormwater facilities.	PAC-7	06/22/15	07/13/15			04		0.510	EA	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2016	STP	86,500		0	13,500	100,000
P	RW	2016	STP	243,000		0	40,000	283,000
P	CN	2018	STP	1,900,000		0	312,000	2,212,000
Totals				2,229,500		0	365,500	2,595,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	50,000	50,000	0	0	0
RW	0	283,000	0	0	0
CN	0	0	1,106,000	1,106,000	0
Totals	50,000	333,000	1,106,000	1,106,000	0

Six Year Transportation Improvement Program From 2016 to 2021

Agency: Pacific

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16		West Valley Highway Reconstruction (County Line Rd. to Jovita Blvd) West Valley Highway County Line Road to Jovita Blvd The project will widen an existing 2-lane undivided, narrow minor arterial road. The final roadway section will include a through lane in each direction, a two-way left turn lane, sidewalks or a shared use path, landscape areas, illumination and associated utility extensions.	PAC-7A					04		0.500	EA	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2016	STP(UL)	43,000		0	7,000	50,000
P	RW	2017	STP	101,000		0	16,000	117,000
P	CN	2018	STP	865,000		0	135,000	1,000,000
Totals				1,009,000		0	158,000	1,167,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
	0	0	0	0	0
Totals	0	0	0	0	0

Six Year Transportation Improvement Program From 2016 to 2021

Agency: Pacific

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14	1	Stewart Road Improvements - Valentine to White River Bridge Stewart Road - 3290 Valentine Ave to Butte Ave The project proposes to widen Stewart Road (2 lanes to 5 lanes) and install sidewalks (south side of Stewart) and a pervious asphalt trail (north side of Stewart) from Valentine Ave SE to White River Bridge. Environmental documentation will be completed for future construction of the pervious asphalt trail from Valentine Avenue SE to Butte Ave SE. Installation of a new signal at Butte. Project activities to complete the work include clearing, grading, paving, striping, signage, illumination, utility relocation, stormwater upgrades, and installation of new water main.	PAC-2B	06/22/15	07/13/15			03	CGOPS TW	0.180	EA	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2016	STP	432,500		0	67,500	500,000
P	RW	2016	STP	519,000		0	81,000	600,000
P	CN	2018	STP	3,027,500		0	472,500	3,500,000
Totals				3,979,000		0	621,000	4,600,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	250,000	250,000	0	0	0
RW	0	600,000	0	0	0
CN	0	0	1,750,000	1,750,000	0
Totals	250,000	850,000	1,750,000	1,750,000	0

	Federal Funds	State Funds	Local Funds	Total Funds
Grand Totals for Pacific	9,861,500	4,098,000	2,082,500	16,042,000



AGENDA BILL NO. 15-077

TO: Mayor Guier and City Council Members
FROM: Richard Gould, City Administrator
MEETING DATE: June 8, 2015
SUBJECT: Setting Public Hearing Date for Solid Waste Services

ATTACHMENTS: Resolution No. 2015-260

Previous Council Review Date: N/A

Background: RCW 35.21.156 provides a procedure for selection of a vendor for solid waste services. However, it specifically states that it is “supplemental to and shall not be construed as a repeal of or limitation on any other authority granted by law” to the City.

The City issued an RFP for solid waste services in Pacific. Responses to the RFP were received. Under RCW 35.21.156(3), the City staff evaluated the qualifications of the vendors, as described in the responses to the RFP. Based on the criteria established by the City Council, the City staff recommended to the Council one vendor that was initially determined to be the best qualified to provide solid waste services in Pacific – Waste Management. Pursuant to RCW 35.21.156(4), on May 18, 2015, at a special meeting, the City Council selected Waste Management of Washington, Inc. as the preferred provider of solid waste services in Pacific. Contract negotiations are underway, as allowed by RCW 35.21.156(5). If the City is unable to negotiate a contract on terms that the City determines to be fair and reasonable and in the best interest of the City, the City may suspend or terminate such negotiations and select another qualified vendor.

Summary: A public hearing has been scheduled to receive public input on the proposed contract, pursuant to RCW 35.21.156(6). The attached resolution will set the public hearing date for Monday, June 22, 2015, at approximately 6:30 p.m. for the public hearing.

Recommended Action: Approve Resolution No. 2015-260 setting the public hearing, directing the City Clerk to provide public notice of the public hearing.

Motion for Consideration: “I move to approve Resolution 2015-260 setting a public hearing on Monday, June 22, 2015 at approximately 6:30 p.m., to receive public input on the proposed solid waste services contract with Waste Management of Washington, Inc.”

Budget Impact: None

Alternatives: The City Council could decide to defer the public hearing until the City and Waste Management have negotiated all of the terms of the contract. At that point, the City Council would schedule the public hearing in order to obtain input on whether the contract meets the requirements of RCW 35.21.156(6), or whether the contract is financially sound, and that it is in the public interest to enter into the contract.

DRAFT
CITY OF PACIFIC
WASHINGTON

RESOLUTION NO. 2015 - 260

A RESOLUTION OF THE CITY OF PACIFIC, WASHINGTON, SETTING THE TIME AND PLACE FOR A PUBLIC HEARING ON JUNE 22, 2015 AT 6:30 PM, OR AS SOON THEREAFTER, IN THE CITY OF PACIFIC COUNCIL CHAMBERS TO RECEIVE PUBLIC TESTIMONY REGARDING THE SOLID WASTE SERVICES PROPOSAL AND PROPOSED CONTRACT WITH WASTE MANAGEMENT OF WASHINGTON, INC.

WHEREAS, the City issued an RFP for solid waste services; and

WHEREAS, the City has, as a preliminary matter, selected Waste Management as the preferred provider of solid waste services in Pacific; and

WHEREAS, the City is currently engaged in negotiating a contract with Waste Management for solid waste services; and

WHEREAS, RCW 35.21.156(6) requires the legislative body of each city and town to hold a public hearing on the solid waste services proposal and proposed contract;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PACIFIC, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. That public testimony be heard regarding the solid waste services proposal and proposed contract with Waste Management of Washington, Inc. on Monday, June 22, 2015, at 6:30 p.m. in the Council Chambers of the City of Pacific, at Pacific City Hall, Pacific, Washington, or as soon thereafter as the same may be heard, and that

Section 2. The City Clerk is directed to provide Notice of such hearing as required by law.

PASSED BY THE CITY COUNCIL this 8TH day of June, 2015.

CITY OF PACIFIC

LEANNE GUIER, MAYOR

ATTEST/AUTHENTICATED:

AMY STEVENSON-NESS, CITY CLERK

APPROVED AS TO FORM:

JAMES KELLY, ASSISTANT CITY ATTORNEY



Agenda Bill No. 15-079

TO: Mayor Guier and City Council Members
FROM: Amy Stevenson-Ness, City Clerk/Personnel Manager
MEETING DATE: June 8, 2015
SUBJECT: Approval of Letter of Agreement for Public Works Seasonal Maintenance Workers

ATTACHMENTS:

- Resolution No. 2015-261
- LOA from Teamsters Local Union NO. 117

Previous Council Review Date:

Summary: The City has a need for Seasonal Maintenance Workers. In the past, as is the case this year, this job has been approved and budgeted for.

The attached job description was not changed from what was approved and utilized in the past.

The job is expected to begin June 18, 2015 through September 30, 2015 as documented in the attached proposed Letter of Agreement.

The position will be paid at Range One (1) Step one (1) of the Collective Bargaining Agreement.

Recommendation/Action: Approve hiring two seasonal maintenance workers.

Motion for Consideration: "I move to approve Resolution No. 2015-261, authorizing the mayor to sign a letter of agreement with Teamsters Union, Local 117 for employment of Public Works Seasonal Maintenance Workers"

Budget Impact:

Alternatives:

**CITY OF PACIFIC
WASHINGTON**

RESOLUTION NO. 2015-261

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
PACIFIC, WASHINGTON, AUTHORIZING THE MAYOR TO SIGN A
LETTER OF AGREEMENT WITH TEAMSTERS LOCAL UNION NO.
117 FOR PUBLIC WORKS SEASONAL MAINTENANCE WORKERS**

WHEREAS, it is necessary for the City to hire seasonal workers to help the crew with the added City maintenance during the summer months; and

WHEREAS, the duration of the positions shall be for no more than 600 hours per position, from June 18, 2015 to September 30, 2015; and

WHEREAS, compensation for the positions will be Range One (1) Step One (1) of the Collective Bargaining Agreement; and

WHEREAS, the positions are covered by the Union and successful candidates will be required to join the Union by paying an initiation fee and dues during the period of time they will work in the jurisdiction; and

WHEREAS, all other terms and conditions of the Collective Bargaining Agreement will remain in full force and effect;

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF
THE CITY OF PACIFIC, WASHINGTON:**

Section 1.The City Council authorizes the mayor to sign a letter of agreement with Teamsters Local Union No. 117 to hire two seasonal maintenance workers per the approved job description.

Section 2.This Resolution shall take effect and be in full force upon passage and signatures hereon.

**PASSED BY THE CITY COUNCIL AT ITS REGULAR MEETING
THEREOF ON THE 8TH DAY OF JUNE, 2015.**

CITY OF PACIFIC

Leanne Guier, Mayor

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
EFFECTIVE DATE:
RESOLUTION NO. 12-****

ATTEST:

Amy Stevenson-Ness, City Clerk

Approved as to Form

Sofia Mabee, City Attorney

**FILED WITH THE CITY CLERK: 12.10.12
PASSED BY THE CITY COUNCIL:
EFFECTIVE DATE:
RESOLUTION NO. 12-1222**

LETTER OF AGREEMENT

By and Between

CITY OF PACIFIC
(Public Works and Clerical Employees)

And

TEAMSTERS LOCAL UNION NO. 117
Affiliated with the
International Brotherhood of Teamsters

Re: Seasonal Maintenance Worker

The City and the Union agree to a "Seasonal Maintenance Worker" position that is intended to augment the Public Works crew by performing work that is seasonal in nature which will allow the regular Public Works members to dedicate their time to tasks and projects that require a greater skill level.

This position(s) shall be permitted to perform work within the Public Works jurisdiction limited to those duties as described in a job specification that the parties have agreed to. The position(s) may be filled beginning Monday, June 18, 2015, and may remain staffed through Friday, September 30, 2015. The position will be paid at Range 1 Step A of the Collective Bargaining Agreement.

The position is covered by the Union and therefore successful candidates will be required to join the Union by paying an initiation fee and dues during the period of time they will work in the jurisdiction. The initiation fee will be set at one-hundred dollars (\$100.00) and the dues will be 1.3% of the hourly rate.

This Letter of Agreement covers the period listed herein for the year 2015 and will expire at the end of the payroll cycle following September 30, 2015.

All other terms and conditions of the Agreement will remain in full force and effect.

CITY OF PACIFIC, WA
PUBLIC WORKS &
CLERICAL EMPLOYEES

TEAMSTERS LOCAL UNION
NO. 117, IBT

LEANNE GUIER
Mayor

JOHN SCEARCY
Secretary-Treasurer

Date

Date