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

February 16, 2016
Tuesday

Workshop
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 – Microsoft Surface Training (60 min.)

5. DISCUSSION ITEMS

(2) **A. AB 16-020: Resolution No. 2016-316:** Authorizing the execution of a Jail Services Agreement between the City of Fife and the City of Pacific. (John Calkins) (5 min.)

(10) **B. AB 16-021: Discussion:** Comprehensive Plan Revisions for Chapter 2, Land Use Element, Chapter 5 – Housing Element, Chapter 9 – Utilities Element, and Chapter 10 – Capital Facilities Element. (Jack Dodge) (15 min.)

(178) **C. AB 16-022: Resolution No. 2016-317:** Authorizing the execution of Supplement No. 2 to the agreement with AHBL, Inc., for West Valley Highway Improvements: King County Section. (Jim Morgan) (5 min.)

(201) **D. AB 16-023: Resolution No. 2016-318:** Authorizing the execution of Supplement No. 2 to the agreement with AHBL, Inc., for West Valley Highway Improvements: Pierce County Section. (Jim Morgan) (5 min.)

(224) **E. AB 16-024: Resolution No. 2016-319:** Adopting right-of-way acquisition policies for certain transportation projects. (Jim Morgan) (5 min.)

(235) **F. AB 16-026: Fourth Quarter Financial Reports** (Richard Gould) (5 min.)

(244) **G. AB 16-025: Resolution No. 2016-320:** Designating February 23, 2016, as "World Spay Day" in support of the Humane Society of the United States. (Council Member Oliveira) (5 min.)

6. ADJOURN

AGENDA ITEM NO. 5A

Agenda Bill No. 16-020

TO: Mayor Guier and City Council Members

FROM: John Calkins

MEETING DATE: February 22, 2016

SUBJECT: Fife Jail Contract

ATTACHMENTS:

- **Resolution No. 2016-316**
- **Jail Service Agreement Between City Of Fife and City of Pacific**

Previous Council Review Date: February 16, 2016

Summary: The City of Pacific Police utilize the SCORE jail facility primarily, although there are times that outside agencies will book Pacific prisoners into a facility near that agency's jurisdiction instead of transporting the prisoner to SCORE. It is important to maintain as many jail contracts in Pierce and King Counties as possible for this reason as well as the possibility of SCORE being at capacity and not able to accept our prisoner.

Recommended Action: Authorize Mayor Guier to sign the Agreement Between the City of Fife and the City of Pacific for jail services.

Motion for Consideration: "I move to approve Resolution No. 2016-316, authorizing the mayor to execute the Jail Services Agreement between the City of Fife and the City of Pacific".

Budget Impact: None

Alternatives: There would be one less jail available to Pacific Police for prisoner lodging.

CITY OF PACIFIC
WASHINGTON

RESOLUTION NO. 2016 - 316

A RESOLUTION OF THE CITY OF PACIFIC, WASHINGTON, AUTHORIZING THE MAYOR TO SIGN THE JAIL SERVICES AGREEMENT BETWEEN THE CITY OF FIFE AND THE CITY OF PACIFIC.

WHEREAS, the City of Pacific Police Department depends on various jails on various counties to house inmates temporarily; and

WHEREAS, the City of Pacific and the City of Fife have worked together under a jail service agreement for many years; and

WHEREAS, the Pacific Police Department does utilize the Fife Jail, but on a limited and necessary basis; and

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

Section 1. The Mayor is hereby authorized to execute the Jail Services Agreement Between the City of Fife and City of Pacific, attached hereto as Exhibit A.

Section 2. This Resolution is effective immediately upon execution.

PASSED BY THE CITY COUNCIL this 22nd day of February, 2016.

CITY OF PACIFIC

_____
LEANNE GUIER, MAYOR

ATTEST/AUTHENTICATED:

_____
AMY STEVENSON-NESS, CITY CLERK

APPROVED AS TO FORM:

_____
CAROL MORRIS, CITY ATTORNEY

JAIL SERVICES AGREEMENT
BETWEEN
CITY OF FIFE AND CITY OF PACIFIC

1. **Date and Parties.** This Agreement, is entered into by and between the City of Fife, hereinafter referred to as "Fife", and the City of Pacific, hereinafter referred to as Jail Service User ("JSU"), under and pursuant to the provisions of Chapter 70.48.090 of the Revised Code of Washington. This Agreement supersedes any prior agreements entered into between the parties herein with regard to the terms and provisions set forth below.

2. **Authority.** This agreement is entered into by the parties hereto under the authority of the Interlocal Cooperation Act, Chapter 39.34 RCW, and the Cities and Counties Jails Act, Chapter 70.48 RCW.

3. **General Recitals.** Fife currently owns and operates a jail (the "Jail") and contracts with other jurisdictions to house Fife prisoners in the other jurisdictions' jails. In order to assist other jurisdictions with their jail needs Fife is willing to house JSU prisoners upon the terms and conditions set forth herein.

4. **Services to be Provided.** Fife will furnish its facilities and personnel for the confinement of JSU prisoners in the same manner and to the same extent as Fife furnishes said services for confinement of its own prisoners. The Jail shall be operated in accordance with all applicable federal, state, and local laws and regulations. A prisoner shall become the responsibility of Fife at the point that the prisoner is booked into the Jail. Fife may confine JSU prisoners, on an as needed basis under this agreement, in jails of other jurisdictions with which Fife contracts.

5. **Prisoner Release.** Fife will not release a prisoner from the Fife jail, except at the end of the commitment term provided in the commitment order received at the time of booking, unless he is released to a JSU police officer, or unless a court order is received mandating the release. Fife may utilize the prisoner on work details where the prisoner remains under the direct supervision of a corrections officer. Fife may remove the prisoner for medical, dental, or mental health care services, under the provisions of Paragraph 9, or in the case of an emergency condition presenting an imminent danger to the safety of the prisoner, prison population, or Fife personnel. In the event of such emergency removal Fife shall inform the JSU of the prisoner's location at the earliest practicable time, and shall exercise all reasonable care for the safe keeping and custody of the prisoner. Provided, however, if the prisoner requires hospitalization, then Fife may request that JSU provide security for the prisoner during the time of hospitalization.

6. **Term.** The term shall commence on 4 January 2016, and continue until December 31, 2016. Provided, however, either party may terminate this agreement at any time without penalty, by giving the other party written notice of termination at least 90 days prior to the proposed termination date. Following the end of the initial term, the Agreement shall automatically renew for the same length as the initial term unless either party provides written notice to the other party at least sixty (60) days prior to the end of the initial term, or any renewal term, of its intention to terminate the Agreement. Termination shall not affect either party's obligations regarding payment for services, accounting, provision of services, defense and indemnity, or obligations incurred prior to the termination date.

_____ Fife _____ JSU

7. **Amendments.** This agreement may be amended in writing at any time by mutual consent of the duly authorized representatives of the parties hereto and such amendments shall take effect as provided in such amendment. . In the event of any conflict between the provisions of this agreement and the provisions of the amendment, the provisions of the amendment shall control.

8. **Bed Space Availability.** Fife provides Jail space on a space-available basis. This agreement does not provide for guaranteed bed space. Fife shall have sole and unfettered discretion in determining whether or not space is available. No prisoner may be housed in the Fife jail for a longer period of time than is authorized by state law. Fife reserves the right to refuse to accept a prisoner, or to continue to house a prisoner if the prisoner, in the opinion of Fife personnel, has an illness or injury which may adversely affect Jail operations, presents a substantial risk of escape, or is a threat to the safety or general welfare of Fife personnel or other prisoners. If Fife requests that a prisoner be removed then the JSU shall remove the prisoner within one hour after being notified that the prisoner must be removed.

9. **Health Care.**

A. Fife will be responsible for arranging for such medical, mental and dental treatment for prisoners as may be necessary to safeguard the prisoners' health while housed in the Jail. Fife does not have medical health care workers on staff, thus, Fife will arrange for all medical health care services to be provided by contract with an outside agency. The JSU shall be responsible for all medical, dental or mental health costs incurred by or on behalf of a prisoner, including but not limited to prescriptions, appliances, supplies, emergency transport, hospitalization and health care professional service charges. Fife shall not be responsible for arranging for prisoner transportation to or from non-emergency medical, mental or dental appointments or treatment, and Prisoner transportation for such treatment shall be the responsibility of the JSU. Fife shall provide the JSU with at least 24 hours notice of any non-emergency off-site medical, mental or dental appointments.

B. If Fife becomes aware that a JSU prisoner is in need of medical health care requiring the assistance of a medical health care services provider, then Fife shall make a reasonable effort to notify JSU prior to obtaining said service. If JSU is contacted and does not authorize Fife to obtain the service, then JSU shall within one hour pick up the prisoner from the Jail. If, after making a reasonable effort to notify JSU of the need for medical health care services, Fife is unable to notify JSU, then Fife may obtain the medical health care services as Fife's discretion, without prior notice. Provided, in the case of emergency, Fife may notify JSU after the service has been provided. Lack of prior notice shall not excuse the JSU from financial responsibility for related medical expenses, and shall not be a basis for imposing financial responsibility for related medical expenses on Fife.

C. Fife shall not be responsible for accompanying the JSU prisoner or otherwise providing security while the JSU prisoner is receiving off-site medical, mental, or dental treatment.

D. Upon payment to Fife by JSU for the prisoner's health care expense, Fife will assign to JSU, if requested by JSU, any and all right to reimbursement for medical expenses authorized under RCW 70.48.130.

_____ Fife _____ JSU

E. Fife shall keep adequate record of all services provided under the terms of this paragraph and will allow JSU to review those records upon request.

10. **Cost for Services.** The JSU shall pay to Fife, within 30 days of being invoiced by Fife, the cost for housing and providing health care to a JSU prisoner. The cost for housing a JSU prisoner shall be $98.00 per day, or any portion thereof ("Daily Rate"). A day shall be a calendar day.

11. **Accounting.** Fife shall provide a monthly summary to the appropriate officers of the JSU, setting forth in detail the number of prisoner days and number of bookings for which was responsible in the preceding month, including the prisoners and the costs incurred for each prisoner pursuant to the terms of this agreement. The JSU, upon reasonable notice and during regular business hours, shall have the right to review all books of accounts, dockets, and records of Fife pertaining to the confinement of JSU prisoners.

12. **Court Transportation**. The JSU shall be responsible for providing transportation of JSU prisoners to and from JSU courts.

13. **Defense and Indemnity Agreement.**

A. Fife agrees to indemnify and hold JSU harmless, including attorneys' fees and other costs of defense, from any and all claims, of whatsoever kind or nature, arising from acts or omissions of Fife, its officers, or employees in operating the Jail, provided said claim does not arise out of or in any way result from any intentional, willful or negligent act or omission on the part of JSU or any officer, agent or employee thereof.

B. JSU agrees to indemnify and hold Fife harmless, including attorney's fees and other costs of defense, from any and all claims, of whatsoever kind or nature, arising from acts or omissions of JSU, its officers, or employees, including, but not limited toclaims alleging false imprisonment for any JSU prisoner, unless said claim for false imprisonment arises for imprisonment after Fife has been directed by JSU to release a JSU prisoner and Fife fails to do so,.

C. In the event of concurrent liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of Fife and JSU, then each party's liability shall be only to the extent of that party's negligence.

D. It is further specifically and expressly understood that the indemnity provided in this section is intended to constitute a waiver of each Party's immunity under industrial insurance, Title 51 RCW, as respects the other party only, and only to the extent necessary to provide the indemnified party with a full and complete indemnity of claims made by the indemnitor's employees. The provisions of this Section 13, shall survive the termination or expiration of this Agreement.

14. **Insurance.**

The parties shall procure and maintain for the duration of this Agreement, insurance on a "per occurrence" basis, against claims for injuries to persons or damage to property which may arise

_____ Fife _____ JSU

from or in connection with the performance of this Agreement by Fife, its agents, representatives or employees, and JSU, its agents, representatives and employees.

A. Minimum scope of insurance. Each party shall obtain insurance of the types described below:

1. Automobile Liability Insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.

2. Commercial General Liability Insurance shall be written on ISO occurrence form CG 00 01 or a substitute form providing equivalent liability coverage and shall cover liability arising from premises, operations, independent contractors, products-completed operations, stop gap liability, personal injury and advertising injury, and liability assumed under an insured contract.

3. Worker's Compensation coverage as required by the Industrial Insurance laws of the State of Washington and Employer's Liability Insurance.

4. The City of Fife's membership in Washington Cities Insurance Authority satisfies the requirements under the Commercial General Liability and Automobile Liability insurance sections.

B. Minimum amounts of insurance. Each party shall maintain the following insurance limits:

1. Automobile liability insurance with a minimum combined single limit for bodily injury or property damage of $1,000,000 per accident.

2. Commercial General Liability insurance shall be written with limits no less than $2,000,000 per claim and $2,000,000 policy aggregate limit.

3. Employer's Liability insurance each accident $1,000,000; Employer's liability disease each employee $1,000,000; and Employer's Liability Disease Policy Limit $1,000,000.

C. Other insurance provisions. The insurance policies are to contain, or be endorsed to contain, the following provisions for Automobile Liability and Commercial General Liability Insurance:

1. Each party's insurance shall be primary as respects the other party. Any insurance, self- insurance, or insurance pool coverage maintained by each party shall be in excess of the other party's insurance, and shall not contribute with it.

2. Each party's insurance shall be endorsed to state that coverage shall not be cancelled by either party, except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.

3. Pacific will not waive its right to subrogation against Fife. Fife's insurance shall be endorsed acknowledging that Pacific will not waive its right to subrogation.

_____ Fife _____ JSU

5. Verification of coverage. The parties shall furnish each other with an Evidence of Coverage letter, evidencing the insurance requirements of each party, before initiation of any performance of this Agreement.

15. **Remedies.** No waiver of any right under this agreement shall be effective unless made in writing by the authorized representative of the parties to be bound thereby. Failure to assist upon full performance on any one or several occasions does not constitute consent to or waiver of any later non-performance, nor does payment of a billing or continued performance after notice of a deficiency in performance constitute an acquiescence thereto.

Disputes shall be referred to the Fife City Manager and the JSU's Chief Executive Officer for mediation and/or settlement. If not resolved by them within sixty (60) days, shall be addressed either through mediation or enforcement of this Agreement in Pierce County Superior Court, or both. The substantially prevailing party in such litigation shall be entitled to receive reimbursement of its reasonable attorneys' fees, expert witness fees and costs.

16. **Written Notices.** All Notices required by this Agreement shall be considered properly delivered (1) when personally delivered, or (2) when transmitted by facsimile showing date and time of transmittal, or (3) on the day following mailing, postage prepaid, certified mail, return receipt requested, or (4) one (1) day after depositing in overnight carrier, e.g. Federal Express to:

FIFE:	City Manager City of Fife 5411 23rd Street East Fife, WA 98424
With a copy to:	Chief of Police City of Fife Police Department 3737 Pacific Highway East Fife, WA 98424
	Loren D. Combs VSI Law Group, PLLC 3600 Port of Tacoma Road, Suite 311 Tacoma, WA 98424
JSU:	City of Pacific Mayor Leanne Guier 100 – 3rd Avenue S.E. Pacific, WA 98047
With a copy to:	Carol Morris

_____ Fife _____ JSU

Morris Law, P.C.
3304 Rosedale St. N.W.
Gig Harbor, WA 98335

17. **Entire Agreement.** This agreement constitutes the entire agreement between the parties and represents the entire understanding of the parties hereto. It supersedes any oral representations that are inconsistent with or modify its terms and conditions.

18. **Invalid Provisions.** Should any provisions of this agreement be held invalid, the remainder of the agreement shall remain in effect.

19. **Governing Law**. Except where expressly provided otherwise, the laws and administrative rules of the State of Washington shall govern. Jurisdiction and venue of any litigation brought under this Agreement shall be in Pierce County Superior Court, Pierce County Washington.

20. Assignment. Neither party may transfer or assign, in whole or in part, any or all of its obligations and rights hereunder without the written consent of the other party.

21. Severability. If any provision of this Agreement or its application is held invalid, the remainder of the Agreement or the application or the remainder of the Agreement shall not be affected and shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this agreement on the ___ day of _____, 20___.

CITY OF FIFE	JSU
By: _____ , City Manager	By: _____
Approved as to form:	Approved as to form:
_____	City Attorney

_____ Fife _____ JSU

Agenda Bill No. 16-021

TO: Mayor Guier and City Council Members

FROM: Jack Dodge, Community Development Manager

MEETING DATE: February 16, 2016

SUBJECT: **Revisions to Chapter 2 – Land Use Element, Comprehensive Plan**
Revisions to Chapter 5 – Housing Element, Comprehensive Plan
Revisions to Chapter 9 – Utilities Element, Comprehensive Plan
Revisions to Chapter 10 – Capital Facilities Element, Comprehensive Plan

ATTACHMENTS:

1. **Revisions to Chapter 2 – Land Use Element, Comprehensive Plan**
2. **Revisions to Chapter 5 – Housing Element, Comprehensive Plan**
3. **Revisions to Chapter 9 – Utilities Element, Comprehensive Plan**
4. **Revisions to Chapter 10 – Capital Facilities Element, Comprehensive Plan**
5. **Chapter 10 – Capital Facilities Plan Chart**
6. **BERK Consultants – Land Capacity Technical Memo, 1/28/16**
7. **Dept. of Commerce & Puget Sound Regional Council (PSRC) Comments – Comprehensive Plan**

Previous Review Date/s: Planning Commission – 12/15/15, 12/22/15, 1/12/16, 1/26/16, 2/9/16
City Council: None

Summary:

Background

Under the Growth Management Act (GMA), the City of Pacific Comprehensive Plan was required to be updated by June 2015. Due to a number of factors, only two elements of the Comprehensive Plan (Natural Environment & Transportation) were updated. Under the GMA, Comprehensive Plans in King County are required to be approved by the State Dept. of Commerce (Commerce) and certified by the Puget Sound Regional Council (PSRC). Both Commerce and PSRC have stated that the current Comprehensive Plan cannot be approved or certified. Without approval or certification, the City will not be eligible to apply for Federal transportation funds administered through the State or for State transportation funds. The ability to apply for these funds is critical to the completion of the Stewart Road/8th Ave. corridor over the White River. Updating the Comprehensive Plan is also necessary for the City to obtain the "Manufacturing/Industrial Center" (MIC) designation with the City of Sumner. MIC status also allows the City to be eligible to apply for grant funding for roads and

other infrastructure. The PSRC's final meeting to approve required 2015 Comprehensive Plan updates is the fourth Thursday of April 2016.

Both Commerce and PSRC indicated that if the City could update four key elements of the Comprehensive Plan (Land Use, Housing, Utilities, & Capital Facilities), PSRC would considered conditional certification of the Comprehensive Plan. Conditional certification would allow the City to complete for Federal transportation funds. Attachment 7 summarizes the changes needed to Chapters 2, 5, 9, & 10 to received conditional certification.

To help staff meet the tight timelines to submit revisions to Commerce and PSRC, the City hired BERK Consultants to update the Land Use Element. In concert with Pierce County, PSRC, and the City of Sumner, the major issue of employment forecasts by Pierce County in the City industrial area were addressed.

The proposed draft revisions have been reviewed in a series of public meetings before the Planning Commission. The Planning Commission will be holding their Public Hearing regarding the proposed changes at their February 23, 2016 meeting.

All proposed revisions have been sent to the Dept. of Commerce and the Puget Sound Regional Council (PSRC) to begin their review. Under State law the City must submit a 60 day "Notice of Intent" to adopt the proposed amendments. From the date the State acknowledges the receipt of the proposed changes, the State and other applicable agencies have 60 days to provide comments on the proposed revisions. This 60 day review period must expire prior to the Council adopting the proposed revisions.

Environmental review is also required for the proposed amendments under the State Environmental Policy Act (SEPA). A SEPA Determination of Nonsignificance (DNS) has been issued regarding the proposed revisions.

<u>Summary of Changes to Chapters 2, 5, 9 and 10</u>

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

Chapter 2 – Land Use

- Provides a "Vision Statement" for 2035.
- Adds language requiring the coordination with State and Regional Goals and Policies.
- Provides discussion statements for policies
- Adds additional policies (LU-4.2.9, LU-5.4, LU-12.5, LU12-6, LU-12.7, LU-16.5, LU-16.6, LU-16.7, LU-16.8, LU-16.9, LU-17.3, LU-18.1, LU-23.8, LU-33.1, LU-33.2, LU-34.1, LU-34.2, & LU-34.3) to conform with the King County's "Multicounty Planning Policies".
- Adds policy (LU-12.7) prioritizing funding for transportation improvements in the Manufacturing Industrial Center (MIC).
- Added Goals and Policies regarding the protection of historic and cultural resources and provision of essential public facilities (see above).
- Adds Shoreline Management policies as approved by the Dept. of Ecology.
- Updates population and housing statistics.
- Provides analysis to meet the King County and Pierce County housing and employment targets (including an appendix provided by BERK Consulting).

Chapter 5 - Housing

- Provides discussion statements for policies.
- Updates the “Inventory & Analysis” section by providing current data on population, housing, and income statistics.
- Provides an analysis of the King County housing growth targets.

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Chapter 9 - Utilities

- Updates policies under “Planning of Utilities”.
- Updates background information regarding existing and future utility needs.
- Incorporates two (2) new maps showing the Puget Sound Energy (PSE) service area in Pacific related to natural gas and electrical services.

Chapter 10 Capital Facilities

- Updates the Introduction section and the background information related to the Pacific Water System Plan and Pacific Sanitary Sewer Plan.
- Provides discussion statements for all policies
- Updates the background information for existing and planned average/maximum water demand.
- Updates the LOS levels for major arterials and for the state highway and West Valley Highway.
- Adds a new policy (Policy C2.2) requiring that all new development connect to adjacent sanitary sewer lines when available.
- Updates the references to the Water and Sanitary Sewer Plans where applicable.

Recommended Action:

Continue the review of the proposed revisions to Chapter 2, 5, 9, & 10.

Recommended Motion:

None

CHAPTER 2

LAND USE

1: INTRODUCTION

~~*Eventually, all things merge into one, and a river runs through it.*~~

~~*– Norman Maclean*~~

Comment
Plan Vision

Agree

Comment

Comment
review – w
Changes w

1.1: History and Vision

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

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

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

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

Vision Statement: Pacific in 2035

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

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

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

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

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

DRAFT

1.2: Overview and Integration

This element has been developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA) to address land uses in the City of Pacific and the adjacent Urban Growth Areas. It represents the community's policy plan through the year 2035~~25~~. The Land Use E~~e~~lement describes how the goals in the other plan elements will be implemented through land use policies and regulations. Thus it is a key element in implementing this Comprehensive Plan.

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

The Land Use E~~e~~lement specifically considers the general distribution and location of land uses, the appropriate intensity and density of land uses given current development trends, the protection of the quality and quantity of water supply, the provision of public facilities and services, and the costs and benefits of growth.

Urban Growth Areas

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

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

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

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

Pacific's King County UGA

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

~~The Jovita Heights area was the focus of a study conducted by Master of Urban Planning students from the University of Washington in the Spring of 2001. Research, individual interviews, and attendance by more than 50 residents from the area at a community meeting held at the City of Pacific, all contributed to the creation of *The Jovita Heights Subarea Report*. This Report is available for reference at the City of Pacific City Hall.~~

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Pacific's Pierce County UGAs

The King County portion of the City of Pacific meets the Pierce County portion at County Line Road. At the southeast corner of this junction, lies a 29 acre UGA bounded on its east by the White/Stuck River. Pierce County has zoned this unincorporated UGA as Employment Center. This UGA currently contains a 25 acre Pierce County Water Programs parcel along the river, and five residential and mixed-use properties fronting Butte Avenue SE totaling 4 acres. A rough trail exists from City/River Park on 3rd Avenue SE along the west bank of the river to Stewart Road (8th Street), just below the UGA's southern boundary. The City of Pacific envisions connecting parks and trails along the White/Stuck River from King County through the Pierce County Water Programs parcel to join the Interurban Trail at Stewart Road.

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

1.~~2~~3: Other Land Use Considerations and Goals

Annexation

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

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

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~~**De-annexation**~~

~~Pacific also de-annexed approximately 90 acres of land in 2003. This area was adjacent to, and more easily serviced by, the City of Auburn. The current uses in this area are Ilalko Elementary School, Family Life Center, and one single family residence. However, over 43 net acres were zoned high-density residential, 8 were zoned commercial, and 2 were zoned Highway Commercial. These acreages are no longer part of the City of Pacific buildable lands inventory.~~

Commen
relevant to

Land Development

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

Economic Development

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

Commen

The ~~newly created~~City's Economic Development E~~e~~lement reflects this coordination and balances employment with housing and recreational opportunities, and environmental stewardship.

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

1.4 Coordination with State and Regional Goals and Policies

State Goals

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

- Urban Growth
- Reduce Sprawl
- Transportation
- Housing
- Economic Development
- Property Rights
- Permits
- Natural Resource Industries
- Open Space and Recreation
- Environment
- Citizen Participation and Coordination
- Public Facilities and Services
- Historic Preservation

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

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

Multicounty Planning Policies (VISION 2040)

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

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

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

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

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

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

One of the important functions of the PSRC is to certify jurisdictions' Transportation Plans to ensure that they are consistent with the Regional Transportation Plan and VISION 2040 and therefore eligible for federal funding. The City anticipates that regional funding is necessary to facilitate improvements to the MIC and Commercial areas along Stewart Road SE.

Statement of Consistency with VISION 2040

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

King County Countywide Planning Policies

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

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

Pierce County Countywide Planning Policies

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

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

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

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

2. GOALS AND POLICIES

EXPANSION AND ANNEXATION

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

POLICIES

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

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

GROWTH BOUNDARIES

GOAL LU-2: Allow and plan for adopted population and employment ~~only a limited amount of~~ growth targets for the 2006-2031 period and plan for the additional growth anticipated by 2035. ~~, which will complement the character and services currently available in Pacific.~~

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POLICIES

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

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

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

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

~~**Policy LU-2.3** The City Council shall review the Capital Facilities element of this Comprehensive Plan and adopt those financing plans needed for future development as a Capital Improvement Program. This budget should be reviewed and updated annually based upon the needs of the City for the next five years.~~

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~~***Discussion:***~~

Policy LU-2.~~4~~ 5 The City will coordinate inter-jurisdictional review of land use activities in the urban growth area prior to annexation to the City.

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

Policy LU-2.~~5~~ 6 Areas desiring annexation to Pacific shall be required to provide adequate parks along with an adequate tax base for maintenance funding.

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

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JOINT PLANNING

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

POLICIES

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

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

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

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

ORDERLY DEVELOPMENT

GOAL LU-4: Promote orderly development within Pacific.

POLICIES

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

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

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

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

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

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

Policy LU-4.2.2: Medium Density Residential (MDR) - This land use category is intended for exclusively residential uses at an average density of 8 dwelling units per acre and that range from 6~~.1~~ to 10 dwelling units per acre calculated as a density throughout the MDR area, and higher-density senior housing within walking distance of the Senior Center. Examples include single family, duplex units, and senior housing complexes.

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

Policy LU-4.2.3: High Density Residential, Limited (HDRL) - This land use category is intended to encourage a more flexible use of the land ~~-~~and promote well designed ~~and maintain stable~~ attached and detached single-family residential areas ~~. It is also the purpose of this classification to develop residential areas within the city which are characterized by~~ at higher residential densities. The City should establish a minimum or average density in this zone that allows for housing variety and efficient use of land.

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

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

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

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

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designation's limited locations. The City should prioritize funding of transportation and public services in the Commercial-Residential Mixed Use designation, to encourage development.

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

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

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

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

- Commercial – Neighborhood: At the neighborhood level, customers can generally walk to the businesses; examples include neighborhood grocery or convenience stores.
- Commercial: At the community level, customers usually drive to the store or office, generating parking demand and traffic on adjacent streets; examples include retail businesses, supermarkets, hairdressers, professional offices, banks, restaurants, and hotels.
- Commercial-Highway: At the regional level, highway-oriented uses serve traveling customers not necessarily from the City of Pacific; examples include shopping centers, offices, motels, drive-in restaurants, and gas stations.
- ~~Heavy Commercial is high intensity commercial land use, including what is typically considered the central business district and other dense arrangements of professional offices and retail stores. Pacific does not have a central business district.~~

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

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

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

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

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

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

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

Policy LU-4.2.9: MIC Overlay – This overlay identifies lands that are planned cooperatively by the Cities of Pacific and Sumner as a regional concentration of high intensity manufacturing and industrial uses, supported by infrastructure investments. Zoning restrictions on incompatible land uses are applied, such as limiting large retails uses, high concentrations of housing, and non-related office uses.

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

Policy LU-4.2.~~9~~10: Open Space (OS) - This land use category includes active or passive recreational areas and environmentally sensitive lands, including wetlands, aquifer recharge areas, and steep slopes. In environmentally sensitive lands, the issuance of development permits depends on the results of detailed environmental studies.

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

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Policy LU-4.2.~~10~~11: Public (P) - This land use category is intended for public and quasi-public uses such as government buildings, schools, churches, parks, water, and wastewater facilities, and related uses.

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

Policy LU-4.2.~~11~~12: Neighborhood Center (NC) - The intersection of 3rd and Milwaukee is designated a neighborhood center known as the Center of Pacific. This designation shall extend to a distance of approximately 800 feet along 3rd Avenue east and west from the intersection and 800 feet along Milwaukee Boulevard north and south from the intersection. The Center is envisioned as a compact, mixed-use area, central to Pacific's residential community, with good pedestrian and transit access, where residents can obtain goods and services in a pleasant social environment. This vision will be achieved gradually since nearly all the property in the Center is already developed. Building on the core mix of uses, including the City Hall-Community Center complex, Public Safety Building, a city park, small commercial outlets, a post office, church and small-scale multiple-family uses, the Center is intended to be a place to work, shop, live, and recreate, at a scale appropriate to Pacific's small size. Within the Center of Pacific the City shall encourage neighborhood businesses, offices, residential units above non-commercial first-floor uses, public uses, and quasi-public uses such as churches. The City shall also encourage improved transit service, and shall consider public improvements and architectural design characteristics conducive to the success of the neighborhood center.
The City should prioritize funding of transportation and public services in the Neighborhood Center.

***Discussion**:* This land use district is intended to foster a sense of a "small town center" for the 8 to 10 thousand ultimate residents of the City of Pacific. The Neighborhood Center will provide for a concentrated mix of activities, including retail and other small local services, residential, some office use, and governmental center. Over time, the district may evolve and mature into a distinctive compact small urban village environment, providing a unique small town commercial character in Pacific. The Neighborhood Center is not intended to serve the surrounding neighborhoods outside of Pacific. The Neighborhood Center will facilitate restoration and revitalization in an existing neighborhood center or may create a new focus for a neighborhood. In order to ease the transition to a mixed use center, the Neighborhood Center is an overlay zone that is not intended to replace the underlying zoning. Development under the overlay zone regulations is intended to be more commercial in nature, but at a scale appropriate to the neighborhood. Residential units above or behind first-floor non-residential uses is encouraged.

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

~~**Policy LU-4.2.12: Pacific-Sumner (P-S) Station** - P-S Station is a special urban study area to be developed in conjunction with the City of Sumner. The area is intended to foster a multi-modal commuter hub between the south eastern portion of the City of Pacific and the northeast portion of the City of Sumner. This location is equi-distant from Auburn's and Sumner's Sounder Commuter Rail Transit Stations.~~

~~***Discussion:*** The P-S Station district is a Transit-Oriented Development (TOD) cluster surrounding P-S Station, which is targeted for major urban growth. This district will provide a mixture of intensive land~~

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~~uses and activities supportive of direct regional transportation access via the Pacific-Sumner commuter rail station, East Valley Highway, and Stewart Road/Lake Tapps Parkway. The district will function with additional development standards to foster a high quality, pedestrian-oriented urban environment. This district also provides incentives to encourage urban scale growth over the life of this plan. The district will accommodate a dense mix of office, retail, and high-density residential uses supported by direct regional transportation access.~~

LAND USE PATTERNS

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

POLICIES

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

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

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

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

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

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

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

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

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

RESIDENTIAL USES

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

POLICIES

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

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

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

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

Policy ~~LU-~~ LU-6.3: ~~LU-28.3:~~ Regulatory decisions in all residential neighborhoods shall prioritize maintain, stabilize, or enhance the neighborhood's residential character.

A. The location of uses other than those permitted outright shall only be allowed as specified in this comprehensive plan and in the zoning ordinance.

~~B. Approval of any non-residential land uses shall occur only after uses other than those allowed in the residential zone shall require full environmental review.~~

~~C.~~B. The City recognizes the important role that public facilities (such as sidewalks, neighborhood parks and elementary schools) and limited scale quasi-public uses (such as small churches and daycare centers) play in maintaining viable residential neighborhoods. Design of public buildings should contribute to a sense of community.

~~D.~~C. Single family detached residential neighborhoods should be protected from intrusion by non-residential or multiple-family uses.

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

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

~~Discussion:~~

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

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

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

MULTIFAMILY USES

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

POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

Policy LU-7.7: 31.7 Multiple-family dwellings shall ~~not be permitted as a matter of right in single family residential districts, but should be permitted only where necessary to remove potential blight, to buffer single family uses from incompatible uses or activities, or to allow effective use of vacant areas~~be allowed in appropriate locations to provide for housing variety and affordability. Standards for such siting should provide for design review to ensure compatibility and provide that the density of development is consistent with the density of the adjoining single family uses.

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

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

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

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

Discussion: Extensive buffering measures shall be required where such areas adjoin single family residential areas. Care should be exercised to avoid creating barriers to pedestrian and bicycle movement. Where feasible, new multiple-family development should be planned in conjunction with single family with moderate density development as a buffer between single family and multiple-family.

Policy LU-7.X: Require a high quality pedestrian environment to link multiple-family housing to commercial and service areas.

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

COMMERCIAL USES

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

POLICIES

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

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

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

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

ARTERIAL COMMERCIAL USES

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

- **Managing the continued commercial development of existing commercial arterials in a manner which minimizes traffic and land use conflicts;**

- **Conserving residential qualities along heavily traveled arterials which are not yet commercialized, by restricting commercial development to types which provide an appropriate buffer between conflicting land uses; and**
- **Protecting existing, viable residential areas along lesser-traveled arterials, from commercial development.**

POLICIES

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

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

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

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

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

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

OFFICE PARK USES

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

POLICIES

See Policy LU-4.2.6.

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INDUSTRIAL USES

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

POLICIES

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

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

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

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

Policy LU-11.3: Support development and redevelopment of industrial lands that make positive contributions to the environment of Pacific ~~and individual land areas, the City of Pacific,~~ and the region.

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

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

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

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

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

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

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

MANUFACTURING/INDUSTRIAL CENTER (MIC)

GOAL ~~LU~~ LU-12: Support the preservation and growth of a Manufacturing/Industrial Center (MIC) by encouraging the concentration of appropriate manufacturing and industrial uses in this area, adequate controls on incompatible land uses, working with funding partners to enhance transportation infrastructure, and promoting economic development efforts.

POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

INDUSTRIAL DEVELOPMENT

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

POLICIES

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

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

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

- Compatible commercial uses may be allowed in designated industrial areas, particularly those that primarily serve industrial businesses or their employees.

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- Planned developments (such as "office parks") which provide a mixture of light industrial with related office uses and small supporting commercial uses are encouraged.

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

INDUSTRIAL DEVELOPMENT DESIGN STANDARDS

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

POLICIES

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

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

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

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

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

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

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

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

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

SPECIALTY MANUFACTURING & ARTISAN DISTRICT

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

POLICIES

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

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

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

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

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

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

NATURAL ENVIRONMENT

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

POLICIES

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

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

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

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

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

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

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

Discussion: Development of sites must conform with the City's "Critical Areas" regulations.

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

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

Policy LU-~~-~~16.6: Support Puget Sound Clean Air Agency rules addressing reduction of construction dust particulates from new development, control of commercial and industrial businesses emissions, and cleaner vehicles to promote clean air. Support efforts by builders to use low emission materials and paint,

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adequate ventilation, and moisture-removal practices that support indoor air quality for residents and employees.

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

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

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

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

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

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

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

ENERGY EFFICIENCY

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

POLICIES

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

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

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

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

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

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

COMMUNITY CHARACTER

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

POLICIES

Policy ~~LU~~ LU-18.1: ~~Adopt the moderate population projections proposed in the Comprehensive Plan as a guide to the amount of growth the City will accommodate through the year 2025.~~Accommodate the King County adopted growth target for 2031 and the Pierce County adopted growth target for 2030, and plan for the additional growth anticipated by 2035 to achieve a 20-year plan for 2015-2035. Petition the Pierce County Regional Council to amend the City's jobs target, and, with the City of Sumner's cooperation, reassign Pacific's unaccommodated target. See Table LU-1 below.

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

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

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

Policy ~~LU~~ LU-18.2: ~~Establish a procedure to~~Through the State Environmental Policy Act process and regular permit reports assess the growth impacts of development proposals.

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

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

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

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

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

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

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

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

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

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

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

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

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

COMMUNITY CHARACTER

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

POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

COMPLEMENTARY LAND USES

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

POLICIES

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

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

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

Policy ~~LU~~ LU-20.2: Commercial shall be buffered by:
(1) medium density multi-family;
(2) office park;
(3) design considerations such as setbacks, landscaping, or walls, or any combination thereof, to ensure preservation of a quality living environment in adjacent neighborhoods, and;
(4) open space/parks.

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

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

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

PARKS, OPEN SPACE, RECREATION, AND TRAILS

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

POLICIES

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

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

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

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

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

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

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

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

TRANSPORTATION IMPACTS & ISSUES

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

POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONCURRENCY & PREDICTABILITY

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

POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PROPERTY RIGHTS

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

POLICIES

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

Discussion: Consistent with GMA goals, the City's regulatory and administrative actions do not result in unconstitutional takings of properties. The City provides reasonable uses in all zones in the City. The City

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plans in advance for community needs for land uses and infrastructure, and allows for wide public comment. The City's permit processes allow for property owner and public review and appeal as appropriate.

SHORELINE MANAGEMENT

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

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

POLICIES

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

1 The shoreline is one of the most valuable and fragile of the city's natural resources.

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

3. The city's shoreline policies are intended to protect against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the state and their aquatic life, while protecting generally public rights of navigation and corollary rights incidental thereto.

4. It is essential for the city to encourage effective Flood Hazard Management while meeting goals of protecting and enhancing ecological functions.

5. In the implementation of the Shoreline Master Program, the public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines shall be preserved to the greatest extent feasible consistent with the overall best interest of the state, the county, and the people generally. To this end, uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment or are unique to or dependent upon use of the state's shoreline.

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

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

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

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

SHORELINE USES AND ACTIVITIES

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

POLICIES

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

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

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

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

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

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

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

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

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

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

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

SHORELINE CONSERVATION

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

POLICIES

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

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

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

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

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

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

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

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

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

FLOOD HAZARD REDUCTION

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

POLICIES

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

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

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

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

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

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

SHORELINE RECREATION

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

POLICIES

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

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

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

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

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

SHORELINE PUBLIC ACCESS

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

POLICIES

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

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

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

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

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

SHORELINE CIRCULATION

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

POLICIES

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

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

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

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

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

SHORELINE UTILITIES

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

POLICIES

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

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

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

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

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

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

HISTORIC AND CULTURAL RESOURCES

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Comment discussion

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

POLICIES

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

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

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

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

PROCESS FOR SITING ESSENTIAL PUBLIC FACILITIES

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

1. When essential public facilities are proposed the City of Pacific will appoint an advisory "County-Wide Site Evaluation Committee" composed of citizen members selected to represent a broad range of interest groups and expertise. The committee shall also include at least one individual with technical expertise relating to the particular type of facility. If there are no

residents with the appropriate technical knowledge, the City Council may select a non-resident with the appropriate technical knowledge. The committee will review the proposed project and site using the "Countywide Planning Policy on Siting of Public Capital Facilities of a Countywide or Statewide Nature," in accordance with King County's Countywide Planning Policy.

2. The City will use timely notification processes of posting notices in the official newspaper of the City of Pacific, prepare and issue press releases, notices to the School District, and public hearings to notify citizens of the proposed project.

3. The City will also notify adjacent jurisdictions of the proposed project and will solicit review and comment on the recommendations of the County-Wide Site Evaluation Committee.

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

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

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

3: INVENTORY AND ANALYSIS

~~2~~3.1: PHYSICAL DESCRIPTION

Climate, Topography, and Geology

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

The elevation of the City is relatively low in the valley, with an average of approximately 70 feet above sea level. Steep slopes rise in the western portion of Pacific. ~~Those areas in excess of 15% slope are considered by the City to be Landslide Hazard Areas, potentially subject to adverse effects from local runoff and drainage problems, and are generally at risk of landslides during seismic events.~~ See the Natural Environment chapter for a discussion of hazardous areas, including Erosion, Landslide, Seismic, Steep Slopes, Volcanic, and Flood hazard areas. See PMC Title 23 for a description of the protection of critical areas, including landslide hazards.

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

Surface Water and Groundwater

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

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

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

Vegetation and Wildlife

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

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

Critical Areas

~~The Growth Management Act (~~GMA~~)~~ requires that critical areas be designated and that each jurisdiction adopt development regulations to protect these areas. A more in-depth discussion and a map of Critical Areas may be found in the Natural Environment Eelement.

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

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

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

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

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

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

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

Geologically Hazardous Areas:

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

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

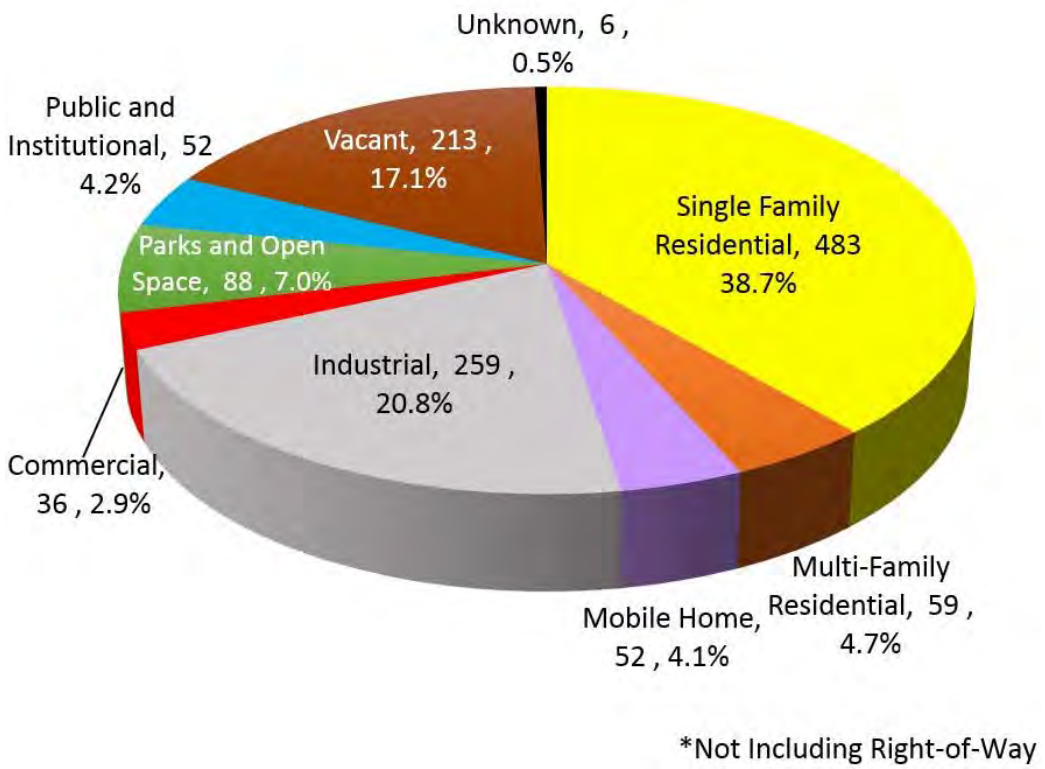
The Natural Environment ~~chapter~~ Element discusses geologically hazardous areas, including Erosion, Landslide, Seismic, Steep Slopes, Volcanic, Aquifer Recharge and Flood hazard areas.

~~2~~3.2 LAND USE CLASSIFICATIONS

Current Land Uses

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

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



Residential Land Use

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

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

Number of Dwelling Units by Type: The King County portion of Pacific had 2,452 ~~2,025~~ housing units in ~~2000~~2015. These included 837~~767~~ multiple-family units, 1,450 ~~1,160~~ single family homes and ~~170~~ 165 mobile homes The Pierce County portion of the City contained ~~145 residents~~35 housing units in the same year (26 single family and 9 mobile homes), but residential uses are being phased out in that area.

Low, ~~and~~ Medium, and High Density Residential (Limited) Land Use: Approximately ~~660~~ 568 acres, or ~~43~~36% of all land, ~~and 93% of all residentially zoned land is developed at an average density of four to five dwelling units per acre in Pacific~~is designated Low, Medium, and High Density Residential (Limited)

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

High Density ~~and High Density (Limited)~~ Residential Land Use: There are ~~137~~ 25 acres of multiple-family zoned land in Pacific (~~9~~2% of all land~~, and 21% of all residentially zoned land~~).

High Density Residential land use is concentrated in the northeast area of Pacific, primarily along Ellingson Road. ~~Small areas of High Density (Limited to duplexes and triplexes) Residential exist adjacent to this area and near SR 167 to the west and southwest within King County.~~

Build-Out Potential: The City has potential for additional residential development within the existing incorporated land area of about 416 dwellings. The actual calculation of the City's capacity once completely developed is presented in the ~~analysis in Section 2.3~~2014 King County Buildable Lands Report.

Commercial Land Use

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

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

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

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

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

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

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

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

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

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

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

Total Commercial Use: Based on current land uses in 2015, t~~T~~he City of Pacific has commercial structures occupying approximately ~~53~~ 36 acres of land (~~3.5~~2.9% of total land area). Land designated as Commercial Neighborhood, Commercial, and Commercial Highway totals about 108 acres.

Industrial Land Use

Industrial Land Use

This category includes land used for light manufacturing, processing, warehousing, and storage. With the exception of one property at the northern city boundary, industrial uses within the planning area are located to the west and east along SR-167 in King County, and in large east to west bands abutting office park and commercial uses south of County Line Road and north of 16th Street in Pierce County. Approximately ~~150~~ 259 acres (~~10~~21% of the total land area) is currently devoted to manufacturing, truck sales/service and terminals, warehousing, and processing. The City does not currently have any heavy industry or areas designated for this future use in the Comprehensive Plan. A Heavy Industrial land use designation has been developed in anticipation of future use within appropriate portions of the core industrial area. Light Industrial designated areas total about 235 acres.

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map

Manufacturing/Industrial Center

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

~~Office Park~~

~~The Plan projects a majority of the land use in the Pierce County portion of Pacific will have been converted to Light Industrial, Commercial, and Office Park by 2023~~5~~. Office Park use is concentrated along the south side of County Line Road from SR 167 to east of Butte Avenue SE.~~

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

~~Mixed-use Transportation Hub/ Transit-oriented Development~~

~~The City of Pacific is situated between the cities of Seattle and Tacoma with Amtrak and Sounder trains currently traveling through it, and buses passing by on Route 167. A mixed-use transportation hub is a long-range planning goal.~~

~~Land Use Classifications and Zoning Districts~~

~~Comprehensive Plan land use designations and the corresponding zoning districts are shown in Table LU-5 below.~~

Table LU-2. Comprehensive Plan – Zoning District Matrix

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

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Source: City of Pacific, 2016

Office Park

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

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

Land Use Classifications and Zoning Districts

Comprehensive Plan land use designations and the corresponding zoning districts are shown in Table LU-~~5~~2 ~~below~~above.

Recreational Land Use

Parks

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

TABLE LU-~~1~~3

Critical Areas and Natural Resource Lands Acreage in Pacific Planning Area*

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

** Acreage determinations are approximate*

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

Open Space

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

Utilitarian Open Space: Utilitarian open space includes the critical areas identified above and the buffer zones that are required by the City's critical areas ordinances. This includes active and passive parklands. Also included in this category are the greenbelt buffer areas along the steep slopes at the west side of the City. The west slope contains approximately 60 acres. Much of this is constrained from development as steep slope sensitive areas due to erosion, landslide, and seismic hazards, and therefore provides permanent open space for wildlife habitat and greenbelt buffers.

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

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

Critical Areas

Critical areas are described in the preceding physical inventory. These areas are crucial components of the ecosystem and therefore represent constraints to development. The approximate acreage of each critical area category is indicated in Table LU-~~1~~3, and the areas are shown on the Critical Areas map at the back of the Natural Environment chapter.

Public Facilities and Services

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

~~More than 40~~About 52 acres are devoted to public facilities and services, and public and private utilities. ~~An additional 80 acres are devoted to transportation facilities.~~ This land includes: government buildings or public facilities (City Hall, Senior and Community Center/ Gymnasium, Library, an Elementary School, Fire/Police Station), and public utilities such as the Puget Power corridor along SR 167. Schools may be located in this category or in the residential land use category.

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

Water System

The City of Pacific water system provides service to residential and commercial customers within current city boundaries. The only service provided outside the boundary is to an industrial customer adjacent to the northern boundary in the City of Algona. The portion of the city atop the plateau on the west side, as well as the King County ~~Urban Growth Area (~~UGA~~)~~ further west around Trout Lake, is served by the

Lakehaven Water and Sewer District. The ~~2002~~ 2008 Pacific Water System Plan identifies this entire area as future water service area.

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

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

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

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

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

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

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

~~Future land use in Pacific by Comprehensive Plan designation is listed in Table LU-4 and shown in Figure LU-2.~~

~~**TABLE LU-2**~~
~~**ACREAGE IN TYPE OF LAND USE**~~

~~Land Use~~	~~Early 2003 Acres~~	~~Early 2004 Acres~~
~~Residential~~		
~~Low Density~~	~~140~~	~~140~~
~~Medium Density~~	~~469~~	~~466~~

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~~Land Use~~	~~Early 2003 Acres~~	~~Early 2004 Acres~~
~~High Density (Limited)~~	~~7~~	~~5~~
~~High Density~~	~~71~~	~~38~~
~~Commercial~~		
~~Commercial~~	~~102~~	~~94~~
~~Highway Commercial~~	~~35~~	~~33~~
~~Neighborhood~~	~~2~~	~~2~~
~~Light Industrial~~	~~232~~	~~232~~
~~Office Park~~	~~30~~	~~30~~
~~Public Use~~	~~89~~	~~93~~
~~Open space~~	~~102~~	~~102~~
~~Critical Areas~~		
~~Frequently Flooded~~		
~~Steep Slopes~~		
~~Wetlands~~		
~~Fish & Wildlife Habitat~~		
~~Vacant / Underdeveloped~~		

~~*Notes:*~~
~~*1) Acreages are approximate, and exclude roadways and railways.*~~
~~*2) This chart reflects losses in Residential and Commercial acreage as a result of de-annexation, as well as conversion of Residential property to Public Use at the end of 2003. Some land uses may overlap.*~~

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

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

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

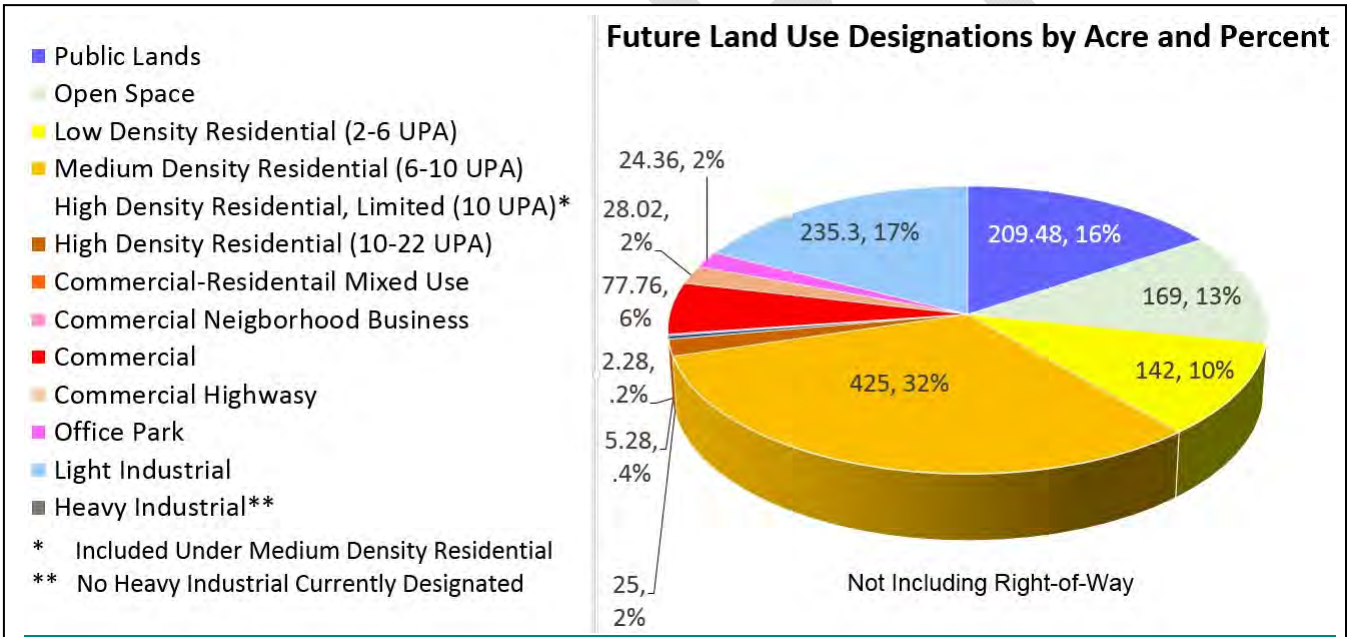
Table LU-4. Future Land Use (2015-2035) in Square Feet, Acreage, and Percentage

Land use	Square Feet	Acres	Percent
Low Density Residential (2-6 Units per Acre)	6,188,208	142.06	10.6%
Medium Density Residential (6-10 Units per Acre) and High Density Residential, Limited	18,548,902	425.82	31.7%
High Density Residential (10 to 22 Units per Acre)	1,074,967	24.68	1.8%

Land use	Square Feet	Acres	Percent
Commercial-Residential Mixed Use	230,198	5.28	0.4%
Commercial Neighborhood Business	99,175	2.28	0.2%
Commercial	3,387,341	77.76	5.8%
Commercial Highway	1,220,642	28.02	2.1%
Office Park	1,060,954	24.36	1.8%
Light Industrial	10,249,677	235.30	17.5%
Heavy Industrial	-	-	0.0%
Open Space	7,361,607	169.00	12.6%
Public	9,124,826	209.48	15.6%
Total	**58,546,497**	**1,344.04**	**100.0%**
Neighborhood Center Overlay District	1,372,103	31.50	2.3%

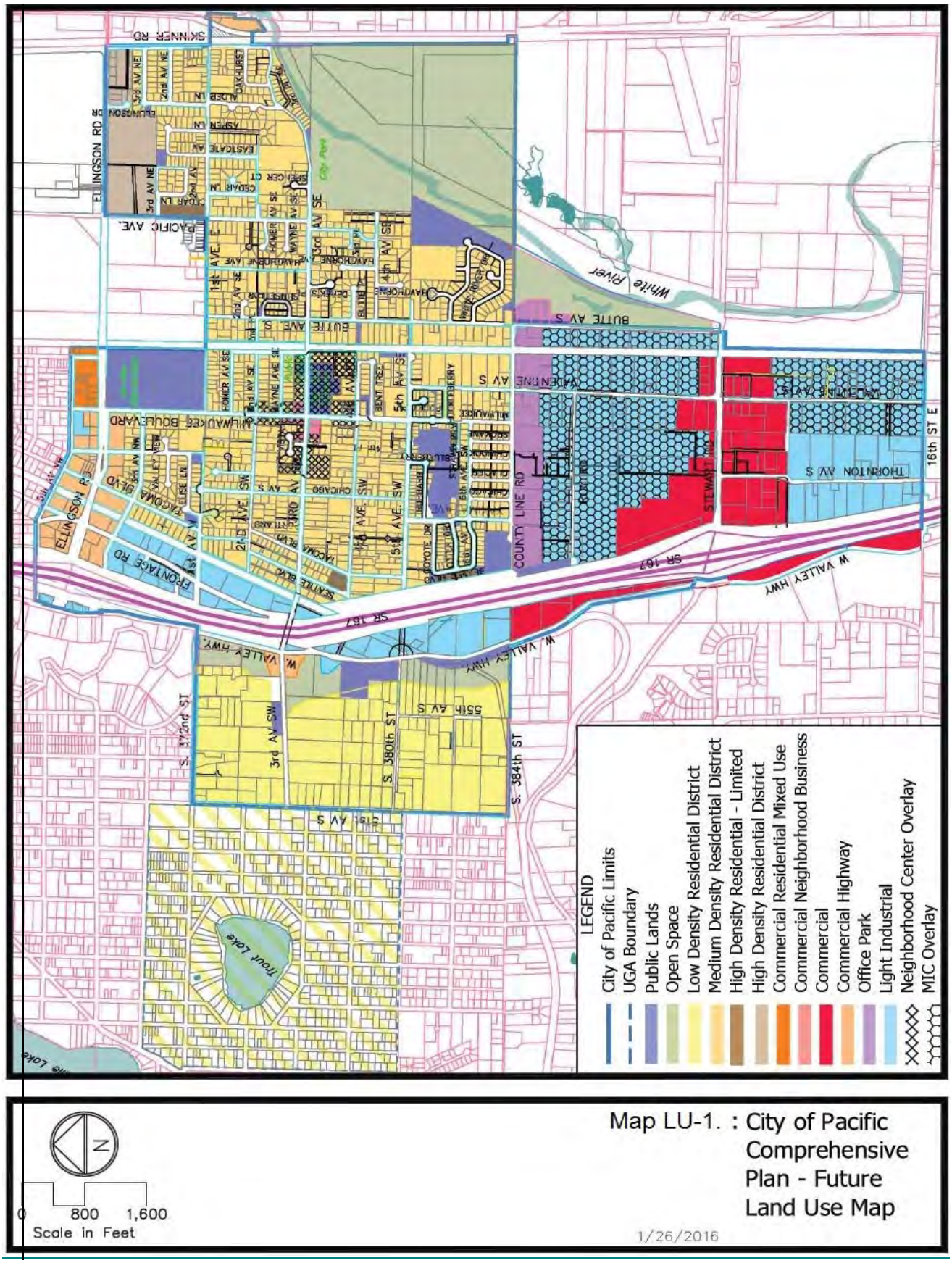
Notes:
Not including right-of-way.
Only including property within Pacific City Limits.

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



~~Figure LU-2.~~

~~Figure~~Map LU-1~~2~~. Comprehensive Plan - Future Land Use Map



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

Vacant/Underdeveloped Lands
This category includes ~~88~~ 213 acres of vacant~~, undeveloped and underdeveloped~~ acreage. Additionally, there are 6 acres of unclassified/unknown land based on Assessor records. Most of the vacant land ~~in this category is in~~consists of moderate sized tracts and critical areas. The summary of Acreage by Type of Land Use (~~Table~~ Figure LU-1~~2~~) includes all of the uses described above, as well as the critical areas discussed in the Physical Description Section. ~~This acreage corresponds to the Existing Land Use Map.~~

Population and Density

The State of Washington Office of Financial Management (OFM) 20~~03~~15 estimate of the population of the City of Pacific was ~~5,665~~6,840. Of that number, ~~148~~0 residents resided in the Pierce County portion. ~~An additional 127 resided in the King County UGA in 2000, and 14 in the eastern Pierce County UGA.~~ All of the population growth in Pacific is expected to occur through infill within the current City boundaries in King County. Average household size is about 2.97 persons, based on the 2009-2013 American Community Survey. The City's land area is about 3.48 square miles including both King and Pierce Counties. With a population of 6,840 in 2015, the City's population density is about 1,963 per square mile.

~~The~~ Additional population growth may occur through infill in the King County UGA ~~is not expected to be annexed during this planning period~~. Annexation would occur upon property owner or resident request based on State annexation laws.

~~The average density within the 2003 King County portion of the City of Pacific is 1.78 dwelling units (d.u.) per acre. This assumption is based upon the 2003 OFM King County population of 5,525 and the 2000 Office of Financial Management (OFM) average household size of 2.77 persons (=2012 dwelling units).* The average density in Pierce County is not relevant to this plan, because that portion of Pacific is converting to non-residential uses .~~

~~**Note: A March 13, 2002 OFM Report shows 2002 estimated total Frame Housing stock for the King County part of Pacific as 1,927. Mobile Homes and Trailers are represented as an additional 170 units, for a total of 2097 units. In this report, the year 2000 Total "Persons Per Occupied Housing Unit" is given at 2.77404.*~~

The current City of Pacific contains residential areas developed at urban densities, and some commercial areas. ~~However, as Table LU-2 indicates, t~~The City lost both potential residential density and commercial uses as a result of de-annexation and conversion to other uses in 2003-2004.

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

~~3~~4. FUTURE NEEDS AND ALTERNATIVES

~~3~~4.1 ANALYSIS OF POPULATION, ~~AND~~ DEMOGRAPHICS, AND EMPLOYMENT

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

The following Table LU-~~4~~5 shows the rate of population growth over time per census data.

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

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

Source of Population Changes

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

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

Projected Population Changes

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

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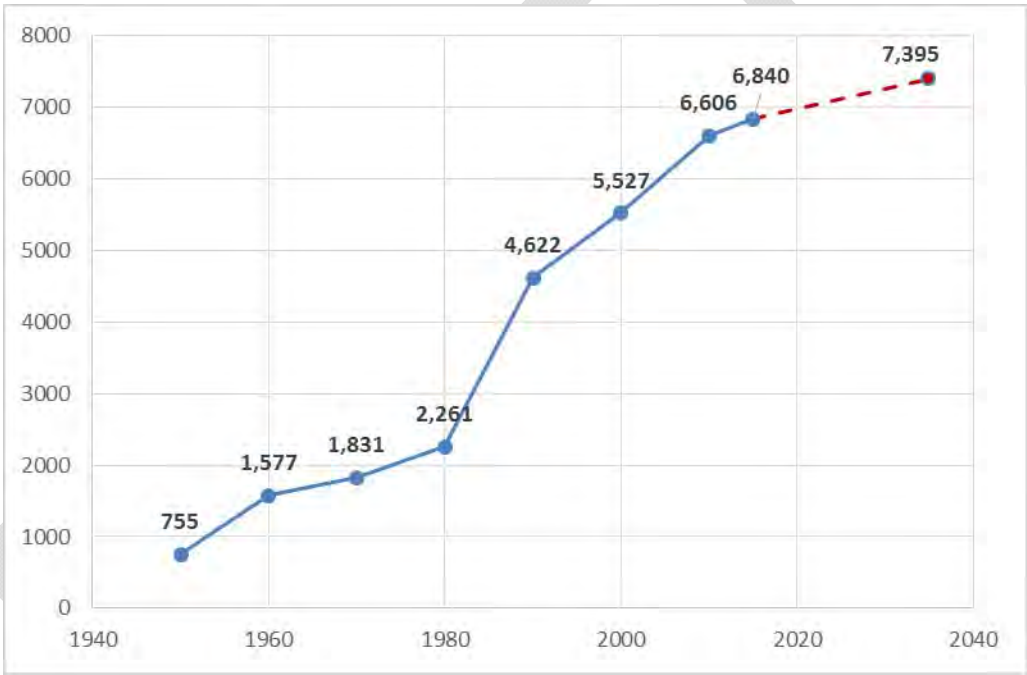
family residences within this area will gradually yield to commercial, industrial and office park uses during this period. Thus, there are no population growth allocations from Pierce County.

Rational for Projected Population

The 20~~03~~10 population of Pacific ~~i~~was ~~5,665~~6,606. In 2015, the population increased to 6,840. If the City grows consistent with its 2035 housing target and its current household size, the population is anticipated to reach 7,395 during the planning period of 2015-2035. The population has grown substantially through in-migration over the past three decades. The major source of growth in the future will be in-migration and should reflect the general increases in population expected in King County. Due to Pacific's location on major transportation routes north to Seattle, and to Tacoma to the south, it is expected that Pacific will continue to grow as a commuter community.

~~Exhibit~~Figure LU-~~2~~3. Historic and Projected Population Growth: 1950-2035



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

~~TABLE LU – 5~~ ~~2003~~15~~-2023~~5 ~~POPULATION PROJECTION~~				
~~Year~~	~~King County~~	~~Pierce County~~	~~UGA (Pierce)~~	~~Total Population~~
~~2000~~	~~5,373~~	~~154~~		~~5,527~~
	~~5,380~~	~~145~~		~~5,525~~

2001				
2002	5,405	145		5,550
2003	5,525	140		5,665
2004	5,635	125		5,760
2005	5,750	115	15	5,880
2006	5,865	100	15	5,980
2007	5,980	90	15	6,085
2008	6,100	85	15	6,200
2009	6,220	75	15	6,310
2010*	6,514 6,345	92 65	15	6,606 6,425
2011**	6,520 6,475	85 60	15	6,605 6,550
2012**	6,535 6,600	85 55	15	6,620 6,670
2013**	6,675 6,735	85 45	10	6,760 6,790
2014**	6,750 6,870	80 35	10	6,830 6,915
2015**	6,770 7,005	70 30	10	6,840 7,045
2016	7,145	25	10	7,180
2017	7,290	20	10	7,320
2018	7,435	15	10	7,460
2019	7,585	10	10	7,605
2020	7,735	10	10	7,755
2021	7,890	5	10	7,905
2022	8,050	0	10	8,060
2023	8,210	0	5	8,215
2024	8,375	0	5	8,380
2025	8,540	0	5	8,545
2026				
2027		0	0	
2028				
2029				
2030				
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2033				
2034				
2035				
* 2010 US Census				
** Office of Financial Management (OFM) Estimates				

Population and Employment Targets and Capacity

King County

Population

Pacific's share of t~~T~~he Washington State Office of Financial Management's (OFM) projected population growth for the years 2012~~01~~ to 20~~22~~31, as appointed by King County, is ~~996~~ 141 ~~households~~ housing units within the current municipal boundary~~, and 45 households within the Potential Annexation Area (PAA)~~. Extending this target through the "straight-line" method recommended by the King County Interjurisdictional Team (+46 units) provides a 2012-2035 target of 187 new housing units in the city limits. As shown in the King County 2014 Buildable Lands Report, as of 2012 Pacific had the capacity

for 416 new housing units, providing more than enough capacity to meet the housing target, as shown in Table LU-6.

Table LU-~~5~~6. King County Housing Targets and Capacity

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

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

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

Employment

The King County employment growth target for employment, 2012-2031 is 1,158 jobs, including 788 jobs that were lost in the recession and could relocate in existing building space. Using the straight-line method recommended by the King County Interjurisdictional Team to extend the target to 2035 provides a 2012-2035 growth target of 1,217 jobs. Considering the employment capacity of 1,188 jobs analyzed in the 2014 Buildable Lands Report, the King County portion of Pacific had a deficit capacity of 29 jobs. However, based on revised employment density assumptions documented in the *January 2016 City of Pacific Growth Targets and Land Capacity Analysis* memo, prepared by BERK Consulting, Inc., the City of Pacific could meet its growth target by 2035 achieving a capacity of 1,234, about 17 jobs above its extended target. See Table LU-~~6~~7 below.

Table LU-~~5~~7. King County Jobs Targets and Capacity

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

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

~~The City of Pacific's de-annexation of nearly 73 acres containing approximately 43 acres of High Density Residential zoning to the City of Auburn in 2003 may lower the 2022 projected population.~~

Pierce County

Population

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

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Employment

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

Table LU-~~6~~8. City of Pacific Employment Needs – Pierce County

2010 Total Employment Estimate	Adopted 2030 Total Employment Target	Total Employment Growth (2010-2030)	Adjusted Employment Growth[1]	Displaced Employees	Additional Employment Needs
2,071	6,505	4,434	3,897	227	**4,124**

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

Source: Pierce County BLR 2014

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

The Pierce County BLR shows a total employment capacity for Pacific of 1,631 jobs. This represents a deficit of 2,493 jobs compared to the City's adopted 2030 employment target. When compared to the projected 2035 employment target described in the previous section, this deficit increases to 3,525 jobs, as shown below in Table LU-~~7~~9.

Table LU-~~7~~9. Comparison of Employment Targets and Capacity – Pierce County

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

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

BERK Consulting conducted an analysis to accomplish the following:

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

Alternative Employment Densities

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

Alternative 2035 Projection

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

Assuming a trend more consistent with the Regional Growth Strategy in VISION 2040, the City's growth target could be reduced to 4,666 instead of 5,156 by 2035. See Table LU-~~8~~10.

Table LU-~~8~~10. Adjusted 2035 Pierce County Employment Growth Targets –City of Pacific

Method	2010 Employment	2030 Adopted Target	2010-2030 Net Growth Target[1]	2030-2035 Growth Target	2010-2035 Net Growth Target	2035 Total Employment Target
Straight-line	2,071	6,505	4,124	1,031	5,156	**7,227**
Trend	2,071	6,505	4,124	542	4,666	**6,737**

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

Target Transfer to City of Sumner

Considering the City's land capacity and the adjusted 2035 growth target, Sumner is anticipated to have excess capacity in both 2030 and 2035 and could absorb the additional growth target unaccommodated by the City of Pacific, as illustrated in Table LU-~~9~~11.

Table LU-~~9~~11. 2030 and 2035 Employment Capacity Comparison – Pacific and Sumner

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

Source: Pierce County BLR 2014; BERK Consulting 2016

The City of Pacific is requesting that Pierce County, with the City of Sumner's concurrence, adjust the City of Pacific's target as follows in Table LU-1~~0~~2.

Table LU-1~~0~~2. Adjusted Jobs Target

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

Source: Pierce County BLR 2014; BERK Consulting 2016

Demographics

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

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

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

Home Ownership: The U.S. Census American Community Survey 2009-2013 five-year estimate showed 2,449 housing units in Pacific. Of these, 1,448 (59%) are single family homes, 877 (36%) are multiple-family units, and 124 (5%) are mobile homes. The 2000 Census ~~showed~~ listed 2,025 housing units in Pacific. Of these, 1,141 (56%) ~~are~~ were single family homes, 767 (38%) ~~are~~ were multiple-family units, and 117 (6%) ~~are~~ were mobile homes. ~~The 1990 census listed 1,815 dwellings. Of these, 901 (50%) were single-family homes, 559 (31%) were multiple-family units, and 355 (20%) were mobile homes.~~

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

~~**Household Size:** Table H-5 in the Housing element shows the types of households in Pacific. The implications for housing planning are analyzed in the Housing element. It is anticipated that the average household size of 2.77 persons per household will drop due to lower birth rates, increased longevity of elderly persons, and a single-oriented, late marriage life-style. The implications for housing planning are analyzed in the Housing element.~~

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Household Median Income: In 2013, ~~The U.S. Census 1999~~ the median ~~gross~~ household income in Pacific was $~~45,673~~53,438. The King County median gross income was $~~53,157~~71,811. The Housing Eelement contains a comparison of jurisdictions and an income analysis.

Residential Land Use Needs

~~The analysis in the Housing element demonstrates that the available residential land is adequate to meet the OFM projected need for 996 single-family units through the year 2022.~~

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

Current Economy

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

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

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

The City of Pacific, in partnership with the City of Sumner, is pursuing regional designation of its combined core industrial areas as a ~~Manufacturing/Industrial Center (~~MIC~~)~~. MIC designation reflects the fact that this area has prime access to transportation and trade infrastructure, is regionally significant as a current and future hub of industrial employment, and is an important economic resource for the Central Puget Sound region. In 20~~08~~15, the MIC provides roughly 10,000 jobs, and it is expected to accommodate ~~up to~~ 20,000 jobs by 2035.

4~~3~~.2 ANALYSIS OF PHYSICAL CONDITIONS

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

Development applications in areas shown as floodplains and/or wetlands will be considered on an individual basis. Many of the areas shown as wetlands on previous maps have merely indicated some

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historical evidence of on-site wetlands. As local conditions change, wetlands often shrink and grow, or come and go. As applications arise, sites will be examined, and wetlands, if any, will be delineated. So too, development in the 100-year floodplain may be mitigated, conditions allowing, such that structural improvements might be limited to higher-ground portions of a parcel. All other physical land areas are suitable for their intended land use.

Geographic Constraints

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

Fish and Wildlife Habitat Conservation Areas

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

Aquifer Recharge Areas

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

Flood Control

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

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

Geologically Hazardous Areas

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

processes. These slopes should also be considered to be at some risk of landslide during seismic or volcanic events.

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

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

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

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

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

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

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

4~~3~~.3 ANALYSIS OF AMENITIES

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

Availability of Open Space

Current permanent open space areas within the planning area are the White/Stuck River and its floodway, the City/River Park located along its banks, the Interurban Trail that parallels SR 167, and the steep slope areas at the west side of the valley, and the wetland areas in the King County ~~Urban Growth Area~~UGA. The slope area at the west side of the valley and the wooded wetlands in the King County Urban Growth

Area are primarily parceled into many privately owned lots. The City will investigate means of acquiring rights to portions of these properties that must be permanently constrained as steep slopes and wetlands per the City's Critical Areas Ordinance.

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

Quality of Social Services

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

4~~3~~.4 ANALYSIS OF INFRASTRUCTURE

Capacity of Infrastructure

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

Water System: The water system in the City of Pacific currently provides domestic and commercial service to its users in and near the City (within the ~~Urban Growth Area~~UGA). The system includes wells, a reservoir, and several miles of distribution mains. The quality of the water is consistently high, and the source has consistently supplied sufficient volume to meet current demand. The ~~2002~~ City of Pacific Comprehensive Water System Plan has identified the need for additional ~~storage facilities, and~~ improvement projects~~ are currently underway~~. The 2008 City of Pacific Water System Plan was adopted and approved by the Department of Health. The City is currently working on the update to the 2008 plan, which is anticipated to be adopted in late 2016 or early 2017. See the Capital Facilities E~~e~~lement for details.

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

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

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

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

Public Safety: The City of Pacific Police Department employs 8 11 full time officers and 14 1 reserve officers. The City's police service record is highly rated for both crime response and prevention. Fire protection is provided by the Valley Regional Fire Authority (VRFA)The City also has a Fire Department, consisting of 3 employees and approximately 30 volunteers.

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

3.5 PROCESS FOR SITING ESSENTIAL PUBLIC FACILITIES

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

When essential public facilities are proposed the City of Pacific will appoint an advisory "County Wide Site Evaluation Committee" composed of citizen members selected to represent a broad range of interest groups and expertise. The committee shall also include at least one individual with technical expertise relating to the particular type of facility. If there are no residents with the appropriate technical knowledge, the City Council may select a non-resident with the appropriate technical knowledge. The committee will review the proposed project and site using the "Countywide Planning Policy on Siting of Public Capital Facilities of a Countywide or Statewide Nature," in accordance with King County's Countywide Planning Policy.

Community Involvement in Siting of Essential Public Facilities

The City will use timely notification processes of posting notices in the official newspaper of the City of Pacific, prepare and issue press releases, notices to the School District, and public hearings to notify citizens of the proposed project.

The City will also notify adjacent jurisdictions of the proposed project and will solicit review and comment on the recommendations of the County-Wide Site Evaluation Committee.

~~**Consistency with Existing Plans and Regulations Regarding Siting of Public Facilities**~~
~~Essential public facilities of a county-wide or state-wide nature, (e.g., hazardous waste facilities), must meet state laws and regulations requiring specific siting and permitting requirements.~~

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

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CHAPTER 5

HOUSING

1. INTRODUCTION

1.1 Intent

The City of Pacific intends to maintain its present character and identity as a small town and preserve the desired quality of life for the community. These Framework Goals relate most directly to the Housing element:

- Encourage changes that promote livability, pedestrian orientation, and high quality design, and that limit stress factors such as noise pollution and traffic congestion.
- Stimulate the local economy by providing a predictable development atmosphere, by emphasizing diversity in the range of goods and services, and by ensuring that as the economy changes, employment opportunities are balanced with a range of housing opportunities.
- The City should also encourage consistency and efficiency in the permitting process, and the fullest protection of property rights.

Pacific became a "bedroom" community for neighboring jurisdictions as industrial development occurred in the Puyallup and White River Valleys. In 1980, the City of Pacific had a population of 2,261 people with 958 housing units. Over the next ~~15~~ 35 years, Pacific grew by ~~114%~~ 202% to ~~5,180~~ 6,840 (Office of Financial Management (OFM)) people, while King County grew by ~~42.7%~~ 61%. This means that Pacific grew at over ~~2½~~ three times the rate that King County grew.

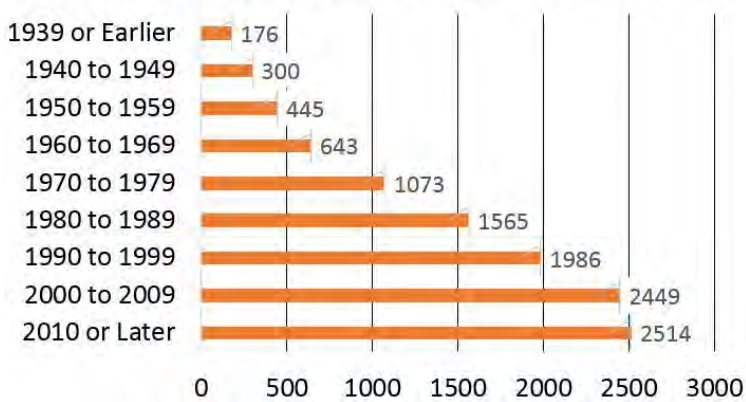

Figure 1.1

Pacific's location between the cities of Seattle and Tacoma is ideal for attracting new residents and businesses. In 1995, the City expanded by approximately 40% in area by annexing south into Pierce County. The City annexed another small area in Pierce County between SR167 and West Valley Highway in 1997. These areas were intended to be exclusively industrial and commercial, and moved Pacific from being just a "bedroom community" towards a balanced community containing residential, commercial, and industrial uses.

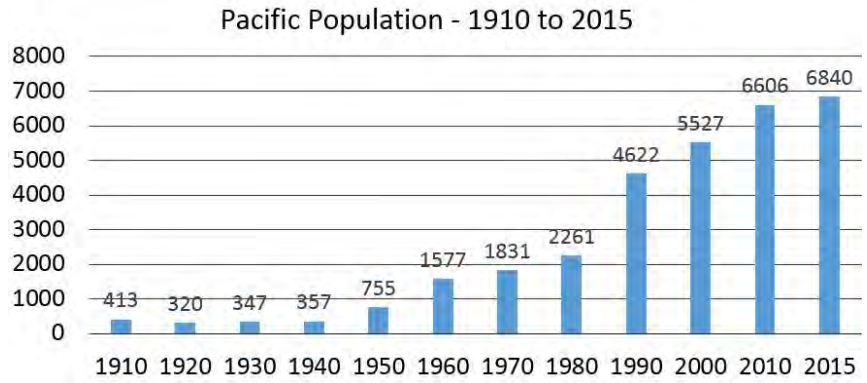

Figure 1.2

The Housing element has been developed to meet the requirements of the Growth Management Act (GMA), and the GMA-mandated Countywide Planning Policies, to address City of Pacific's housing needs through the year ~~2025~~ 2035. This element seeks to meet the desires of the community, and is responsive to private, non-profit, and government providers of housing. Current challenges include accommodating approximately ~~900~~ 230 additional housing units, providing for the housing needs of all citizens, and preserving the character of the community over the next 20 years.

The ~~2000~~ 2010 King County average household size was ~~2.53~~ 2.59 persons per unit. In ~~2002~~ 2015, the Washington State Office of Financial Management (OFM) estimated the City of Pacific's average at over ~~2.77~~ 2.88 persons per unit. ~~With high occupancy rates, an increase of 900 dwelling units over the year 2000 Census figure of 2,025 for the King County portion of Pacific could represent an increase from 5,373 to over 8,000 residents by 2022.~~

Citizen and elected officials of Pacific must recognize that the "ordeal of change" will be to provide sufficient land capacity and strategies to accommodate this growth, and to demonstrate to the public that the controlled directed planning proposed in the Comprehensive Plan is achievable.

The State Growth Management Act (GMA)

The GMA specifies ~~thirteen~~ fourteen basic growth management goals. The housing goal is to:

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

The GMA requires that the Housing element of comprehensive plans include:

- An inventory and analysis of the City's projected housing needs;
- An identification of sufficient land for a diverse range of needed housing; and
- Goals, policies, and objectives for the preservation, improvement, and development of housing.

GMA Procedural Criteria define "affordable housing" as residential housing that is rented or owned by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the household's monthly income. With increasing home values, affordable housing is becoming more of an important issue. The City has shown it can encourage affordable housing and still maintain the character of the community.

The Housing element must comply with federal, state and county housing policies; including the U.S. Fair Housing Act, the Federal Community Development Block Grant program, the GMA, and Countywide Planning Policies (CWPPs).

Countywide Planning Policies

The Housing chapter has been developed in consideration with the King County Planning Policies and Multicounty Planning Policies (MPP), specifically with regard to policies dealing with the availability of housing for all income levels.

The CWPPs provide guidance for preparing the housing element. For example, CWPP methods of meeting housing demand, compatibility and fit of infill parcels of land should be considered, by using techniques such as performance standards, buffers, and open space provisions. The CWPP's also state that comprehensive plans shall strive to maximize available local, state and federal funding opportunities and private resources in the development of affordable housing.

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The CWPP's also specify that the County, and each municipality within it, assess their success in meeting housing demands. Achievement of the housing policies must be monitored at least once every five years. The City will monitor implementation of these policies during the Comprehensive Plan amendment process, on a schedule consistent with the CWPPs.

King County has established housing goals for each city under the GMA and the Buildable Lands Act. ~~A 128 dwelling unit deficit estimated in 2001, between the CWPP housing target and the carrying capacity of Pacific's Comprehensive Plan, will be compensated for by creating a major mixed use housing opportunity with the Pacific/Sumner Transit Station development around the year 2025.~~ The King County Buildable Lands Study, 2014 indicates that Pacific will meet its 2035 housing targets with a surplus of 275 housing units (Table H-8).

Integration of Comprehensive Plan Elements

The Housing element has been integrated with all other Plan elements to ensure consistency throughout this Comprehensive Plan. The Housing element specifically considers the condition of the existing housing stock; the scope and nature of any housing problems; and the provision of a variety of housing types to match the lifestyle and economic needs of the community. This element also examines special housing needs, such as low and moderate-income family housing, foster care facilities, group homes, manufactured homes, government-supported housing, and historically significant housing.

Major Housing Considerations

The City's development regulations will be updated ~~subsequent to~~ as needed for the adoption of this Plan. These regulations serve both to implement the policies set forth in the Plan and to inform the private sector as to specific procedures for development and construction. The Housing Plan in this element will guide decision making to achieve the community's goals.

2. GOALS AND POLICIES

GENERAL HOUSING CONSIDERATIONS

GOAL H-1: The City should allow a broad choice of housing types, locations, tenures and prices as allowed within the context of environmental and utilities constraints. Housing opportunities should be provided for all ages and types of households, including family, single-headed households, individual, disabled, and elderly. The land use regulations, including the Zoning Ordinance, should contain regulations to reflect the availability of choice.

POLICIES

Policy H-1.1: *Review the zoning code, subdivision code, building codes, and other development-control ordinances to identify and remove excessive, duplicative, or unnecessary regulations. The analysis shall consider in particular lot width, street improvement standards, parking, and common service lines, as well as other issues.*

Discussion: Codes should be clearly written to ensure ease of use and understanding. Codes that are contradictory or overly complex can lead to inconsistent decisions that could lead to unnecessary delays of development proposals. Codes on a periodic basis should be reviewed for inconsistencies and ease of

understanding.

Policy H-1.2: *Provide flexibility in development regulations so that a variety of housing types and site planning techniques (such as cottage housing) can achieve the maximum housing potential of a particular site.*

Discussion: Codes should be periodically reviewed to determine if specific housing types should be allowed in specific zones as permitted uses subject to specific criteria. For example, in the single-family residential zones, cottage housing could be allowed as a permitted use, provided that this type of housing type meets specific criteria regarding design and layout.

Figure 2.1 Example of Cottage Housing

Policy H 1.3: *Allow home occupations in all residential areas to permit occupations or professions which are contained within a dwelling place and consistent with the residential character of the neighborhood.* ~~This type of occupation is usually carried on by a member of the family residing within the dwelling.~~

Discussion: Allowing home occupations in the residential zones will help a budding business get started until such time as business grows and relocates to a commercial site.

Policy H-1.4: *Adequate public utility services and community services should be easily accessible to all residents.*

Discussion: See the Utilities and Capital Facilities elements for more detail and examples.

Policy H-1.5: *Promote the development of senior housing units in proximity to needed services.*

Discussion: Senior housing should be located in proximity to services such as medical facilities, transit facilities or services or other community services to provide ease of access to such services. Dependent on the type of senior housing provided (Assisted living, active senior housing), ease of access to these facilities increases the quality of life for the seniors.

Policy H-1.6: *Provide for transit and pedestrian improvements to support special needs populations.*

Discussion: The special needs population often need more specialized services than the general population. Such services could include an on-call transit services (either public or private) to transport

the special needs population to medical facilities or other services. Public facilities could also include transit stops outside of housing supporting the special needs population.

DEVELOPMENT CAPACITY

GOAL H-2: Provide sufficient development capacity to accommodate the 20 year growth forecast by promoting the creative and innovative use of land designated for residential uses.

POLICIES

Policy H-2.1: *Reduce the number of households earning 95% of King County median income and paying more than 30% of their income on housing by at least 30% during the planning period, through:*

- *the encouragement of a variety of housing types;*
- *revisions to zoning and other regulations which constrict the housing market;*
- *the creation of affordable dwelling units by developers or non-profit agencies, and;*
- *Other methods to meet affordable housing needs.*

Discussion: In ~~2000~~ 2013, the median household income in King County was ~~$53,157~~ $71,811, while in Pacific it was ~~$45,673~~ $53,438 (~~less than~~ ~~86%~~ 66% of the King County median).

Policy H-2.2: *Review and revise regulations that address group homes and foster care facilities permitted in residential areas to ensure compliance with federal and state law.*

Discussion: Special needs housing can be facilitated at the local level by accommodating such uses through the Zoning Code. The Washington State Housing Policy Act states that "special needs housing must be treated as any single-family use." Special needs housing uses cannot be prohibited from locating in a certain area.

Policy H-2.3: *Encourage compatible infill development on vacant or underutilized sites.*

Discussion: Where infrastructure (utilities, services, and street improvements) is already available, vacant lots in and between single-family neighborhoods can provide opportunities for infill development.

Policy H-2.4: *Create incentives for developing underutilized parcels into new uses that allow them to function as pedestrian-oriented, environmentally sensitive, mixed-use residential neighborhoods (i.e., waiving development fees). Existing uses which are complementary, economical, and physically viable shall integrate into the form and function of the neighborhood.*

Discussion: As residential infill occurs on underutilized and vacant property in existing neighborhoods, neighborhood character can be significantly impacted. Innovative methods to allow effective in-fill development include flexibility in lot sizes, zero lot lines, clustering, flag lots, planned residential developments, *cottage housing,* and non-traditional housing forms.

SAFE NEIGHBORHOODS AND HOUSING

GOAL H-3: Develop strategies and methods to create safe and secure neighborhoods and housing.

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POLICIES

Policy H-3.1: *Develop economically integrated, walkable neighborhoods which generate a secure atmosphere for both residents and visitors.*

Discussion: Neighborhoods should be designed to foster a sense of security. One method could be the incorporation of "CPTED" (Crime Prevention Through Environmental Design) principles in the design of the neighborhood. CPTED principles outline the need for natural surveillance, natural access control, territorial reinforcement and regular maintenance. Such principles use a combination of lighting, landscaping, signage, walkways, pavement treatments, and well maintained properties to provide a sense of ownership by the neighborhood that provides more eyes on the neighborhood to help fight crime and provide for a more secure neighborhood.

Policy H-3.2: *Encourage and identify neighborhood groups to address issues and concerns which include, but are not limited to, land use, projected growth/decline, neighborhood identity, safety, education, youth and recreational activities.*

Discussion: One of the functions of city government is to create a forum and mechanism for neighbors to come together to address common concerns.

Policy H-3.3: *The City recognizes that the development of safe neighborhoods requires the cooperation of property owners and/or their property managers. The City shall organize, educate, and assist owners, citizens, and the general population in the creation and preservation of safe neighborhoods.*

Discussion: Using CPTED principles, the City could help property owners and property managers conduct a CPTED audit of their properties to help determine what improvements could be instituted to create a safer neighborhood.

OPEN SPACE & ENERGY CONSERVATION

GOAL H-4: Provide both private and public open space areas in new residential development.

POLICIES

Policy H-4.1: Utilize open space areas to buffer higher density residential development from lower density residential development.

Discussion: Open space in residential developments can provide benefits such as play areas for children, natural vegetation areas for surface water and wastewater mitigation, and buffers. The environmental review process, and code requirements related to development and critical areas, may be used to implement policies.

Policy H-4.2: Encourage voluntary open space conservation easements.

Discussion: Voluntary open space easements can be encouraged through tax breaks, such as Public Benefit Rating System, transfers of development rights, or purchasing of development rights (i.e. wetland mitigation and steep slope preservation).

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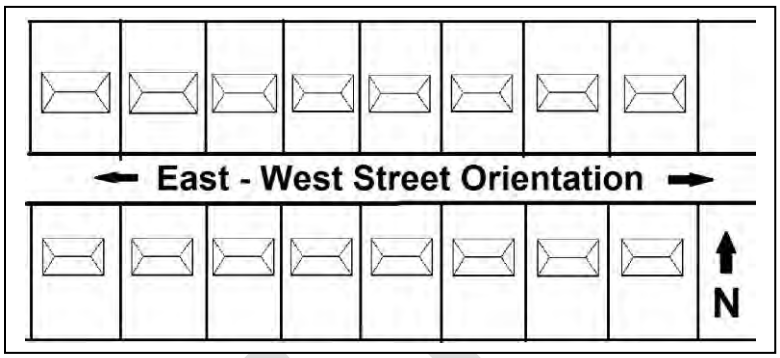
Policy H-4.3: Encourage energy efficiency in existing and new housing developments.



Discussion: Passive and active solar use by home owner's can dramatically lower a households power use. To gain the most benefit from solar access, the house should be oriented on the lot to provide the maximum exposure of the south face solar radiation. To provide this orientation, the street and lot configuration needs to be carefully considered. An east/west layout of streets provides the greatest opportunity to maximize solar access to future homes. Given the physical constraints on a parcel of property, a developer should strive for an east/west street orientation of a new subdivision.

It is more cost effective to design a home with a passive or active solar energy system than to retrofit an existing home. For the most effective passive system, the south face of the home should be designed with the largest wall and window area. This will provide for the maximum heating potential under a passive system. For an active system, the home can be designed for the four different components of an active solar energy system. These components include: 1) The solar panels; 2) Batteries which store the electricity for future use; 3) The controller which regulates the flow of electricity to the battery; and 4) The inverter which converts energy in the batteries to voltage that will run standard electrical equipment. The costs of installing an active solar energy system can be recouped in 10 to 20 years depending on the cost of the active system and electrical rates.

Existing homes, with the right solar orientation can be retrofitted with an active or passive solar energy system. Costs may be higher in retrofitting an existing residence. Recovering the costs of installing an active system may take longer than in a new home where an active system could be designed into the structure.

Policy H-4.4: 11.8 Review and update codes as necessary regarding solar energy.

Discussion: The City should consider adopting revisions to the Zoning and Subdivision codes to inact regulations to encourage the use of subdivision design and the placement of homes on lots to foster either passive or active solar energy use.

VISUAL ENVIRONMENT

GOAL H-5: Ensure a quality visual environment through appropriate design standards.

POLICIES

Policy H-5.1: The City should attempt to create residential peace and economic development through procedures which encourage high quality architectural and landscape design, including the placement of artwork in public places.

Discussion: The image of the community is seen through many different eyes. The image of the City is based upon the first impression as one enters the City. If the City seems rundown and not well maintained, this is the impression the public will retain of the City. If through architectural features and landscape design, the first impression is positive regarding the City, there will be a more favorable impression of the City which can lead to higher quality employers relocating to the City with family wage jobs.

Policy H-5.2: Encourage specific architectural characteristics for single family areas, such as porches, bay windows, accessory buildings that are characteristic of Pacific's residential areas.

Discussion: Additional architectural features in a house can lead to higher levels of homeowner satisfaction. With a higher level of pride in the home, there is a greater likelihood of regular maintenance of the home and property. This enhances the overall look of the neighborhood.

Policy H-5.3: The scale and appearance of multiple family developments or townhouses should maintain the character of single-family residential neighborhoods by incorporating characteristics like separate entrances for each unit, porches, pitched roofs, decks, and bay windows,

Discussion: Design regulations can ensure that any multifamily housing as well as commercial development, fits into the scale and character of the community. Design guidelines addressing access points, circulation, parking, building pads, maximum heights, and roof designs contribute to the character of the area.

Policy H-5.4: Create effective transitions between substantially different land uses and densities by implementing site regulations, building regulations, and design standards.

Discussion: Zoning codes protect areas from encroachment by dissimilar land uses that create noise, traffic, and other problems. By creating intermediate zones of medium intensity, they enable a gradual transition between uses. Zoning and other regulations can require amenities such as buffers, landscaping, open space, and design standards to protect neighborhoods.

Policy H-5.5: Encourage varied and human-scaled building design that provides visual interest to pedestrians, compatibility with historic buildings or other neighborhood structures, security, and enhancement of the streetscape.

Discussion: A variety of architectural features can provide visual interest in the streetscape to pedestrians and the passing public. This in turn could translate into property owners being more willing to maintain their property on a regular basis.

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Policy H-5.6: ~~The City~~ ~~r~~ Recognize~~s~~ the links between transportation, land use and site design and encourage~~s~~ development which ~~eases~~ provides access by pedestrians, bicyclists and transit users.

Discussion: New development should be designed to take into account the adjacent transportation system, including the road system, bike paths, bus routes, or other forms of mass transit. If adjacent to a bike path, the provision of bike racks may be feasible. If adjacent to a major bus route, a covered bus stop could be provided in coordination with the local transportation agency.

COMMUNITY CHARACTER, PRESERVATION & REHABILITATION

GOAL H-6: Maintain and enhance Pacific's character as a family-oriented community by:

- **Maintaining and protecting all viable and stable residential neighborhoods**
- **Providing housing opportunities for a wide array of household types and sizes.**
- **Managing potential economic opportunities in a manner that provides necessary employment**
- **Recognizing the need to provide social services**
- **Fiscal support for needed services**

~~***Preservation & Rehabilitation***~~

~~**GOAL H-7: Maintain and protect all viable and stable residential neighborhoods.**~~

POLICIES

Policy H-7.1: Conserve the livability of viable residential areas through the preservation of existing housing stock and amenities.

Discussion: Existing housing is a valuable resource to the community. The preservation of existing housing stock is an appropriate means of creating a variety of housing styles, and is important to the preservation of stable residential neighborhoods.

Policy H-7.2: Identify rehabilitation areas, with priority given to blighted areas having a low income population, for possible designation with performance zoning. ~~Criteria for performance zoning shall consider generation of affordable housing, protection of natural features and open spaces, impact on existing utilities, traffic generation, neighborhood compatibility, and the policies of this Comprehensive Plan.~~

Discussion: Identifying blighted areas in the City could help the City determine funding sources to help rehabilitate and enhance such areas. Rehabilitation of such areas could lead to higher property values. Performance zoning could be one tool to help rehabilitate a blighted area, Criteria for performance zoning

could consider the generation of affordable housing, protection of natural features and open spaces, impact on existing utilities, traffic generation, neighborhood compatibility, and the policies of this Comprehensive Plan.

~~**Policy H-7.3:** Develop a program to repair or replace deteriorated sidewalks, install new sidewalks where needed, and remove barriers to pedestrian traffic. H.U.D. block grant funds may be used to remove pedestrian barriers and pay the tax assessments levied upon low income households for sidewalk repairs or installation.~~

~~***Discussion:***~~

Policy H-7.~~4~~ 3: Support the revitalization of older neighborhoods by keeping the streets and other municipal systems in good repair.

Discussion: If municipal systems are allowed to deteriorate, this could be a disincentive to invest in the rehabilitation of older neighborhoods.

~~**Policy H-7.5:** Encourage private reinvestment in older residential neighborhoods and private rehabilitation of housing, such as temporarily waiving permit fees, completing public works projects, etc.~~

~~***Discussion:*** The waiving of fees is a "gifting" of public funds~~

HOUSING REHABILITATION AND RENOVATION

GOAL H-8: Encourage rehabilitation or renovation of housing.

POLICIES

~~**Policy H-8.1:** Conserve the existing housing stock, with rehabilitation when needed. because it is an affordable form of housing.~~

~~***Discussion:***~~

Policy H-8.1 : Support existing housing through housing rehabilitation programs and strong code enforcement.

Discussion: Existing housing will continue to be an asset to the community if it is maintained. As housing units age, the need for repair and maintenance becomes more common. The City should enforce code regulations that protect residential areas from illegal land uses and health and safety violations.

Policy H-8.~~3~~2 : Work with the appropriate local, state and federal agencies to encourage grants, loans and other mechanisms for individual homeowners to rehabilitate or renovate housing.

Discussion: A number of different federal and state grant programs are available to help maintain and

rehabilitate renovate housing. Many of this programs have limited funds and are targeted towards low and moderate income housing (such as the State Housing Trust Funds (HTF)). Staff should work with the State to identify the applicable funding sources that could help homeowners rehabilitate their homes.

Policy H-8.~~4~~ 3: In cooperation with King County and Puget Sound Energy, promote the use of weatherization programs for existing housing.

Discussion: Puget Sound Energy provides weatherization assistance to low income families through their Weatherization Assistance Program (Home Energy Lifeline Program through the Federal LIHEAP) to help reduce energy use and lower bills. This includes free upgrades to homes such as insulation, sealing air leaks, lighting and refrigerator replacements.

Policy H-8.~~5~~ 4: Encourage "pride of home ownership" by providing information on home maintenance and repairs to homeowners.

Discussion: Neglected housing can negatively affect a neighborhood's property values and quality of life. The City should provide information to citizens about existing programs that offer assistance and encourage residents to volunteer for efforts similar to "Paint Tacoma" that help with minor maintenance and improvements.

Policy H-8.6: Accommodate and encourage non-profit housing agencies' efforts to purchase and rehabilitate housing to meet affordable housing ~~needs~~ and special needs of the community.

Discussion: The Dept. of Housing and Urban Development (HUD) administer funding programs to allow non-profit organizations to purchase low income property or housing. The Self-Help Home Ownership Opportunity Program (SHOP) can help provide funds to non-profit organizations to 1) purchase home sites for low-income families and 2) develop or improve the infrastructure for sweat equity and volunteer-based homeownership programs.

The HOME Investments Partnerships Program (HOME) provides grants to States and local governments to fund a wide range of activities including building, buying, and/or rehabilitating housing from rent or homeownership and providing direct rental assistance to low-income families.

AFFORDABLE HOUSING

GOAL H-9: Pursue opportunities to preserve and develop affordable housing throughout the City to address the needs of all economic segments.

POLICIES

Policy H-9.1: Respond to the housing needs of individuals and families that cannot afford, or do not choose, to live in traditional detached single-family housing.

Discussion: The City should review its existing housing stock and housing assistance programs to ensure that low-income families have opportunities to find affordable housing. The City can point prospective developers to King County Housing Assistance programs to build affordable housing.

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Policy H-9.2: Base any assessment of the need for affordable housing in Pacific on the community providing for its fair share of regional need for low and moderate income households.

Discussion: Work with all jurisdictions within the region (coordinating with the Puget Sound Regional Council (PSRC)) to develop a regional approach to affordable housing. Each jurisdiction should be urged to provide for its fair share of the region's affordable housing needs.

Policy H-9.3: After evaluating housing needs, the City should investigate and reevaluate development regulations, permit procedures, and funding decisions as they affect housing.

Discussion: City land use, zoning, and subdivision regulations can be used to encourage the development of affordable housing. While administering the codes, City staff is likely to learn about their potential drawbacks and problems. The City should reevaluate its codes, procedures, and funding decisions in light of experience and housing needs.

~~**Policy H-9.4:**~~
~~***Discussion:*** Work with all jurisdictions within the region to develop a regional approach to affordable housing. Each jurisdiction should be urged to provide for its fair share of the region's affordable housing needs.~~

~~**Policy H-9.5:** Involve both public and private sectors in the provision of affordable housing.~~

Policy H-9.~~6~~ 4: The City should continue to permit manufactured homes in all single-family zones.

Discussion: As off-site manufactured housing becomes less distinguishable from on-site stick-built housing, it can become an option in more locations, subject to specific design standards. Mobile homes that are built to different standards should continue to be restricted to mobile home parks.

Policy H-9.~~7~~ 5: Encourage affordable housing opportunities throughout the City.

Discussion: The Growth Management Act defines affordable housing as residential housing that is rented or owned by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the household's monthly income. The City should provide information to its residents regarding affordable housing. The City can implement this policy by creating variety in its land use map and subsequent zoning regulations.

Policy H-9.~~8~~ 6: Provide incentives and work cooperatively with private and non-profit housing developers in the provision of affordable housing.

Discussion: The issue of affordable housing transcends local boundaries. The needs of the community and of the region can best be addressed through cooperation and the regional pooling of resources. The King County Countywide Planning Policies require each jurisdiction to maximize available resources to develop affordable housing.

Policy H-9.~~9~~ 7: Encourage good management, preservation, maintenance, and improvements to existing

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affordable housing.

Discussion: Existing housing serves as a valuable source of affordable housing, and is important to the preservation of stable residential neighborhoods.

CONSISTENCY

GOAL H-10: Maintain consistency with the King County Countywide Planning Policies on Affordable Housing.

POLICIES

Policy H-10.1: Determine the demand for housing for all economic segments of the population projected for the community over the planning period. The projection shall:

- Be made in dwelling units, by type, provided that the projections may be a range and that the types of dwelling units may be in broad categories;
- Be reflective of census or other reliable data indicating the economic segments of the population for whom housing needs to be provided;
- Incorporate the City's fair share of King County's housing needs; and
- Be reflective of the countywide fair share housing allocation established pursuant to federal or state law and supplemented by provisions established in intergovernmental agreements between jurisdictions in King County.

Discussion: With the strong economy in the Puget Sound region, the City will need to work with the Puget Sound Regional Council to integrate its fair share of affordable housing. This should be achieved while not impacting the City's small town atmosphere or overwhelming City resources.

Policy H-10.2: ~~In determining the suitability of the location and identification of sites for affordable housing, e~~ Consider the availability and proximity of transit facilities, government facilities and services, and commercial and recreational services in determining the suitability of the location and identification of sites for affordable housing. ~~to complement the housing.~~

Discussion: Typically, lower income families use a higher percentage of their family resources to commute to work with the ownership of a car. This is due to the need to acquire insurance, maintain the car, and purchasing gas. The location of affordable housing in proximity to transit facilities, government facilities and services could provide alternate transportation options (such as walking or biking to work or taking public transit) that could reduce expenditures on transportation costs.

Policy H-10.3: Assess the City's success in meeting ~~the~~ housing demands. Monitor the achievement of the policies under this goal not less than once every five years.

Discussion: To determine if the City is meeting its affordable housing goals, the City should track the construction of affordable housing within the City (for example; housing units constructed by Habitat for Humanity).

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Policy H-10.4: Maximize available local, state, and federal funding opportunities and private resources in the development of affordable housing. Explore and identify opportunities for non-profit developers to build affordable housing.

Discussion: The Dept. of Housing and Urban Development (HUD) administer's funding programs to allow non-profit organizations to purchase low income property or housing. The Self-Help Home Ownership Opportunity Program (SHOP) can help provide funds to non-profit organizations to 1) purchase home sites for low-income families and 2) develop or improve the infrastructure for sweat equity and volunteer-based homeownership programs.

The HOME Investments Partnerships Program (HOME) provides grants to States and local governments to fund a wide range of activities including building, buying, and/or rehabilitating housing from rent or homeownership and providing direct rental assistance to low-income families.

Policy H-10.5: The City shall contain a ~~mix in the~~ range of dwelling units to provide its "fair share" of the countywide housing for all segments of the population that are projected for King County over the planning period.

Discussion: A mixture of housing presents a choice of housing lifestyles for all economic groups within Pacific.

~~**Policy H-10.6:** Maximize and strive for a jobs and housing relationship that satisfies the local need for affordable housing.~~

~~***Discussion:***~~

Policy H-10.7: Provide a means of controlling costs and providing opportunities for single-family home ownership by increasing single-family residential densities in appropriate areas, such as areas with minimal surface water impacts.

Discussion: Increased densities of single-family units should be allowed only in areas where the land can support increased housing in the long-term without adverse impacts to existing homes. The City can implement this policy through consideration of critical areas locations in the Comprehensive Plan Land Use element and map.

RESIDENTIAL GROWTH

GOAL H-11: Guide new residential growth so that it occurs in a manner consistent with community objectives.

POLICIES

Policy H-11.1: ~~Continue to~~ ~~a~~Allow accessory dwelling units in single-family areas subject to specific regulatory standards.

Discussion: Accessory dwelling units (ADU) can either be located within single-family homes or on

existing single-family lots as separate structures. They can be used as accessory apartments or for the care of relatives or others. The City's policy to permit ADUs shall be maintained.

Policy H-11.2: Develop opportunities for higher density multifamily development in designated areas of the City.

Discussion: The Growth Management Act specifies that cities must take their share of population growth. Allowing some of this growth to occur in multifamily dwelling units will decrease the growth of impervious surfaces and associated surface water impacts.

Policy H-11.3: Encourage the use of clustering, and other site planning techniques to improve the quality of developments.

Discussion: Site planning techniques can provide continuity of community character, minimize urban sprawl, and protect the environment.

Policy H-11.4: Provide opportunities for clustered medium and high density multifamily development near commercial and mass transit facilities.

Discussion: Locating medium and high density family housing near commercial centers can provide a buffer between single-family residential uses and commercial uses, while focusing medium and high density housing near mass transit centers provide the opportunity for multi-modal transportation including pedestrian and bicycle access.

Policy H-11.5: Require the use of clustering, and other site planning techniques to balance and integrate development with critical areas.

Discussion: The natural environment of Pacific is the backdrop of its built environment. Therefore, residential development should be designed in a way that fits the natural environment. The City can implement this policy by providing flexibility in its codes while maintaining the intent of protecting critical areas. See the Natural Environment chapter for more detail.

Policy H-11.6: Require adequate buffering between developments where needed to mitigate adverse impacts between different types of housing.

Discussion: Buffers can include landscaping or natural features. They can help mitigate adverse impacts from new development and provide areas for surface water management. The City already contains well-buffered multifamily development. New multifamily development should maintain this pattern to minimize adverse visual impacts.

SOCIAL SERVICES

GOAL H-12: Preserve and promote those community facilities and programs that are important to the safety, health and social needs of families and children.

POLICIES

DRAFT

Policy H-12.1: Special attention shall be given to maintaining and improving the quality of public services in declining areas of the City.

Discussion:

Policy H-12.2: The City shall recognize the important role of public improvements, facilities and programs in providing a healthy family environment within the community.

Discussion: Strong social programs for youth and families provide for an overall higher level family environment. Programs for youth activities and facilities can lead to the following benefits:

- Increased status and stature in the community
- Improved competencies and increased self-esteem
- Stronger skills and experience as leaders
- Greater knowledge and understanding of other cultures
- Increased self-discipline and schedule management
- Greater appreciation of the multiple roles of adults
- Broader career choices

This can lead to a healthier family environment.

Policy H-12.3: Review~~ing~~ proposals to site facilities providing new or expanded social services ~~within the City,~~ to determine their potential impacts and whether they meet the needs of the City. ~~will include the following:~~

~~♦ The funding of social service centers that are sited in Pacific serve an area larger than Pacific would rely on an equitable regional source of funding.~~

~~♦ The siting of all facilities shall be based on sound land use planning principles and should establish working relationships with affected neighborhoods.~~

Discussion: The City should determine what criteria should be used to review such facilities. Such criteria may include the following:

- The funding of social service centers that are sited in Pacific should serve an area larger than Pacific and rely on an equitable regional source of funding.

- The siting of all facilities shall be based on sound land use planning principles and should establish working relationships between the facilities and affected neighborhoods.

~~**Policy H-12.4:** Support national, state and especially regional efforts to address the social service needs of the region and the City.~~

~~***Discussion:***~~

3. INVENTORY & ANALYSIS

3.1 Population, Income, and Tenure

TABLE H-1 YEAR ~~2000~~ 2010 CITY OF PACIFIC RESIDENTS		
Age	# of People	% of Population
<5	511 ~~482~~	7.7% ~~8.7%~~
5-9	447 ~~528~~	7.2% ~~9.6%~~
10-14	534 ~~464~~	8.1% ~~8.4%~~
15-19	551 ~~421~~	8.4% ~~7.6%~~
20-24	454 ~~352~~	6.8% ~~6.4%~~
25-34	943 ~~908~~	14.2% ~~16.4%~~
35-44	956 ~~1040~~	14.5% ~~18.8%~~
45-54	1028 ~~707~~	15.5% ~~12.8%~~
55-59	412 ~~212~~	6.2% ~~3.8%~~
60-64	267 ~~113~~	4.0% ~~2.0%~~
65-74	275 ~~200~~	4.1% ~~3.6%~~
75-84	142 ~~86~~	2.2% ~~1.6%~~
85 +	56 ~~14~~	.8% ~~.3%~~

Three key components to housing demand are population, income, and tenure (occupancy type). Population characteristics, particularly age and household formation, identify the type of housing that might be in demand within a community. Income determines the quality and type of housing that residents can afford, as well as to what extent households may need housing assistance. Tenure helps identify which type of housing (renter or owner) is prevalent in the community.

Table H-1 is based on ~~2000~~ 2010 U.S. Census information.

Table H-1 and Figure 3.1 shows a range of ages in relation to the number and percentage of residents within the City of Pacific. Population between the ages of 25 and 44 made up 28.7% ~~35%~~ of the total residents in the City of Pacific in ~~2000~~ 2010.

Population

Age is an important indicator of housing need. Different housing types are typically needed at various stages of people's lives. Year ~~2000~~ 2010 U.S. Census data indicates that Pacific citizens are younger than the average age in adjoining communities. Just over 57 percent of the population was less than 35 years of age, and 34.3 percent of this group was under age 19.

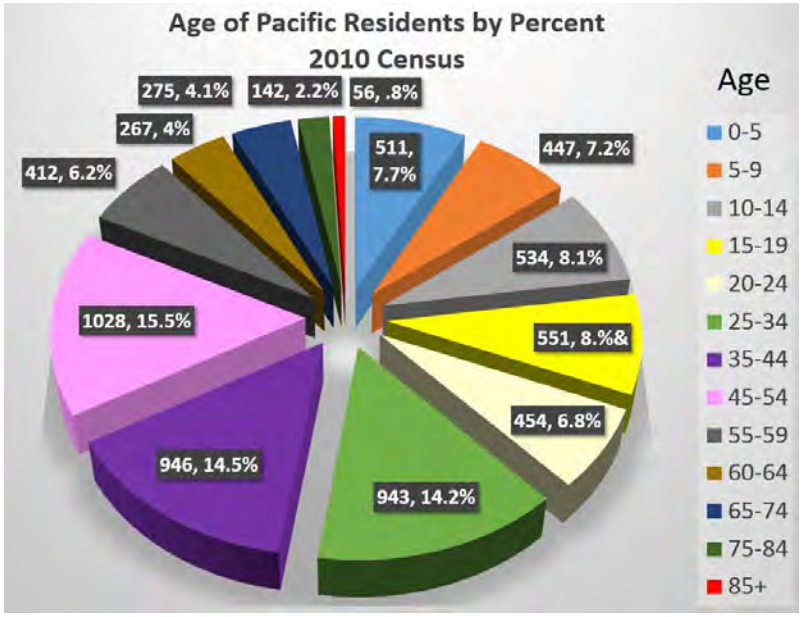

Figure 3.1

TABLE H-2			
Year 2000, 2010 and 2013 – Median Age			
Age			
City/County	2000	2010	2013
PACIFIC	30.7	32.8	33.1
Auburn	34.1	34.4	35.9
Algona	34.3	33.1	33.1
Edgewood	39.3	44.3	45.3
Sumner	35.4	38.2	36.0
King County	35.7	37.1	37.1
Pierce County	34.1	35.9	35.8

The median age in the City of Pacific is younger than our neighboring communities, except for Algona.

The word "median" means "middle." 50% of the data is higher and 50% is lower than the median. The above statistics tend to reflect a population with young workers, families, individuals, and couples. People under 34 years of age are considered potential first-time owners of entry-level homes. This characterizes Pacific as a town with a larger share of potential first-time home buyers.

Only ~~5.4~~ 7.1 percent of Pacific's population was 65 years of age or over in ~~2000~~ 2010. This is low ~~compared to 6.3 percent in Algona,~~ ~~11.6~~ 10.2 percent in Auburn, ~~10.3~~ 14 percent in Edgewood, and ~~13.4~~ 14.9 percent in Sumner. Only Algona had a lower percentage of population over 65 years. ~~However, new senior housing in Pacific's Neighborhood Center contains 75 units which may become occupied by people now residing in other jurisdictions.~~

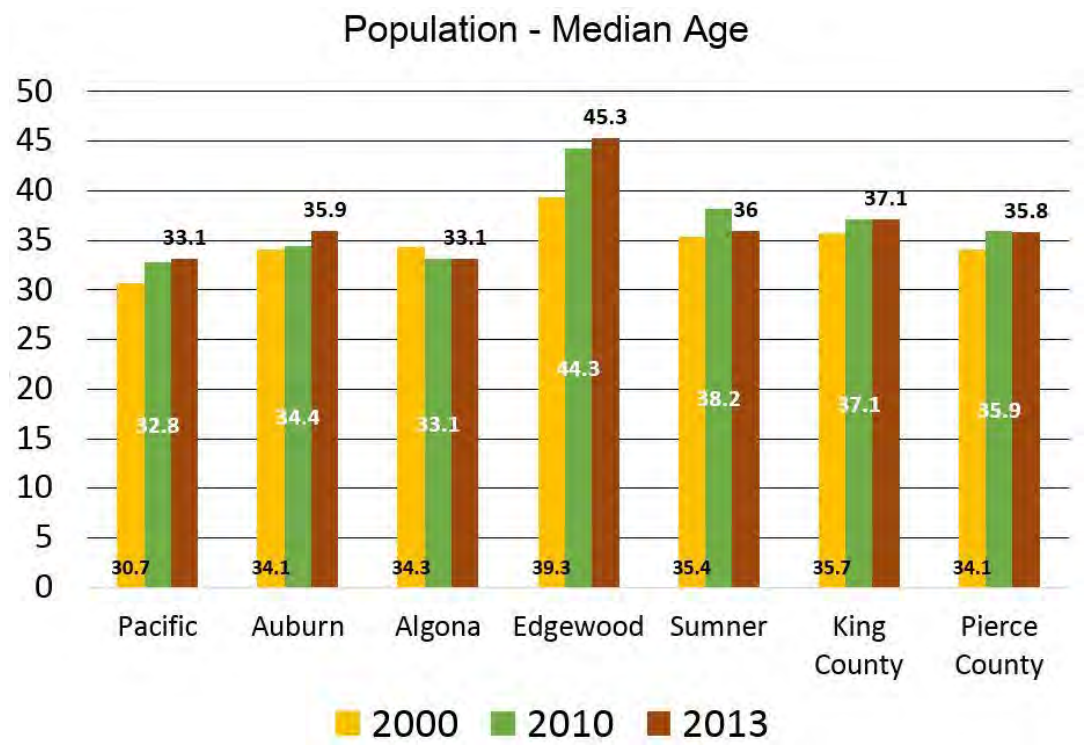

Figure 3.2

Household Income

TABLE H-3 CITY OF PACIFIC HOUSEHOLD INCOME 2013		
Household Income Range	**Number of Households**	**Percent of Households**
< $10,000	~~141~~226	9.9%~~7.1%~~
$10,000-$14,999	74	3.~~7~~2%
$15,000-$24,999	~~234~~167	7.3%~~11.8%~~
$25,000-$34,999	~~248~~205	9.0%~~12.5%~~
$35,000-$49,999	~~425~~312	13.6%~~21.5%~~
$50,000-$74,000	~~453~~641	28%~~22.9%~~
$75,000-$99,999	~~242~~271	11.8%~~12.2%~~
$100,000-$149,999	~~153~~300	13.1%~~7.7%~~
$150,000-$199,999	~~4~~40	1.7%~~0.2%~~
$200,000 >	~~6~~51	2.2%~~0.3%~~

lower than in Edgewood, ~~15.5%~~ 6.4% higher than the median Sumner household, but ~~14%~~ 34.3% lower than the median for King County.

A household is considered "*in need*" if it spends more than 30 percent of its monthly income on housing costs. A household earning the ~~1999~~ 2013 median income in Pacific could spend up to ~~$1,192~~ $1,336 per month on housing without being "*in need*". Another general rule of home ownership affordability is that a household can afford a house that is 2 1/2 to 3 1/3 times their gross annual income of ~~$45,~~673 $53,438. This means that a household earning the median income in ~~1999~~ 2013

TABLE H-4: MEDIAN HOUSEHOLD INCOME	
2013 Inflation Adjusted Dollars	
SUMNER	$50,206 ~~$38,598~~
PACIFIC	**$53,438 ~~$45,673~~**
AUBURN	$55,483 ~~$39,208~~
ALGONA	$56,658 ~~$50,833~~
PIERCE COUNTY	$59,204 ~~$45,204~~
KING COUNTY	$71,811 ~~$53,157~~
EDGEWOOD	$73,016 ~~$56,658~~

Households include individuals that are living together, but are not a family unit. Household income dictates housing opportunities and choices, or a lack thereof, and household income distribution is another factor in planning for housing demand. Table H-3 and Figure 3.3 shows ~~2000~~ 2013 U.S. Census household income for Pacific.

Numbers shown after the Income Range are the actual number of households in that range in ~~1999~~ 2013.

Table H-4 and Figure 3.4 shows the ~~1999~~ 2013 median household incomes for Pacific and surrounding communities.

Based on these figures, the purchasing power of the median household in Pacific was ~~14.1% higher~~ 3.8% lower than the same family in Auburn, ~~24.1%~~ 36.6%

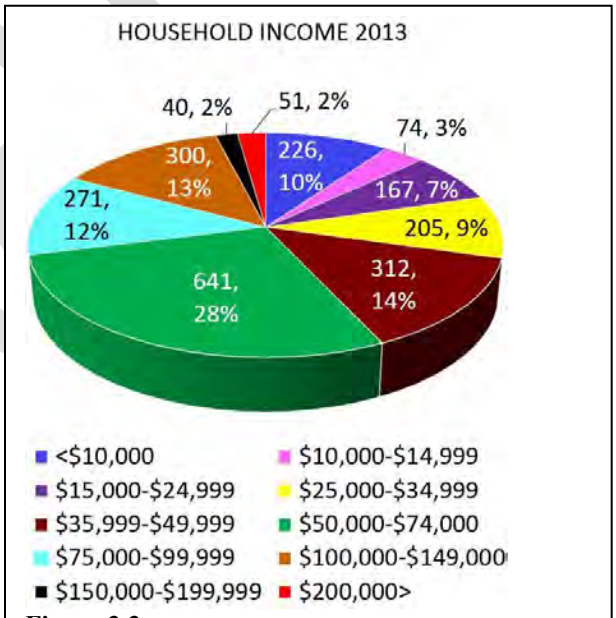

Figure 3.3

could afford a house of between ~~$114,183 and $152,091~~ $133,595 to $187,033. ~~at a 6% interest rate~~. Based on the value of owner occupied homes as shown in Figure 3.10, only 36% percent of the households in Pacific would be affordable to residents earning the median income in Pacific.

Tenure, the length of time a person resides in a dwelling, is another component of evaluating housing demand. It helps assess the demand for rental and

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owner-occupied housing in the area's housing market. Table H-5 and Figure 3.6 shows the housing tenures in Pacific, Auburn, Sumner, Algona, and King County, based on ~~2000~~ 2013 U.S. Census data.

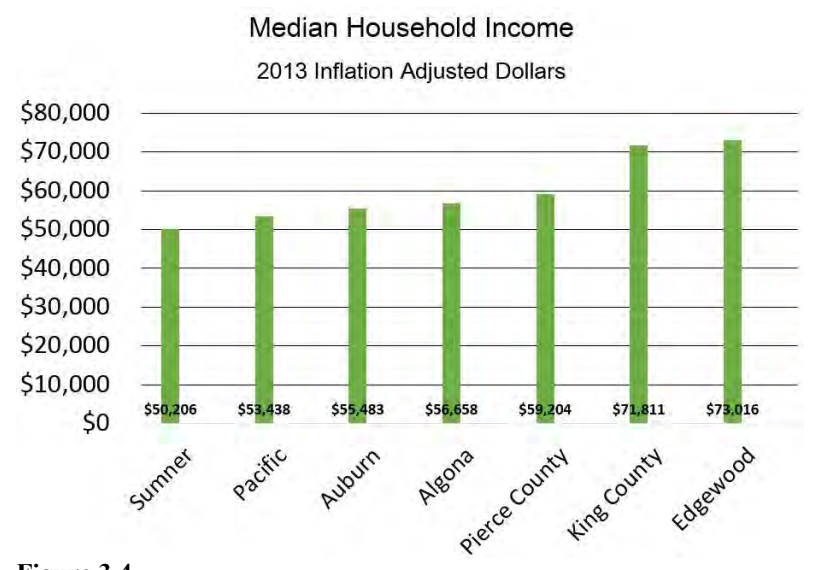

Figure 3.4

3.2 Characteristics of the Existing Housing Stock

3.2.1 Age and Condition of the Housing Stock

The City of Pacific has a significant supply of older dwelling units. ~~According to a survey conducted by planning consultants in 1994, slightly less than one-half of all single family units appeared to have been contructed prior to 1980.~~ Figure 3.5 illustrates the age of housing units in Pacific. Most of the dwelling units in Pacific appeared to be well constructed, and the condition of the housing stock was deemed above average.

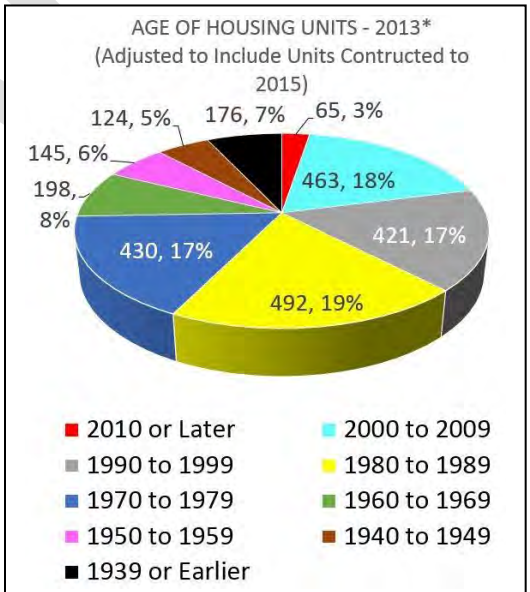

Figure 3.5

According to the King County Assessor and the 20~~00~~13 U.S. Census, approximately ~~56%~~ 35% of Pacific housing stock ~~was~~ is less than ~~20~~ 25 years old. ~~The average for~~ In King County as a whole ~~was 34%~~ 29% where less than 25 years old.

	TABLE H-5 HOUSING TENURE – ALL TYPES By Percent (%)				
YEARS	**Pacific**	**Auburn**	**Sumner**	**Algona**	**King County**
~~< 1~~<5	~~**33.9**~~ **23.3**	~~29.9~~ 21.8	~~28.2~~ 27.3	10.6	~~24.1~~ 21.6
~~2 – 5~~ 6-15	~~**28.2**~~ 43.6	~~33.5~~ 54.5	~~35.0~~ 55.5	54.4	~~31.3~~49.0
~~6 – 10~~ 16-25	~~**17.6**~~ **18.4**	~~14.1~~12.9	~~16.1~~ 11.1	20.6	~~15.3~~ 15.2
~~11 – 20~~26-35	~~**9.5**~~ **6.9**	~~11.8~~5.7	~~12.5~~ 4.8	8.7	~~14.6~~ 7.2
~~21-30~~ 36-45	~~**5.2**~~**3.2**	~~5.9~~2.4	~~3.5~~ 1.9	2.7	~~7.7~~ 4.1
~~31 +~~ 46+	~~**5.7**~~**2.6**	~~4.8~~2.7	~~4.6~~ 3.0	3.0	~~6.9~~ 2.9

Table H-5: Housing Tenure is shown as a percentage of total housing in each jurisdiction

Pride in ownership is apparent in the level of residential construction and maintenance throughout the City. The size and assessed value of most dwelling units are still moderate.

~~From April 1, 2000 to April 1, 2003, XX dwelling units were built and XX units were demolished in Pacific. This has altered the balance of new to older homes, and~~ The newer homes have increased the quality of the housing stock due to development regulations and Building Code enforcement.

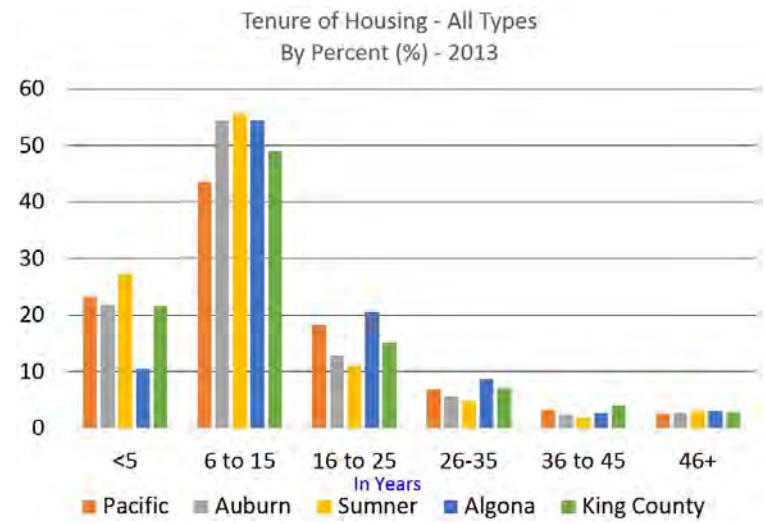

Figure 3.6

3.2.2 Occupancy Types and Rates

Owner Occupied and Renter Occupied Dwelling Units
The majority of the housing units in Pacific are owner-occupied. In 1990, 60% of the 1,707 occupied dwelling units were owner-occupied. Of the 1,992 occupied dwelling units in 2000, 1,114 (56%) were occupied by owners ~~and~~ with 878 (44%) ~~were~~ occupied by renters. In 2013, of 2,287 occupied housing units, 53% were owner occupied with 47% rental units (See Figure 3.7).

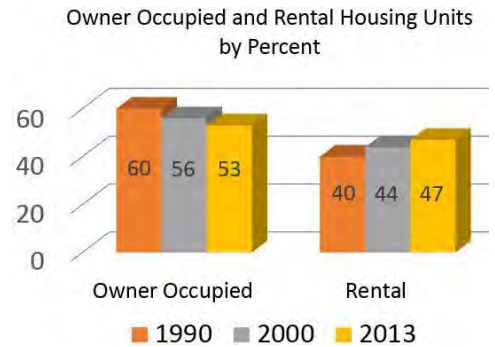

Figure 3.7

Vacancy Rates
The 1990 Census reported that 108 (6% of 1,815 dwelling units) were vacant. The 2000 Census reported a total of 2,090 housing units, and a 4.7% overall vacancy rate in Pacific. This represented 1.2% vacant owner occupied dwellings and 6.8% vacant rental units. In 2013, of 2,514 housing units, the vacancy rate was approximately 6.6% with a homeowner vacancy rate of 3.8% and rental vacancy rate of 5.7%.

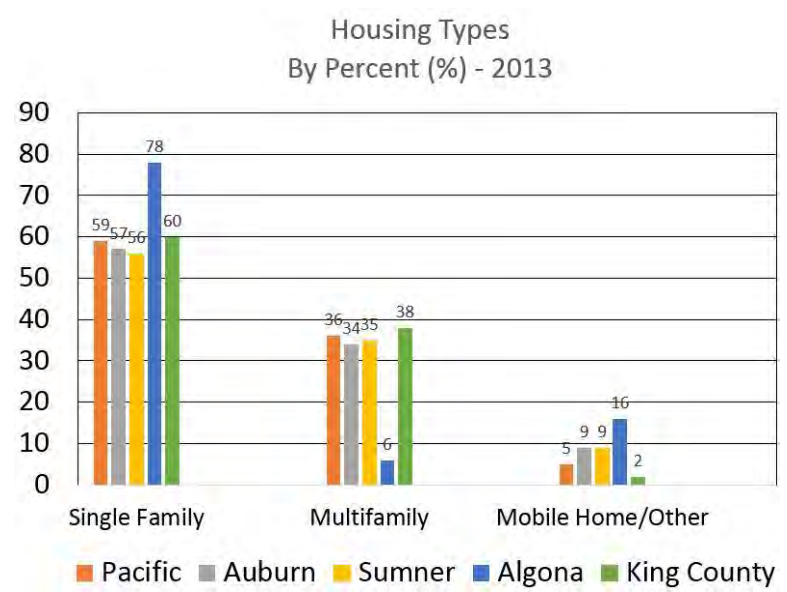

Figure 3.8

Type of Dwelling Units
The overwhelming majority of ~~the~~ dwelling units in Pacific are single family stick-built or manufactured

housing on a permanent foundation. Mobile homes are no longer allowed, except in Mobile Home Parks. ~~Most of the~~ eExisting mobile homes are located throughout the City~~in a mobile home park or along 3rd Avenue SE, in the 25 mobile home lot subdivision~~. In ~~2000~~ 2013 there were ~~750~~ 877 multi-family dwelling units. Table H-~~5~~ 6 and Figure 3.8 compares data for the cities of Pacific, Auburn~~,~~ ~~and~~ Sumner, Algona and for King County as a whole.

TABLE H-~~5~~6
HOUSING TYPE COMPARISON
2013

	Total Units	Single-Family	Multiple Family	Mobile & Others
Pacific	2,449*	1,448 (59%)	877 (36%)	124 (5%)
Auburn	29,085	16,467 (57%)	9,898 (34%)	2,720 (9%)
Algona	981	763 (78%)	60 (6%)	158 (16%)
Sumner	4,008	2,262 (56%)	1,401 (35%)	345 (9%)
King County	856,720	510,893 (60%)	326,887 (38%)	18,840 (2%)

Source: Washington State OFM, Forecasting Division, and U.S. Bureau of the Census, 2009-2013 American Community Survey.

3.3 Housing Affordability

In addition to evaluating components of housing demand, there are also measures of housing supply. Housing value helps determine how accessible housing is to different income groups. Housing type information also illustrates the forms of housing typically available to those in the housing market. Relative housing costs are determined by all of the above, and influenced by employment, mortgage rates, taxes, and utility rates.

While the housing stock is growing, the community is changing in others ways. The average family size is decreasing. The numbers of seniors, singles and single parent families are higher than in the past.

Value of Owner Occupied Housing

The median value of owner occupied housing units in Pacific ~~was~~ ~~$115,000~~ is $224,800, based on the US Census American Community Survey (2009-2013)~~on a survey of houses for sale and those sold between October 1993 and March 1994~~. This is an increase in value of $78,900 over the median value of $145,900 in 2000.~~The median value had risen to $145,900 in 2000~~. This was an increase of nearly ~~27%~~ 54%, ~~but~~ however; Pacific's median home value was still less than ~~62%~~ 67% of the median for King County in ~~2000~~ 2013.

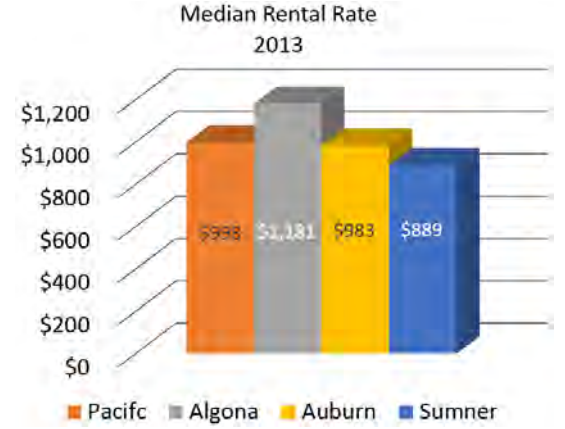

Figure 3.9

Median Monthly Rent

In Pacific, ~~T~~the ~~2000~~ 2013 Census median monthly rental rate was ~~$714~~ $998, compared to ~~$639~~ $983 in Auburn, $1,181 in Algona and ~~$620~~ $889 in Sumner (See Figure 3.9). The average household size of renter-occupied units in Pacific was ~~2.58~~ 2.95 people. The average was only ~~2.37~~ 2.44 in Auburn, and ~~2.27~~ 2.36 in Sumner. Average rental household size is 4.27 in Algona, which may reflect the higher percentage of single-family housing units in Algona. ~~therefore r~~ Rates may not reflect an equivalent cost per person.

Criteria for Affordable Housing

The December 2002 King County Housing Affordability bulletin assume~~s~~d that a household ~~is~~ was

paying an unacceptable amount of their income for housing if their cost for rental housing, with utilities included, exceed~~ed~~ed 30% of their income. An affordable mortgage payment is 25% of household income, plus another 5% of income paying for taxes, insurance, utilities and maintenance. Provision of affordable housing is a GMA planning mandate for all jurisdictions.

~~2000~~ 2013 U.S. Census data for Pacific indicated over ~~26%~~ 40% of owners and ~~37%~~ 58% of renters paid more than 30% of their household income for housing (See Figure 3.11). These percentages are higher than King County's, Algona's or Sumner's. Auburn had a higher percentage of owner occupied units that exceeded the 30% thresehold. ~~were lower than Auburn's or King County's, despite medium income in Pacific being only 86% of the County's. Nearly 34% of owners and 36% of renters in Sumner paid more than 30% of household income for housing.~~

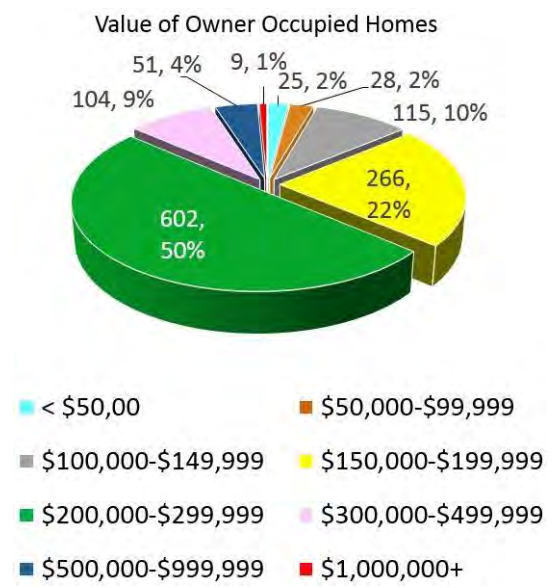

Figure 3.10

Income Guidelines

The following criteria are generally accepted for purposes of establishing eligibility for assisted housing:

Very Low Income: less than 50% of median

Low Income: 50% to 80% of median

Moderate Income: 80% to 120% of median

High Income: greater than 120% of median

Based on 2013 income data (Table H-7), approximately 19.2% of households have earnings less than 50% of the median income for Pacific. Approximately 22.6% have incomes within the 50% to 80% median income. Approximately 42% of Pacific residences have incomes ranges from less the 19% to 80% of the median income for Pacific.
~~King County estimated that 21% of its population earned less than 50% of median income and 17% more earned from 50% to 80% of median income in the year 2000.~~ The CWPPs require that each jurisdiction plan for this proportion of housing to be available to those populations.

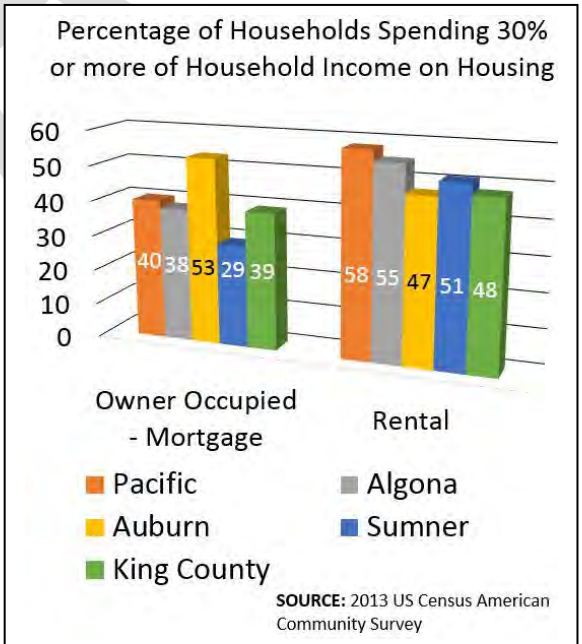

Figure 3.11

~~King County indicated for the year 2000 that 18% of Pacific's housing units were affordable to households earning below 50% of the median (3% below the County target), and 28% were affordable for those earning 50% to 80% of median (11% above the target) in 2000, However, the 2002 King County Annual Growth Report stated that 25% of Pacific's population was households earning 0 to 50% of the median income (7% more than available affordable housing), and 21% earned 50 – 80% of the median~~

~~(7% less than available affordable housing units).~~

Table H-7

Household Income Median Household Incomes - 2013			
Pacific Median household income		$53,438	
King County Median household income		$71,811	
Household Income Levels	% of Pacific Median income	Number of households	% of Households in each income level
Less than $10,000	(<19%)	226	9.9%
$10,000 to $14,999	(19-28%)	74	2.0%
$15,000 to $24,999	(28-48%)	167	7.3%
$25,000 to $34,999	(48-65%)	205	9.0%
$35,000 to $49,999	(65-94%)	312	13.6%
$50,000 to $74,999	(94-140%)	641	28.0%
$75,000 to $99,999	(140-187%)	271	11.8%
$100,000 to $149,999	(187-280%)	300	13.1%
$150,000 to $199,999	(280-374%)	40	1.7%
$200,000 or more	(>374%)	51	2.2%
Total	N/A	2,449	2.3%

~~3~~4. FUTURE NEEDS AND ALTERNATIVES

~~The~~ ~~p~~Population of Pacific has shown continual~~, if uneven,~~ growth over the past fifty years. The population has increased as transportation corridors improved and suburban population moved to South King County. It is expected that this trend will continue through the planning period to ~~2025~~ 2035.

4.1 Projected Population Changes

Population projection is a tool used for estimating and planning for a community's size and needs over time. It is inexact because population growth depends on so many local and external factors.

In 1994 population growth was estimated using the following three scenarios or development alternatives:

- **Alternative 1: No action alternative.** The City does not expand beyond its present city limits.
- **Alternative 2: Controlled Growth Alternative.** The City expands to the Urban Growth Boundaries and includes the area to the west in King County and smaller areas to the south in Pierce County. This is the "preferred alternative".
- **Alternative 3: Urban Expansion Alternative.** The City will expand to the Urban Growth Boundaries and infill all areas to urban densities (Minimum 4 units dwelling units per acre, average dwelling units per acre, with many areas at 22 dwelling units per acre).

~~In the year 2003 the~~ The year 2015 (OFM) City's population was approximately 200 people less than that projected by the "no action" Alternative 1 used in the last update of the Comprehensive Plan. ~~Annexations into Pierce County in 1995 and 1997 increased the City's area by nearly 400 acres, however,~~

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~~none of the Pierce County portion of Pacific is planned for residential use, and existing residences are to be phased out to make way for commercial and industrial uses.~~

4.2 Rational for Projected Population

4.2.1 Household Type and Size

In 1995, the population of Pacific and the Urban Growth Area was assumed to consist of families averaging 2.71 members. The current household size is 2.88 persons per household as estimated by the Office of Financial Management (OFM) in 2015. Table H-~~5~~ 6 shows the ~~2000~~ 2013 U.S Census breakdown of housing types in the City of Pacific~~, and s~~Single family homes still dominate.

In ~~May 2003~~ 2013, the adjusted King County ~~2001-2022~~ 2006-2031 Household Target ~~for~~ within Pacific municipal boundaries was ~~996~~ 285 new households. King County, housing growth targets extended to the 2035 and 2040 timeframes would yield 331 units targeted for 2035 and 397 targeted for 2040 (King County Technical Memo on Growth Targets Extension – 10/16/2013). Based on the ~~2000~~ 2015 Office of Financial Management (OFM) estimated household size of of ~~2.53~~ 2.88 persons per household, ~~996~~ 285 new households would add ~~2,520~~ 820 more people by 2031, 953 by 2035 and 1,143 by 2040. This would result in a 2040 population of 7,983 persons (not including the population of the Potential Annexation Area). ~~the year 2000 population of 5,373 for a total of 7,893. Meeting this target at the City's average household size of 2.77 designated by OFM, would add 2,759 people for a population of 8,132. The population projection for 2022 (8,060) falls between these two numbers~~ (See Chart LU-2 in the Land Use chapter).

~~The May 2003 King County Household Capacity for Pacific's PAA (UGA) was listed as 127, and the UGA Household Target for 2001-2022 was listed as 45. The City of Pacific does not intend to annex the King County UGA (Jovita Heights) during the current planning period.~~

~~2025~~ 2035 Projected Population

Year 2000, and 2010 Census data, ~~2003~~ 2015 OFM population information, and proposed land use activity provide the basis for the Population Projection Table LU-5 in the Land Use chapter. The King County portion of Pacific is expected to grow at an average rate of 2% per year through ~~2025~~ 2035. The population of the Pierce County portion is expected to decline ~~by approximately 10% per year through 2012, then~~ by 20% or more per year, until all but a few dwelling units in the Pierce County White/Stuck River UGA are converted to commercial and industrial uses. Total Projected Population meets King County and Pierce County targets for the year ~~2022~~ 2035.

4.3 Analysis of Projected Housing Needs by Type and Cost.

New Household Formations

The City will need a variety of new, rehabilitated, and renovated dwelling units to accommodate its population by the year ~~2022~~ 2035. ~~The projected need is based upon the growth of population at a slightly lower number of persons per household than indicated for Pacific by the 2000 Census.~~ New units and replacement units will contain a mixture of types and be available to a range of income levels for owners and renters in accordance with Housing Goals and Policies.

4.2.2 Income Range of Households

The ~~2000~~ 2013 Census median gross income in Pacific was ~~$45,673~~ $53,157. The King County median gross income is $71,811 (See Table H-4). The income groups in this analysis are based on the requirements of various public assistance programs. Because many factors may affect the affordability of housing, it was assumed that the relationship between income and housing costs in today's market would be the same projected into the future. The City of Pacific household incomes as compared to the median

income for Pacific are found in Table H-7.

City of Pacific ~~1999~~ 2013 Household Incomes (Approximates)

Very Low	(< 50% of median)	~~25~~19%*
Low	(50% - 80% of median)	~~21~~22%*
Moderate	(80% - 120% of median)	~~23~~28%
High:	(>120% of median)	31%

**King County CWPPS require only 21% of housing to be available for those earning less than 50% of median income, and 17% for those earning 50% to 80% of median income in the year 2000.*

The City of Pacific will make every effort to supply adequate, affordable housing in conformance with King County CWPPs multicounty planning policies. The City will also continue to encourage provision of housing to accommodate the needs of all Pacific citizens, along with efforts to lower the numbers of residents who earn below median income. Facilitating an employment/housing balance and the creation of more local living wage jobs are ways in which we can support current and future citizens. The Land Use and Economic Development elements discuss these issues.

Replacement or Rehabilitation
The 1994 housing condition survey found less than 5% substandard units in Pacific. Substandard units will need to be replaced or rehabilitated within the planning period. While no further surveys have been done, it is assumed that this percentage has decrease due to the construction of new housing units since 1994.

Housing Resources
The King County Housing Authority is responsible for the development and management of housing under various subsidy programs offered by the state and federal government. However, the City can assist in providing housing for all tenancies and price ranges by establishing Housing Plan Goals and Policies, and subsequent development regulations that encourage the creation and maintenance of affordable housing. This Plan element supports the availability of housing for all tenancies and price ranges in Pacific.

Types of Housing

Single Family dwellings will predominate both as to the use of land and by numbers of housing units available in the City of Pacific. Multi-family dwellings in appropriate locations and at appropriate densities are allowed. Commercial Residential Mixed Use (MC) and Neighborhood Center (NC) districts allow a relatively new type of housing in the City of Pacific: mixed use with housing above or behind commercial or other non-residential uses. Mixed use development can help provide the increased supply of housing that will be needed to accommodate increased population with ~~less~~ fewer impacts on single family neighborhoods. As the need for housing and for targeted housing (e. g. retirement housing, assisted living) increase, MC expansion along Ellingson Road can help meet the increased housing demand.

King County Housing Growth Targets – 2006 to 2035-2040

The 2014 King County Buildable Lands Report indicates that the City meets its housing targets for the

2012-2031 time horizon with a surplus of 275 housing units (See Table H-8). The growth target for the 2012-2031 time frame is 285 housing units. Using a "straight line" extension provided by King County, housing growth targets extended to the 2035 and 2040 timeframes would yield 331 units targeted for 2035 and 397 targeted for 2040 (King County Technical Memo on Growth Targets Extension – 10/16/2013). Based on these new targets, Pacific would still have a surplus capacity of 230 units in 2035 and 131 units in 2040.

Table H-8
King County Buildable Lands Study

Housing Unit Update, 2006 to 2012	Single Family*	Multi-family	Total Hous'g Units
2006 Base Year	1,386	830	2,216
+ 2006-12 Permits	115	29	144
= 2012 H.U.	1,501	859	2,360
Plus anxtn, adjustmt	40	-20	20
= 2012 Adj. H.Units	1,541	839	2,380

* single family includes mobile homes

Growth Target Update, 2006 to 2012		
Housing Growth Target (2006-2031)		285
Housing Unit Change: 2006-2012		
Net New SF Units Permitted	-115	
Net New MF Units Permitted	-29	
Net New Units, Annex Area	0	
Net New Units (2006-2012)	-144	
Plus Annexat'n Area Target	0	
Net Adjustment to Target	-144	
Net Adjustment to Target		(144)
Remaining Target (2012-2031)		141

Housing Capacity (units, 2006)	560
Less 2006 - 2011 Units Permitted	-144
Total Capacity (units, 2012)	416
Remaining Housing Target (2012-2031)	141
Surplus/Deficit Capacity	275

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CHAPTER 9

UTILITIES

1. INTRODUCTION

> *Utilities use category refers to facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunication, and water services; for the collection of stormwater, and for the collection and disposal of sewage and refuse.* ***(PMC 20.06.040)***

The Utilities Element has been developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA) to address present and future utility services in the City through the year 2035. This element includes an inventory and analysis of existing utilities, assessment of future utility needs, and it establishes goals and objectives. The Utilities Element is important in implementing the Comprehensive Plan.

The Utilities Element complies with both the King County and Pierce County Countywide Planning Policies, and has been integrated to include other applicable planning elements to ensure consistency. The Utilities Element specifically considers the general location, proposed location, and capacity of existing and proposed utilities, including, but not limited to, electrical, natural gas, and telecommunication lines utilized by private providers. This element also includes utility services provided by the City of Pacific and other public agencies, as well as public/private partnerships.

Co-planning and co-location of utilities is encouraged when feasible. Major utility corridors are identified as part of this element. More detailed information on current facilities and future needs can be found in the Capital Facilities element of this Comprehensive Plan.

1.1 Urban Growth Area

The Urban Growth Area (UGA) boundaries, as shown in the Land Use chapter, were adopted in 1995. The UGA of the West Hill (Jovita Heights) is primarily served by the Lakehaven ~~Water~~ Utility District currently and has no sanitary sewer infrastructure. The area has a combination of asphalt and gravel surfaced roads as well as stormwater infrastructure in the form of ditches and culverts. The City will incorporate plans prepared by other providers into its comprehensive planning efforts in order to identify ways of improving the quality and delivery of services provided in the designated UGA.

1.2 Achieving Community Goals

The Utility Plan goals and policies ~~in this element~~ will guide decision making to achieve the following: ~~applicable Vision Statement goals as shown~~:

- Provide an effective stewardship of the environment, by protecting critical areas and conserving land, air, water, and energy resources.
- Encourage changes that promote livability. Provide a safe environment for citizens. Use local resources whenever possible to encourage local involvement in community actions, and to enhance community pride.
- Infuse the local economy by providing a predictable development atmosphere.
- Encourage consistency and efficiency in the permitting process, and the fullest protection of property rights.

2. GOALS AND POLICIES

The development and provision of utility facilities and services are key components of this planning process. In addition to the discussion below, the Comprehensive Plan map has been developed to illustrate the various land uses and growth management strategies. The analysis of existing conditions and projected needs in the previous section highlighted the areas of concern and opportunities for Pacific.

~~2.1 Vision Statement Goals for Private Utilities:~~

- ~~Facilitate the development and maintenance of all utilities at the appropriate levels of service to accommodate anticipated growth.~~

- ~~Facilitate the development of utility infrastructure to ensure public safety, environmental sensitivity, and reliability that is aesthetically and environmentally compatible with surrounding land uses and results in reasonable economic costs.~~

- ~~Process permits and approvals for utility facilities in a fair and timely manner and in accord with the development regulations, which encourage predictability and co-location in trenches or on poles.~~

- ~~Create public/private partnerships with utility providers to participate in future utility planning and achieve cost-effective service to all users in the City's planning area.~~

- ~~Develop utility design requirements and standards to facilitate emergency management operations and improve reliability during natural and man-made disasters.~~

~~2.2 Vision Statement Goals for Public Utilities:~~

- ~~Protect public health and safety by providing efficient and cost-effective water, sanitary sewer, storm drainage and solid waste services to the community.~~

~~*Policy: The provision of urban services to utility customers is a critical role played by the City of Pacific. Pacific is committed to providing these services in the most efficient and cost effective manner.*~~

- ~~Ensure that development will only occur if the urban services necessary to support the Project will be available at the time of development.~~

~~*Policy: As growth occurs it can become difficult to provide services to support new development. Pacific will only permit development if adequate public utilities are, or can be guaranteed to be, available to support new development in a timely manner.*~~

- ~~Develop programs to encourage the efficient use of water resources.~~

~~*Policy: The City will promote conservation through public education on the City website, through notices in utility billings and other education materials. The establishment of an inclined block water rate structure (The more units you use, the higher the cost per unit in set increments) will reinforce the City's commitment to water conservation.*~~

- ~~Create policies that protect the waters of the State of Washington~~

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~~*Policy: The City will develop policies that meet the requirements established in the Department of Ecology's NPDES II permit. These policies will be promoted in educating the public through the City website, notices in utility billings, and other education materials.*~~

- ~~Allow for alternative design standards and/or materials.~~

~~*Policy: Encourage low impact development projects and low impact development techniques on non-LID projects to conserve and utilize existing natural site features; integrate distributed, small-scale stormwater controls; and prevent measurable harm to streams, lakes, wetlands, and other natural aquatic systems from commercial, residential, or industrial development sites by maintaining a more hydrological functioning landscape.*~~

- ~~Develop utility design requirements and standards to facilitate emergency management operations and improve reliability during natural and man-made disasters.~~

~~*Policy: The City will update it's Public Works Standards to improve utility reliability and reduce the potential of damage during natural and man-made disasters, and develop interties with adjacent water purveyors to provide alternative water supplies for expansion or emergencies.*~~

PLANNING OF UTILITIES

GOAL U1: Implement timely processes and promote responsible planning of utilities**.**

POLICIES

Policy U1.1: *When reasonably feasible, promote co-location of new public and private utility distribution facilities in shared trenches and coordinate construction timing to minimize construction-related disruptions to the public and reduce the cost of utility delivery.*

Discussion: Co-location of utilities is cost effective and it helps reduce congestion for future utilities. All new development will be required to provide co-location of utilities.

Policy U1.2: *Process utility permits and facility approvals in a fair and timely manner.*

Discussion: Comprehensive plans establish policy supporting the long range community vision. As essential tools to implement policy, development regulations and other municipal codes must be reviewed and updated to support plan policy. In addition, cross-consistency helps streamline development permitting and ensures community support for proposals.

Policy U1.3: *Encourage provision of an efficient, cost effective and reliable utility service by ensuring land will be made available for the location of utility lines, substations, and generating facilities including location within transportation corridors.*

Discussion: Transportation projects often require additional right-of-way to meet vehicle and pedestrian needs. The City will continue to engage with the franchise utilities early in the process to determine their relocation and upgrade needs.

Policy U1.4 *Encourage communication among the City, Washington Utility Trade Commission (WUTC), and utilities regulated by the WUTC, regarding service provision concurrently or in advance of demand.*

Discussion: Annually the City provides the franchise utility companies with a copy of the Six Year Transportation Plan (STIP) and Capital Facilities Plan (CFP). This allows the entities to work together to provide a cohesive plan serving the stakeholder with minimal disruption.

Policy U1.5: *Review and amend existing regulations, including critical areas ordinances, as necessary to allow maintenance, repair, installation and replacement of utilities.*

Discussion: Wetlands and critical habitat areas are an important part of Pacific's ecosystem, and are considered highly important aesthetic, educational and recreational assets by residents. As a valuable asset to the community these areas should be preserved. However, there is existing infrastructure in and around these areas that must be repaired and maintained. A carefully balanced approach to maintenance and operation and preservation of critical areas should be maintained to assure cost-effective utility service operation and maintenance.

Policy U1.6: *Endeavor to ensure that the Comprehensive Plan and Development Regulations are consistent with, and do not otherwise impair, the fulfillment of utility service obligations.*

Discussion: Public facilities and services necessary to support new projects shall be adequate to serve the development at the time of construction without decreasing current service level standards below locally established minimums.

Policy U1.7: *Facilitate the development of utility infrastructure to ensure public safety, environmental sensitivity, and reliability that is aesthetically and environmentally compatible with surrounding land uses and results in reasonable economic costs.*

Discussion: The development of the utility infrastructure will need to consider "critical areas" and potential impacts to those areas as part of their development. The first option would be to completely avoid "critical areas". Should avoidance not be possible, impacts should be minimize with enhancement of the critical area.

Policy U1.8: *Create public/private partnerships with utility providers to participate in future utility planning and achieve cost-effective service to all users in the City's planning area.*

Discussion: As required under the Growth Management Act (GMA), cities need to plan for anticipated growth. This planning should be in coordination with other public/private utility providers to ensure that new growth is provided to the levels of service adopted by the City.

Policy U1.9: *Protect public health and safety by providing efficient and cost-effective water, sanitary sewer, storm drainage and solid waste services to the community.*

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Discussion: The provision of urban services to utility customers is a critical role played by the City of Pacific. Pacific is committed to providing these services in the most efficient and cost effective manner.

Policy U1.10: *Ensure that development will only occur if the urban services necessary to support the Project will be available at the time of development.*

Discussion: As growth occurs it can become difficult to provide services to support new development. Pacific will only permit development if adequate public utilities are, or can be guaranteed to be, available to support new development in a timely manner.

Policy U1.~~7~~11: *Encourage system design practices intended to minimize the number and duration of interruptions to customer service. The City is obliged to service existing users and put measures into effect to make additional users pay for maintaining Level of Service (LOS).*

Discussion: Level of service (LOS) standards are benchmarks for measuring the amount of a public facility and/or services provided to the community. Level of service means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need. Level of service standards will be a determining factor for when and where development will occur. This is because level of service is intricately tied to concurrency

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Policy U1.~~8~~12: *Service existing utility users first, and put measures into effect to make additional users pay for maintaining the utility's level of service.*

Discussion: Many residents have expressed concern that growth pay for itself whenever possible, keeping taxes low and reducing effective subsidies for unwanted growth. This urges the City to balance the costs of service and infrastructure provision with community desire and the ability to absorb new development, ensuring service investments are either strategically desirable or self-sustaining.

Policy U1.~~9~~13: *The Capital Facilities Plan (CFP) will provide equitable distribution of utility service based on the area served.*

Discussion: Some capital improvements are developed by system demand and undersized facilities. ~~and o~~Other CIP projects are developed based on community standards. The CFP development process will ensure that projects are equitably distributed, to the extent feasible, providing all stakeholders with the highest level of service.

Policy U1.1~~0~~4: *Encourage the undergroundi~~n~~ng of utility networks in new developments in the City and where significant work in existing rights-of-way will occur.* ~~*In addition, where significant work in existing rights-of-way will occur, the City should investigate with service providers the possibility of replacing existing overhead lines with buried lines. Underground distribution lines would be in accordance with Puget Sound Energy applicable tariffs on file with the WUTC.*~~

Discussion: Current City codes have thresholds for requiring the undergrounding of utilities. Undergrounding of utilities increases aesthetics and property values, and reduces potential lo~~w~~ss of service due to storms. In addition, where significant work in existing rights-of-way will occur, the City

should investigate with service providers the possibility of replacing existing overhead lines with buried lines. Underground distribution lines would be in accordance with Puget Sound Energy applicable tariffs on file with the WUTC.

Policy U1.1~~1~~5: *Investigate cooperative partnerships with telecommunications investors and utilities to provide fiber optic service to all residents and businesses.*

Discussion: As communication technology continues to advance, there is a need for the facilities that help manage that communication. Fiber optic services provide the means for business and residents to advance communication and data sharing.

Policy U1.1~~2~~6: *Participate in regional coordinated planning efforts to address public safety and infrastructure concerns in the event of a natural or man-made disaster.*

Discussion: Disaster management requires detailed coordination between emergency services, service providers, neighboring jurisdictions, other public entities, state and national governments. Cities are best prepared when disaster plans are in place and equipment and procedures are available, understood and practiced by employees. Public service announcements and practice drills prepare citizens in case of disasters.

Policy U1.17: *Allow for alternative design standards and/or materials in the construction of new facilities.*

Discussion: Encourage low impact development projects and low impact development techniques on non-LID projects to conserve and utilize existing natural site features; integrate distributed, small-scale stormwater controls; and prevent measurable harm to streams, lakes, wetlands, and other natural aquatic systems from commercial, residential, or industrial development sites by maintaining a more hydrological functioning landscape.

ENERGY CONSERVATION

GOAL U2: Promote energy conservation and conversion

POLICIES

Policy U2.1: *Facilitate and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality.*

Discussion: Energy conservation helps reduce immediate costs and the need for long-term upgrades to system capacity, aids City sustainability goals, encourages compact development patterns, and offers opportunity for technological innovation.

Policy U2.2: *Facilitate the conversion to cost-effective and environmentally responsible alternative technologies and energy sources.*

Discussion: Energy conservation often helps reduce immediate costs and the need for long-term upgrades to system capacity, aids City sustainability goals, encourages compact development patterns, and offers opportunity for technological innovation.

Policy U2.3: *Encourage environmentally responsible alternative "green" energy development such as solar cells and panels, passive heat capture, heat pump conversions, and energy conservation.*

Discussion: Environmental sensitivity in developing new resources for use by utility customers is a key element of the City's commitment to environmental stewardship.

Policy U2.4: *Conserve the use of energy in the City-owned facilities.*

Discussion: Environmental sensitivity in the efficient use of services by utility customers is a key element of the City's commitment to environmental stewardship. This is achieved by periodic review of pumps and other equipment for energy efficiency.

Policy U2.5: *Support tree planting along street edges, where appropriate, to create a pleasing environment and reduce heat absorption by asphalt, which increases ambient temperatures. Protection measures shall be taken to assure non-interference with public/private utilities and transportation infrastructure.*

Discussion: Current development guidelines require the installation of street trees in subdivisions. Additionally, commercial and industrial developments are required to install 10 feet of street frontage landscaping.

Policy U2.6: *Support new technology, such as fiber optic service, which will encourage telecommuting and information industries, reduce pollution and car trips per household, and reliance on heavy industry and import/export trade.*

Discussion: Access to high quality telecommunication and broadband services are increasingly recognized as a critical component of economic development and maintaining a competitive business environment and increase the ability to telecommute.

COORDINATE LAND USE

GOAL U3: Coordinate utility provision with the Land Use Element

POLICIES

Policy U3.1: *Coordinate City land use planning with the utility providers' planning requirements. The City will encourage providers to utilize the Land Use Element and Urban Growth Area in their long term planning of future facilities.*

Discussion: Annually the City provides the franchise utility companies with a copy of the Six year

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Transportation Improvement Plan (STIP) and Capital Facilities Plan (CFP). This allows the entities to work together to provide a cohesive plan serving the stakeholder with minimal disruption

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Policy U3.2: *Provide utilities and comprehensive planning concurrent with development*.

Discussion: Residents express concerns that growth pay for itself whenever possible, keeping taxes low and reducing effective subsidies for unwanted growth. This urges the City to balance the costs of service and infrastructure provision with community desire and ability to absorb new development, ensuring service investments are either strategically desirable or self-sustaining.

Policy U3.3: *Assure that the comprehensive plan designates areas available for the location of utility facilities.*

Discussion: Transportation projects often require additional right-of-way to meet vehicle and pedestrian needs. The City engages with the franchise utilities early in the process to determine their relocation and upgrade needs.

Policy U3.4: *The City recognizes that utility providers have an obligation to serve and provide the same level of service to all customers.*

Discussion: Transportation projects often require additional right-of-way to meet vehicle and pedestrian needs. The City engages with the franchise utilities early in the process to determine their relocation and upgrade needs.

COORDINATION WITH ADJACENT JURISDICTIONS

GOAL U4: Coordinate utility provision and cooperate with adjacent jurisdictions.

POLICIES

Policy U4.1: *Coordinate and cooperate with adjacent jurisdictions to implement multi-jurisdictional utility additions and improvements, and to adopt procedures for making specific land use decisions to achieve consistency in timing and substantive requirements, and address regional environmental issues.*

Discussion: Inter-jurisdictional coordination is a fundamental GMA concept. Certain capital facilities are linear in nature and pass through more than one jurisdiction. These facilities often require significant inter-jurisdictional coordination. Other capital facilities may be site specific but regional in nature. These capital facilities serve a population beyond City limits and may have a disproportionate financial burden on the jurisdiction where sited. These facilities also require considerable coordination and may have specific siting criteria.

UTILITY STANDARDS

GOAL U5: Improve utility standards to improve reliability during public emergencies.

POLICIES

Policy U5.1: *Update utility design and construction standards to minimize utility service impacts during natural and man-made disasters.*

Discussion: The safety and uninterrupted operation of utilities is a critical function of government. Periodic review of design standards of infrastructure functionality increases reliability and reduces impact caused by natural and man made disasters.

3. INVENTORY AND ANALYSIS

The utility inventory presented in this element provides useful information for the planning process. Many public and private agencies are involved in regulation, coordination, production, delivery, and supply of utility services. This inventory identifies service providers and the controlling regulatory agencies. The analysis of this information is located in **Section 9-3.1**.

3.1 Utility Regulation

3.1.1 Federal and State Laws and Regulations

Federal Water Pollution Control Act
The Federal Water Pollution Control Act (FWPA) of 1956, as subsequently amended, may require "Industrial Cost Recovery" or "Industrial Waste Surcharge" programs. King County Metro may impose additional sewer charges under these programs, and the City will charge for implementing them.

Natural Gas Policy Act
The central theme of the National Gas Policy Act (NGPA) is encouragement of competition among fuels and suppliers across the country. Natural gas essentially has been decontrolled. The NGPA also contained incentives for developing new natural gas resources and a tiered pricing structure encouraging the development of nation-wide transmission pipelines.

1974 Safe Drinking Water Act
The Federal Safe Drinking Water Act of 1974 as administered by the State of Washington Department of Health provides the frame work for regulating the safe operation of drinking water utilities.

1991 Clean Air Act Amendments
The Washington State Clean Air Act in 1991 indicates a state intent to promote the diversification of fuel sources for motor vehicles. This is in response to a need for both to reduce atmospheric emissions and to reduce the nation's reliance on gasoline for strategic reasons. This Act promotes the use of alternative fuels by requiring 30% of newly purchased state government vehicle fleets to be fueled by alternative fuel by July 1992, (increasing by 5 % each year). It also studies the potential and encourages the development of natural gas vehicle refueling stations.

Federal Energy Regulatory Commission
The Federal Energy Regulatory Commission (FERC) is an independent five-member commission with the U.S. Department of Energy. FERC establishes rates and charges for the interstate transportation and sale of natural gas, for the transmission and sale of electricity, and the licensing of hydroelectric power projects. In addition, the Commission establishes rates or charges for the interstate transportation of oil by pipeline.

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King County Department of Natural Resources (DNR)
The King County DNR *Surface Water Design Manual (latest approved edition)* provides rules and procedures for implementing drainage standards and policies in King County.

Municipal Water Law
Washington State established the Municipal Water Supply-Efficiency Requirements Act in 2003. This law commonly called the Municipal Water Law requires each municipal water purveyor to provide documentation that their Water System Plan is in compliance with local planning objectives. In addition, the law requires that each municipal water purveyor establish water conservation goals.

National Marine Fisheries Service (NOAA Fisheries)
NOAA Fisheries is a division of the U.S. Department of Commerce National Oceanic and Atmospheric Administration (NOAA). Their objectives are to recover and sustain fisheries and protected species. NOAA evaluates competing land and water use for power and agriculture that may negatively impact the sustainability of fish populations. The Draft *NOAA Fisheries Strategic Plan for FY2016 -FY2020* was released in May 2003.

National Pollution Discharge Elimination System Phase II Permit (NPDES II)
In January 2007, the Washington State Department of Ecology (Ecology) issued two new "NPDES Phase II" municipal stormwater permits that affect many cities in Washington. These permits were reissued in 2013 for the 2014 – 2018 period. These permits were issued under the authority delegated to Ecology to implement requirements of the Federal Clean Water Act. The stormwater permits cover municipal storm sewer systems that discharge to surface waters, which are not part of a combined sewer system. ~~The permit's requirements phase in over the next five years and will be challenging and costly to implement.~~

Northwest Power Planning Council (NWPPC)
The NWPPC focuses on the generation of electricity; however, its policies have implications for gas, too. The NWPPC, in its power plan, has directed the region to develop cogeneration as an energy resource and hydro-firming as a power back-up system.

"Cogeneration" is the use of heat, as a by-product of power generation, for industrial processes or for space and water heating. Natural gas is often used as a fuel source for cogeneration. "Hydro-firming" is the back up of the region's intermittent excess spring hydro generation with gas-fired combustion turbines to provide back up when hydroelectric power is insufficient.

These two policies could have a major impact on natural gas consumption in the northwest. However, providing natural gas directly to customers for heating purposes is up to 50% more efficient than generating electricity with gas and providing that electricity to the customer for the same heating function. The most efficient use of natural gas is direct application for space and water heating. Gas distribution thereby contributes to a balanced regional energy policy.

Puget Sound Clean Air Agency (PS Clean Air)
Established by state law in 1967, this agency works with the U.S. Environmental Protection Agency, the Washington State Department of Ecology, industry, local jurisdictions, and private citizens. Their policies and programs are designed to meet and maintain air quality standards, protect human health, prevent injury to plants and animals, and protect views in the Puget Sound Region.

Revised Code of Washington (RCW) and Washington Utilities and Transportation Commission (WUTC)
The RCW and WUTC regulate utilities in Washington. The WUTC, composed of three members appointed by the governor, is empowered to regulate utilities (including, but not limited to, electrical, gas

irrigation, telecommunication, and water companies). State law (WAC 480-120) regulates the rates and charges, services, facilities and practices of utilities. Any change in customer charges or service provision policy requires WUTC approval.

Washington State Department of Ecology
The Washington State Department of Ecology requires the City of Pacific's compliance with the July ~~2002~~ 2015 Puget Sound Water Quality Management Plan. The City through the Municipal Code has adopted the latest Ecology approved King County Surface Water Design Manual. The City has a stormwater management ordinance in place to comply with this plan and provide for enforcement.

3.2 Private Utilities

3.2.1 Natural Gas

Natural Gas service is provided by Puget Sound Energy (PSE). According to the utility, there is capacity to meet existing and future demands for both the incorporated City Limits as well as the Urban Growth Area. The current and future areas of service for the Natural gas distribution system are shown on Map 9-1.

3.2.2 Electrical Utilities

The City of Pacific is served electricity by Puget Sound Energy (PSE). According to the electrical utility, there is capacity to meet existing demand for both the incorporated City Limits as well as the Urban Growth Area. Electrical facilities are shown on Map 9-2.

3.2.3 Telecommunications Utilities

CenturyLink is the primary provider of telecommunications service to the City of Pacific. However, national deregulation of the telecommunications industry has created opportunities for numerous providers to enter the market and provide this service. Various facilities are located throughout the County and the City. Many of the telecommunication facilities, aerial and underground, are co-located with those of the electrical power and cable television providers.

The telecommunications industry is currently in the midst of tremendous advances in technology. Both cellular and fiber optic technologies have transformed the way service is delivered in the City of Pacific, and beyond. These changes have also fostered a competitive industry, which makes prediction of future configurations of telecommunications facilities difficult. The trend has been to increase "multiplexing" in which greater and greater numbers of signals are transmitted through fewer and fewer physical wires, cables, and switching centers.

Cellular (radio) telecommunications are provided by a number of companies within and beyond Pacific. The nature of the industry, and of radio transmission itself, is that the exact location of individual facilities is not critical to the provision of service. For this reason, cellular telecommunications facilities are not mapped.

3.2.4 Entertainment and Information Service Utilities

Comcast is the primary provider of cable entertainment and information services to the City of Pacific. However, satellite and high-speed internet entertainment service is also available from multiple service providers.

3.2.5 Solid Waste/Recycling

Solid waste (garbage) and recycling service is provided by Waste Management in the City of Pacific. The company also administers account billing for the customers. The City is covered under the King and Pierce County Solid Waste Management Plans.

3.3 Public Utilities

A detailed discussion of the City of Pacific's public facility operations and planning is contained in the Capital Facilities element of this plan. Summaries of City of Pacific Utility plans may be found in the Appendices of this Comprehensive Plan, and copies of current utility plans are available for review at City Hall.

The City is establishing measures and policies to secure and minimize impacts to public utilities for emergency operations during natural and manmade disasters.

3.3.1 Water Utility

The City of Pacific supplies water for the entire City, with the exception of properties on the West Hill that are served by the Lakehaven Utility District. Water rates, connection charges and usage fees are established by the City Council for customers served by the City water system. The Lakehaven Board of Commissioners establishes the rate for customers on the West Hill.

3.3.2 Sanitary Sewer Utility

"Sanitary sewer" means a sewer which carries sewage and into which storm, surface and ground waters are not intentionally admitted. (PMC 14.04.160)

The City of Pacific administers the conveyance of a sanitary sewer system. Sewage treatment for Pacific is provided by King County Metro, and Metro owns and operates the main pump station in Pacific. The City of Pacific's service area is confined by the City's municipal boundary, except for the inclusion of a small portion of the City of Algona where sewer service is provided to homes along 5th Avenue N.W., Ellingson Road, Pacific Avenue, and 1st Avenue E., with approval from King County. The West Hill area of Pacific is currently not served by a wastewater collection and conveyance system. The homes and businesses in the area utilize on-site wastewater (septic) systems.

The City of Auburn currently serves a small area north of the White/Stuck River and east of the East Valley Highway (A Street) located within the corporate limits of the City of Pacific.

Sewer rates, connection and inspection fees are established by the City Council for all connections to the sewer system.

3.3.3 Stormwater Management

"Stormwater" means that portion of precipitation that does not naturally percolate into the ground or evaporate, but flows via overland flow, interflow, channels or pipes into a defined surface-water channel, or a constructed infiltration facility.

In 2000 the City of Pacific implemented a storm and surface water utility, known as the Stormwater Management Utility. The boundaries of the utility are the corporate limits of the City. The utility's purpose is to:

- Promote sound development policies and construction procedures which respect and preserve the City's watercourses;
- Minimize water quality degradation and control of sedimentation of creeks, streams, ponds, lakes, and other water bodies;
- Protect the life, health, and property of the general public;
- Preserve and enhance the suitability of waters for contact recreation and fish habitat;
- Preserve and enhance the aesthetic quality of the waters;
- Maintain and protect valuable groundwater quantities, locations, and flow patterns;
- Insure the safety of City roads and rights-of-way; and
- Decrease drainage-related damages to public and private property.

In accordance with State law (RCW 35.67.020), the City establishes the rates and charges necessary to carry out the purpose of the Stormwater Management Utility.

4. FUTURE NEEDS AND ALTERNATIVES

4.1 Private Utilities

4.1.1 Natural Gas

~~The location, capacity and timing of gas system improvements depend greatly on opportunities for expansion and on how quickly the City grows. There are usually several possible routes to connect different parts of the system. The final route taken will depend on the right-of-way permitting, environmental impact, and the opportunities to install gas mains with new development, highway improvements, or other utilities. However, the improvements shown on the map give an indication of the natural gas company's present intent.~~

~~Puget Sound Energy expands its supply system to serve additional natural gas customers as requested. The continually perform load studies to determine system capacity.~~

~~Customer hook-up to the distribution system is determined by WUTC rules. System extension is driven by demand. This means that connections cannot be planned in advance; rather, connections are initiated by customer request. This includes installation service for new development and conversion from electricity or oil to natural gas.~~

Customer and Growth Information

Puget Sound Energy (PSE) provides natural gas service to more than 750,000 customers in six Western Washington counties: Snohomish, King, Kittitas, Pierce, Thurston, and Lewis.
It is estimated that PSE currently serves over 2,160 customers within the City of Pacific.

Existing Distribution System

Natural gas comes from gas wells in the Rocky Mountains and in Canada and is transported through interstate pipelines by Williams Northwest Pipeline to Puget Sound Energy's gate stations.

Supply mains then transport the gas from the gate stations to district regulators where the pressure is reduced to less than 60 psig. The supply mains are made of welded steel pipe that has been coated and is cathodically protected to prevent corrosion. They range in size from 4" to 20".

Distribution mains are fed from the district regulators. They range in size from 1-1/4" to 8" and the pipe material typically is polyethylene (PE) or wrapped steel (STW).

Individual residential service lines are fed by the distribution mains and are typically 5/8" or 1-1/8" in diameter. Individual commercial and industrial service lines are typically 1-1/4", 2" or 4" in diameter.

Future Facility Construction

PSE does not have any major projects planned in Pacific at this time, but new projects can be developed in the future at any time due to:

1. New or replacement of existing facilities to increased capacity requirements due to new building construction and conversion from alternate fuels.
2. Main replacement to facilitate improved maintenance of facilities.
3. Replacement or relocation of facilities due to municipal and state projects.

PSE Gas System Integrity-Maintenance Planning has several DuPont manufactured main and service piping and steel wrapped main replacements planned for 2015. There will be several pipe investigations throughout the city to determine the exact location of the DuPont manufactured pipe. Identified DuPont manufactured piping in PSE's entire system will be ranked and replaced accordingly.

4.1.2 Electrical

~~The delivery of electricity to the City of Pacific in order to meet future demands will take a coordinated process between the City and the utility provider. Puget Sound Energy relies on local, regional and state government growth projections to forecast servicing future demand. There are several policies, which address the issues of coordinating between the City and the utility providers.~~

Puget Sound Energy (PSE) is an investor-owned utility providing electrical service to approximately 1,000,000 residential, commercial, and industrial customers in a nine county, 4,500 square mile service territory in western Washington. To provide reliable service, PSE builds, operates, and maintains an extensive electrical system consisting of generating plants, transmission lines, substations, and distribution systems. PSE is regulated by the Washington Utilities and Transportation Commission (WUTC) and is obligated to serve its customers subject to WUTC rates and tariffs.

Existing System

In east Pacific near SR 167, PSE has a 100 foot fee-owned right of way on which there are three 115 kV transmission lines. In central Pacific, PSE has a single 115 kV line adjacent to the UPRR tracks. These transmission lines deliver power into the area from PSE transmission substations located in Sumner and Auburn via the following distribution substations shown below:

Distribution Substations:

- Peasley Canyon
- Ellingson

- Dieringer
- Edgewood

Existing Capacity to serve the City of Pacific

The power utilization factor of all distribution substations serving the City of Pacific and the surrounding area is at 63 percent. The utilization factor is a comparison of current peak system load (during the winter heating season), divided by the design capacity of the substations in the area. The following table illustrates the capacity versus peak winter loads for the Pacific distribution substations.

Table U-1
Existing Capacity: Electrical Utilities

Distribution Substations	Capacity (MVA)	Winter Capacity (MVA)	Winter Load (MVA) (Dec 1, 2014)
Peasley Canyon	25	33	18.7
Ellingson	25	33	18.2
Dieringer	25	33	28.2
Edgewood	25	33	18.2
Total	125	132	83.3

(MVA = Mega Volt Amperes)

The electrical system can be expanded as the area load develops. The timing of future construction is largely dependent on the development growth of an area, and the associated increase electric demand (load), as well as facility maintenance requirements, reliability related improvements, or system replacement needs.

Projected Needed Capacity

PSE's future Electrical Facilities Plans are developed for all of King and Pierce Counties to support the projected load level in the county including the city of Pacific and surrounding areas.

The population and employment forecasts are based on a regional economic and demographic model and then allocated into each of the counties within the service territory. The regional forecasts account for the latest assumption about the national economy and reflect the historical structure of employment and population within each county as well as their recent growth patterns. The historical population data by county is based on the state's Office of Financial Planning reports, while the employment data is based on the state's Employment Security Department's monthly reports. The projection of these inputs together with the company's projections of conservation, retail rates and any known short term large load additions or deletions form the company's forecast of energy and peak loads.

Proposed System

Puget Sound Energy has identified system and transmission improvements required to serve the forecasted load growth in King and Pierce Counties. Many improvements are in progress or planned for

the future; others have been identified as future improvements to meet the growth demand. These improvements are intended to meet the growth and reliability demands for the City of Pacific and the surrounding area, as well as other portions of King and Pierce Counties.

Future Transmission Improvements:

- PSE has plans in the future to construct a 230kV double circuit steel tower 230kV line on the 100 ft. PSE right of way (fee-owned) connecting the existing White River substation in Sumner with the future Christopher substation in Auburn. A similar 230kV line currently exists along the right of way between Auburn and Renton. The exact date for the construction of this line has not yet been determined.

4.1.3 Alternative Energy Sources

Use of alternative environmentally-friendly energy sources and energy-efficient systems, as allowed in the current adopted Building Code, is encouraged by the City of Pacific. Washington State Code (RCW 39.35.010 (5)) also finds that "the use of energy systems in these facilities which utilize renewable resources such as solar energy, wood or wood waste, or other non conventional fuels, and which incorporate energy management systems, shall be considered in the design of all publicly owned or leased facilities."

4.1.4 Telecommunications

The provision of telecommunication services is driven by the needs of its customers. As the City grows, telecommunication facilities will be upgraded to ensure adequate service levels. It is also feasible that facilities will be upgraded as technology advances. For example, the upgrade from copper to fiber optics was made independent of copper's capacity for any individual user.

State law requires ~~CenturyLink~~ all telecommunications carriers to provide adequate facilities in order to provide telecommunications services. ~~on demand~~. ~~Accordingly~~, CenturyLink will provide facilities in order to provide telecommunications services in accordance with market forces, including factors such as competition and return on investment. ~~accommodate growth within Pacific, regardless of growth pattern~~..

4.1.5 Cellular Service

Unlike other utilities, the cellular telephone industry does not plan facilities far into the future. Market demand is analyzed to determine expansions into new service areas.

4.1.6 Entertainment and Information Services

The provision of cable entertainment and information services is driven by the needs of its customers. As the City grows and technology advances, entertainment and information facilities will be upgraded to ensure adequate service levels.

4.2 Public Utilities

4.2.1 Water

The City has adequate sources and storage of potable water to meet its needs in the near future. However, Pacific is exploring a number of options, including the possibility of purchasing additional water from adjacent purveyors and promoting conservation, to assure an adequate supply for long term growth.

A series of intertie upgrades with adjacent purveyors will permit the wholesale purchase of water and provide an integrated supply for the emergency needs of the regional partners.

The Capital Facilities element of this Comprehensive Plan discusses Pacific water system needs in greater detail. The City of Pacific Water System Plan is summarized in the Appendices, and the entire current Plan is available for review at City Hall.

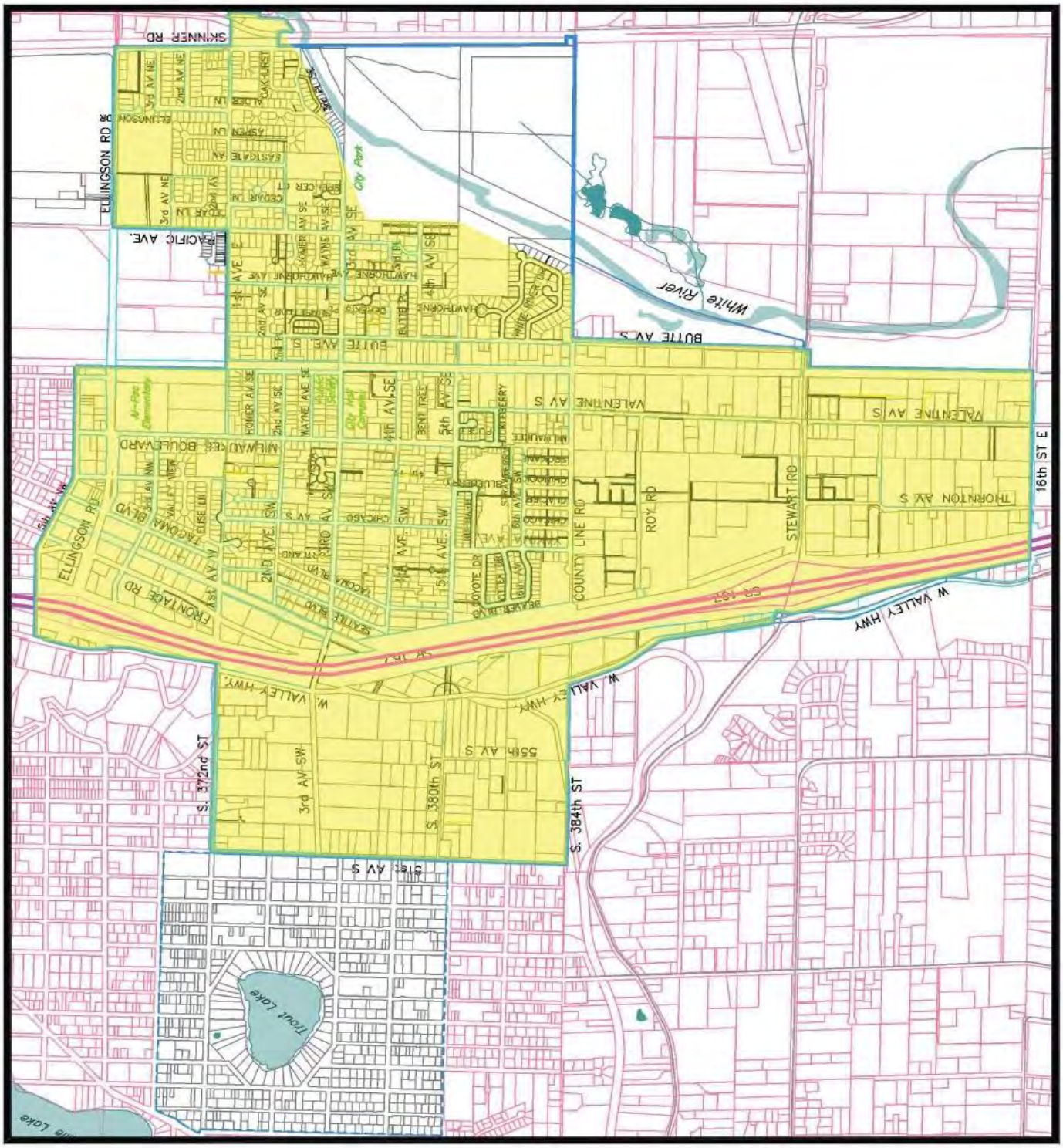
4.2.2 Sanitary Sewer

The Capital Facilities Element of this Comprehensive Plan discusses Pacific sanitary sewer system needs in greater detail. The City of Pacific Sanitary Sewer System Plan is summarized in the Appendices, and the entire current Plan is available for review at City Hall.

4.2.3 Stormwater Management

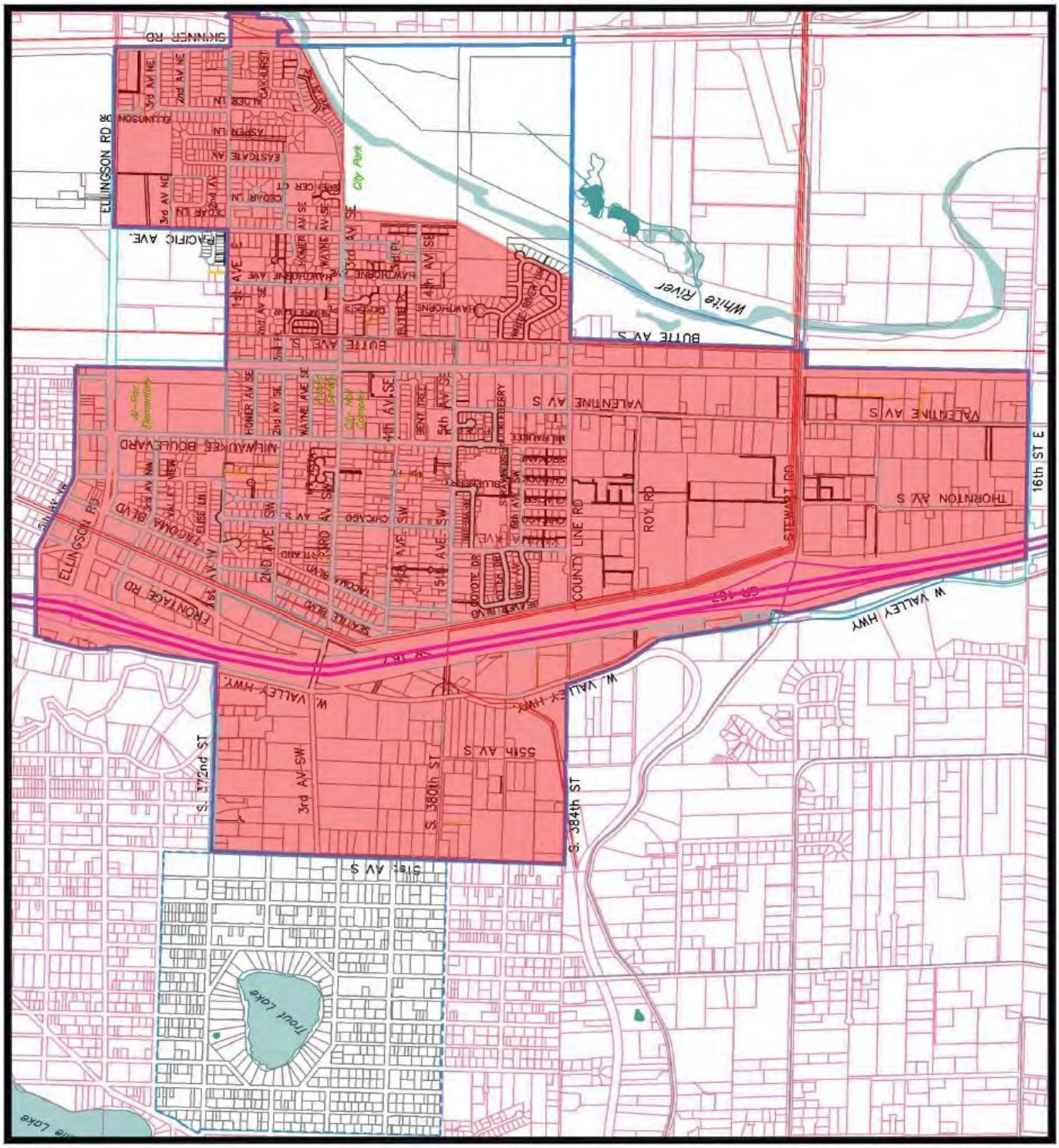
Future management of the stormwater utility is currently driven by the requirements of the City's NPDES II permit issued by Ecology in ~~2007~~ 2013.

The Capital Facilities Element of this Comprehensive Plan discusses Pacific stormwater management needs in greater detail. The City of Pacific Stormwater System Plan is summarized in the Appendices, and the entire current Plan is available for review at City Hall.



LEGEND
- City Limits
- Urban Growth Area (UGA)
- Existing Natural Gas Service Area
- Future Natural Gas Service Area

Map 9.1: City of Pacific PSE Natural Gas Service Area



LEGEND
City Limits
Urban Growth Area (UGA)
Existing Electrical Service Area
PSE Transmission Mains

0 800 1,600
Scale in Feet

Map 9.2: City of Pacific
PSE Power
Service Area

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CHAPTER 10

CAPITAL FACILITIES

1. INTRODUCTION

The Capital Facilities element has been developed in accordance with the Growth Management Act to address the financing of capital facilities in the City of Pacific and the adjacent Urban Growth Area. It represents the community's policy plan for financing public facilities through ~~2025~~ 2035. Public facilities addressed in this element include:

- Parks, Open Space, Recreation, and Trails
- Potable Water
- Sanitary Sewers
- Stormwater
- Streets and Sidewalks
- Public Safety
- Schools
- Essential Public Facilities

The goals, objectives, and policies in this element will be used to guide public decisions on the use of capital funds. They will also indirectly guide private development decisions by providing a strategy for public capital expenditures.

This element has been developed in accordance with the King and Pierce County Countywide Planning Policies, and has been integrated with all other planning elements to ensure consistency throughout the Comprehensive Plan. This element specifically evaluates the City's fiscal capability to provide the public facilities necessary to support the other Comprehensive Plan elements.

The Capital Facilities element includes:
Goals, Objectives and Policies
Methodology
Inventory and Analysis
Future Needs
Financial Resources
Plan Implementation and Monitoring

1.1 Level of Service Standards

The City has determined it will adopt and maintain Level of Service (LOS) standards for public facilities within their jurisdiction. The general provision of Urban Level of Service has been an ongoing responsibility the City has embraced.

- The City of Pacific adopted a Parks and Recreation Plan in 1995, and the Sumner/Pacific Trails Plan in 1996. Both plans have been updated. These updates have been incorporated by references into the Parks, Open Space, Recreation, and Trails element of this Comprehensive Plan.

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- The 2008 City of Pacific Water System Plan has been approved by the Department of Health. The City is currently working on the update to the 2016 Water System Plan. ~~The 2008 City of Pacific Water System Plan has been submitted to the Department of Health for review and Approval.~~

- The Sanitary Sewer Plan was updated in 2010 and approved by Ecology. ~~The 1991 Sanitary Sewer Plan was updated in 1996, to serve the Pierce County area of the City.~~

- The Stormwater System Plan was approved by the Department of Ecology (DOE) in 2001. This document was supplemented in March 2009 with the addition of the 2009 Stormwater Water Management Plan (SWMP), Stormwater Pollution Prevention Plan (SWPPP), and Capital Improvement Plan (CIP).

- Pacific annually updates its six year Transportation Improvement Program.

- The Auburn and Sumner School Districts are responsible for capital facility plans for schools in the City of Pacific. ~~School districts are responsible for capital facility plans for schools in the City of Pacific.~~

- Cities planning under the Growth Management Act must include a process for identifying and siting essential public facilities in their comprehensive plans. The City of Pacific's process is described in the Land Use element.

All of these plans formally or informally addressed levels of services in the city limits and UGA. Special districts servicing the City of Pacific will adopt their own LOS standards. Additional information on plans referenced above may also be found in the Land Use, Utility, and Transportation elements, and in the Appendices of this Comprehensive Plan.

1.2 Major Capital Facilities Considerations and Goals

The Capital Facilities element is the mechanism the City uses to coordinate its physical and fiscal planning. This planning effort required ongoing communication and cooperation between various disciplines, including engineering, finance, and planning. The Comprehensive Plan is realistic and achievable as a result of integrating the concerns of local citizens and businesses, King and Pierce counties, adjacent communities, and various local administrators, and by coordinating all of the comprehensive plan elements.

The Capital Facilities element promotes efficiency by requiring the local government to prioritize capital improvements for a longer period of time than the single budget year. Long range financial planning presents the opportunity to schedule projects so that the various steps in development logically follow one another, with regard to relative urgency, economic desirability, and community benefit. In addition, the identification of adequate funding sources results in the prioritization of needs, and allows the trade offs between projects to be evaluated explicitly.

This element will guide decision making to achieve community goals as articulated in the Visioning process conducted with the Citizens Advisory Committee (CAC). A full description of City of Pacific Framework Goals may be found in the Introduction of this Comprehensive Plan.

City of Pacific Framework Goals:

- Provide an effective stewardship of the environment by protecting critical areas and conserving land,

air, water, and energy resources.

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

- Provide a safe environment for citizens.
`

- Identify the responsibilities of public and private agents at the local and regional level for providing emergency and social services.

- Provide expanded opportunities for recreational enjoyment and cultural activity, recognizing the educational and recreational value of diversity and the provision of activities for all ages and abilities.

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2. GOALS AND POLICIES

This section discusses the plan for future financing of public facilities and services in the City of Pacific. The timing of development and provision of services are key components of this planning process.

The analysis of existing conditions and projected needs in previous sections has highlighted areas of concern and opportunities for Pacific. The visioning process for the City of Pacific was used, along with inventory and analysis to create a plan. The plan contains a strategy for achieving the City's goals in light of existing conditions in the City. The goals and policies within the plan provide guidelines and positive actions.

GENERAL FACILITIES

GOAL C 1: Endeavor to adequately provide needed facilities within its jurisdiction in a manner which protects investments in existing facilities, maximizes their use, and promotes orderly compact urban growth.

POLICIES

Policy C 1.1: New development shall pay a proportionate share for the new utilities, recreational facilities, and roads needed for development.

Discussion: New connections to the City's water, sanitary sewer, storm drainage systems and/or recreational facilities, shall contribute their fair share toward the construction and/or financing of on-going or future projects to increase the capacity of those systems.

Policy C 1.2: General City utility funds, area-wide Local Improvement Districts (LIDs), grants/loans, impact/user fees, a portion of monthly rates, and other funding sources, when available, shall pay to improve existing systems to appropriate Levels of Service (LOS).

Discussion: *Utility rate structures will be evaluated on an annual basis to determine if they adequately cover cost of service and capital facility needs.*

Policy C1.3: Ensure that collection, conveyance, storage and discharge of storm drainage is provided in a sufficient and environmentally responsible manner, in order to meet the needs of the existing community and provide for its planned growth.

Discussion: *The City has adopted the most recently approved King County Surfacewater Design Manual (KCSDM) as the standard for project development. The requirements of the KCSDM meet the requirements of the Washington State Department of Ecology and require stormwater system design to evaluate down stream impacts.*

Policy C 1.~~3~~4: Pacific adopts the following policy on concurrency: All public facilities and roads must be present or able to be supplied to all new developments at the time of development. Roads can be improved over the next six years. Development review should include an analysis of cumulative impacts.

Discussion: *The City requires project proponents to perform a traffic impact analysis for subdivisions and non-residential development activities to determine the current and future impacts to the transportation network.*

Policy C 1.45: The City shall use the following LOS standards in reviewing the impacts of new development and redevelopment upon public facility provision:

A. Recreation and Open Space
Parks and Open Space: 20 acres per 1,000 residents

B. Potable Water
Existing Average Day Demand 526 gpm (2016)
Planned Average Day Demand 779 gpm (2036)
Existing Maximum Day Demand 1,052 gpm (2016)
Planned Maximum Day Demand 1,558 gpm (2036)
Fire flow of 1,500 gpm in residential areas and 2,500 gpm in non-residential areas

C. Sanitary Sewer
100 gallons per capita per day*
**Department of Ecology [DOE] standard and King County Metro uses 187 gallons per household per day as its standard.*

Industrial and commercial systems will be planned and expanded based on a Level of Service of 500 gallons per acre per day.*
**To be verified by King County Metro*

The City will maintain compliance with Federal and State Regulations. Collection and conveyance will be of residential quality waste.

D. Drainage
Establish and maintain the Level of Service as the 25-year storm event, except in those areas where the 100-year storm design is appropriate to protect the natural environment.

Stormwater quality will be maintained using "Best Management Practices," as adopted in the King County Surface Water Manual.

Promote low impact development (LID) stormwater facilities to reduce the burden on existing facilities and comply with evolving stormwater regulations.

E. Traffic Circulation
LOS shall be determined by roadway functional classification:

Major Arterial:
LOS ~~C~~D peak hour traffic.

State Highway and County Road:
LOS ~~C~~E over 24-hour period, off season traffic

Collectors and Local Roads:
Design Standards

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PUBLIC FACILITIES

GOAL C2: Public facilities should enhance and compliment the community, environment, and fiscal quality and values of the City.

POLICIES

Policy C2.1: The City shall upgrade its own static and mobile facilities with alternative energy technologies as need arises, both in repair and remodeling phases, and in new construction.

Discussion: *Environmental sensitivity in the efficient use of services by utility customers is a key element of the City's commitment to environmental stewardship. This is achieved by periodic review of cost benefits of converting building, equipment, and vehicles to alternative energy sources.*

Policy C2.2: Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system.

Discussion: *All new development shall be required to connect to existing sewer systems where available. Where not available, new development will need to provide a dry sewer system (sized for the potential development densities in the area) that can be hooked into the sewer system when extended to the area.*

PUBLIC BUILDINGS

PUBLIC BUILDINGS

GOAL C3: Maximize public access and provide for the appropriate location and development of public and quasi-public facilities that serve the cultural, educational, recreational, religious and public service needs of the community.

Discussion: *Buildings which house City departments or other agencies which provide services to the general public should be sited in areas which are accessible to all segments of the population. During the pre-application or during permit application process, public agencies are noticed of recommendations and / or requirements for public access and locating process.*

Objective: Site public buildings in accord with their service function and the needs of the members of the public served by the facility.

POLICIES

Policy C3.1: City park buildings should be developed in accordance with the Parks, Open Space, Recreation, and Trails element.

Discussion: *The City parks, open space, and recreation facilities shall be located throughout the City in proportion to the population distribution.*

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Policy C3.2: The siting, design construction and improvement of all public buildings shall be done in full compliance with the Americans with Disabilities Act (ADA).

Discussion: *Access to public facilities must accommodate all stakeholders. The City will incorporate accessibility design into major building renovation projects. Additionally, the City will evaluate minor accessibility modifications when requested by the public.*

Policy C3.3: Public and quasi-public facilities which attract a large number of visitors (City Hall, museums, libraries, educational, permit or license offices, and health or similar facilities, etc.) should be sited in areas which are accessible (within 1/4 mile) by transit.

Discussion: *The development of new City facilities will consider the availability of public transit to serve the stakeholders. Buildings which house City departments or other agencies which provide services to the general public should be sited in areas which are accessible to all segments of the population. During the pre-application or during permit application process, public agencies are noticed of recommendations and / or requirements for public access and locating process.*

Policy C3.4: The City shall encourage other agencies to follow these siting principles in considering new sites for public buildings.

Discussion: *During the pre-application or during permit application process, public agencies are noticed of recommendations and / or requirements for public access and locating process.*

Policy C3.5: The location of utility facilities is often dependent upon the physical requirements of the utility system.

Discussion*: Sewerage lift stations, water reservoirs, and other similar facilities should be sited, designed, and buffered (through extensive screening and/or landscaping) to fit in with their surroundings harmoniously. When sited within or adjacent to residential areas, special attention should be given to minimizing noise, light, glare, and other blighting impacts.*

Policy C3.6: Seek innovative and shared financing for City facilities, including lease arrangements and impact fees.

Discussion: *When possible, the development of public facilities will be reviewed for opportunities of co-location or cooperative development of public facilities and private facilities to serve the stakeholders.*

Policy C3.7: Through the King County Library District, provide access to library services consistent with the King County Library District standard.

Discussion: *Today's libraries have evolved with technologies to offer a broad variety of media beyond books and periodicals. The library is extremely important to the quality of life and intellectual opportunities offered.*

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Policy C3.8: Coordinate and communicate with the appropriate school districts on issues of mutual interest, including school facility location, impacts of new development, impacts of school facilities and activities on the community, parks and recreation programs, population and growth projections, and school involvement in the community.

Discussion: *The City will continue to communicate with the school districts regarding new developments, thus allowing them to project student demand for local schools. Current City policies require the installation of sidewalks. However, if the schools are in need of additional off-site infrastructure due to the added impact of development, these requirements can be included impact mitigations.*

Policy C3.9: Based on the Auburn, and other appropriate School District Capital Facilities Plans, establish impact fees to mitigate the demands on the school systems of new development.

Discussion: *The City does not currently assess school impact fees. This issue will be revisited to assist in providing the highest quality education to the students of Pacific.*

Policy C3.10: Encourage complimentary businesses and/or land uses to locate near public and quasi-public buildings, and recreational facilities within the City of Pacific.

Discussion: *The hours of use for some businesses do not coincide with the hours of use for others. Encouraging these businesses to develop adjacent to each other can reduce parking lot development and environmental impacts.*

PUBLIC SAFETY

PUBLIC SAFETY

GOAL C4: Provide and enhance a public safety system to meet the community's needs.

~~***Discussion:*** *The City of Pacific provides Law Enforcement. Fire and Emergency Medical Response are provided by Valley Regional Fire Authority (VRFA). The City will work closely with citizens, businesses, and adjoining jurisdictions to pursue and implement programs that improve and enhance public safety and improve facilities within the city.*~~

GOAL C4: Maintain efficient and cost effective levels of emergency protection.

POLICIES

Policy C4.1: Promote police and fire awareness, education and action programs.

Discussion: *Citizens can help prevent crimes, accidents, and fires. A strong community education program on prevention of crime and fire hazards will help create aware and educated people to work in partnership with trained Pacific personnel. These programs should be offered through public schools, community groups, and to the general public. The Police and Fire departments will be encouraged to provide home inspections and advise residents of safety procedures that prevent fires.*

Policy C4.2: Acquire land and facilities for emergency services in advance of need.

Discussion: *Requirements for emergency responses determine the optimum location of fire departments, police stations, and to a lesser extent, ambulance services. Fire stations need to be located so that response time is four minutes or less. This requirement determines the total distance between stations; three miles apart in an urban area. Foresight must be used to establish the future locations and needs of fire and police stations prior to total development of an area.*

Policy C4.3: Support state legislation requiring installation of fire detection and fire extinguishing systems.

Discussion: *Fire detection and fire extinguishing systems are presently required in all public buildings. Sprinkler systems must be required in all buildings that cannot be protected with local fire flow capabilities. Sprinklers should be presented as an option for new residential construction, and are reinforced by premium credits from some insurance companies. VRFA is a participant at pre-development conferences and are provided copies of commercial building plans to review to maximize public safety.*

Policy C4.4: Continue cooperation with adjacent law enforcement and fire protection agencies, and other emergency providers.

Discussion*: Most emergency services cooperate fully with comparable services from other jurisdictions. City police departments work closely together through inter-local agreements. VRFA is a regional fire authority providing maximum flexibility in emergency operations. Protecting the public is the primary goal. Continuation of this cooperation should be totally supported and encouraged.*

DESIGN CONTROLS

GOAL C5: Use design controls to minimize impacts on police and fire services.

POLICIES

Policy C5.1: Promote a strong community awareness and involvement program that will put eyes on the street to discourage and prevent crime.

Discussion: *Citizens can help prevent crimes, accidents, and fires. A strong community education program on prevention of crime and fire hazards will help create aware and educated people to work in partnership with trained Pacific personnel. These programs should be offered through public schools, community groups, and to the general public. The Police and Fire departments will be encouraged to provide home inspections and advise residents of safety procedures that prevent fires.*

Policy C5.2: Implement a program of Crime Prevention through Environmental Design (CPTED): a proactive approach using the following four (4) principles in the design and care of the built environment to reduce the incidence and fear of crime:

1. Natural surveillance:

a. The placement and design of physical features to maximize visibility. This includes building orientation, windows, entrances and exits, parking lots, walkways, guard gates, landscape trees and shrubs, fences or walls signage and other physical obstructions.
b. The placement of persons and/or activities to maximize surveillance possibilities.
c. Lighting and technology that provides for nighttime illumination of parking lots, parks, walkways, entrances and exits.

2. Natural access control:
   a. The use of sidewalks, pavement, lighting and landscaping to clearly guide the public to and from entrances and exits.
   b. The use of fences or landscaping to prevent and/or discourage public access to or from dark and/or unmonitored areas.

3. Territorial reinforcement: The use of physical attributes that express ownership of property, such as pavement treatments, landscaping, art, signage, screening and fences.
4. Maintenance: The use of low maintenance landscaping and lighting treatment to facilitate the CPTED principles of natural surveillance, natural access control and territorial reinforcement.

Implementation of Commerce principles 1 through 3 is handled through the site plan review and approval process addressed by this policy. Implementation of principle 4 depends primarily on individual property owner initiative, and secondarily on code enforcement.

Discussion: *Public safety concerns can be reduced by proper building and site design. Simple measures that often do not increase costs can be included at the time of construction. Public awareness and proper design and can effectively thwart criminal activity.*

Policy C5.3 Commerce Review: The evaluation of site and building design during the review of a development application for its consistency with CTED principles.

Discussion: *When required, the City will provide plans to outside agencies and/or partners for review to assure compliance with funding agencies goals.*

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3. METHODOLOGY

This element provides information useful to the planning process as well as summarizing new capital improvement projects for the existing population, those necessary for major repair, renovation, or replacement of existing facilities. The analysis of this information may be found in individual capital facility plans.

3.1 Capital Facilities Program

The Capital Facilities Program is a multi-year financing plan for capital expenditures to be incurred each year. It sets forth each capital project the jurisdiction plans to undertake and presents estimates of the resources needed to finance the project.

The Capital Facilities Program reflects the goals, policies, and implementation strategy of the Capital Facilities element. The first year of the Capital Facilities Program is converted to the annual capital budget, while the remaining program provides long term planning.

Only the expenditures and appropriations in the annual budget are binding financial commitments. The projections for the remaining five years are not binding, and the capital projects recommended for future development may be altered or not developed due to cost or changing circumstances. The Capital Facilities Program is a six-year rolling plan that will be revised and extended annually to reflect changing circumstances.

3.2 Definition of Capital Improvement

This Capital Facilities element is concerned with needed improvements which are of relatively large scale, are generally non-recurring high cost, and may require multi-year financing. The list of improvements has been limited to major components in order to analyze development trends and impacts at a level of detail which is both manageable and reasonably accurate. Smaller scale improvements (of less than $10,000 in cost) will be addressed in the annual capital budget as they occur over time. The criteria outlined below were adopted by King County for budgeting purposes, and have been adopted by the City for the sake of consistency.

For the purposes of capital facility planning, capital improvements are major projects, activities, or maintenance, costing over $10,000, requiring the expenditure of public funds over and above annual operating expenses. They have a life expectancy of more than ten years and result in an addition to the City's fixed assets and/or extend the life of the existing capital infrastructure.

Capital outlay items such as equipment or the City's rolling stock, with the exception of Fire and Rescue apparatus, or the capital expenditures of private or non-public organizations are not considered capital improvements. Minor projects, activities, or maintenance costing less than $10,000 are also not a part of capital improvements.

The project may include design, engineering, permitting, environmental analysis, land acquisition, construction, major maintenance, site improvements, energy conservation projects, landscaping, initial furnishings, and equipment.

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3.3 Projection of Capital Facility Needs

3.3.1 Needs Identified in Other Comprehensive Plan elements

All public facility needs for existing and future development have been identified in the other comprehensive plan elements, school district plans, and adopted utility system plans. Through the process of developing this Capital Facilities element the other elements have been modified to ensure their financial feasibility. The other plan elements describe the location and capacity of any facilities available through December 31, ~~2003~~ 2015, and analyze the need for increased future capacity.

Capital improvements needed to satisfy future development and maintain adopted LOS standards are identified and listed in individual capital facility plans. This is a summary of the analysis conducted in other elements. Refer to the appropriate element for further explanation of how these facilities advance the goals of this Comprehensive Plan.

A brief description of each capital improvement project indicates whether the project is needed to correct deficiencies and/or address projected needs through renovation, development, or acquisition. Individual plans also provide estimates of the total projected costs. The year
indicates when the projects must be completed in order to maintain the adopted LOS standards for the respective facilities. Capital improvement projects have been identified for Parks, Open Space, Recreation and Trails; Stormwater Drainage; Potable Water; Transportation, Public Safety, and Community facility improvements. Copies of these plans are available at Pacific City Hall.

3.4 Prioritization of Projected Needs

The identified capital improvement needs were developed by staff. The following criteria were applied informally in developing the final listing of proposed projects.

Economic Considerations:
- Potential for Financing
- Impact on Future Operating Budgets
- Timeliness of Opportunity
- Benefit to Economy and Tax Base

Service Considerations:
- Safety, Health, and Welfare Factors
- Environmental Impact(s)
- Affect on Quality of Service

Feasibility Considerations:
- Legal Mandates
- Citizen Support

Consistency Considerations:
- Goals and Objectives in Other Elements
- Linkage to Other Planned Projects
- Plans of Other Jurisdictions

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4. INVENTORY AND ANALYSIS

4.1 Parks, Open Space, Recreation, and Trails

The City has adopted a Parks and Recreation plan. Detailed discussion of parks and recreation facilities, and the process used to establish LOS and facilities improvements, are included in the plan. This plan has been completely updated, and is included in this Comprehensive Plan as *Chapter 7: Parks, Open Space, Recreation, and Trails*. Reference Chapter 7 for a discussion of Parks, Open Space, Recreation, and Trails capital facilities.

4.2 Potable Water

Pacific adopted its most recent Water System Plan in 2009. Detailed discussion of water sources, treatment, storage, transmission, distribution, and the process used to establish Level of Service (LOS), are included in that plan. The Plan is currently being updated for approval in 2016.

Pacific's Planning has been based on the following LOS criteria:

Pacific obtains the majority of its water from a single well field, with emergency back-up supply from the Cities of Auburn and Sumner. The residents on the plateau above Pacific's West Hill plateau obtain water from the Lakehaven Utility District.

Existing Water System

Supply
The existing water supply is provided by a shallow well field, located just north and east of the intersection of Ellingson Road and Pacific Avenue in the City of Algona. The three wells pump between 650 and 1,400 gallons per minute (gpm). Emergency supply is provided by interties with Algona, Auburn and Sumner.

Storage
The existing storage facility consists of 750,000-gallon capacity concrete tank and booster station constructed in 2007. The tank is located east of SR 167 near the King/Pierce County line. The static system pressure in the Valley is approximately 75 pounds per square inch (psi) provided by the booster station and the three well pumps.

Distribution System
The present distribution system consists of a nearly equal amount of aging and undersized asbestos cement (A/C) pipe and newer pipe. The newer pipe is mostly ductile iron installed in developments and ULID projects. Much of the old AC pipe was installed in 1954 with approximately 18-24 inches of cover in an attempt by the then City Council to save on construction costs. Over the last ten years there has been substantial residential development which has installed new ductile iron pipes. Additionally, there have been some recent road projects in the southerly portion of the City which have replaced old A/C mains.

Interties
Pacific currently has emergency interties with the Cities of Algona (manual), Auburn (manual), and Sumner (manual).

Pacific's water planning is based on the following Level of Service (LOS) criteria.

1. Average Day Demand (ADD), Maximum Day Demand (MDD), and Peak Hour Demand (PHD) based on ~~250~~ 184 gallons/ERU/day.

2. The city will provide storage capacity to meet dead storage, fire flow storage, and operational storage of 750,000 gallons.

3. The City goal is to provide fire flow of 1,500 gallons per minute for 120 minutes in all residential areas, 2,500 gallons per minute for 120 minutes in commercial zones, and 2,500 gallons per minute for 180 minutes in industrial zones.

4.3 Sanitary Sewers

Pacific adopted its most recent Sanitary Sewer Plan in 2010.

Sewage Treatment for Pacific is provided by King County Metro, which owns the main pump station in Pacific and all downstream conveyance facilities. Metro is independently responsible for planning expansions to its facilities, using data provided by Pacific and other entities.

Pacific's sewer planning is based on the following Level of Service (LOS) criteria.

1. Residential flows are calibrated by Metro at 187 gallons per equivalent residential unit (ERU) per day.

2. Industrial and commercial systems are planned and expanded based on a LOS of 500 gallons per acre per day (an estimated 10 people per acre X 50 gallons/day/person).

3. A peak flow factor of 2.5 will be maintained for mains, trunks, and interceptor sewers.

4. Collection and conveyance will be of residential quality waste.

Pacific anticipates that individual industrial and commercial users may require levels of service in excess of those described in items 2 and 4 above. That is, individual users will require treatment of greater volumes or stronger waste-water. Pacific will accept increased flow quantities based on users' contributions towards any system improvements required to convey such quantities, but will not accept stronger waste. Pretreatment will be required to reduce all waste to normal domestic strength, unless approved otherwise by the City and King County.

The City of Pacific's service area is confined within the City's boundary except for the inclusion of a small portion of Algona where sewer service is provided to homes along 5th Ave. N.W., Ellingson Rd, Pacific Ave., and 1st Ave. E. per agreement. The City of Auburn currently serves a small area north of the White River and east of the East Valley Highway located within the corporate limits of the City of Pacific.

The City of Pacific does not operate or maintain a sanitary sewage treatment facility. Sewage generated within the City's sanitary sewer service area is transported to the Municipality of Metropolitan Seattle (King County Metro) treatment facility in Renton. All of the City's sewage is currently conveyed to Metro's pump station (Metro lift station #2), located at Frontage Road near 1st Avenue NW. Sewage is then pumped via a force main to the Metro trunk line in Algona.

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Five sewage lift stations presently serve the City of Pacific. The City owns, operates and maintains four of these lift stations. Metro's Lift station at Tacoma Boulevard and 1st Avenue NW is owned, operated, and maintained by King County Metro.

Pacific's existing sewer system collects from one major drainage basin and four sub-basins, each serviced by a lift station. The sub-basins have been identified as the Sundown Meadows, sub-basin, the West Cedar Glen sub-basin, the sub-basin which flows into the lift station at 5th Avenue SW and Tacoma Boulevard, and the sub-basin flowing into the Thornton Avenue lift station in Pierce County.

Sundown Meadows Lift Station is located on Alder Lane and 1st Avenue NE. Flows are pumped south along Alder Lane via a four-inch force main and are then conveyed to an eight-inch concrete gravity sewer line along on 1st Avenue NE. The Sundown Meadows addition sub-basin is fully developed with single-family residences. The sewer lines and lift station were constructed in 1979. This sub-basin is approximately 16 acres.

West Cedar Glen Lift Station is located on 6th Avenue SW in West Cedar Glen. Sewage flow is pumped north along Yakima Avenue via a four-inch PVC force main and is then conveyed to a ten-inch concrete gravity line located on 5th Avenue SW. The West Cedar Glen sub-basin is fully developed with single family residences. This basin is presently zoned single-family residential. Construction of the sewer lines and lift station were completed in 1989. This basin is approximately 26 acres.

Tacoma Boulevard & 5th Avenue SW Lift Station flows are routed north along Tacoma Boulevard via a four-inch asbestos-cement force main to an 18-inch concrete gravity sewer line located on 4th Avenue SW. The sub-basin that drains to the lift station located at 5th Avenue SW and Tacoma Boulevard incudes the West Cedar Glen basin. This basin is presently zoned single-family residential with some multiple family zoning adjacent to the SR167 corridor. The sewer lines and lift station were constructed as part of a joint sewer construction project with Algona per the "City of Algona and City of Pacific Joint Maintenance and Operation Agreement" The size of this basin is approximately 129 acres.

The Pierce County portion of Pacific is zoned Light Industrial, Commercial, and Office Park. This area currently contains a number of residences, which will eventually be replaced by non-residential uses.

Thornton Avenue Lift Station handles the sub-basin incorporating Pacific's existing Pierce County land area and UGAs is bounded on the north by the King/Pierce County line; on the east by the White/Stuck River, north of Stewart Road and by the Union Pacific Railroad, south of Stewart Road; on the south by 16th Street; and on the west by West Valley Highway and the City of Edgewood.

King County Metro Lift Station, located at Frontage Road near 1st Avenue NW was constructed in 2007. It pumps northward along Tacoma Boulevard via a 12-inch AC force main and discharges into the Metro Connection located in the City of Algona. Pacific's entire service area drains into Metro's lift station. The service area includes the above sub-basins and future basins elsewhere in the City, and totals approximately 1,637 acres. The service area in King County consists mainly of residential developments with light-industrial and commercial developments along the SR167 corridor.

Most of the existing sanitary facilities within the King County service area were constructed in the early 1970s as part of the "City of Algona and City of Pacific Joint Maintenance and Operation Agreement." Gravity lines were built with concrete pipe and force mains with AC pipe. Also constructed at that time were Metro's lift station #2 (located at 1st Ave and Tacoma Blvd) and the lift station at 5th Avenue SW and Tacoma Boulevard.

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Additions to the above system have been made as needed by new subdivisions and developments, e.g., Sundown Meadows and West Cedar Glen. Other major subdivisions include East Cedar Glen, Parkside, Riverside Estates, Pacific Glen, White River Estates, Cobble Court Apartments, Elise Meadows, Aspen Meadows, Beaver Meadows, Hansen PRD, and Pacific Meadows.

Analysis of the system shows no significant capacity problems with either the sewer lines or the lift stations, but new sanitary facilities will be needed to provide service to several infill sub-basins. These are the large sub-basin on the west side of SR 167 between S. 372nd and S. 348th Streets; a small sub-basin along the West Valley Highway just south of Ellingson Road, including the eastern portion of Pacific in Pierce County, and the sub-basin defined by Pacific's existing Pierce County land area and its western UGA.

The sub-basin west of SR167 is zoned low-density single-family residential on the West Hill. This sub-basin includes City's King County UGA, and light-industrial and commercial along the West Valley Highway. The sub-basin is only partially developed. Currently, sewage disposal is by means of septic systems on the West Hill area with the light industrial area adjacent to West Valley Hwy and between 4th Avenue SW and Roy Road served by grinder pumps. The approximate area is 205 acres.

The small sub-basin along the West Valley Highway just south of Ellingson Road is zoned light industrial and is approximately three acres.

The sub-basins southeast of the White River are presently undeveloped and zoned open space and public use. The area zoned public use includes the eastern portion of the City/River Park parcel, and consists of several other parcels earmarked for future park expansion. The area currently zoned open space contains two residences at its eastern edge. The approximate total area of the larger sub-basin is 140 acres.

4.4 Storm Drainage

Pacific prepared its Stormwater Drainage Plan in 1989, and updated it in 2001. This document was supplemented in March 2009 with the addition of 2009 Stormwater Water Management Plan (SWMP), Stormwater Pollution Prevention Plan (SWPPP), and Capital Improvement Plan (CIP).

Detailed discussion of Stormwater Facilities and the process used to establish LOS and facilities improvements are included in that plan. The City has also adopted the *King County Surface Water Design Manual (latest edition)*.

Existing Stormwater Drainage System

The City of Pacific has been divided into ~~18~~ 33 separate drainage basins in the valley and on the West Hill. There is a heavy reliance on man-made channels and ditches to control stormwater drainage throughout most of the city. The majority of the city lies on flat ground with very little grade to convey surface runoff. Not much infiltration occurs during the rainy season because of the high ground water table and the low permeability of the soils. As a result, nuisance flooding and ponding of runoff may occur during the wetter months of the year.

Generally, it was determined that not much could be done to relieve nuisance flooding and standing-water problems within the existing developments, short of a major overhaul of most of the City's drainage conveyance systems.

Historically, little or no filling has been done to achieve grades for proper drainage, and too little effort has been made to control runoff quality, except that the use of open ditches has allowed some biofiltration

incidental to stormwater conveyance. The City encourages low-impact development, and other means of working with the environment to achieve water quality and reduce the sizing of conveyance.

Based on these constraints, the City has used the following drainage LOS standards.

1. Peak stormwater runoff rates shall be maintained for the 25- year, 24-hour storm event, per the *King County Surface Water Design Manual.*

2. Private property owners shall take care of drainage within their own lots, for the 100-year, 24-hour storm event, including water quality controls.

3. The City will provide a reasonable means of conveying drainage.

The existing system is generally adequate with respect to these LOS standards.

The City's policy of requiring on-site Storm Water Management and water quality controls will ensure that future development will not lead to additional burdens to the City infrastructure. Maintenance will be required on an ongoing basis, and street improvement projects may increase runoff, but these issues are addressed in the City's operating and street improvement budgets. Pacific will also work to incorporate water quality controls in its projects, and in the inter-jurisdictional projects in which it participates.

4.5 Streets and Sidewalks

Streets and sidewalks comprise a major portion of Pacific's total Capital Facilities. Analysis of these features is provided in the Transportation element of this plan.

4.6 Public Safety

Almost every governmental entity provides fire and police protection for its citizens. Additionally, ambulance service is generally available through hospitals, fire departments, and/or private services. Under Growth Management, public services such as these, which are necessary to support development, should be available at the time of development without decreasing current service levels below the established minimum standards.

Quality of life issues are also integrally tied with the perception of personal safety, and these services often provide the first impression of a community. Efficient, cost-effective service is needed in order to make the most of tight budgets while paying for services to new development.

The City of Pacific Police Department is located in the Pacific Public Safety building across 3rd Avenue SE from the City Hall Complex. Valley Regional Fire Authority (VRFA is a comprised of the cities of Algona, Auburn, and Pacific) operates a fire service unit out of the Pacific Public Safety Building. Pacific Emergency Management services are provided by the Pacific Police Department, VRFA, and Pacific Public Works.

Basic emergency medical services (EMS) are provided by VRFA in conjunction with South King County Medic One, part of our regional EMS system. There is a helipad for emergency medical evacuation in the field behind the Senior Center.

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4.7 Other City Facilities

The City Hall complex on the southeasterly corner of Milwaukee Boulevard S. and 3rd Avenue SE is composed of City Hall, the Community/ Recreation Center, the Senior Center, the City Public Works Shop, a playground with ballfield, and associated parking. City business offices and Pacific Municipal Court are housed in City Hall. Public Works tools and equipment are currently housed in the Shop, and vehicles are staged in its yard.

Human Services

In its commitment to the welfare of its residents, the City of Pacific provides a variety of services. The Community Center provides a variety of services and serves lunch five days per week. Youth and Adult programs are offered in the Community/Recreation Center. The Senior and Community Centers are available for rent for private and group functions.

The AlPac Library is located on the southeasterly corner of Ellingson Road and Tacoma Boulevard NW. The Library is a branch of the King County library system. It is used by Pacific residents individually, and for meeting space.

Alpac Elementary School, on the southeasterly corner of Ellingson Road and Milwaukee Boulevard N, is owned and operated by the Auburn School District. Pacific students residing on the west side of the UPRR tracks and in Cobble Court apartments attend this school. Playfields are frequently used by residents for recreation.

4.8 Essential Public Facilities

Essential public facilities are those included on the State Office of Financial Management list of essential state public facilities that are required or likely to be built within the next six years. When such essential public facilities are proposed, the process set forth in RCW 36.70A.200, Pacific Ordinance 1361, and subsequent regulations for the siting of essential public facilities will be followed.

5. FUTURE NEEDS

Based on the Level of Service (LOS) standards described above, the Population Forecasts included in the Housing element, and the Commercial and Industrial Development Forecast included in the Land Use element, Pacific developed Capital Facilities Forecasts for the planning period. The City's Parks, Open Space, Recreation and Trails; Water; Sanitary Sewer; Transportation, and Stormwater Drainage System plans each include forecasts of the costs required to implement planned improvements.
Capital Facilities improvement priorities are as follows:

1. Repair existing facilities.
2. New facilities required to address shortfalls, relative to adopted LOS standards.

5.1 Parks and Recreation

Based on the above priorities, needs were forecast as follows.

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Pacific City Park – Phase II Development

Project scope includes upgrade of restrooms, parking, trails, picnic areas, and play areas to current ADA standards, construction of a soccer field a and a paved multi-sports court, added security lighting parking, extending fencing, park signs along arterials, and a covered picnic area; regrade, and irrigation of the ballfield, construction of walking trails, and additional picnic tables, benches, and landscaping. This may change as part of the King County Flood Control District proposed right band levee improvements. Additional information regarding these improvements will occur in 2017.

Centennial Park
To create a Little League regulation baseball field, the field located at the City Hall Complex must be substantially modified. This would include regrading the field surface, extensive landscaping, dugout modifications, backstop rehabilitation; as well as new, repaired and extended fencing.

Pocket Park Development
Develop a pocket parks on vacant City property at Alder Lane by 3rd Avenue NE, to include benches and signs.

Trailhead Development – Interurban Trail
Develop the trailhead at the current terminus of the Interurban Trail at 3rd Avenue SW.

Passive Nature Park II - Development
Develop a passive nature park on City owned property on the hill in west Pacific to include trails, porta-restrooms, signs, and security lighting, if feasible.

Natural Resources Passive Nature Park
Acquire a large parcel adjacent to the ALPAC School on Milwaukee Boulevard for use as a nature park. This land contains extensive wetlands and is currently owned by the Washington Department of Natural Resources.

5.2 Potable Water

The City of Pacific Water System Plan was updated in 2008. All projects and needs are detailed in the most current version of the Water System Plan.

A current list of projects is included in the approved annual capital improvement plan

5.3 Sanitary Sewers

The City of Pacific Sewer Comprehensive Plan is scheduled to be updated in 2009. All projects and needs are detailed in the most current version of the Water Comprehensive Plan.

A current list of projects is included in the approved annual capital improvement plan

5.4 Stormwater Drainage

Based on the adopted LOS standards, a basin-by-basin improvements program was developed, with improvement actions as indicated in the Stormwater Capital Improvement Plan (CIP).

A current list of projects is included in the approved annual capital improvement plan

5.5 Streets and Sidewalks

Street and sidewalk needs are outlined in the Transportation element and detailed in the Six-Year Transportation Improvement Plan (STIP).

A current list of projects is included in the approved annual capital improvement plan

5.6 Public Safety

In order to optimize response time and serve future growth, the VRFA needs to expand the Fire and Rescue facility and develop on new properties to be determined to create more efficient access, and provide for the expansion of public safety facilities. Police facilities will need to be improved. A current list of projects is included in the VRFA (Fire) and Pacific's (Police) approved annual capital improvement plan.

5.7 Essential Public Facilities

Essential public facilities are included on the State Office of Financial Management (OFM) list of essential state public facilities that are required to be built within the next six years. When such essential public facilities are proposed, the process set forth in the Land Use element of the comprehensive plan for siting these facilities will be followed.

A current list of projects is included in the approved annual capital improvement plan

5.8 Schools

Planning for schools is the responsibility of the School Districts. The City will work to cooperate with local school districts and accommodate the needs of their students.

5.9 Other Buildings and Facilities

5.9.1 City Shops

City shops will relocate to a new shop building and create a larger yard for storage of equipment and vehicles.

5.9.2 City Hall Complex

The City Hall building has inadequate space for departmental and Municipal Court use, and needs additional parking to serve those and other functions. The City Hall building needs a new roof and substantial technology upgrades, and the City Recreation Center needs seismic upgrades. In addition, the City requires a new Community Center to provide expanded community services.

6. FINANCIAL RESOURCES

The Capital Facility Plan for the City of Pacific was developed based on the following analyses:

- Current Revenue Sources
- Financial Resources
- Capital Facilities Policies
- Method for Addressing Shortfalls

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6.1 Current revenue sources

The largest single source of revenue for the City is the Ad Valorem property tax. The City's assessment for this tax is the maximum rate. In addition, each of the three utilities (sewer, storm, water) has its own enterprise fund.

6.2 Financial resources

To ensure that the City is using the most effective means of collecting revenue, the City inventoried the various sources of funding currently available. Financial regulations and available mechanisms are subject to change. Furthermore, changing market conditions influence the City's choice of financial mechanism. Therefore, City should periodically review the impact and appropriateness of their financing system.

The following list of sources includes all major financial resources available and is not limited to those sources which are currently in use or will be used in the six-year schedule of improvements. The list includes the following categories:

- Debt Financing
- Local Multi-Purpose Levies
- Local Single Purpose Levies
- Local Non-Levy Financing Mechanisms
- State and Federal Grants and Loans

Debt Financing

The list of debt financing methods includes:

- Short-term Borrowing
- Revenue Bonds
- Industrial Revenue Bonds
- General Obligation Bonds

Local Multi-Purpose Levies

The list of local multi-purpose levies includes:

- Ad Valorem Property Taxes
- Business and Occupation Tax
- Local Option Sales Tax
- Local Estate Excise Tax
- Motor Vehicle Excise Tax
- Utility Tax

Local Single Purpose Levies

The list of single purpose levies includes:

- Commercial Parking Tax
- Emergency Medical Services Tax
- Local Option Fuel Tax
- Motor Vehicle Fuel Tax
- Real Estate Excise Tax (REET)

Local Non-Levy Financing Mechanisms

The list of non-levy financing mechanisms includes:

- Reserve Funds
- Fines, Forfeitures, and Charges for Services

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User Fees, Program Fees, and Tipping Fees
Street Utility Charge
Special Assessment District
Lease Agreements
Privatization
Impact Fees
Transportation Benefit District

Grants and Loans
A partial list of State and Federal Grants and Loans includes:
Community Development Block Grant
Community Economic Revitalization Board
Drinking Water State Revolving fund
Economic Development Grant
Public Works Trust Fund
State Parks and Recreation Commission Grants
Essential Rail Assistance Account
Essential Rail Banking Account
Urban Arterial Trust Account
Transportation Improvement Account (TIA)
Transportation Improvement Board (TIB)
Intermodal System Transportation Enhancement Act
Centennial Clean Water Fund
Water Pollution Control State Revolving Fund
Federal Aid Bridge Replacement Program
Federal Aid Urban System
Federal Aid Safety Program
Federal Aid Emergency Relief
Farmers Home Administration Water Project Support
Washington State Transportation Improvement Board
Surface Transportation Program (STP)
Congestion Mitigation and Air Quality Improvement Program (CMAQ)

6.3 Capital Facility Policies

In order to realistically project available revenues and expected expenditures on capital facilities, the City must consider all current policies that influence decisions about the funding mechanisms as well as policies affecting the City's obligation for public facilities. The most relevant of these are described below. These policies along with the goals and policies articulated in the other elements were the basis for the development of various funding scenarios. Any variations from the current policies in the development of the six-year Capital Facilities Program were incorporated into the goals and policies of the comprehensive plan elements.

6.3.1 Mechanisms to Provide Capital Facilities

Increase Local Government Appropriations
The City will investigate the impact of increasing current taxing rates, and will actively seek new revenue sources. In addition, on an annual basis the City will review the implications of the current tax system as a whole.

Use of Uncommitted Resources
The City has developed and adopted its Six-Year Schedule of Improvements with committed financial resources, however, projects have been identified for the remaining fiscal years 2012 through 2025 with uncommitted or unsecured resources.

Analysis of Debt Capacity
Generally, Washington State law permits a city to ensure a general obligation bonded debt equal to 3/4 of 1 percent of its property valuation without voter approval. By a 60% majority vote of its citizens, a city may assume an additional general obligation bonded debt of 1.7570%, bringing the total for general purposes up to 2.5% of the value of taxable property. The value of taxable property is defined by law as being equal to 100% of the value of assessed valuation.

For the purpose of supplying municipally-owned electric, water, or sewer service and with voter approval, a city may incur another general obligation bonded debt equal to 2.5% of the value of taxable property. With voter approval, cities may also incur an additional general obligation bond debt equal to 2.5% of the value of taxable property for parks and open space. Thus, under State law, the maximum general obligation bonded debt which a city may incur cannot exceed 7.5% of the assessed property valuation.

Municipal revenue bonds are not subject to a limitation on the maximum amount of debt which can be incurred. These bonds have no effect on the City's tax revenues because they are repaid from revenues derived from the sale of service.

The City of Pacific has issued general obligation bonds and municipal revenue bonds very infrequently. Therefore, under state debt limitations, it has ample debt capacity to issue bonds for new capital improvement projects. The City has adopted guidelines beyond the state statutory limits on debt capacity to ensure effective use of debt financing.

The "pay as you go" financing method is easy to administer and may be appropriate, because the City of Pacific is experiencing slow growth and future tax receipts may be uncertain. However, the City will consider using "pay as you use" financing if a significant level of growth occurs. This will shift some of the cost for capital facilities to future users, and the effects of inflation will allow the City to repay the debt in "cheaper" dollars.

User Charges and Connection Fees
User charges are designed to recoup the cost of public facilities or services by charging those who benefit from such services. User fees may vary based upon the quantity and location of the service provided. Thus, charges could be greater for providing services further distances from urban areas.

Mandatory Dedication or Fees in Lieu of
The jurisdiction may require, as a condition of plat approval or development, as defined in the Pacific Public Works Guidelines, that subdivision developers dedicate a certain portion of the land in the development to be used for public purposes such as roads, parks, or schools. Dedication may be made to the local government or to a private group.

When a subdivision is too small or because of topographical conditions a land dedication cannot reasonably be required, the jurisdiction may require the developer to pay an equivalent fee in lieu of dedication.

The provision of public services through subdivision dedications not only makes it more feasible to serve the subdivision, but may make it more feasible to provide public facilities and services to adjacent areas. This tool may be used to direct growth into a certain area.

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Negotiated Agreement
A negotiated agreement is achieved when a developer studies the impact of and proposes mitigation for development, and City approves the proposed action. These agreements rely on the expertise of the developer to assess the impacts and costs of development. Such agreements are enforceable by the jurisdiction. The negotiated agreement requires lower administrative and enforcement cost than impact fees.

Latecomer's Agreement
The City may grant latecomer's agreements to developers and owners for the reimbursement of a pro rata portion of the original costs of water, sewer, and storm water drainage systems, and street improvements including signalization and lighting.

Impact Fees
Impact fees may be used to affect the location and timing of infill development. Infill development usually occurs in areas with excess capacity of capital facilities. If the local government chooses not to recoup the costs of capital facilities in under-utilized service areas, infill development may be encouraged by the absence of impact fees on development(s) proposed within such service areas.

Impact fees may be particularly useful for a small community that is facing rapid growth and with new residents desiring a higher LOS than the community has traditionally been satisfied with.

6.3.2 Obligation to Provide Capital Facilities

Coordination with Other Public Service Providers
Local goals and policies as described in the other comprehensive plan elements are used to guide the location and timing of development. Local decisions may be additionally influenced by state agencies, special purpose districts, and public utilities that provide public facilities within the City of Pacific. The planned capacity of public facilities operated by other jurisdictions must be considered when making development decisions. Coordination with other entities is essential not only for the location and timing of public services, but also in the financing of such services.

The City's plan for working with private utilities such as natural gas, electric, and telecommunication providers, is detailed in the Utilities element. This plan includes policies for sharing information.

Other public service providers such as school districts and public water purveyors are not addressed in the Utilities Element. The City's policy is to exchange information with these entities and provide them with the assistance they need to ensure that public services are available and that the quality of the service is maintained.

The City should adopt Auburn School District and Sumner School District Capital Facility Plans prepared and issued in compliance with the Growth Management Act. The City has responsibility for providing basic public services to the schools.

Urban Growth Area Boundaries
The Urban Growth Area Boundary was selected in order to ensure that urban services will be available to all development. The location of the boundary was based on the following: environmental constraints, the concentrations of existing development, the existing infrastructure and service, and the location of prime agricultural lands. New and existing development requiring urban services will be located in the Urban Growth Area. General sewer and water, drainage facilities, public utilities, telecommunications lines, and

local roads may be extended to development in these areas. The City is committed to serving development within this boundary, if the residents desire. This should be coordinated with the appropriate purveyor. Therefore prior to approval of new development within the Urban Growth Area the City should review the six year Capital Facilities Program and the plan in this element to ensure the financial resources exist to provide the services to support such new development.

Concurrency Management System Ordinance
The City adopted Ordinance No. 1505 in 2001. This ordinance created Title 16 of the Pacific Municipal Code (PMC): Land Use and Environmental Procedures. Chapter 16.34, Concurrency, contains procedures for reviewing proposed development within the City and the Urban Growth Area based on the available capacity of public facilities coupled with the adopted Level of Service (LOS) standard for that facility. Issuance of a development permit will be based on consistency with the comprehensive plan and the PMC.

6.4 Methods for Addressing Shortfalls

The City will not be able to finance all proposed capital facility projects. Therefore, it has clearly identified the options available for addressing shortfalls and how these options will be exercised. The City evaluates capital facility projects on an individual basis rather than a system wide basis. This method involved lower administrative costs and can be employed in a timely manner. However, this method will not maximize the capital available for the system as a whole. In deciding how to address a particular shortfall the City will balance the equity and efficiency considerations associated with each of these options. When evaluation of a particular project identifies a shortfall the following options are available:

Increase Revenue
Decrease Level of Service Standards
Decrease the Cost of the Facility
Decrease the Demand for the Public Service or Facility

7. SIX-YEAR CAPITAL FACILITIES PLAN

In addition to the direct costs for capital improvements, it is important to analyze costs for additional personnel and routine operation and maintenance activities. Although, capital facilities plans do not include operating and maintenance costs, and such an analysis in not required under the Growth Management Act, it is an important part of long term financial planning. Capital facilities plans for the City of Pacific are based on the following:

Financial Assumptions
Projected Revenues
Projected Expenditures
Operating and Maintenance Expenses
Future Needs

7.1 Financial Assumptions

The following assumptions about future operating conditions in the local government and market conditions were used in the development of the Capital Facilities element:

- The City will maintain its current fund accounting system to handle its financial affairs.

- The cost of running the local government will continue to increase due to inflation and other factors, ~~while revenues will decrease.~~while revenues have only modest increases.

- New revenue sources, possibly including new taxes, will be necessary to maintain and improve City services and facilities.

- Significant capital investment is needed to maintain, repair, and rehabilitate the City's aging infrastructure and to accommodate future growth.

- Public investment in capital facilities is the primary tool of local government to support and encourage economic growth.

- A consistent and reliable revenue source to fund necessary capital expenditures is desirable.

- A comprehensive approach to review, consider, and evaluate capital funding requests is needed to aid decision makers and citizens in understanding the capital needs of the City.

- Financial transactions are recorded in individual "fund" accounts. Capital improvements will be financed through the following funds:

  General Fund
  Capital Improvement Fund (projects funded by bonds)
  Transportation Improvement Fund
  Real Estate Excise Tax Fund
  Enterprise Fund (user fees and connection fees)
  Public Buildings, Facilities, and Properties Fund
  Surcharge Fund

7.2 Projected Revenues

7.2.1 Projected Tax Base

The jurisdiction's tax base may be a source for future revenues. The tax base is important to the overall fiscal health of the City. However, capital improvements are funded primarily through non-tax resources.

7.2.2 Revenue by Fund

General Fund
This is the basic operating fund for the City, however, historically a number of capital improvements have been financed through this fund.

Capital Improvement Fund
These revenues are committed to annual debt service, and expenditures from this account are expected to remain constant through ~~2009~~ 2035, based on the existing debt structure. The revenues in this fund represent continued capture of a dedicated portion of the Ad Valorem revenues necessary to meet annual debt service obligations on outstanding general obligation bonds.

Transportation Improvement Fund
Expenditures from this account include direct annual outlays for capital improvement projects and debt service for revenue bonds. The revenues in this fund represent total receipts from state and local gas taxes. The projection estimates are based on state projections for gasoline consumption, current state gas

tax revenue sharing methodologies, and continued utilization of local option gas taxes at current levels. This fund also includes state and federal grant monies dedicated to transportation improvements.

Real Estate Excise Tax (REET 1 and 2) Fund
Revenues from this source may now fund only those capital projects listed in a jurisdiction's comprehensive plan including, "streets; roads; highways; sidewalks; street and road lighting systems; traffic signals; bridges; domestic water systems; storm and sanitary sewer systems; parks; recreational facilities; law enforcement facilities; fire protection facilities; trails; libraries; administrative and/or judicial facilities; river and/or waterway flood control projects.

Enterprise Fund
The revenue in this fund is used for the annual capital and operating expenditures for service that are operated and financed similar to private business enterprises. The projected revenues depend upon income from user charges, connection fees, bond issues, state or federal grants, and carry-over reserves. These Funds are not to be used to serve General Fund Obligations.

7.2.3 Projected Expenditures

For the purpose of this fiscal assessment, projected capital expenditures have been aggregated to include:

- The direct cost of scheduled capital improvement projects presently underway;
- Capital improvements debt service expenditures for outstanding and planned bond issues; and
- The direct cost of capital improvements identified in other plan elements. These expenditures represent additional costs to maintain adopted Level of Service standards under projected growth conditions.

7.3 Operating and Maintenance Expenses

In addition to the direct costs of providing new capital facilities, the City also incurs increases in annual operation and maintenance costs. These are the recurring expenses associated with routine operation of capital facilities.

The anticipated annual increase in operating and maintenance costs shall consider new capital improvements in the budget year following completion of the capital improvement.

Currently, total General Fund Revenues and total operating costs financed from the General Fund are anticipated to rise proportionately, ensuring the City will have enough revenue to cover these expenses. However, it is important to evaluate the cost-effectiveness of operating future capital projects.

The actual location of public facilities and services is discussed in more detail in the Land Use element. The City anticipates that some capital improvement will need to be slated through the process developed for essential public facilities.

In analyzing the feasibility of various funding and land use scenarios, the availability of funds was a constraint in some cases, and altered anticipated land uses.

The City has made various adjustments to the type and location of land use, as well as, adjustments in the timing and funding sources for financing capital improvements. The plan contained in this element

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represents a realistic projection of the City's funding capabilities, and ensures that public services will be maintained at acceptable levels of service.

8. PLAN IMPLEMENTATION AND MONITORING

8.1 Implementation

The six-year Schedule of Improvements is the mechanism by which the City can stage the timing, location, projected cost, and revenue sources for the capital improvements identified for implementation. The schedule of Improvements is economically feasible within the target revenues.

Public facility projects identified for implementation within target revenues under $10,000 are not carried forward to the Implementation Section. The distribution among years matches the years in which capital improvement work is planned in order to achieve or maintain the adopted LOS standards and measurable objectives for various public facilities.

Listed capital improvement projects are not inclusive of all anticipated capital improvements. Projects which exceed available target revenues are not included at this time. As additional revenues become available, these projects will be incorporated for implementation. Projects under $10,000 and projects not related to LOS standards or measurable objectives are also excluded, except that projects under $10,000.00 which were explicitly described in Pacific's previous Parks and Recreation and Drainage Plans are included, for consistency with those plans.

Planned expenditures and funding sources for each project. As each plan is evaluated annually, yearly amounts beyond FY 2012 will be identified. The Storm Water Drainage, Sanitary Sewer, Water System, and Transportation Plans were developed with annual inflationary increases. Top priority is generally given to projects which correct existing deficiencies, followed by those required for facility replacement, and those needed for future growth.

8.2 Monitoring and Evaluation

Monitoring and evaluation are essential in ensuring the effectiveness of the Capital Facilities Plan element. This element will be annually reviewed and amended to verify that fiscal resources are available to provide public facilities needed to support adopted LOS standards and measurable objectives.

The annual review will be the responsibility of the City of Pacific's Community Development, Public Works, and Finance departments. The review will include an examination of the following considerations in order to determine their continued appropriateness:

1. Corrections, updates, and modification concerning cost; revenue sources; acceptance of facilities pursuant to dedication which are consistent with the element; or the date of construction of any facility enumerated in the element;

2. The Capital Facilities element's continued consistency with the other elements and its support of the Land Use element;

3. The priority assignment of existing public facility deficiencies;

4. The City's progress in meeting those needs determined to be existing deficiencies;

5. The criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order of priority;

6. The City's effectiveness in maintaining the adopted LOS standards and achieving measurable objectives.

7. The City's effectiveness in reviewing the impacts of plans and programs of state agencies providing public facilities within the City's jurisdiction.

8. The effectiveness of impact fees, and mandatory dedications or fees in lieu of, assessing new development for the improvement costs which it generates;

9. The impacts of special districts and any regional facility and service provision upon the City's ability to maintain its adopted LOS standards or to achieve its measurable objectives;

10. Efforts made to secure grants or private funds, whenever available, to finance the provisions of capital improvements;

11. The criteria used to evaluate proposed plan amendments and requests for new development or redevelopment;

12. Capital improvements needed for the latter part of the planning period, for update of the Six-year Schedule of Improvements;

13. Concurrency status; and

14. Potential re-evaluation of the Land Use element for conformance with the funding, approval, and construction of capital facilities improvements.

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TABLE 10-CFP **2016 - 2035 CITY OF PACIFIC CAPITAL FACILITIES PLAN**

***Fund Source:** C - General Facility Charges; D - Donation; DF - Developer Funded; G - Grant; L - Loan; LF - Local Funds; LID - Local Improvement District; PW - Public Works Trust Fund; TIB - Transportation Improvement Board Grant

****Project Type:** R - Renovation; D - Development; A - Acquisition

CATEGORY	ITEM	PROJECT DESCRIPTION	FUND SOURCE*	PROJECT TYPE **	COST ESTIMATE - In Thousands - 2013 Dollars					
					2016	2017	2018	2019	2020+2021	2022-2035
Recreation, & Trails	P1	Wetland Mitigation / Property Acquisition	G, LF, D	R, D	$ 75	$ 75				
	P2	Trailhead Park - Interurban Trail at 3rd SW	D,G	D			$ 100			
	P4	Morgan Property (Trout Lake)	D,G	A, D	$ 200	$ 200				
	P5	DNR Park - 3 parcels below Alpac	G	A, D						$ 1,077
	P6	Passive Nature Park I - City lot on W. Hill	G,D	D	$ 5		15		$ 80	
	P7	Passive Nature Park II: Fancher Property	G,D	A, D			15		$ 492	
	P10/P11	Pacific City Park/Warren Trail to Pierce Co Pa	D, G	A, D						$ 587
	P12	Interurban Trail - West Hill/Edgewood Seg.	G,D,LF	D		$ 50		$ 495		
	P13	Pacific Skate Park	G,D	D					$ 100	
	p15	Interurban Trail-PSE Corridor (See P12)			$ 400	$ 270	$ 400	$ 1,400		
		TOTAL		$ 6,036	$ 680	$ 595	$ 530	$ 1,895	$ 672	$ 1,664

CATEGORY	ITEM	PROJECT DESCRIPTION	FUND SOURCE*	PROJECT TYPE **	COST ESTIMATE - In Thousands - 2013 Dollars					
					2016	2017	2018	2019	2020+2021	2022-2035
Potable Water	W1	OR1: Water System Plan	LF		$ 25					$ 25
	W2	S1: Wellhead Protection Improvements	C, LF	WQ			$ 100			
2016 Water Plan	W3	S2: Auburn Intertie Improvements	C, LF	R						$ 100
D = Distribution Sys.	W5	S4: Lakehaven Intertie	C, LF	R					$ 100	
ST = Storage Improvr	W8	S7: Multiple Test Well Sites	C, LF	R			$ 100			
	W10	D1: Fire Hydrant Upgrades	C, LF	D	$ 25	$ 25	$ 25	$ 25	$ 50	$ 25
	W11	D2: Asbestos Main Replacement	C, LF	R	$ 100	$ 100	$ 100	$ 100	$ 100	$ 100
	W12	D3: Valentine Ave., 12" Watermain	C, LID, PW	R	$ 750					
	W13	D4: Valentine Ave., 12" Watermain	C, LID, PW	R	$ 750					
	W15	D6: Thornton Ave., 12" Watermain	C, LID, PW	R						$ 1,250
	W16	D8: Butte Ave., 12" Extension, Stewart - 4th	C, LF	R					$ 1,140	$ 1,140
	W17	D9: County Line to Roy, 12" Watermain	C, LF	D				$ 300		
	W18	D10: 1st Avenue East, 8" Watermain	C, LF	R						$ 524
	W19	D11: 1st Avenue East, 8" Watermain	C, LF	R						$ 219
	W20	D12: Chicago Blvd - 2nd SW to 3rd SW, 8" W	C, LF	R		$ 160				
	W21	D12: Chicago Blvd - 3rd SW to 4th SW, 8" W	C, LF	R						$ 160
	W22-A	D12: Chicago Blvd - 4th SW to 5th SW, 8" W	C, LF	R						$ 160
	W22-C	D14: Cedar Lane, 8" Watermain	C, LF	R		$ 160				
	W24	D16: Frontage and 3rd Ave SW, Valving	C, LF	R		$ 100		$ 200	$ 200	
	W25	D17: Radio Read System	G,L,LF							
		TOTAL		$ 8,438	$ 1,650	$ 545	$ 325	$ 625	$ 1,590	$ 3,703

CATEGORY	ITEM	PROJECT DESCRIPTION	FUND SOURCE*	PROJECT TYPE **	COST ESTIMATE - In Thousands - 2013 Dollars					
					2016	2017	2018	2019	2020+2021	2022-2035
Sanitary Sewers	SS1/SS2	Refurbish Tacoma Blvd Lift Station and Repla	C, DF	R	$ 200	$ 400				
2009 Sewer Plan	SS4	New Connections to UGA	DF,LF	D, A		$ 100	$ 300	$ 100		
	SS6	Extend service to Western Hilltop	C,LF,LID	D, A				$ 4,900	$ 3,521	
	SS7	Emergency Power/Telemetry Upgrade	LF	R	$ 250	$ 300				
		LID 3 Manhole Rehab	LF	R	$ 150					
		TOTAL		$ 10,221	$ 600	$ 800	$ 300	$ 5,000	$ 3,521	$ -

TABLE 10-CFP **2016 - 2035 CITY OF PACIFIC CAPITAL FACILITIES PLAN**

***Fund Source:** C - General Facility Charges; D - Donation; DF - Developer Funded; G - Grant; L - Loan; LF - Local Funds; LID - Local Improvement District; PW - Public Works Trust Fund; TIB - Transportation Improvement Board Grant

****Project Type:** R - Renovation; D - Development; A - Acquisition

CATEGORY	ITEM	PROJECT DESCRIPTION	FUND SOURCE*	PROJECT TYPE **	COST ESTIMATE - In Thousands - 2013 Dollars					
					2016	2017	2018	2019	2020+2021	2022-2035
Storm Drainage	CIP#1	Cedar Lane S, 1st Ave E to 2nd Ave SE	LF	R		$ 194				
2009 SWMP	CIP#2	Jovita Creek Drainage Improvements	G,L,LF	D		$ 208				
	CIP#3	5th Ave SW (Chicago to SR 167)	LF	R	$ 471					
	CIP#5	3rd Ave SW (Milwaukee to Milwaukee Creek)	G,L,LF	R			$ 599			
	CIP#6	Tacoma Blvd Improvemenets	G,L,LF	R				$ 279		
	CIP#7	Milwaukee Ditch Maintenance	G,L,LF	R				$ 98		
	CIP#8	White River Pond Replacement	G,L,LF	R					$ 3,630	
		TOTAL		$ 1,849	$ 471	$ 402	$ 599	$ 377	$ -	$ -

CATEGORY	ITEM	PROJECT DESCRIPTION	FUND SOURCE*	PROJECT TYPE **	COST ESTIMATE - In Thousands - 2013 Dollars					
					2016	2017	2018	2019	2020+2021	2022-2035
	T2	Valentine Ave. Improvement	DF,LF,LID,	R, D, A	$ 7,500					
	T5	Milwaukee Blvd Rehabilitation	DF,G,L,LF,TIB	R	$ 250	$ 600				
	T6	West Valley Highway	LF, G, DF	R, D, A	$ 200	200	$ 800	$ 800		
	T7	Frontage Road Reconstruction	DF,G,L,LF,LID,TIB	R				$ 200	$ 800	
	T8	Pacific Avenue Street and Sidewalk	DF,G,L,LF,LID,TIB	R		$ 100		$ 1,000		
	T9	Stewart Road - Valentine to Butte	DF,G,L,LF,LID,TIB	R, D, A			$ 250	$ 2,500	$ 2,500	
	T10A	Butte Ave from 1st Ave SE to County Line Rd	LF, G, DF	R						$ 500
	T10B	Butte Ave	LF, G, DF	R,A						$ 2,500
	T11	South 51st Street			$ 50		$ 400			
	T12	2nd Ave SE Sidewalk	DF,G,L,LF,LID,TIB	R						$ 500
	T13	3rd Ave Overlay	LF	R	$ 500		$ 300		$ 300	
	T14	Intersection Improvements at Ellingson Rd &	LF,DF	D, A						$ 1,500
	T15	1st Ave NE and Skinner Rd from Pacific Ave S	LF, G, DF	R,A						$ 850
	T16	Overlays and Repairs--City Wide	LF	R			$ 400		$ 400	$ 800
	T17	Skinner Road Rehabilitation	G,L,LF, TIB							$ 500
	T18	Mt View Estates Rehabilitation	G,L,LF, TIB							$ 300
	T19	The Shire Rehabilitation	G,L,LF, TIB							$ 700
	T20	Sundown Meadows Rehabilitation	G,L,LF, TIB							$ 300
	T21	City-wide Sidewalks	LF,G	R, A	$ 50	$ 100	$ 50	$ 100	$ 150	$ 150
		Thornton Ave. SW (Stewart Rd - 16 St E)	LF, G, DF	R,D,A						$ 4,601
		Yakima Avenue Extension	DF,G,LF	R, D, A						$ 1,850
		Chicago Ave from 1st Ave. SW to 3rd Ave SW	LF, G, DF	R,D,A						$ 1,050
		2nd Ave SW	LF, G, DF	R,D						$ 1,738
		TOTAL		$ 38,339	$ 8,550	$ 1,000	$ 2,200	$ 4,600	$ 4,150	$ 17,839

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****Project Type:** R - Renovation; D - Development; A - Acquisition

CATEGORY	ITEM	PROJECT DESCRIPTION	FUND SOURCE*	PROJECT TYPE **	COST ESTIMATE - In Thousands - 2013 Dollars					
					2016	2017	2018	2019	2020+2021	2022-2035
General Governmen	M1	New City Shop	LF,L	D	$ 600	$ 600	$ 650			
	M2	City Hall Campus Master Plan	G, LF	R	$ 150					
	M3	Technology/Communication Upgrade	LF,G,L	R		$ 300				
	M4	City Hall Improvements	LF,G,L	R	$ 100	$ 100	$ 100	$ 100		
	M5	Community Center Upgrades Phase 2	C,D,G,LF	R		$ 50	$ 50			
	M6	New Senior Center	C,D,G,LF	D			$ 480	$ 480		
				$ 3,760	$ 850	$ 1,050	$ 1,280	$ 580	$ -	$ -

CATEGORY	ITEM	PROJECT DESCRIPTION	FUND SOURCE*	PROJECT TYPE **	COST ESTIMATE - In Thousands - 2013 Dollars					
					2016	2017	2018	2019	2020+2021	2022-2035
Police/Fire	P/FR	(P/F = Police and Fire)								
P/F Expansion	P/F 1	Property Acquisition for VRFA	G,L,F	A						$ 825
Facility Upgrades	P/F2	Renovate Existing Station for Police (Roof)	G,L,F	R, D		$ 100				
	P/F3	Training Ground	G,L,F	D			$ 100			
New Station - UGA	P/F 4	Service area expansion - Urban Growth Area	G,L,F	A,D						$ 2,225
Emergency Manageme	P/F 5	Radio Transmitter System	G,F	D	$ 5					
	P/F6	EOC Improvements	G,F	D	$ 5					
	P/F7	Court / Jail @ Safety Center	G,L,F	R, D			$ 50	$ 200	$ 200	$ 400
		TOTAL		$ 4,110	$ 10	$ 100	$ 150	$ 200	$ 200	$ 3,450

BERK

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MEMORANDUM

DATE: January 28, 2016

TO: Jack Dodge, Community Development Manager – City of Pacific

FROM: Kevin Gifford, AICP – Senior Associate; Lisa Grueter, AICP – Manager

RE: City of Pacific Growth Targets and Land Capacity Analysis –Draft

INTRODUCTION

The City of Pacific is in the process of updating its Comprehensive Plan and extending its adopted 2030 population and employment growth targets to the year 2035. Based on previously buildable lands analyses and growth projections, the City does not have sufficient growth capacity to meet its targets. The City is also engaged in an application for designation of a regional Manufacturing/Industrial Center in partnership with the City of Sumner, and the ability to meet growth targets is critical to the approval of this application.

This memorandum reviews the assumptions underlying Pacific's land capacity analysis, evaluates the potential for reducing the City's 2035 growth target in light of changing regional growth patterns, and examines whether the City of Sumner would have capacity to absorb additional future growth to alleviate demands on Pacific's developable land base.

POPULATION AND EMPLOYMENT TARGETS

Because of its location in both King and Pierce Counties, the City of Pacific is required to meet adopted population and employment growth targets for both counties. In general, the portion of Pacific that lies in King County is mostly residential in nature, while the Pierce County portion of the city is entirely occupied by commercial, industrial, and open space uses. The following sections describe the adopted growth targets for each county and the City's additional population and employment needs.

Pierce County Adopted Growth Targets

The Pierce County Council established a 2030 employment growth target of 6,505 jobs for the City of Pacific; because Pacific has no residential lands in Pierce County, the County has not adopted a population growth target for Pacific.

Exhibit 1 shows the City's adopted 2030 employment target, as well as an estimate of existing employment as of 2010, as reported in the 2014 Pierce County Buildable Lands Report (Pierce County BLR) and the additional employment growth necessary to meet the adopted 2030 target of 6,505 jobs.

Exhibit 1. City of Pacific Employment Needs – Pierce County

2010 Total Employment Estimate	Adopted 2030 Total Employment Target	Total Employment Growth (2010-2030)	Adjusted Employment Growth[1]	Displaced Employees	Additional Employment Needs
2,071	6,505	4,434	3,897	227	**4,124**

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

Source: Pierce County BLR 2014

As shown above, Pacific needs 4,124 additional jobs to meet its 2030 employment target. In addition, the City is required to plan for additional growth through its current 20-year planning period, which extends through 2035. If we estimate 2035 employment needs based on a "straight-line" projection of the 2010-2030 growth trend, Pacific would need an additional 1,031 jobs from 2030-2035, for a total 2035 employment target of 7,227 jobs. There is no recommended interjurisdictional method among Pierce County jurisdictions to extend the targets for the 2030-2035 timeframe.

King County Adopted Growth Targets

Housing

According to the 2014 King County Buildable Lands Report (King County BLR), the City of Pacific's housing growth target for the 2006-2031 period is 285 additional units. From 2006-2012, 144 new housing units permitted, leaving 141 new units to be accounted for between 2012 and 2031. A straight-line projection of the 2006-2031 target to 2035 results in the need for 46 new housing units between 2031 and 2035 (consistent with the recommended approach of the King County Interjurisdictional Team). Exhibit 2 shows Pacific's 2006-2035 housing growth needs.

Exhibit 2. City of Pacific Housing Needs – King County

2006 Housing Unit Estimate	2006-2031 Net Growth Target	New Housing Units 2006-2012	Remaining Growth Target 2012-2031	Estimated Net Growth Target 2031-2035	2012-2035 Additional Housing Need
2,216	285	144	141	46	**187**

Source: King County BLR 2014

Employment

According to the 2014 King County BLR, the City of Pacific's employment growth target for the 2006-2031 period is 370 additional jobs. From 2006-2012, Pacific experienced an employment loss of 788 jobs, increasing the amount of employment growth needed between 2006 and 2031 to 1,158 jobs. A straight-line projection of the original 2006-2031 target to 2035 (consistent with the recommended approach of the King County Interjurisdictional Team) results in the need for 59 new jobs between 2031 and 2035. Exhibit 3 shows Pacific's 2006-2035 employment growth needs. The 2014 King County BLR assumes that the 788 jobs lost would reoccupy their original space. Thus, the City's job need based on land capacity for new employment space equals 429 jobs.

Exhibit 3. City of Pacific Employment Needs – King County

2006 Employment Estimate	2006-2031 Net Growth Target	Net Job Loss 2006-2012	Remaining Growth Target 2012-2031	Estimated Net Growth Target 2031-2035	2012-2035 Additional Job Need
1,601	370	-788	1,158	59	**1,217**

Source: King County BLR 2014

AVAILABLE LAND CAPACITY

Available land capacity in Pacific is documented in the King County and Pierce County 2014 BLRs. These reports analyze the amount of land that is available for development, either vacant or redevelopable, and calculate the amount of employment that can be accommodated based on adopted zoning regulations and allowed and achieved housing and employment densities in the region. The following sections summarize the findings of the Pierce County and King County BLRs regarding development capacity in Pacific.

2014 Pierce County Buildable Lands Report

Exhibit 4 shows the net developable acreage (after exclusion of environmentally sensitive areas unsuitable for development), employment density assumptions, and overall employment capacity for the City of Pacific, as documented in the 2014 Pierce County BLR.

Exhibit 4. City of Pacific Employment Capacity – Pierce County

Type	Zoning District	Net Acres	Employees per Acre	Employment Capacity
Commercial	C	32.23	19.37	624
Industrial	LI	103.40	8.25	853
	OP	18.61	8.25	154
Total Employment Capacity				**1,631**

Source: Pierce County BLR 2014

As shown above, the Pierce County BLR shows a total employment capacity for Pacific of 1,631 jobs. This represents a deficit of **2,493** jobs compared to the City's adopted 2030 employment target. When compared to the projected 2035 employment target described in the previous section, this deficit increases to **3,525** jobs, as shown below in Exhibit 5.

Exhibit 5. Comparison of Employment Targets and Capacity – Pierce County

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

Source: Pierce County BLR 2014

2014 King County Buildable Lands Report

Exhibit 6 shows the City of Pacific's housing and employment growth capacity, compared to their 2031 growth targets, as documented in the 2014 King County BLR. The table also compares current development capacity with the projected 2035 growth targets described in the previous section.

Exhibit 6. Comparison of Growth Targets and Capacity – King County

Category	2012 Capacity	2012-2031 Growth Target	2031 Surplus/Deficit	2012-2035 Growth Target	2035 Surplus/Deficit
Housing	416[1]	141	**275**	187	**229**
Employment	1,188[2]	1,158	**30**	1,217	**-29**

1. 2006 reported capacity of 560 units reduced by 144 to account for development permitted 2006-2012.

2. 2012 reported capacity of 400 jobs increased by 788 to account for 2006-2012 job loss. Empty job spaces can be refilled.

Source: King County BLR 2014; King County IJT Technical Memo on Growth Targets, June 2013; BERK Consulting 2016

As shown in Exhibit 6, Pacific has sufficient capacity to meet housing growth targets for both 2031 and 2035. Pacific has sufficient capacity to meet its employment growth target for 2031, but it has a small employment capacity deficit by 2035.

BERK ASSESSMENT

This section describes the analysis performed by BERK to determine how the City of Pacific can address the projected employment deficits described in the previous sections. Our analysis focused on the following:

- Examining the assumptions behind the land capacity calculations reported in the BLRs to determine if the identified vacant and redevelopable land could support development at higher employment densities that assumed in the reports; and
- Re-evaluating the 2035 growth targets for Pacific and the neighboring City of Sumner in light of guidance from the Puget Sound Regional Council that future growth in the region is likely to shift toward a greater focus on larger cities and metropolitan centers, rather than small cities like Pacific and Sumner.

Buildable Lands Analysis

Buildable lands analysis is based on approximately eight steps illustrated in Exhibit 7. Steps include identifying vacant and underutilized lands, deducting critical areas and land needed for rights of way and public facilities, and applying assumed densities or floor area ratios and employee square footage rates. Some assumptions differ in the King County and Pierce County BLR such as market factor assumptions (i.e. land unavailable for development) and application of employee rates. This memo focuses on Step 8 assumptions.

Exhibit 7. Land Capacity Steps

Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8
Identify Vacant Parcels	Identify Underutilized or Redevelop-able Parcels by Zone	Deduct Areas Impacted by Critical Areas	Deduct Future Roads/ R-O-W Needs	Deduct Future Public Facilities Needs	Deduct Capacity to Account for Market Factor	Based on All Factors to Estimate Net Buildable Acres by Zone	Apply assumed densities to residential acres Apply floor area ratios to buildable acres and use employee rates to determine employment capacity

Source: BERK Consulting 2016

Review of the employment density assumptions for Pacific's commercial zones, as documented in the Pierce County BLR and included in Exhibit 4, indicated that the assumed employment densities may underestimate the true development capacity of the identified vacant and redevelopable lands. For example, the BLR assumes 8.25 employees per acre for Pacific's Light Industrial and Office Park zones, while the same report assumes 11.33 employees per acre for comparable industrial lands in adjacent Sumner.[1]

To develop an alternate set of assumptions, BERK reviewed both the Pierce County BLR's description of achieved employee densities in Pacific in previous years and the *Draft City of Sumner and City of Pacific Manufacturing/Industrial Center Designation Report and Plan*, prepared in 2009 by Community Attributes. The draft report includes an evaluation of industrial development capacity for the proposed Manufacturing/Industrial Center (MIC), based on a survey of employment densities in comparable industrial areas in the region. The MIC study concludes that a reasonable range of employment intensity for industrial development in the Sumner-Pacific area would be floor area ratios (FARs) of 0.21-0.26 at a density of one employee per 800-1,000 square feet of building area.

In addition, the 2014 Pierce County BLR documents commercial and industrial development activity reported by the City of Pacific to Pierce County. While no reporting information was available for the period 2008-2012, the report includes summaries for the years 2006 and 2007. Exhibit 8 summarizes the developed acreages reported and the average FAR achieved for the Commercial and Office Park zones.

The King County BLR for 2014 advanced assumptions collected in 2007. In 2007 BLR worksheets, square footages per employee equaled 650-800 square feet per industrial (LI) employee, similar to the MIC study low-range of 800 square feet. Additionally, the 2007 BLR worksheet estimated 400 square feet per employee for the OP zone and 500 square feet per employee for the Commercial zone. These King County BLR employee rates are applied along with the FAR results in the Pierce County BLR with more recent permit activity.

Exhibit 8. Summary of Commercial and Industrial Development Activity in City of Pacific – Pierce County

Zone	2006		2007		FAR (Weighted Average)
	Acres	FAR	Acres	FAR	
C	0	0	1.52	0.27	**0.27**
OP	6.52	0.23	2.86	0.37	**0.27**

Source: Pierce County BLR 2014

[1] The City of Sumner prepared its own capacity analysis and used 0.26 floor area ratio and 1,000 square feet per industrial employee. This is effectively 11.33 employees per acre.

Applying these FAR and employment density assumptions to Pierce County's parcel-based buildable lands model for Pacific resulted in an increase in employment capacity of 1,144 jobs, as shown in Exhibit 9.

Exhibit 9. City of Pacific Employment Capacity – Pierce County

Type	Zoning District	Floor Area Ratio[1]	Square Feet per Employee[2]	Equivalent Employees per Acre	2014 BLR Reported Employment Capacity	Updated Employment Capacity
Commercial	C	0.27	500	23.52	624	758
Industrial	LI	0.26	800	14.16	853	1,464
	OP	0.27	400	29.7	154	553
Total Employment Capacity					**1,631**	**2,775**

[1] Based on City permits reported in 2014 Pierce County BLR.

[2] Based on King County 2007 and 2014 BLR assumptions for C and OP, and 2009 MIC Study for LI.

Source: Pierce County BLR 2014 and BERK Consulting 2016

While the 2014 Pierce County BLR did not have permit information for some later years, the City has prepared an estimate of employees per acre using business license information, illustrating that the assumptions included in the analysis are supportable. See Attachment A.

Employment Target Adjustments

In addition to evaluating the buildable lands analysis assumptions, BERK examined the projected 2030-2035 growth targets for Pacific and Sumner. Guidance from PSRC indicates that current Pierce County 2030 growth targets anticipate that PSRC-classified Small Cities (which includes Pacific and Sumner) will absorb approximately 19% of future regional growth. However, based on the Regional Growth Strategy of VISION 2040, PSRC anticipates that Small Cities in Pierce County would instead absorb approximately 15% of future regional growth, which means that projecting a 2035 growth target based on a straight-line extension of current 2030 growth targets may overstate the amount of growth Pacific and Sumner will need to accommodate.

To evaluate the impact of this reduction in projected growth on future growth targets, BERK projected forward the adopted 2008-2030 employment targets established by Pierce County and calculated the share of the Small Cities target for which Pacific and Sumner are responsible, as shown in Exhibit 10 below. Having established the net growth for all Small Cities over 2008-2030 period, 2030-2035 growth was estimated using a straight-line projection to establish a baseline.

Exhibit 10. 2035 Straight-Line Projection vs. Reduced Trend Projection

Category	2008 Employment	Pierce County 2030 Total Target	Share of Small Cities Target	2008-2030 Net Growth	2030-2035 Net Growth (Straight-line)	2030-2035 Net Growth (Adjusted)	Percent 2030-35 Target Retained
Small Cities	40,343	67,985	-	27,642	6,282	4,960	**0.79**
Pacific	2,529	6,505	9.57%	3,976	904	475	**0.53**
Sumner	10,828	20,135	29.62%	9,307	2,115	1,469	**0.69**

Source: Pierce County Ordinance 2011-36s and BERK Consulting 2016

Assuming that the straight-line 2030-2035 employment growth estimate for the Small Cities category represents 19% of total employment growth in Pierce County over that time period, BERK calculated a new 2030-2035 growth estimate based on a 15% share, holding total County employment growth constant.

Adjusted Net Growth = (Straight Line Net Growth / 0.19) x 0.15

Comparing the new adjusted net growth numbers to the straight-line projection for each geography produces a reduction factor that can be applied to the 2035 growth targets described earlier in this memorandum. Exhibit 11 shows the comparison between 2035 growth targets derived using the straight-line method and the reduced trend method.

Exhibit 11. Adjusted 2035 Pierce County Employment Growth Targets

City	Method	2010 Employment	2030 Adopted Target	2010-2030 Net Growth Target[1]	2030-2035 Growth Target	2010-2035 Net Growth Target	2035 Total Employment Target
Pacific	Straight-line	2,071	6,505	4,124	1,031	5,156	**7,227**
	Trend	2,071	6,505	4,124	542	4,666	**6,737**
Sumner	Straight-line	9,825	20,135	9,308	2,327	11,636	**21,461**
	Trend	9,825	20,135	9,308	1,616	10,925	**20,750**

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

Source: Pierce County BLR 2014 and BERK Consulting 2016

Pierce County Employment Capacity Transfer

Based on the revised employment capacity calculations and the adjusted 2035 growth targets described in the previous two sections, Pacific's employment capacity and target are closer in balance, though a deficit would remain. This remaining deficit could potentially be alleviated by transferring a portion of its 2035 growth target to the City of Sumner. Considering the City's land capacity and the adjusted 2035 growth target, Sumner is anticipated to have excess capacity in both 2030 and 2035 and could absorb the additional growth target unaccommodated by the City of Pacific, as illustrated in Exhibit 12.

Exhibit 12. 2030 and 2035 Employment Capacity Comparison – Pacific and Sumner

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

Source: Pierce County BLR 2014; BERK Consulting 2016

As shown in Exhibit 11, Sumner's employment capacity can accommodate Pacific's target deficit of -1,349 by 2030, which would decrease Sumner's surplus to 2,236 jobs. By 2035, Sumner can accommodate Pacific's target deficit of 1,891, decreasing Sumner's capacity surplus to 78 jobs.

Exhibit 13 identifies the target adjustments that would need to be adopted by the Pierce County Council and reflected in an amended BLR.

Exhibit 13. 2030 and 2035 Employment Target Adjustments – Pacific and Sumner

A. Pacific Target Adjustment

	2010 Total Estimate	2030 Adopted Total Target	2010-2030 Growth Target	Adjusted Growth Target, 2010-2030	Displaced Employees	2010-2030 Growth Target, Final Adjusted[1]	2035 Growth Target Extension[2]	2035 Total Target	2010-2035 Growth Target	Capacity (2014)	2030 Surplus/ Deficit	2035 Surplus/ Deficit
Straight-Line Method	2,071	6,505	4,434	3,897	227	4,124	1,031	7,227	5,156	2,775	(1,349)	(2,381)
Trend Reduction Method	2,071	6,505	4,434	3,897	227	4,124	542	6,737	4,666	2,775	(1,349)	(1,891)
Adjusted Target	2,071	4,291	2,220	1,951	227	2,178	542	4,791	2,720	2,775	597	55

B. Sumner Target Adjustment

	2010 Total Estimate	2030 Adopted Total Target	2010-2030 Growth Target	Adjusted Growth Target, 2010-2030	Displaced Employees	2010-2030 Growth Target, Final Adjusted[1]	2030-2035 Extension	2035 Total Target	2010-2035 Growth Target	Capacity	2030 Surplus/ Deficit	2035 Surplus/ Deficit
Straight-Line Method	9,825	20,135	10,310	9,062	246	9,308	2,327	21,461	11,636	12,894	3,586	1,258
								After accepting Pacific target transfer:			*2,236*	*(633)*
Trend Reduction Method	9,825	20,135	10,310	9,062	246	9,308	1,616	20,750	10,925	12,894	3,586	1,969
								After accepting Pacific target transfer:			*2,236*	*78*
Adjusted Target	9,825	22,349	12,524	11,009	246	11,255	1,616	22,696	12,871	12,894	1,639	23

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

Source: Pierce County BLR 2014; BERK Consulting 2016

King County Employment Adjustments

As described in the discussion of available land capacity, the portion of the City of Pacific that lies in King County would have an employment capacity deficit of approximately 29 jobs in 2035, based on the assumptions of the 2014 King County BLR. The 2014 BLR carried forward the assumptions used in the 2007 BLR, applying a FAR of 0.2 to industrial zones and assuming 650 square feet per employee for vacant properties and 800 square feet per employee for redevelopable lots.

By re-evaluating these employment density assumptions, similar to the method used for Pierce County, additional employment capacity is available. Applying a consistent industrial FAR assumption of 0.26, as previously described in the 2009 MIC Study, and using an average of the 650-800 square feet per employee range, would result in capacity for an additional 45 employees in the King County portion of Pacific, which is sufficient to overcome the projected deficit. The adjustment is shown below in Exhibit 14.

Exhibit 14. King County Employment Capacity Adjustments

	2012 Zoned Capacity	2006-2012 Job Loss Adjustment[1]	2012 Total Capacity	2012-2031 Growth Target	2031 Surplus/ Deficit	2012-2035 Growth Target	2035 Surplus/ Deficit
2014 BLR	401	788	1,188	1,158	**30**	1,217	**-29**
Adjusted FAR Method	446	788	1,234	1,158	**76**	1,217	**17**

1. 2014 BLR reports 788 jobs lost 2006-2012. Empty job spaces can be refilled, so this capacity remains available.

Source: King County BLR 2014; King County IJT Technical Memo on Growth Targets, June 2013; BERK Consulting 2016

MANUFACTURING INDUSTRIAL CENTER (MIC) REQUIREMENTS

The Cities of Sumner and Pacific are requesting designation of a MIC addressing all of Sumner's M-1 and M-2 zones, light and heaving industrial respectively. Pacific has designated a portion of its LI zone with a MIC overlay.

The requirements for the MIC designation include:

- Compatibility with VISION 2040.
- Required Activity Levels:
  - Existing employment level of at least 10,000 jobs.
  - Target employment level of at least 20,000 jobs. (Based on the jurisdiction's adopted growth target.)
- At least 80% of property within the proposed MIC must have planned future land use and current zoning designation for industrial and manufacturing uses.
- Jurisdiction must address each topic in the MIC Plan Checklist in their subarea plan.

Based on existing jobs as well as the land capacity analysis above, following are the results showing that by 2035, total employment will include 20,000 jobs.

Exhibit 15. MIC Employment Capacity – Growth through 2035

Type	Zoning District	City-Based Capacity Assumption
Pacific Industrial	LI – MIC Overlay	1,047
Sumner Industrial[1]	M1 – all MIC	9,140
	M2 – all MIC	334
Total Employment Capacity		**10,521**
Existing Jobs 2010		**10,000**[2]
Total Jobs 2035		**20,521**

1 Based on City of Sumner Land Capacity developed in 2010, as updated with Sumner Meadows docket approval in 2014 (addition of 3,040 jobs). The BLR did not account for the Sumner Meadows docket application as it post-dated the timeframe of the BLR, but is otherwise similar in results as Sumner's Land Capacity analysis.

2. 2010 employment estimate pending verification. 2009 MIC Study estimated 9,470 employees as of 2008.

Source: Pierce County Buildable Lands Report 2014; BERK 2016

CONCLUSIONS

Regarding Pierce County Targets and Capacities

As documented in this memorandum, a combination of techniques can be applied to accommodate the next 20 years of growth in the Pacific-Sumner area and achieve successful designation of the Sumner-Pacific MIC.

- Increased employment density assumptions allow Pacific to provide additional land capacity beyond what is documented in the latest Pierce County BLR.
- While a straight-line projection is a common method there is no recommended method among Pierce County jurisdictions to extend targets beyond the year 2030 adopted by the Pierce County Council. Regionally, VISION 2040 provides a growth strategy and there are PSRC recommendations on bending the trend towards the Regional Growth Strategy. The role of Small Cities in absorbing regional growth is changing. As large metropolitan centers capture a greater share of regional growth in the future, Small Cities like Pacific and Sumner will experience lower levels of growth than has been previously projected. Future growth targets can therefore be reduced to reflect this trend.
- While Pacific has insufficient capacity to meet current growth targets, Sumner has excess capacity throughout its planning period and could potentially absorb additional growth beyond its adopted targets. Increasing Sumner's 2010-2035 net growth target by approximately 2,000 jobs would alleviate Pacific's projected deficit.

Regarding King County Targets and Capacities

The City of Pacific has sufficient housing capacity to meet its housing growth target at 2031 and 2035 (using a straight-line method recommended by the King County Interjurisdictional Team).

The King County employment growth target for employment, 2012-2031 can be met by the City's land capacity. A small deficit could occur at 2035 if the target is extended using the straight-line method recommended by the King County Interjurisdictional Team, and if there are no changes in the 2014 King

County BLR floor area ratios. However, based on revised employment floor area ratios documented in the 2014 Pierce County BLR, the City of Pacific could meet its King County employment growth target by 2035.

Attachment A: Sample Employees per Acre – Pierce County

Based on Business License information

Property Address	Zoning	Size of Lot	No. of Employees	Employees per Acre
120 130 140 County Line Rd. *Vacant Space Still Available	OP	2.85 Ac	6-12 2-10 26-50 34-72	11.9 to 25.2
767 Valentine	OP	1.65	51+	30.9
1091 Valentine Ave SE	C	.33	15	45.4
1089 Valentine Ave SE	C	.33	6-12	18.1 to 36.3
1188 Valentine Ave SE	C	.43	7-17	16.2 to 39.5
175 Roy Rd. Bldg. C Suite A	LI	1.04	25-50 51+	73 to 97.1
1223 Valentine Ave. SE	LI	1.9	26-50	13.6 to 26.3
1463 Valentine Ave. SE	LI	2.8	26-50	9.2 to 17.8
1334 Thornton Ave. SW	LI	1.9	26-50	13.6 to 26.3
111 Nyberg Rd. SW	LI	2.0	51+	25.5
1050 Butte Ave. E.	LI	1.93	26-50	13.4 to 25.9
251 Roy Rd SW	LI	3.4	51+	15
115 Roy Rd SW	LI	2.85	51+	17.8
1335 Valentine Ave SE	LI	2.09	30-50	14.3 to 23.9
1374 Valentine Ave SE	LI	1.4	13-25	9.2 to 17.8
1433 Valentine Ave. SE	LI	1.56	39-75	25 to 48
1350 Thornton Ave. SW	LI	1.9	19-37	10 to 19.4
951 Valentine Ave. SE	LI	.24	1-5	4.1 to 20.8

Pacific Comp Plan Update Needs

* Condition for certification and/or MIC designation

Global

1. Update years listed - current, horizon, plan adoption, etc.
2. Update cross-references for consistency with rest of the plan

Land use

1. *Text or table: Document growth targets for population (expressed in housing units) and for employment (update policy 18.1). Commerce is looking for population growth #s to be consistent in land use and housing chapters – I want population target, employment target, and approximate # of housing units.
2. *Text: Use consistent land use assumptions (housing and employment growth) throughout the plan.
3. *Text or table: Documentation that zoned development capacity can accommodate targets. Can do own analysis (with assumptions documented) or use county buildable lands reports. We have noted that there is a significant shortfall of employment capacity in the Pierce County portion of Pacific. This shortfall will ultimately need to be addressed and rectified in the comp plan. We will work with you to begin that process now, and recognize that full compliance may require more involved planning within the city and coordination with other jurisdictions, such as Pierce County and City of Sumner, which could theoretically be handled as a condition to certification.
4. Map: Update Future Land Use/Comp Plan map if there have been changes to future land use designations. Show the MIC.
5. *Policy: If not already added, identify the center as a candidate for a regional manufacturing industrial center designation in the local jurisdiction's comprehensive plan. See the eligibility requirements for regional MICs in the designation procedures.
6. Policy: Demonstrate how funding has been prioritized to advance development in centers and central places (MPP-DP-7, 10, 13; MPP-T-12; MPP-H-6).
7. Policy: Consider adding a policy to protect industrial land from encroachment by incompatible uses (MPP-DP-53). And do the same for any airports.
8. Policy: Policies LU 7.7 and 7.8 discuss buffering single family uses with multi-family. Adjacency to industrial areas may translate into residents in multi-family buildings living in areas with more noise and lower air quality, safety, and aesthetic qualities, which is inconsistent with MPP-En-4: *Ensure that all residents of the region, regardless of social or economic status, live in a healthy environment, with minimal exposure to pollution.*
9. Text and tables: Update land use data if it has changed. Update demographic data, including population and density.
10. Policy that promotes physical activity

~~9.~~11. Policy to protect quality and quantity of groundwater, promote LID

Housing

1. Text: Update demographic and economic information in the inventory and analysis section.
2. Policy: Address housing affordability needs that are in line with King County's goals in the CPPs (since there is no residential in the Pierce County portion of Pacific). Tailor policies to address this need through housing supply, types, affordability levels, and including new development and preservation as appropriate.
    a. King County CPPs: H-1 Address the countywide need for housing affordable to households with moderate, low and very-low incomes, including those with special needs. The countywide need for housing by percentage of Area Median Income (AMI) is:
        i. 50-80% of AMI (moderate) 16% of total housing supply
        ii. 30-50% of AMI (low) 12% of total housing supply
        iii. 30% and below AMI (very-low) 12% of total housing supply

State there is adequate land for anticipated housing

Include policy so that manufactured housing is not regulated differently than site built housing.

Utilities

1. Text: Update information on water, sanitary sewer, storm drainage, solid waste services, and other utilities as needed.

~~1.~~2. Identify the general location, proposed location, and capacity of all existing and proposed utilities.

Capital Facilities

~~2.~~3. Text: Update plan documents listed in Sections 1.1 and 4.

~~3.~~4. Text: Update information and LOS standards on water, sanitary sewer, storm drainage, parks, etc.

~~4.~~5. Text and/or policy: The comment on transportation finance in the PSRC June letter could be addressed in capital facilities. Financing (costs, revenues, reassessment) for other capital facilities should also cover the 20-year planning period. See Commerce Capital Facilities Guidebook section on financing.

6. Policy: Add a policy on connection to the sewer system to address MPP-PS-9: *Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system.*

7. Include policy that states capital budget decisions must be in conformance with the comprehensive plan.

8. The forecast of needed capital facilities should include approximate costs and funding sources. Identify any existing deficiencies and address how they will be overcome.

9. Ensure there is a policy to reassess the land use element if probable funding falls short.

~~5.~~10. IF impact fees are going to be collected, identify which public facilities the money will be spent on.

Economic Development

1. Table: Update employment table.
2. *Text: Update employment targets and capacity on p 3.

Public participation

1. Policy and/or text if not already included: A process to ensure public participation in the comprehensive planning process. RCW 36.70A.020(11), .035, and .140; WAC 365-196-600(3). The process should address annual amendments (if the jurisdiction allows for them) [RCW 36.70A.130(2), Amended in 2006], emergency amendments [RCW 36.70A.130(2)(b)], and may include a specialized periodic update process. Plan amendment processes may be coordinated among cities within a county [RCW 36.70A.130(2)(a)] and should be well publicized. (from Commerce checklist for cities)

Other:

Be sure there is a process (or reference to a process if it is in the dev regs) to address the siting of essential public facilities.

Include a statement or process that proposed regulatory or administrative actions do not result in an unconstitutional taking of private property. (See attorney general's advisory memorandum "Avoiding Unconstitutional Takings of Private Property" for guidance.

Acknowledge the goals and policies of the shoreline master program are considered an element of the comprehensive plan.

Ensure that internal consistency, coordination with MPPs and CWPPs, and adjacent jurisdictions is obvious or discussed.

Use the Commerce Periodic Checklist for Cities to ensure the minimum requirements are addressed.

AGENDA ITEM NO. 5C

AGENDA BILL NO. 16-022

TO: Mayor Guier and City Council Members

FROM: Public Works

MEETING DATE: February 22, 2016

SUBJECT: **Supplement No. 2 to** West Valley Highway Improvements King County Section

ATTACHMENTS:

- Resolution No. 2016-317
- AHBL Proposed Contract Amendment No. 2 for the King County portion of West Valley Highway Design Services (LAG Format)

Previous Council Review Date:

Background:

On August 13, 2013, in Resolution No. 2013-064, the City Council authorized the execution of a contract with AHBL, Inc. for the design engineering services associated with the West Valley Highway Improvements, in the amount of $199,701.94.

On July 2, 2014, in Resolution No. 2014-190, the City Council authorized the execution of Supplemental Agreement No. 1, which amended the above contract, for the purpose of expanding the scope of work, extending the deadline for completion and increasing the contract price by $10,236.47, to $209,938.47.

Summary: AHBL proposes to amend the original contract with Supplemental Agreement No. 2, in order to perform the scope of work described in Exhibit A-1 (which is attached to the Supplemental Agreement No. 2, also attached to this Staff Report). This additional work is for surveying to evaluate right-of-way requirements and provide further evaluation of additional storm water facilities and associated easements outside of the roadway corridor. The work described in Exhibit A-1 was not contemplated in the original contract or the last amendment because extend of stormwater needs had not been determined. Supplemental No. 2 extends the deadline for completion to June 30, 2016 and increases the contract amount by $37,958.01.

If the Council approves this Supplemental Agreement No. 2, the contract price is increased to $247,896.48, for the King County portion of the Project.

Recommendation/Action: Staff recommends Council authorize the Mayor to execute Supplemental Agreement No. 2, in the amount of $37,958.01, and approve Resolution No. 2016-317.

Motion for Consideration: Move to approve Resolution No. 2016-317, A RESOLUTION OF CITY OF PACIFIC, WASHINGTON, AUTHORIZING THE MAYOR TO EXECUTE SUPPLEMENTAL AGREEMENT NO. 2 WITH AHBL FOR ADDITIONAL ENGINEERING DESIGN AND LAND SURVEYING SERVICES FOR PREPARING RIGHT OF WAY ACQUISITION PLANS FOR THE KING COUNTY PORTION OF THE WEST VALLEY HIGHWAY IMPROVEMENT PROJECT; IN THE AMOUNT OF $37,958.01.

Budget Impact: If approved by City Council, the costs of the additional services is $37,958.01 and would be paid from the transportation and storm water budget.

Alternatives: None recommended.

CITY OF PACIFIC
WASHINGTON

RESOLUTION NO. 2016-317

A RESOLUTION OF CITY OF PACIFIC, WASHINGTON, AUTHORIZING THE MAYOR TO EXECUTE SUPPLEMENTAL AGREEMENT NO. 2 WITH AHBL FOR ADDITIONAL ENGINEERING DESIGN AND LAND SURVEYING SERVICES FOR PREPARATION OF RIGHT OF WAY ACQUISITION PLANS FOR THE KING COUNTY PORTION OF THE WEST VALLEY HIGHWAY IMPROVEMENT PROJECT, IN THE AMOUNT OF $37,958.01.

WHEREAS, the City Council, by Resolution No. 2013-064 approved a contract with AHBL for design engineering services for the King County portion of West Valley Highway Improvement Project for $199,701.94; and

WHEREAS, the City Council, by Resolution No. 2014-190 approved Supplemental Agreement No. 1 to the contract with AHBL for additional design engineering services for the King County portion of West Valley Highway Improvement Project in the amount of $10,236.47; and

WHEREAS, AHBL has prepared Supplemental Agreement No. 2 in the amount of $37,958.01 to purchase and review title reports, determine right-of-way and easement requirements for roadway, and provide further evaluation of additional storm water facilities and associated easements outside of the roadway corridor, and utility improvements; and

WHEREAS, Supplemental Agreement No. 2 increases the total amount of the design engineering services to $215,214.21 and extends the project to June 30, 2016; and

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

Section 1. The Pacific City Council hereby authorizes the Mayor to execute Supplement No. 2 to the contract authorized by Resolution No 2013-064 between the City of Pacific and AHBL, for additional design engineering and surveying services associated with the King County portion of the West Valley Highway Rehabilitation Project. The additional services contemplated by Supplemental Agreement No. 2 will add $37,958.01 to the contract amount of $209,938.47 for a new total of $247,896.48.

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

APPROVED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 22ND DAY OF FEBRUARY, 2016.

CITY OF PACIFIC

_____

LEANNE GUIER, MAYOR

ATTEST/AUTHENTICATED:

_____

AMY STEVENSON-NESS, CITY CLERK

APPROVED AS TO FORM:

_____

CAROL MORRIS, CITY ATTORNEY

Washington State Department of Transportation

Supplemental Agreement Number 002	Organization and Address AHBL, INC. 2215 N. 30TH STREET #300 TACOMA, WA 98403 Phone: (253) 383-2422	
Original Agreement Number		
Project Number	Execution Date	Completion Date 6/30/2016
Project Title W. Valley Highway Improvements (King County)	New Maximum Amount Payable $ 247,896.48	
Description of Work This Supplement includes additional AHBL civil engineering and land surveying services for the project. Also included are reimbursable services associated with the procurement of Title Reports for fronting and adjacent properties to the project. See attached scope of work for Supplement #2.		

The Local Agency of City of Pacific desires to supplement the agreement entered into with AHBL, Inc. and executed on 10/27/2014 and identified as Agreement No. _____

All provisions in the basic agreement remain in effect except as expressly modified by this supplement.

The changes to the agreement are described as follows:

I

Section 1, SCOPE OF WORK, is hereby changed to read:

See attached detailed scope of work for Supplemental Agreement 2, labeled Exhibit A-1.

II

Section IV, TIME FOR BEGINNING AND COMPLETION, is amended to change the number of calendar days for completion of the work to read: Completion date shall be extended to 06/30/2016

III

Section V, PAYMENT, shall be amended as follows:

The amount payable under this contract has increased by $37,958.01 from $209,938.47 to a new total of $247,896.48. See attached updated Exhibit E-1, Fee-Lump/Fixed/Unit and Exhibit F, Overhead Cost.

as set forth in the attached Exhibits A-1, E-1 and F, incorporated herein and by this reference made a part of this Supplement.

If you concur with this supplement and agree to the changes as stated above, please sign in the appropriate spaces below and return to this office for final action.

By: Sean Comfort, PE - VP

Consultant Signature

By: _____

Approving Authority Signature

Date

Exhibit A-1

Scope of Work

West Valley Highway Improvements

Supplement #2

King County Segment

AHBL, Inc.

EXHIBIT A-1 AHBL Scope of Work

Supplement No. 2

The following is Supplement No. 2 to our LAG Agreement for the West Valley Highway King County Section project. This Supplement includes additional AHBL civil engineering and land surveying services for the project. Also included are reimbursable services associated with the procurement of Title Reports for fronting and adjacent properties to the project.

During the process of completing our 30% Design it was determined that there are proposed road widening, retaining walls, transitional slopes and transitions to existing driveways from the road improvements transitions that will either require the acquisition of right-of-way and/or construction easements. In order to perform additional analysis for these improvements, title reports for the properties adjacent to the West Valley Highway corridor are required so that easements of record and other encumbrances can be identified. This will also allow AHBL to determine the amount of property acquisition required in order to provide the necessary road widening, retaining wall and transitional improvements.

Several value engineering alternatives were identified after the 30% submittal including the following:

- AHBL determined a significant quantity of underground detention pipe within the paved road section would be required to meet the stormwater quantity control requirements. This would be a significant cost to the project and maintenance of the stormwater facilities would be difficult to perform being that the facilities will be located within the paved traveled way. As a value engineering item, the City staff has determined that there is a potential to provide above ground stormwater detention within several parcels that are outside of the existing West Valley Highway right-of-way and not currently owned by the City. Prior to the 30% submittal additional property acquisition for stormwater detention was not a known alternative for the project. Moving the location of the detention system requires AHBL to resize the detention system and change the route of stormwater conveyance piping. The design drawings and storm drainage report both require changes. In order to perform additional stormwater analysis of these parcels, a boundary and topographic survey of the identified parcels is required. Title reports for these parcels are also required so that easements of record and other encumbrances within the parcels can be identified. This will also allow AHBL to determine the amount of property acquisition required in order to provide the above ground detention. Project construction costs decrease through the use of above ground detention.

- The original geotechnical report provided a recommendation only for replacement of the full depth of asphalt concrete pavement. Lack of an overlay recommendation in combination with the qualitative valuation that the pavement is in poor condition led the design team to recommend full replacement of all asphalt concrete pavement. As a value engineering item the City staff indicated in their experience the existing soil conditions and pavement section with a pavement overlay will meet the pavement design requirements. In addition, the use of asphalt overlay decrease the quantity of replaced impervious surfaces. Therefore, the stormwater detention and water quality

Civil Engineers

Structural Engineers

Landscape Architects

Community Planners

Land Surveyors

Neighbors

TACOMA

2215 North 30th Street
Suite 300
Tacoma, WA 98403-3350
253.383.2422 TEL

www.ahbl.com

facilities will be resized based on smaller tributary areas. In addition, the roadway profile will be redesigned to accommodate an overlay as opposed to a replacement. The sizes of the facilities will decrease. The design drawings and storm drainage report both require changes including changes to pavement removal and replacement limits. AHBL did not have the City's information regarding pavement overlay prior to the 30% submittal. Project construction costs decrease through the use pavement overlays.

- As a value engineering item, City staff requested the use of pervious pavement along the shared use path. Pervious pavement generates less runoff than traditional pavement. Therefore, the stormwater detention facilities will be resized based on revised tributary areas and runoff rates. The size of the facilities will decrease. The design drawings and storm drainage report both require changes based upon the changes to the shared use path material. Project construction costs decrease through the use of pervious concrete.

- Change the opinion of probable cost to include above ground detention facilities.

The title reports will also be utilized by AHBL in preparing a Right-of-Way plan in conjunction with the 60% Design submittal. This right-of-way plan will be used as the basis for Grant Applications from the City to the State for Right-of-Way acquisition for the project.

Our scope of services is listed below.

Civil Engineering – 2130176.10

Value Engineering Analysis Changes

1. Utilizing the right-of-way and topographic survey map provided by AHBL land survey division, change 60% Design Documents with removal of several underground stormwater detention facilities and replacement with above ground stormwater detention facilities. Included changing the route of the conveyance systems upstream and downstream of the detention facilities. Plan changes occur on approximately 25 sheets. Two plan sheets have been added.

2. Change 60% Design Documents to remove of pavement replacement to the maximum extent possible and replacement with pavement overlay. Plan changes occur on approximately 26 sheets.

3. Change 60% Design Documents to include pervious concrete along shared use paths. Plan changes occur on approximately 26 sheets.

4. Change stormwater water quantity and quality calculations to include above ground detention system. Resizing of the stormwater quality and detention facilities is required in addition to the storm drainage report narrative, exhibits, and figures.

5. Change the opinion of probable cost to include above ground detention improvements and other costs saving identified after the 30% Design Documents submittal.

Reimbursable Expenses

6. Reimbursable expenses for all disciplines including mileage and reprographic expenses. This will be billed on a time and expense basis.

Land Surveying – 2140392.50

Boundary and Topographic Survey

7. Completion of a boundary and topographic survey of the identified parcels for above-ground detention facilities.

8. Provide the Civil Engineering division a base map for completing engineering design.

Title Report Documents

9. Preparation of a map identifying parcels that need title reports. Distribution to First American Title Insurance company who will provide title reports for each parcel

10. Review each of the title reports and identify easements and other encumbrances. Verify parcel lines and add any easements or restrictions of record to survey base map.

11. Preparation of a 60% Right-of-Way plan identifying proposed right-of-way acquisition for project improvements.

Reimbursable Expenses

12. Reimbursable expenses for all disciplines including mileage and reprographic expenses. Also included are title company expenses associated with providing title reports for the identified parcels adjacent to the West Valley Highway corridor. This will be billed on a time and expense basis.

Exhibit E-1

Fee- Lump/Fixed/Unit

(backup)

West Valley Highway Improvements

Supplement #2

King County Segment

AHBL, Inc.

Exhibit E -1
Consultant Fee Determination Summary Sheet
(Lump Sum Cost Plus Fixed Fee, Cost per unit Work)

Project: West Valley Highway Preliminary Design (King County)

Consultant: ABHL, Inc.

Direct Salary Cost (DSC) Original

Classification	**Man Hours**			**Direct Labor Rate**	**Cost**
Principal Civil	41.00	X	$	64.52	$ 2,645.32
PM Civil	112.00	X	$	44.23	$ 4,953.76
PE 4 Civil	40.00	X	$	37.50	$ 1,500.00
PE 4 Civil	236.00	X	$	34.86	$ 8,226.96
Proj Admin Civil	10.00	X	$	27.88	$ 278.80
Tech 2 Civil	140.00	X	$	27.16	$ 3,802.40
Word Proc	3.00	X	$	22.54	$ 67.62
Prin. Planning	85.00	X	$	52.88	$ 4,494.80
Planner 3	84.00	X	$	26.00	$ 2,184.00
Principal Survey	12.00	X	$	52.88	$ 634.56
PM Survey	24.00	X	$	42.32	$ 1,015.67
Survey Tech	28.00	X	$	26.44	$ 740.38
Chief of Parties	6.00	X	$	38.46	$ 230.77
Party Chief	52.00	X	$	28.84	$ 1,499.68
Chainman	52.00	X	$	23.18	$ 1,205.10
				Original Contract Sub TOTAL DSC	$ 33,479.82

Direct Salary Cost (DSC) Amendment #1
Direct Salaray Rates as of October 1, 2014

Classification	**Man Hours**			**Direct Labor Rate**	**Cost**
Principal Survey	6.00	X	$	52.88	$ 317.28
PM Survey	8.00	X	$	42.71	$ 341.68
Survey Tech	12.00	X	$	27.24	$ 326.88
Chief of Parties	4.00	X	$	39.04	$ 156.16
Party Chief	40.00	X	$	28.84	$ 1,153.60
Chainman	40.00	X	$	20.00	$ 800.00
				Amendment #1 Sub TOTAL DSC	$ 3,095.60

Direct Salary Cost (DSC) Amendment #2

Classification	Man Hours			**Direct Labor Rate**	Cost
Principal Civil	3.00	X	**$**	**67.31**	$ 201.93
PM Civil	10.00	X	**$**	**47.60**	$ 476.00
??	0.00	X	**$**	**38.63**	$ -
PE 5 Civil	80.00	X	**$**	**38.70**	$ 3,096.00
Proj Admin Civil	0.00	X	**$**	**29.81**	$ -
Tech 3 Civil	32.00	X	**$**	**29.33**	$ 938.56
Word Proc	4.00	X	**$**	**24.28**	$ 97.12
Prin. Planning	0.00	X	**$**	**52.89**	$ -
Landscape PM	0.00	X	**$**	**34.52**	$ -
Principal Survey	6.00	X	**$**	**67.31**	$ 403.86
PM Survey	51.00	X	**$**	**43.96**	$ 2,241.96
Survey Tech	17.00	X	**$**	**29.81**	$ 506.77
PM Survey	1.00	X	**$**	**41.83**	$ 41.83
Party Chief	14.00	X	**$**	**33.65**	$ 471.10
Chainman	14.00	X	**$**	**23.50**	$ 329.00
					$ -
					$ -
				Amendment #2 Sub TOTAL DSC	$ 8,804.13

Overhead (OH Cost -- including Salary Additives)						
(original)	**OH Rate X DSC of**	200.88%	X	$ 33,479.82	= $	67,254.27
(Supplement #1)	**OH Rate X DSC of**	200.88%	X	$ 3,095.60	= $	6,218.44
(Supplement #2) FYE 2014 rate issued 8/2015	**OH Rate X DSC of**	201.80%	X	$ 8,804.13	= $	17,766.73
Subtotal					$	91,239.44
Fixed Fee (FF)						
(original)	**FF Rate x DSC of**	29.80%	X	$ 33,479.82	= $	9,976.99
(Amendment #1)	**FF Rate x DSC of**	29.80%	X	$ 3,095.60	= $	922.49
(Amendment #2)	**FF Rate x DSC of**	29.80%	X	$ 8,804.13	= $	2,623.63
Subtotal					$	13,523.11
Reimbursables						
Printing/reproductions					$	1,500.00
Mileage					$	307.36
Locate Services for Survey					$	2,800.00
Supplement #2 - Title Reports (including sales tax from First American Title)					$	7,726.80
Supplement #2 - Reproduction					$	1,000.00
Supplement #2 - Mileage (34mi round trip AHBL to Pacific x 2 Round trips at 54 cents/mi)					$	36.72
				SubTotal Reimbursables =	$	13,370.88
Subconsultants						
	AMEC				$	32,946.53
	HRA				$	10,424.97
	Theresa Dusek				$	17,813.00
	Transpo				$	23,199.00
Subconsultant Total					$	84,383.50
	Original Contract Total				$	199,701.94
	Supplement #1 subtotal				$	10,236.53
	Supplement #2 subtotal				$	37,958.02
Grand Total					$	247,896.48

AHBL Staff Hours per Task **8/1/2013**
West Valley Highway Preliminary Design (King County)

AHBL Overhead rate	200.88%
Negoiated Fixed Fee	29.80%

				CIVIL ENGINEERING							PLANNING	
	Work Task	**Total**	**Total**	**SC**	**TS**	**MSK**	**AB**	**Sheri**	**Frank**	**LK**	**LK**	**SC**
TASK 1	**Management/Coordination/Administration**	**Task Cost ($)**	**Task Hours**	**Principal Civil**	**PM Civil**	**PE 4 Civil**	**PE 4 Civil**	**Proj Admin Civil**	**Tech 2 Civil**	**Word Proc**	**Prin. Planning**	**Planner 3**
	Through Design	$0.00	0.00									
1.1	Provide Professional Project Management	$3,048.87	18.00	8	8							2
1.2	Prepare and Update Monthly Schedule	$5,087.58	36.00	4	12	6	6				4	4
1.3	Provide monthly progress reports in memorandum format to the City	$5,171.84	36.00	4	12	2	8				6	4
1.4	Provide monthly progress billing to the City	$1,810.14	11.00	3	8							
1.5	Coordinate with City Staff/WSDOT	$6,495.61	50.00	6	12		6				6	20
1.6	Provide QA/QC reviews of all submittals (30%, 60%, 90%, and PS&E submittals)	$0.00	0.00									
Total	**TASK 1 Management/Coordination/Administration**	**$21,614.04**	**151.00**	**25.00**	**52.00**	**8.00**	**20.00**	**0.00**	**0.00**	**0.00**	**16.00**	**30.00**
	Billing Rate			$213.35/hr	$146.26/hr	$124.01/hr	$115.28/hr	$92.19/hr	$89.81/hr	$74.54/hr	$174.86/hr	$85.98/hr
	Task Total - Civil	**$ 16,236.92**		$ 5,333.87	$ 7,605.51	$ 992.04	$ 2,305.50	$ -	$ -	$ -	$ 2,797.82	$ 2,579.30
	Task Total - Planning	**$ 5,377.12**										
	Task Total - Survey	**$ -**										
	TASK 1 Management/Coordination/Administration	**$ 21,614.04**										

				CIVIL ENGINEERING							PLANNING	
	Work Task	**Total**	**Total**	**SC**	**TS**	**MS**	**AB**	**Sheri**	**Frank**	**LK**	**LK**	**SC**
TASK 2	**Environmental Permitting**	**Task Cost ($)**	**Task Hours**	**Principal Civil**	**PM Civil**	**PE 4 Civil**	**PE 4 Civil**	**Proj Admin Civil**	**Tech 2 Civil**	**Word Proc**	**Prin. Planning**	**Planner 3**
2.1	APE Map, Letter & Coordination	$524.59	3.00								3	0
2.2	Complete Draft ECS	$5,210.99	42.00								18	24
2.3	Complete Final Draft ECS	$1,043.36	8.00								4	4
2.4	Complete Final ECS	$521.68	4.00								2	2
2.5	Coordinate with Suconsultants, Review Reports	$2,797.82	16.00								16	0
2.6	Prepare Environmental Justice Report	$1,221.14	8.00								6	2
2.7	Prepare Air Quality Checklist	$1,645.40	11.00							1	8	2
2.8	Prepare SEPA Checklist, Monitor Decision	$3,817.90	32.00								12	20
Total	**TASK 2 Environmental Permitting**	**$16,782.87**	**124.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**69.00**	**54.00**
	Hourly Rate			$213.35/hr	$146.26/hr	$124.01/hr	$115.28/hr	$92.19/hr	$89.81/hr	$74.54/hr	$174.86/hr	$85.98/hr
	Task Total - Civil	**$ 74.54**		$ -	$ -	$ -	$ -	$ -	$ -	$ 74.54	$ 12,065.59	$ 4,642.75
	Task Total - Planning	**$ 16,708.33**										
	Task Total - Survey	**$ -**										
	TASK 2 Environmental Permitting	**$ 16,782.87**										

				CIVIL ENGINEERING							PLANNING	
	Work Task	**Total**	**Total**	**SC**	**TS**	**MS**	**AB**	**Sheri**	**Frank**	**LK**	**LK**	**SC**
TASK 3	**Preliminary Design**	**Task Cost ($)**	**Task Hours**	**Principal Civil**	**PM Civil**	**PE 4 Civil**	**PE 4 Civil**	**Proj Admin Civil**	**Tech 2 Civil**	**Word Proc**	**Prin. Planning**	**Planner 3**
3.1	Prepare plan sheets 1"=40' plan views per sheet, 16 sheets	$20,426.50	184.00		24		100		60			
3.2	Prepare 30%/60% Detail Sheets	$6,021.95	60.00		4		16		40			
3.4	Prepare 30%/60% summary memo	$4,700.55	38.00	2	4		32					
3.5	Prepare 30%/60% Cost Estimate	$3,848.19	30.00	2	4	8	16					
3.6	Prepare 30%/60% Outline Specifications	$2,861.97	22.00	2	4	10	4			2		
3.7	Quality Review (30% & 60%)	$3,407.33	22.00	6	8	4	4					
3.8	Submittal 30%/60% to City and WSDOT for review	$2,394.78	20.00	2	4		4	10				
3.9	30% & 60% Plan revisions	$11,040.35	100.00	2	8	10	40		40			
Total	**TASK 3 Preliminary Design**	**$54,701.61**	**476.00**	**16.00**	**60.00**	**32.00**	**216.00**	**10.00**	**140.00**	**2.00**	**0.00**	**0.00**
	Hourly Rate			$213.35/hr	$146.26/hr	$124.01/hr	$115.28/hr	$92.19/hr	$89.81/hr	$74.54/hr	$174.86/hr	$85.98/hr
	Task Total - Civil	**$ 54,701.61**		$ 3,413.68	$ 8,775.59	$ 3,968.16	$ 24,899.41	$ 921.94	$ 12,573.78	$ 149.07	$ -	$ -
	Task Total - Planning	**$ -**										
	Task Total - Survey	**$ -**										
	TASK 3 Preliminary Design	**$ 54,701.61**										

AHBL Staff Hours per Task **8/1/2013**

West Valley Highway Preliminary Design (King County)

				LAND SURVEYING								
	Work Task	**Total**	**Total**	**DF**	**BD**	**TD**	**DR**	**TW**	**RL**			
TASK 4	**Survey**	**Task Cost ($)**	**Task Hours**	**Principal Survey**	**PM Survey**	**Survey Tech**	**Chief of Parties**	**Party Chief**	**Chainman**			
4.1	Research Record Drawing and other record Data	$ 559.77	4.00		4							
4.2	Boundary/ROW Mapping	$ 3,498.31	24.00	4	20							
4.3	Topographic Survey-field	$ 8,944.15	104.00					52	52			
4.4	Topographic Survey-office	$ 2,861.65	30.00			24	6					
4.5	Quality Review	$ 699.45	4.00	4								
4.6		$ -	0.00									
4.7	Submittal to City and WSDOT for review	$ -	0.00									
	Plan Revisions	$ 1,049.21	8.00	4		4						
Total	**TASK 4 Survey**	$17,612.55	**174.00**	**12.00**	**24.00**	**28.00**	**6.00**	**52.00**	**52.00**	**0.00**	**0.00**	**0.00**
	Direct labor Rate	+		**$ 52.88**	**$ 42.32**	**$ 26.44**	**$ 38.46**	**$ 28.84**	**$ 23.18**			
	Hourly Rate			$174.86/hr	$139.94/hr	$87.44/hr	$127.18/hr	$95.37/hr	$76.64/hr	$0.00/hr	$0.00/hr	$0.00/hr
	Task Total - Survey	**$ 17,612.55**		$ 2,098.36	$ 3,358.63	$ 2,448.30	$ 763.11	$ 4,959.13	$ 3,985.02	$ -	$ -	$ -
	TASK 4 Survey	**$ 17,612.55**										

				LAND SURVEYING							PLANNING	
	Work Task	**Total**	**Total**	**DF**	**BD**	**TD**	**DR**	**RC**	**CD**		**LK**	**BM**
AMD 1	**Survey Amendment #1 October 2014**	**Task Cost ($)**	**Task Hours**	**Principal Survey**	**PM Survey**	**Survey Tech**	**Chief of Parties**	**Party Chief**	**Chainman**		**Prin**	**PM**
AMD 1.1	Additional topo outside of ROW	$ 9,106.66	102.00	6		12	4	40	40			
AMD 1.2	Review Title reports	$ 1,129.87	8.00		8							
		$ -	0.00									
Total	**AMD 1 Survey Amendment #1 October 2014**	**$10,236.53**	**110.00**	**6.00**	**8.00**	**12.00**	**4.00**	**40.00**	**40.00**	**0.00**	**0.00**	**0.00**
	Direct labor Rate	+		**$ 52.88**	**$ 42.71**	**$ 27.24**	**$ 39.04**	**$ 28.84**	**$ 20.00**			
	Hourly Rate			$174.86/hr	$141.23/hr	$90.08/hr	$129.10/hr	$95.37/hr	$66.14/hr	$74.54/hr	$174.86/hr	$85.98/hr
	Task Total - Survey	**$ 10,236.53**		$ 1,049.18	$ 1,129.87	$ 1,080.93	$ 516.39	$ 3,814.72	$ 2,645.44	$ -	$ -	$ -
		$ -										
		$ -										
	AMD 1 Survey Amendment #1 October 2014	**$ 10,236.53**										

AHBL Staff Hours per Task **8/1/2013**
West Valley Highway Preliminary Design (King County)

AHBL Overhead rate FYE 2014 issued Aug 11, 2015 201.80%

				CIVIL ENGINEERING							PLANNING	
	Work Task	**Total**	**Total**	**SC**	**BF**	**??**	**AB**	**Sheri**	**Frank**	**LK**	**LK**	**SS**
Supp 2	**Supplemental Agreement #2 King County - Civil**	**Task Cost ($)**	**Task Hours**	**Principal Civil**	**PM Civil**	**??**	**PE 5 Civil**	**Proj Admin Civil**	**Tech 3 Civil**	**Word Proc**	**Prin. Planning**	**Landscape PM**
S2.1	Change from Underground Detention to Above Ground Detention	$6,003.92	49.00	1	4		28		16			
S2.2	Change Full Section Pavement Removal to Pavement Overlay	$3,370.22	27.00	1	2		16		8			
S2.3	Change Standard Pavement Along Shared Use Paths to Pervoius Pavement	$2,281.34	19.00		1		12		6			
S2.4	Change Stomwater Quanity and and Quality Calculations and reports	$3,622.03	29.00	1	2		20		2	4		
S2.5	Change the Opinion of Probable Costs	$671.16	5.00		1		4					
S2.6		$0.00	0.00									
S2.7		$0.00	0.00									
S2.8		$0.00	0.00									
Total	**Supp 2 - Supplemental Agreement #2 King County - Civil**	**$15,948.67**	**129.00**	**3.00**	**10.00**	**0.00**	**80.00**	**0.00**	**32.00**	**4.00**	**0.00**	**0.00**
				$67.31/hr	$47.60/hr	$38.63/hr	$38.70/hr	$29.81/hr	$29.33/hr	$24.28/hr	$52.89/hr	$34.52/hr
	Hourly Rate			$223.20/hr	$157.84/hr	$128.10/hr	$128.33/hr	$98.85/hr	$97.26/hr	$80.51/hr	$175.38/hr	$114.47/hr
	Task Total - Civil	**$ 15,948.67**		$ 669.60	$ 1,578.42	$ -	$ 10,266.34	$ -	$ 3,112.26	$ 322.05	$ -	$ -
	Task Total - Planning	**$ -**										
	Supp 2 - Supplemental Agreement #2 King County - Civil	**$ 15,948.67**										

AHBL Overhead rate FYE 2014 issued Aug 11, 2015 201.80%

				LAND SURVEYING						
	Work Task	**Total**	**Total**	**DF**	**BD**	**TD**	**DR**	**DV**	**GD**	
Supp 2	**Supplemental Agreement #2 KIng County - Land Surveying**	**Task Cost ($)**	**Task Hours**	**Principal Survey**	**PM Survey**	**Survey Tech**	**PM Survey**	**Party Chief**	**Chainman**	
S2.1	Additional topo of Jovita Culvert downstream route	$3,187.24	33.00			4	1	14	14	
S2.2	Review Title reports and plot easements	$7,491.28	53.00		48	5				
S2.3	Quality Review	$892.80	4.00	4						
S2.4	Prep. of a 60% ROW plan for proposed ROW acquisition for project improvements	$1,674.51	13.00	2	3	8				
S2.5		$0.00	0.00							
S2.6		$0.00	0.00							
S2.7		$0.00	0.00							
S2.8		$0.00	0.00							
S2.9		$0.00	0.00							
Total	**Supp 2 - Supplemental Agreement #2 KIng County - Land Surveying**	**$13,245.83**	**103.00**	**6.00**	**51.00**	**17.00**	**1.00**	**14.00**	**14.00**	**0.00**
	Direct labor Rate	+		**$ 67.31**	**$ 43.96**	**$ 29.81**	**$ 41.83**	**$ 33.65**	**$ 23.50**	
	Hourly Rate			$223.20/hr	$145.77/hr	$98.85/hr	$138.71/hr	$111.58/hr	$77.93/hr	
	Task Total - Suvey	**$ 13,245.83**		$ 1,339.20	$ 7,434.34	$ 1,680.45	$ 138.71	$ 1,562.17	$ 1,090.96	$ -
		$ -								
	Supp 2 - Supplemental Agreement #2 KIng County - Land Surveying	**$ 13,245.83**								

AHBL Staff Hours per Task **8/1/2013**

West Valley Highway Preliminary Design (King County)

PROJECT SUMMARY

	CIVIL	PLANNING	SURVEY	TOTAL		
TASK 1 Management/Coordination/Administration	$ 16,236.92	$ 5,377.12	$ -	$ 21,614.04		
TASK 2 Environmental Permitting	$ 74.54	$ 16,708.33	$ -	$ 16,782.87		
TASK 3 Preliminary Design	$ 54,701.61	$ -	$ -	$ 54,701.61		
TASK 4 Survey	$ -	$ -	$ 17,612.55	$ 17,612.55		
Supplement #1 Survey	$ -	$ -	$ 10,236.53	$ 10,236.53		
Supplement #2 Civil + Survey	$ 15,948.67	$ -	$ 13,245.83	$ 29,194.50		
					From E-1	Back check Diff
PROJECT TOTAL	$ 86,961.73	$ 22,085.46	$ 41,094.91	$ 150,142.10	$ 150,142.10	$ -
Reimbursable Expenses						
Locate Services for Survey				$ 2,800.00		
Reproduction				$ 1,500.00		
Mileage (34mi round trip AHBL to Pacific x 16 Round trips)				$ 307.36	From E-1	Back check Diff
Total				$ 4,607.36	$ 4,607.36	$ -
Reimbursable Expenses Supplement #2						
Title Reports (including sales tax from First American Title)				$ 7,726.80		
Reproduction				$ 1,000.00		
Mileage (34mi round trip AHBL to Pacific x 2 Round trips at 54 cents/mi)				$ 36.72	From E-1	Back check Diff
Total				$ 8,763.52	$ 8,763.52	$ -
Grand Total Reimbursables				$ 13,370.88		
Subconsultant						
AMEC				$ 32,946.53		
HRA				$ 10,424.97		
Theresa Dusek				$ 17,813.00		
Transpo				$ 23,199.00	From E-1	Back check Diff
Total Subconsultant				$ 84,383.50	$ 84,383.50	$ -
					From E-1	Back check Diff
Original Contract Total				$ 199,701.94	$ 199,701.94	$ -
Supplement #1 Total				$ 10,236.53	$ 10,236.53	$ -
Supplement #2 Total				$ 37,958.02	$ 37,958.02	$ -
Grand Total				**$ 247,896.48**	$ 247,896.48	$ -

DeNese Montgomery
Title Production Manager
Date Sent: Wednesday, January 13, 2016 2:28 PM

We have bundled the parcels where applicable and reduced the charge $100 per extra parcel, providing they come from the same chain of title;

Tax Parcel Number	Name	FEE	TAX	Total	NOTES
3751606577	PHAM	$350.00	$33.60	$383.60	
3353404470	AALCO PACIFIC	$350.00	$33.60	$383.60	
3353404460	AALCO PACIFIC	$350.00	$33.60	$383.60	
3353404350	AALCO PACIFIC	$450.00	$43.20	$493.20	
3353404340	SWAMP	$350.00	$33.60	$383.60	
3521049053	SALLEY	$350.00	$33.60	$383.60	
3521049054	NGUYEN	$350.00	$33.60	$383.60	
3521049055	TOBIASON	$350.00	$33.60	$383.60	
3521049056	SUTHERLAND	$350.00	$33.60	$383.60	
3521049076	WELCH	$350.00	$33.60	$383.60	report to include 352104-9013, 352104-9022 & 352104-9076
3521049013	WELCH	$100.00	$9.60	$109.60	report to include 352104-9013, 352104-9022 & 352104-9076
3521049022	WELCH	$100.00	$9.60	$109.60	report to include 352104-9013, 352104-9022 & 352104-9076
3521049025	ZHUK	$350.00	$33.60	$383.60	Report to include 352104-9025 & 352104-9026
3521049083	LEENSTRA	$750.00	$72.00	$822.00	
3353404150	LEENSTRA	$350.00	$33.60	$383.60	
3353404200	ECK	$350.00	$33.60	$383.60	
3353404100	CAMPBELL	$450.00	$43.20	$493.20	
3353404090	WEST VALLEY	$450.00	$43.20	$493.20	
3521049073	LEENSTRA	$350.00	$33.60	$383.60	report to include 352104-9073 & 335340-1860
3521049026	LEENSTRA	$100.00	$9.60	$109.60	Report to include 352104-9025 & 352104-9026
3353401860	LEENSTRA	$100.00	$9.60	$109.60	report to include 352104-9073 & 335340-1860

KING COUNTY TOTAL $7,726.80

PIERCE CO

PARCEL NO	TAXPAYER	FEE	TAX	TOTAL	NOTES
042002 2005	Edgewood	$350.00	$32.90	$382.90	
042002 1009	Shangri-La	$350.00	$32.90	$382.90	
042002 1004	Day	$350.00	$32.90	$382.00	work with 042002 1020 and 1064
042002 1020	Day	$100.00	$9.40	$109.40	work with 0420021004; 1064
042002 1064	Day	$100.00	$9.40	$109.40	work with 042002 1020 and 1004
042002 1022	Holroyd	$350.00	$32.90	$382.90	
042002 1038	Day	$350.00	$32.90	$382.90	
042002 1027	Mader	$350.00	$32.90	$382.90	work with 042002 1059
042002 1059	Mader	$100.00	$9.40	$109.40	work with 042002 1027
042002 1058	Cameron	$350.00	$32.90	$109.40	
042002 1042	Amerigas	$350.00	$32.90	$382.90	
449570 0020	Mooneyham	$350.00	$32.90	$382.90	work with 449570 0012
449570 0012	Mooneyham	$100.00	$9.40	$109.40	work with 449570 0020

PIERCE COUNTY TOTAL $3,609.30

GRAND TOTAL $11,336.10

Exhibit F

Overhead Cost

(backup)

West Valley Highway Improvements

Supplement #2

King County Segment

AHBL, Inc.

Washington State Department of Transportation

Lynn Peterson
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

August 11, 2015

AHBL, Inc.
2215 N 30th Street, Suite 300
Tacoma, WA 98403

Subject: Acceptance FYE 2014 ICR - Negotiated

Dear Ms. Joyce Bell:

We have negotiated and accepted your firms FYE 2014 Indirect Cost Rate (ICR) of 201.80%. This ICR acceptance is in accordance with 23 CFR 172.7 and must be updated on an annual basis. This rate will be applicable for:

- ☐ WSDOT Agreements
- ☒ Local Agency Contracts in Washington State only

Costs billed to agreements/contracts will still be subject to audit of actual costs, based on the terms and conditions of the respective agreement/contract.

This was not a cognizant review. Any other entity contracting with the firm is responsible for determining the acceptability of the ICR.

If you have any questions, feel free to contact our office at (360) 705-7104 or via email consultantrates@wsdot.wa.gov.

Regards;

ERIK K. JONSON
Manager, Consultant Services Office

EKJ:kal

Appendix A. Example Contractor Cost Certification

Certification of Final Indirect Costs

Firm Name: AHBL, Inc.

Indirect Cost Rate Proposal: 201.8

Date of Proposal Preparation (mm/dd/yyyy): 6/10/2015

Fiscal Period Covered (mm/dd/yyyy to mm/dd/yyyy): 1/01/2014 to 12/31/2014

I, the undersigned, certify that I have reviewed the proposal to establish final indirect cost rates for the fiscal period as specified above and to the best of my knowledge and belief:

1.) *All costs included in this proposal to establish final indirect cost rates are allowable in accordance with the cost principles of the Federal Acquisition Regulations (FAR) of title 48, Code of Federal Regulations (CFR), part 31.*
2.) *This proposal does not include any costs which are expressly unallowable under the cost principles of the FAR of 48 CFR 31.*

All known material transactions or events that have occurred affecting the firm's ownership, organization and indirect cost rates have been disclosed.

Signature: Doreen Gavin

Name of Certifying Official (Print): Doreen Gavin

Title: President

Date of Certification (mm/dd/yyyy): 06/11/2015

AHBL, Inc.
Indirect Cost Rate Schedule
Year Ending December 31, 2014

Account	P & L Amount	Unallowable Adjustment		Adjusted Amount	%
Direct Labor Base	3,072,397	16,629	L	3,055,768	
Salary O.M.					
Health Care	695,290	10,477	H	684,813	22.41%
Disability Insurance	12,758			12,758	0.42%
Life Insurance	2,252			2,252	0.07%
Officer Life Insurance	7,875	7,875	K	0	0.00%
Bonuses	289,025	289,025	P	0	0.00%
Holiday	168,501			168,501	5.51%
Sick	95,723			95,723	3.13%
Vacation	415,333			415,333	13.59%
Pension & 401K	67,026			67,026	2.19%
Payroll Taxes	626,082			626,082	20.49%
Deferred Comp.	993,493	438,480	I	555,014	18.16%
Total Salary O.M.	3,373,359	745,857		2,627,502	85.99%
General & Administrative					
Indirect Salaries	1,907,320	72,618	A,L,S	1,834,702	60.04%
Advertising/Marketing	27,941	27,941	A	0	0.00%
Bank Charges	2,168			2,168	0.07%
Computer & Software	183,430			183,430	6.00%
Contributions	7,962	7,962	C	0	0.00%
Equipment Rental	25,985			25,985	0.85%
Depreciation/Amortization	76,640	783	O	75,857	2.48%
Dues & Subscriptions	19,681	4,950	R	14,731	0.48%
Education	22,903			22,903	0.75%
Entertainment	10,915	10,915	E	0	0.00%
Employee Relations	55,119	47,239	D,F,G	7,880	0.26%
Insurance-General	105,222			105,222	3.44%
Office Supplies	74,283			74,283	2.43%
Parking/Auto Expenses	23,875	15,353	Q	8,522	0.28%
Postage	6,989			6,989	0.23%
Printing	56,089	1,685	A	54,405	1.78%
Professional Services	128,453	74,615	J	53,837	1.76%
Interest Expense	5,511	5,511	B	0	0.00%
Professional Registration	9,546			9,546	0.31%
Recruitment	8,779			8,779	0.29%
Temporary Help	17,162			17,162	0.56%
Rent/Utilities	707,766	7,677	M	700,089	22.91%
Tenant Improvements	599			599	0.02%
Repairs & Maintenance	7,963			7,963	0.26%
Taxes	224,853			224,853	7.36%
Telephone	86,751			86,751	2.84%
Travel	14,855	2,478	N	12,378	0.41%
Total General & Administrative	3,818,762	279,728		3,539,034	115.81%
Total Overhead Expenses	7,192,121	1,025,585		6,166,536	201.80%
Overhead Rate	**234.09%**			**201.80%**	

References

- **A** Advertising unallowable per 48 CFR 31.205-1(f).
- **B** Interest unallowable per 48 CFR 31.205-20.
- **C** Contributions unallowable per 48 CFR 31.205-8.
- **D** Gifts unallowable per 48 CFR 31.205-13.
- **E** Entertainment unallowable per 48 CFR 31.205-14.
- **F** Alcoholic beverages unallowable per 58 CFR 31.205-51.
- **G** Local meals unallowable per 48 CFR 31.205-14, WSDOT Audit Guide for Consultants CH. 6-Overhead Costs & WSDOT accounting Manual M13-82, Ch. 10, section 3.6-Meals
- **H** Fringe Benefits estimate associated with the disallowed portion of Marketing Labor unallowable per 48 CFR 31.205-1(f) & AASHTO Audit Guide Ch. 8.13 & 8.24
- **I** Deferred Comp unallowable per 48 CFR 31.205-6 (k).
- **J** Unallowable legal fees per 48 CFR 31.205-3 & 31.205-27.
- **K** Key persons life insurance unallowable per 48 CFR 31.205-19
- **L** Unallowable estimated overtime premium per WSDOT policy
- **M** Common Control Rent Adjustment per 48 CFR 31.205-36 (b) (3)
- **N** Unallowable Travel Expenses
- **O** Re-organizational costs unallowable per 31.205-27(a)
- **P** Anniversary bonus in the amount of $17,500 and pricipal bonus in the amount of $433,218 unallowable per 48 CFR 31.205-6(f) and 2012 AASHTO Audit Guide Ch. 7.11
- **Q** Principal parking in the amount of $11,580 and principal auto leases in the amount of $34,673.61 unallowable per 48 CFR 31.201-2(d), 48 CFR 31.201-3 and 48 CFR 31.205-6(m)
- **R** Costs of memberships in civic and community organization unallowable per 48 CFR 31.205-1(f)(7).
- **S** Excess executive compensation for $101,195 is unallowable per 48 CFR 31.205-6(p)

AGENDA BILL NO. 16-023

TO: Mayor Guier and City Council Members

FROM: Public Works

MEETING DATE: February 22, 2016

SUBJECT: **Supplement No. 2 to** West Valley Highway Improvements – Pierce County Section

ATTACHMENTS:

- Resolution No. 2016-318
- AHBL Proposed Contract Amendment No. 2 for the Pierce County portion of West Valley Highway Design Services (LAG Format)

Previous Council Review Date:

Background:

On October 4, 2014, in Resolution No. 2014-208, the City Council authorized the execution of a contract with AHBL, Inc. for the design engineering services associated with the West Valley Highway Improvements, in the amount of $109,991.33.

On March 23, 2015, in Resolution No. 2015-239, the City Council authorized the execution of Supplemental Agreement No. 1, which amended the above contract, for the purpose of expanding the scope of work, extending the deadline for completion and increasing the contract price by $79,782.43, to $189,773.76.

Summary: AHBL proposes to amend the original contract with Supplemental Agreement No. 2, in order to perform the scope of work described in Exhibit A-1 (which is attached to the Supplemental Agreement No. 2, also attached to this Staff Report). This additional work is for surveying to evaluate right-of-way requirements and provide further evaluation of additional storm water facilities and associated easements outside of the roadway corridor. The work described in Exhibit A-1 was not contemplated in the original contract or the last amendment because extend of stormwater needs had not been determined. Supplemental No. 2 extends the deadline for completion to June 30, 2016 and increases the contract amount by $25,440.45.

If the Council approves this Supplemental Agreement No. 2, the contract price is increased to $247,896.48, for the King County portion of the Project.

Recommendation/Action: Staff recommends Council authorize the Mayor to execute Supplemental Agreement No. 2, in the amount of $25,440.45, and approve Resolution No. 2016-318.

Motion for Consideration: Move to approve Resolution No. 2016-318, A RESOLUTION OF CITY OF PACIFIC, WASHINGTON, AUTHORIZING THE MAYOR TO EXECUTE SUPPLEMENTAL AGREEMENT NO. 2 WITH AHBL FOR ADDITIONAL ENGINEERING DESIGN AND LAND SURVEYING SERVICES FOR PREPARING RIGHT OF WAY ACQUISITION PLANS FOR THE PIERCE COUNTY PORTION OF THE WEST VALLEY HIGHWAY IMPROVEMENT PROJECT; IN THE AMOUNT OF $25,440.45.

Budget Impact: If accepted by City Council, the costs of the additional services is $25,440.45 and would be paid from the transportation and stormwater budget.

Alternatives: None recommended.

CITY OF PACIFIC
WASHINGTON

RESOLUTION NO. 2016-318

A RESOLUTION OF CITY OF PACIFIC, WASHINGTON, AUTHORIZING THE MAYOR TO EXECUTE SUPPLEMENTAL AGREEMENT NO. 2 WITH AHBL FOR ADDITIONAL ENGINEERING DESIGN AND LAND SURVEYING SERVICES FOR PREPARATION OF RIGHT OF WAY ACQUISITION PLANS FOR THE PIERCE COUNTY PORTION OF THE WEST VALLEY HIGHWAY IMPROVEMENT PROJECT, IN THE AMOUNT OF $25,440.45.

WHEREAS, the City Council, by Resolution No. 2014-208 approved a contract with AHBL for design engineering services for the Pierce County portion of West Valley Highway Improvement Project for $109,991.33; and

WHEREAS, the City Council, by Resolution No. 2015-239 approved Supplemental Agreement No. 1 to the contract with AHBL for additional design engineering services for the Pierce County portion of West Valley Highway Improvement Project in the amount of $79,782.43; and

WHEREAS, AHBL has prepared Supplemental Agreement No. 2 in the amount of $25,440.45 to purchase and review title reports, determine right-of-way and easement requirements for roadway, and provide further evaluation of additional storm water facilities and associated easements outside of the roadway corridor, and utility improvements; and

WHEREAS, Supplemental Agreement No.2 increases the total amount of the design engineering services to $215,214.21 and extends the project to June 30, 2016; and

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

Section 1, The Pacific City Council hereby authorizes the Mayor to execute of Supplement No.2 to the contract authorized by Resolution No. 2014-208 between the City of Pacific and AHBL for additional design engineering and surveying services associated with for the Pierce County portion of the West Valley Highway Rehabilitation Project. The additional services contemplated by Supplemental Agreement No. 2 will add $25,440.45 to the contract amount of $189,773.76 for a new total of $215,214.21.

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

APPROVED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 22ND DAY OF FEBRUARY, 2016.

CITY OF PACIFIC

_____

LEANNE GUIER, MAYOR

ATTEST/AUTHENTICATED:

_____

AMY STEVENSON-NESS, CITY CLERK

APPROVED AS TO FORM:

_____

CAROL MORRIS, CITY ATTORNEY

Washington State Department of Transportation

Supplemental Agreement Number 002	Organization and Address AHBL, Inc. 2215 N. 30th Street #300 Tacoma, WA 98403 Phone: (253) 383-2422	
Original Agreement Number		
Project Number	Execution Date	Completion Date 6/30/2016
Project Title West Valley Highway - Pierce County Segment	New Maximum Amount Payable $ 215,214.21	
Description of Work This Supplement includes additional AHBL civil engineering and land surveying services for the project. Also included are reimbursable services associated with the procurement of Title Reports for fronting and adjacent properties to the project. See attached scope of work for Supplement #2.		

The Local Agency of City of Pacific desires to supplement the agreement entered into with AHBL, Inc. and executed on 3/23/2015 and identified as Agreement No. _____

All provisions in the basic agreement remain in effect except as expressly modified by this supplement.

The changes to the agreement are described as follows:

I

Section 1, SCOPE OF WORK, is hereby changed to read:

See attached detailed scope of work for Supplemental Agreement 2, labeled Exhibit A-1.

II

Section IV, TIME FOR BEGINNING AND COMPLETION, is amended to change the number of calendar days for completion of the work to read: Completion date shall be extended to June 30, 2016

III

Section V, PAYMENT, shall be amended as follows:

The amount payable under this contract has increased by $25,440.45 from $189,773.76 to a new total of $215,214.21. See attached updated Exhibit E-1, Fee-Lump/Fixed/Unit and Exhibit F, Overhead Cost.

as set forth in the attached Exhibits A-1, E-1 and F, incorporated herein and by this reference made a part of this Supplement.

If you concur with this supplement and agree to the changes as stated above, please sign in the appropriate spaces below and return to this office for final action.

By: Sean Comfort, PE - VP

Consultant Signature

By: _____

Approving Authority Signature

Date

Exhibit A-1

Scope of Work

West Valley Highway Improvements

Supplement #2

Pierce County Segment

AHBL, Inc.

EXHIBIT A-1 AHBL Scope of Work

Supplement No. 2

The following is Supplement No. 2 to our LAG Agreement for the West Valley Highway Pierce County Section project. This Supplement includes additional AHBL civil engineering and land surveying services for the project. Also included are reimbursable services associated with the procurement of Title Reports for fronting and adjacent properties to the project.

During the process of completing our 30% Design it was determined that there are proposed road widening, retaining walls, transitional slopes and transitions to existing driveways from the road improvements transitions that will either require the acquisition of right-of-way and/or construction easements. In order to perform additional analysis for these improvements, title reports for the properties adjacent to the West Valley Highway corridor are required so that easements of record and other encumbrances can be identified. This will also allow AHBL to determine the amount of property acquisition required in order to provide the necessary road widening, retaining wall and transitional improvements.

Several value engineering alternatives were identified after the 30% submittal including the following:

- AHBL determined a significant quantity of underground detention pipe within the paved road section would be required to meet the stormwater quantity control requirements. This would be a significant cost to the project and maintenance of the stormwater facilities would be difficult to perform being that the facilities will be located within the paved traveled way. As a value engineering item, the City staff has determined that there is a potential to provide above ground stormwater detention within several parcels that are outside of the existing West Valley Highway right-of-way and not currently owned by the City. Prior to the 30% submittal additional property acquisition for stormwater detention was not a known alternative for the project. Moving the location of the detention system requires AHBL to resize the detention system and change the route of stormwater conveyance piping. The design drawings and storm drainage report both require changes. In order to perform additional stormwater analysis of these parcels, a boundary and topographic survey of the identified parcels is required. Title reports for these parcels are also required so that easements of record and other encumbrances within the parcels can be identified. This will also allow AHBL to determine the amount of property acquisition required in order to provide the above ground detention. Project construction costs decrease through the use of above ground detention.

- The original geotechnical report did not provide a recommendation for an overlay of asphalt concrete pavement. Lack of an overlay recommendation in combination with the qualitative valuation that the pavement is in good condition led the design team to recommend design the project for a 2-inch overlay, as this is a relatively standard pavement depth for overlay projects. An updated geotechnical report required a 5-inch overlay depth. The roadway profile will be redesigned to accommodate the updated geotechnical recommendations. AHBL did not have an adequate pavement depth recommendation prior to the 30% submittal.

Civil Engineers

Structural Engineers

Landscape Architects

Community Planners

Land Surveyors

Neighbors

TACOMA

2215 North 30th Street
Suite 300
Tacoma, WA 98403-3350
253.383.2422 TEL

www.ahbl.com

- As a value engineering item, City staff requested the use of pervious pavement along the shared use path. Pervious pavement generates less runoff than traditional pavement. Therefore, the stormwater detention facilities will be resized based on revised tributary areas and runoff rates. The size of the facilities will decrease. The design drawings and storm drainage report both require changes based upon the changes to the shared use path material. Project construction costs decrease through the use of pervious concrete.

- Change the opinion of probable cost to include above ground detention facilities.

The title reports will also be utilized by AHBL in preparing a Right-of-Way plan in conjunction with the 60% Design submittal. This right-of-way plan will be used as the basis for Grant Applications from the City to the State for Right-of-Way acquisition for the project.

Our scope of services is listed below.

Civil Engineering – 2140392.10

Value Engineering Analysis Changes

1. Utilizing the right-of-way and topographic survey map provided by AHBL land survey division, change 60% Design Documents with removal of several underground stormwater detention facilities and replacement with above ground stormwater detention facilities. Included changing the route of the conveyance systems upstream and downstream of the detention facilities. Plan changes occur on approximately 15 sheets. Two plan sheets have been added.

2. Change 60% Design Documents to remove of pavement replacement to the maximum extent possible and replacement with pavement overlay. Plan changes occur on approximately 26 sheets.

3. Change 60% Design Documents to include pervious concrete along shared use paths. Plan changes occur on approximately 16 sheets.

4. Change stormwater water quantity and quality calculations to include above ground detention system. Resizing of the stormwater quality and detention facilities is required in addition to the storm drainage report narrative, exhibits, and figures.

5. Change the opinion of probable cost to include above ground detention improvements and other costs saving identified after the 30% Design Documents submittal.

Reimbursable Expenses

6. Reimbursable expenses for all disciplines including mileage and reprographic expenses. This will be billed on a time and expense basis.

Land Surveying – 2140392.50

Boundary and Topographic Survey

7. Completion of a boundary and topographic survey of the identified parcels for above-ground detention facilities.

8. Provide the Civil Engineering division a base map for completing engineering design.

Title Report Documents

9. Preparation of a map identifying parcels that need title reports. Distribution to First American Title Insurance company who will provide title reports for each parcel

10. Review each of the title reports and identify easements and other encumbrances. Verify parcel lines and add any easements or restrictions of record to survey base map.

11. Preparation of a 60% Right-of-Way plan identifying proposed right-of-way acquisition for project improvements.

Reimbursable Expenses

12. Reimbursable expenses for all disciplines including mileage and reprographic expenses. Also included are title company expenses associated with providing title reports for the identified parcels adjacent to the West Valley Highway corridor. This will be billed on a time and expense basis.

Exhibit E-1

Fee- Lump/Fixed/Unit

(backup)

West Valley Highway Improvements

Supplement #2

Pierce County Segment

AHBL, Inc.

Exhibit E -1
Consultant Fee Determination Summary Sheet
(Lump Sum Cost Plus Fixed Fee, Cost per unit Work)

Project: West Valley Highway Pierce County Segment Design

Consultant: ABHL, Inc.

Direct Salary Cost (DSC) Original

Classification	Man Hours			Direct Labor Rate		Cost
Principal Civil	21.50	X	$	64.52	$	1,387.18
PM Civil	60.50	X	$	46.15	$	2,792.08
PE 5 Civil	30.75	X	$	38.63	$	1,187.87
PE 4 Civil	119.75	X	$	35.38	$	4,236.76
Proj Admin Civil	3.50	X	$	28.23	$	98.81
Tech 2 Civil	70.00	X	$	27.57	$	1,929.90
Word Proc	3.00	X	$	23.08	$	69.24
Prin. Planning	57.75	X	$	52.89	$	3,054.40
Planner 3	35.00	X	$	26.39	$	923.65
Landscape Project Manager	13.50	X	$	32.21	$	434.84
Principal Survey	6.75	X	$	52.89	$	357.01
PM Survey	13.25	X	$	42.71	$	565.91
Survey Tech	16.75	X	$	27.24	$	456.27
Chief of Parties	3.50	X	$	39.04	$	136.64
Party Chief	33.00	X	$	28.85	$	952.05
Chainman	33.00	X	$	20.00	$	660.00
				Original Contract Sub TOTAL DSC	$	19,242.59

Direct Salary Cost (DSC) Supplement #1

Classification	Man Hours			Direct Labor Rate		Cost
Principal Civil	10.00	X	$	64.52	$	645.19
PM Civil	24.00	X	$	64.52	$	1,548.46
??	0.00	X	$	-	$	-
PE 4 Civil	102.00	X	$	37.26	$	3,800.48
Proj Admin Civil	4.00	X	$	28.85	$	115.38
Tech 2 Civil	52.00	X	$	28.61	$	1,487.50
Word Proc	4.00	X	$	23.56	$	94.23
Prin. Planning	43.00	X	$	52.88	$	2,274.04
Landscape PM	0.00	X	$	32.86	$	-
Planner 3	20.00	X	$	24.04	$	480.77
Principal Survey	2.00	X	$	64.52	$	129.04
PM Survey	2.00	X	$	43.48	$	86.97
Survey Tech	4.00	X	$	28.85	$	115.38
Chief of Parties	2.00	X	$	39.82	$	79.64
Party Chief	16.00	X	$	29.81	$	476.92
Chainman	16.00	X	$	23.00	$	368.00
				Supplement #1 Sub TOTAL DSC	$	11,702.01

Direct Salary Cost (DSC) Supplement #2

Classification	Man Hours			Direct Labor Rate		Cost
Principal Civil	1.00	X	$	67.31	$	67.31
PM Civil	6.00	X	$	47.60	$	285.60
PE 5 Civil	60.00	X	$	38.70	$	2,322.00
Proj Admin Civil	0.00	X	$	29.81	$	-
Tech 3 Civil	22.00	X	$	29.33	$	645.26
Word Proc	4.00	X	$	24.28	$	97.12
Principal Survey	6.00	X	$	67.31	$	403.86
PM Survey	33.00	X	$	43.96	$	1,450.68
Survey Tech	13.00	X	$	29.81	$	387.53
PM Survey	1.00	X	$	41.83	$	41.83
Party Chief	10.00	X	$	33.65	$	336.50
Chainman	10.00	X	$	23.50	$	235.00
				Supplement #2 Sub TOTAL DSC	$	6,272.69

Overhead (OH Cost -- including Salary Additives)						
(original)	**OH Rate X DSC of**	219.69%	X	$ 19,242.59	=	$ 42,274.03
(Supplement #1)	**OH Rate X DSC of**	219.69%	X	$ 11,702.01	=	$ 25,708.14
(Supplement #2) FYE 2014 rate issued 8/2015	**OH Rate X DSC of**	201.80%	X	$ 6,272.69	=	$ 12,658.29
Subtotal						$ 80,640.47
Fixed Fee (FF)						
(original)	**FF Rate x DSC of**	30.00%	X	$ 19,242.59	=	$ 5,772.78
(Supplement #1)	**FF Rate x DSC of**	30.00%	X	$ 11,702.01	=	$ 3,510.60
(Supplement #2)	**FF Rate x DSC of**	30.00%	X	$ 6,272.69	=	$ 1,881.81
Subtotal						$ 11,165.19
Reimbursables						
Printing/reproductions						$ 1,500.00
Mileage						$ 307.36
Locate Services for Survey						$ 2,208.00
Supplement #2 - Title Reports (including sales tax from First American Title)						$ 3,609.30
Supplement #2 - Reproduction						$ 1,000.00
Supplement #2 - Mileage (34mi round trip AHBL to Pacific x 1 Round trips at 54 cents/mi)						$ 18.36
				SubTotal Reimbursables	=	$ 8,643.02
Subconsultants						
AMEC						$ 19,391.18
CRC						$ 3,371.73
Landau						$ 11,100.00
Transpo						$ 4,823.67
Subconsultant Total (original)						$ 38,686.58
AMEC Supplement #1						$ 4,061.68
Subconsultant Landau Supplement #1						$ 34,800.00
Subconsultant Total (Supplement #1)						$ 38,861.67
Subconstulant Grand Total						$ 77,548.25
Original Contract Total						$ 109,991.33
Supplement 1 Total						$ 79,782.43
Supplement 2 Total						$ 25,440.45
Grand Total						$ 215,214.21

AHBL Staff Hours per Task **9/22/2014**
West Valley Highway Pierce County Segment Design

AHBL Overhead rate	219.69%
Negoiated Fixed Fee	30.00%

				CIVIL ENGINEERING							PLANNING		
	Work Task	**Total**	**Total**	**SC**	**BF**	**MSK**	**AB**	**Sheri**	**Frank**	**LK**	**LK**	**SS**	**SC**
TASK 1	**Management/Coordination/Administration**	**Task Cost ($)**	**Task Hours**	**Principal Civil**	**PM Civil**	**PE 5 Civil**	**PE 4 Civil**	**Proj Admin Civil**	**Tech 2 Civil**	**Word Proc**	**Prin. Planning**	**Landscape PM**	**Planner 3**
	Through Design	$0.00	0.00										
1.1	Provide Professional Project Management	$943.22	4.75	2.75	2								0
1.2	Prepare and Update Monthly Schedule	$3,278.85	20.00	2.5	8	3	3				3.5		0
1.3	Provide monthly progress reports in memorandum format to the City	$2,855.87	17.25	2.5	6	1	4				3.75		0
1.4	Provide monthly progress billing to the City	$983.96	5.50	1.5	4								
1.5	Coordinate with City Staff/WSDOT	$4,558.49	26.00	3	8		3				12		0
1.6	Provide QA/QC reviews of all submittals (30%, 60%, 90%, and PS&E submittals)	$0.00	0.00										
Total	**TASK 1 Management/Coordination/Administration**	**$12,620.39**	**73.50**	**12.25**	**28.00**	**4.00**	**10.00**	**0.00**	**0.00**	**0.00**	**19.25**	**0.00**	**0.00**
	Billing Rate			$225.62/hr	$161.38/hr	$135.09/hr	$123.72/hr	$98.72/hr	$96.41/hr	$80.71/hr	$184.95/hr	$112.64/hr	$92.28/hr
	Task Total - Civil	**$ 9,060.08**		$ 2,763.84	$ 4,518.69	$ 540.34	$ 1,237.20	$ -	$ -	$ -	$ 3,560.31	$ -	$ -
	Task Total - Planning	**$ 3,560.31**											
	Task Total - Survey	**$ -**											
	TASK 1 Management/Coordination/Administration	**$ 12,620.39**											

				CIVIL ENGINEERING							PLANNING		
	Work Task	**Total**	**Total**	**SC**	**TS**	**MS**	**AB**	**Sheri**	**Frank**	**LK**	**LK**	**SS**	**SC**
TASK 2	**Environmental Permitting**	**Task Cost ($)**	**Task Hours**	**Principal Civil**	**PM Civil**	**PE 4 Civil**	**PE 4 Civil**	**Proj Admin Civil**	**Tech 2 Civil**	**Word Proc**	**Prin. Planning**	**Landscape PM**	**Planner 3**
2.1	APE Map, Letter & Coordination	$646.75	5.00								2		3
2.2	Complete Draft ECS	$3,142.24	22.00								12		10
2.3	Complete Final Draft ECS	$785.75	5.00								3.5		1.5
2.4	Complete Final ECS	$415.85	3.00								1.5		1.5
2.5	Prepare Mitigation Plans in AutoCAD	$1,705.53	14.50								1	13.5	
2.6	Coordinate with Suconsultants, Review Reports	$1,849.51	10.00								10		0
2.7	Prepare Environmental Justice Report	$554.66	3.50								2.5		1
2.8	Prepare Air Quality Checklist	$727.84	5.00							1	3		1
2.9	Prepare SEPA Checklist, Monitor Decision	$2,123.67	20.00								3		17
Total	**TASK 2 Environmental Permitting**	**$11,951.81**	**88.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**38.50**	**13.50**	**35.00**
	Hourly Rate			$225.62/hr	$161.38/hr	$135.09/hr	$123.72/hr	$98.72/hr	$96.41/hr	$80.71/hr	$184.95/hr	$112.64/hr	$92.28/hr
	Task Total - Civil	**$ 80.71**		$ -	$ -	$ -	$ -	$ -	$ -	$ 80.71	$ 7,120.62	$ 1,520.57	$ 3,229.91
	Task Total - Planning	**$ 11,871.10**											
	Task Total - Survey	**$ -**											
	TASK 2 Environmental Permitting	**$ 11,951.81**											

				CIVIL ENGINEERING							PLANNING		
	Work Task	**Total**	**Total**	**SC**	**TS**	**MS**	**AB**	**Sheri**	**Frank**	**LK**	**LK**	**SS**	**SC**
TASK 3	**Preliminary Design**	**Task Cost ($)**	**Task Hours**	**Principal Civil**	**PM Civil**	**PE 4 Civil**	**PE 4 Civil**	**Proj Admin Civil**	**Tech 2 Civil**	**Word Proc**	**Prin. Planning**	**Landscape PM**	**Planner 3**
3.1	Prepare plan sheets 1"=40' plan views per sheet, 16 sheets	$10,445.05	88.50		10	3	42		33.5				
3.2	Prepare 30%/60% Detail Sheets	$2,897.92	26.00		3.5		6		16.5				
3.3	Prepare 30%/60% summary memo	$3,418.92	25.50	1.5	2.5	1.5	20						
3.4	Prepare 30%/60% Cost Estimate	$2,432.32	17.25	1.5	2.5	4.5	8.75						
3.5	Prepare 30%/60% Outline Specifications	$2,900.52	21.50	1.5	2.5	7	8.5			2			
3.6	Quality Review (30% & 60%)	$2,444.57	14.75	4	4.5	3.75	2.5						
3.7	Submittal 30%/60% to City and WSDOT for review	$1,157.79	9.00		3.5		2	3.5					
3.8	30% & 60% Plan revisions	$6,082.25	51.25	0.75	3.5	7	20		20				
Total	**TASK 3 Preliminary Design**	**$31,779.33**	**253.75**	**9.25**	**32.50**	**26.75**	**109.75**	**3.50**	**70.00**	**2.00**	**0.00**	**0.00**	**0.00**
	Hourly Rate			$225.62/hr	$161.38/hr	$135.09/hr	$123.72/hr	$98.72/hr	$96.41/hr	$80.71/hr	$184.95/hr	$112.64/hr	$92.28/hr
	Task Total - Civil	**$ 31,779.33**		$ 2,086.98	$ 5,244.91	$ 3,613.53	$ 13,578.31	$ 345.51	$ 6,748.67	$ 161.42	$ -	$ -	$ -
	Task Total - Planning	**$ -**											
	Task Total - Survey	**$ -**											
	TASK 3 Preliminary Design	**$ 31,779.33**											

AHBL Staff Hours per Task **9/22/2014**

West Valley Highway Pierce County Segment Design

				LAND SURVEYING									
	Work Task	**Total**	**Total**	**DF**	**BD**	**TD**	**DR**	**RC**	**CD**				
TASK 4	**Survey**	**Task Cost ($)**	**Task Hours**	**Principal Survey**	**PM Survey**	**Survey Tech**	**Chief of Parties**	**Party Chief**	**Chainman**				
4.1	Research Record Drawing and other record Data	$ 448.06	3.00		3								
4.2	Boundary/ROW Mapping	$ 1,854.53	12.00	1.75	10.25								
4.3	Topographic Survey-field	$ 5,637.18	66.00					33	33				
4.4	Topographic Survey-office	$ 1,930.46	18.75			15.25	3.5						
4.5	Quality Review	$ 554.85	3.00	3									
4.6	Plan Revisions	$ 512.79	3.50	2		1.5							
Total	**TASK 4 Survey**	$10,937.87	**106.25**	**6.75**	**13.25**	**16.75**	**3.50**	**33.00**	**33.00**	**0.00**	**0.00**	**0.00**	**0.00**
	Hourly Rate			$184.95/hr	$149.35/hr	$95.26/hr	$136.52/hr	$100.89/hr	$69.94/hr	$0.00/hr	$0.00/hr	$0.00/hr	$0.00/hr
	Task Total - Survey	**$ 10,937.87**		$ 1,248.42	$ 1,978.92	$ 1,595.53	$ 477.82	$ 3,329.22	$ 2,307.95	$ -	$ -	$ -	$ -

TASK 4 Survey	**$ 10,937.87**

				CIVIL ENGINEERING							PLANNING		
	Work Task	**Total**	**Total**	**SC**	**BF**	**??**	**AB**	**Sheri**	**Frank**	**LK**	**LK**	**SS**	**AC**
Supp 1	**Supplemental Agreement #1 - Civil and Planning**	**Task Cost ($)**	**Task Hours**	**Principal Civil**	**PM Civil**	**??**	**PE 4 Civil**	**Proj Admin Civil**	**Tech 2 Civil**	**Word Proc**	**Prin. Planning**	**Landscape PM**	**Planner 3**
S1.1	Project Review, coord w/ geotech, biologist, project meetings	$ 10,432.19	69.00	2	4		4	4			35		20
S1.2	Phase I Culvert Evaluation	$ 5,385.90	41.00	1	2		30		8				
S1.3	Phase II Culvert Design and Drafting	$ 10,319.89	76.00	4	8		40		24				
S1.4	Detail Sheets	$ 1,286.46	11.00		1		2		8				
S1.5	Quality Review	$ 2,416.90	13.00	1	2		2				8		
S1.6	Plan revisions	$ 2,693.96	22.00		2		8		12				
S1.7	Technical specifications	$ 1,362.78	9.00	1	2		4			2			
S1.8	Cost Estimate	$ 1,883.95	13.00	1	2		8			2			
S1.9	Summary of Quantities	$ 746.79	5.00		1		4						
Total	**Supp 1 Supplemental Agreement #1 - Civil and Planning**	**$36,528.82**	**259.00**	**10.00**	**24.00**	**0.00**	**102.00**	**4.00**	**52.00**	**4.00**	**43.00**	**0.00**	**20.00**
	Hourly Rate			$225.62/hr	$225.62/hr		$130.29/hr	$100.87/hr	$100.03/hr	$82.38/hr	$184.93/hr	$114.89/hr	$84.06/hr
	Task Total - Civil	**$ 26,895.53**		$ 2,256.17	$ 5,414.82	$ -	$ 13,289.90	$ 403.49	$ 5,201.64	$ 329.52	$ 7,952.09	$ -	$ 1,681.20
	Task Total - Planning	**$ 9,633.29**											
	Task Total - Survey	**$ -**											
	Supp 1 Supplemental Agreement #1 - Civil and Planning	**$ 36,528.82**											

				LAND SURVEYING						
	Work Task	**Total**	**Total**	**DF**	**BD**	**TD**	**DR**	**RC**	**CD**	
Supp 1	**Supplemental Agreement #1 - Land Surveying**	**Task Cost ($)**	**Task Hours**	**Principal Survey**	**PM Survey**	**Survey Tech**	**Chief of Parties**	**Party Chief**	**Chainman**	
S1.1	Topographic Survey-field	$ 2,954.61	32.00					16	16	
S1.2	Topographic Survey-office	$ 986.09	8.00		2	4	2			
S1.3	Quality Review	$ 451.23	2.00	2						
S1.4	Enter task Description	$ -	0.00							
S1.5	Enter task Description	$ -	0.00							
S1.6	Enter task Description	$ -	0.00							
S1.7	Enter task Description	$ -	0.00							
S1.8	Enter task Description	$ -	0.00							
S1.9	Enter task Description	$ -	0.00							
Total	**Supp 1 Supplemental Agreement #1 - Land Surveying**	**$ 4,391.94**	**42.00**	**2.00**	**2.00**	**4.00**	**2.00**	**16.00**	**16.00**	
	Hourly Rate			$225.62/hr	$152.06/hr	$100.87/hr	$139.24/hr	$104.23/hr	$80.43/hr	
	Task Total - Civil	**$ -**		$ 451.23	$ 304.12	$ 403.49	$ 278.49	$ 1,667.75	$ 1,286.86	$ -
	Task Total - Planning	**$ -**								
	Task Total - Survey	**$ 4,391.94**								
	Supp 1 Supplemental Agreement #1 - Land Surveying	**$ 4,391.94**								

AHBL Staff Hours per Task **9/22/2014**

West Valley Highway Pierce County Segment Design

AHBL Overhead rate FYE 2014 issued Aug 11, 2015 201.80%

				CIVIL ENGINEERING							PLANNING		
	Work Task	**Total**	**Total**	**SC**	**BF**	**??**	**AB**	**Sheri**	**Frank**	**LK**	**LK**	**SS**	**AC**
Supp 2	**Supplemental Agreement #2 Pierce County - Civil**	**Task Cost ($)**	**Task Hours**	**Principal Civil**	**PM Civil**	**??**	**PE 5 Civil**	**Proj Admin Civil**	**Tech 3 Civil**	**Word Proc**	**Prin. Planning**	**Landscape PM**	**Planner 3**
S2.1	Change from Underground Detention to Above Ground Detention	$ 4,275.14	35.00	1	2		20		12				
S2.2	Change Full Section Pavement Removal to Pavement Overlay	$2,088.08	17.00		1		12		4				
S2.3	Change Standard Pavement Along Shared Use Paths to Pervoius Pavement	$1,574.46	13.00		1		8		4				
S2.4	Change Stomwater Quanity and and Quality Calculations and reports	$2,729.32	23.00		1		16		2	4			
S2.5	Change the Opinion of Probable Costs	$671.56	5.00		1		4						
S2.6		$0.00	0.00										
S2.7		$0.00	0.00										
S2.8		$0.00	0.00										
S2.9		$0.00	0.00										
Total	**Supp 2 Supplemental Agreement #2 Pierce County - Civil**	**$11,338.57**	**93.00**	**1.00**	**6.00**	**0.00**	**60.00**	**0.00**	**22.00**	**4.00**	**0.00**	**0.00**	**0.00**
	Direct Labor hourly rate			$67.31/hr	$47.60/hr	$38.63/hr	$38.70/hr	$29.81/hr	$29.33/hr	$24.28/hr	$52.89/hr	$34.52/hr	$26.92/hr
	Hourly Rate			$223.33/hr	$157.94/hr	$128.17/hr	$128.41/hr	$98.91/hr	$97.32/hr	$80.56/hr	$175.49/hr	$114.54/hr	$89.32/hr
	Task Total - Civil	**$ 11,338.57**		$ 223.33	$ 947.62	$ -	$ 7,704.40	$ -	$ 2,140.97	$ 322.24	$ -	$ -	$ -
	Task Total - Planning	**$ -**											
	Task Total - Survey	**$ -**											
	Supp 2 Supplemental Agreement #2 Pierce County - Civil	**$ 11,338.57**											

AHBL Overhead rate FYE 2014 issued Aug 11, 2015 201.80%

				LAND SURVEYING						
	Work Task	**Total**	**Total**	**DF**	**BD**	**TD**	**DR**	**DV**	**GD**	
Supp 2	**Supplemental Agreement #2 Pierce County - Land Surveying**	**Task Cost ($)**	**Task Hours**	**Principal Survey**	**PM Survey**	**Survey Tech**	**PM Survey**	**Party Chief**	**Chainman**	
S2.1	Additional Topographic Survey	$2,331.76	24.00			3	1	10	10	
S2.2	Review Title reports and plot easements	$4,573.60	32.00		30	2				
S2.3	Quality Review	$893.34	4.00	4						
S2.4	Prep. of a 60% ROW plan for proposed ROW acquisition for project improvements	$1,675.52	13.00	2	3	8				
S2.5	Enter task Description	$0.00	0.00							
S2.6	Enter task Description	$0.00	0.00							
S2.7	Enter task Description	$0.00	0.00							
S2.8	Enter task Description	$0.00	0.00							
S2.9	Enter task Description	$0.00	0.00							
Total	**Supp 2 Supplemental Agreement #2 Pierce County - Land Surveying**	**$ 9,474.22**	**73.00**	**6.00**	**33.00**	**13.00**	**1.00**	**10.00**	**10.00**	
	Direct labor Rate	+		**$ 67.31**	**$ 43.96**	**$ 29.81**	**$ 41.83**	**$ 33.65**	**$ 23.50**	
	Hourly Rate			$223.33/hr	$145.86/hr	$98.91/hr	$138.79/hr	$111.65/hr	$77.97/hr	
	Task Total - Civil	**$ -**		$ 1,340.01	$ 4,813.36	$ 1,285.82	$ 138.79	$ 1,116.51	$ 779.73	$ - $ - $ -
	Task Total - Planning	**$ -**								
	Task Total - Survey	**$ 9,474.22**								
	Supp 2 Supplemental Agreement #2 Pierce County - Land Surveying	**$ 9,474.22**								

AHBL Staff Hours per Task **9/22/2014**

West Valley Highway Pierce County Segment Design

PROJECT SUMMARY

	CIVIL	PLANNING	SURVEY	TOTAL			
TASK 1 Management/Coordination/Administration	$ 9,060.08	$ 3,560.31	$ -	$ 12,620.39			
TASK 2 Environmental Permitting	$ 80.71	$ 11,871.10	$ -	$ 11,951.81			
TASK 3 Preliminary Design	$ 31,779.33	$ -	$ -	$ 31,779.33			
TASK 4 Survey	$ -	$ -	$ 10,937.87	$ 10,937.87			
Original Contract Subtotal	$ 40,920.12	$ 15,431.41	$ 10,937.87	$ 67,289.40			
Supplement #1	$ 26,895.53	$ 9,633.29	$ 4,391.94	$ 40,920.76			
Supplement #2	$ 11,338.57	$ -	$ 9,474.22	$ 20,812.79			
					From E-1	**Back check Diff**	$ 36,528.82
PROJECT TOTAL	$ 79,154.22	$ 25,064.70	$ 24,804.02	$ 129,022.94	$ 129,022.94	$ -	
Reimbursable Expenses							
Locate Services for Survey				$ 2,208.00			
Reproduction				$ 1,500.00			
Mileage (34mi round trip AHBL to Pacific x 16 Round trips)				$ 307.36	**From E-1**	**Back check Diff**	
Total				$ 4,015.36	$ 4,015.36	$ -	
Reimbursable Expenses Supplement #2							
Title Reports (including sales tax from First American Title)				$ 3,609.30			
Reproduction				$ 1,000.00			
Mileage (34mi round trip AHBL to Pacific x 1 Round trips at 54 cents/mi)				$ 18.36	**From E-1**	**Back check Diff**	
Total				$ 4,627.66	$ 4,627.66	$ -	
Total Reimbursables				$ 8,643.02			
Subconsultant							
AMEC				$ 19,391.18			
CRC				$ 3,371.73			
Landau Associates				$ 11,100.00			
Transpo				$ 4,823.67			
subconsultant subtotal original contract				$ 38,686.58			
Landau Associates Supplement #1				$ 34,800.00			
AMEC Supplement #1				$ 4,061.68			
Subconsutant subtotal Supplement #1				$ 38,861.67			
					From E-1	**Back check Diff**	
Total Subconsultant				$ 77,548.25	$ 77,548.25	$ -	
Original Contr total				$ 109,991.33			
Supplement #1 total				$ 79,782.43			
Supplement #2 total				$ 25,440.45			
				$ 215,214.21			
					From E-1	**Back check Diff**	
Grand Total				$ 215,214.21	$ 215,214.21	$ -	

DeNese Montgomery
Title Production Manager
Date Sent: Wednesday, January 13, 2016 2:28 PM

We have bundled the parcels where applicable and reduced the charge $100 per extra parcel, providing they come from the same chain of title;

Tax Parcel Number	Name	FEE	TAX	Total	NOTES
3751606577	PHAM	$350.00	$33.60	$383.60	
3353404470	AALCO PACIFIC	$350.00	$33.60	$383.60	
3353404460	AALCO PACIFIC	$350.00	$33.60	$383.60	
3353404350	AALCO PACIFIC	$450.00	$43.20	$493.20	
3353404340	SWAMP	$350.00	$33.60	$383.60	
3521049053	SALLEY	$350.00	$33.60	$383.60	
3521049054	NGUYEN	$350.00	$33.60	$383.60	
3521049055	TOBIASON	$350.00	$33.60	$383.60	
3521049056	SUTHERLAND	$350.00	$33.60	$383.60	
3521049076	WELCH	$350.00	$33.60	$383.60	report to include 352104-9013, 352104-9022 & 352104-9076
3521049013	WELCH	$100.00	$9.60	$109.60	report to include 352104-9013, 352104-9022 & 352104-9076
3521049022	WELCH	$100.00	$9.60	$109.60	report to include 352104-9013, 352104-9022 & 352104-9076
3521049025	ZHUK	$350.00	$33.60	$383.60	Report to include 352104-9025 & 352104-9026
3521049083	LEENSTRA	$750.00	$72.00	$822.00	
3353404150	LEENSTRA	$350.00	$33.60	$383.60	
3353404200	ECK	$350.00	$33.60	$383.60	
3353404100	CAMPBELL	$450.00	$43.20	$493.20	
3353404090	WEST VALLEY	$450.00	$43.20	$493.20	
3521049073	LEENSTRA	$350.00	$33.60	$383.60	report to include 352104-9073 & 335340-1860
3521049026	LEENSTRA	$100.00	$9.60	$109.60	Report to include 352104-9025 & 352104-9026
3353401860	LEENSTRA	$100.00	$9.60	$109.60	report to include 352104-9073 & 335340-1860

KING COUNTY TOTAL $7,726.80

PIERCE CO

PARCEL NO	TAXPAYER	FEE	TAX	TOTAL	NOTES
042002 2005	Edgewood	$350.00	$32.90	$382.90	
042002 1009	Shangri-La	$350.00	$32.90	$382.90	
042002 1004	Day	$350.00	$32.90	$382.00	work with 042002 1020 and 1064
042002 1020	Day	$100.00	$9.40	$109.40	work with 0420021004; 1064
042002 1064	Day	$100.00	$9.40	$109.40	work with 042002 1020 and 1004
042002 1022	Holroyd	$350.00	$32.90	$382.90	
042002 1038	Day	$350.00	$32.90	$382.90	
042002 1027	Mader	$350.00	$32.90	$382.90	work with 042002 1059
042002 1059	Mader	$100.00	$9.40	$109.40	work with 042002 1027
042002 1058	Cameron	$350.00	$32.90	$109.40	
042002 1042	Amerigas	$350.00	$32.90	$382.90	
449570 0020	Mooneyham	$350.00	$32.90	$382.90	work with 449570 0012
449570 0012	Mooneyham	$100.00	$9.40	$109.40	work with 449570 0020

PIERCE COUNTY TOTAL $3,609.30

GRAND TOTAL $11,336.10

Exhibit F

Overhead Cost

(backup)

West Valley Highway Improvements

Supplement #2

Pierce County Segment

AHBL, Inc.

Washington State Department of Transportation

Lynn Peterson
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

August 11, 2015

AHBL, Inc.
2215 N 30th Street, Suite 300
Tacoma, WA 98403

Subject: Acceptance FYE 2014 ICR - Negotiated

Dear Ms. Joyce Bell:

We have negotiated and accepted your firms FYE 2014 Indirect Cost Rate (ICR) of 201.80%. This ICR acceptance is in accordance with 23 CFR 172.7 and must be updated on an annual basis. This rate will be applicable for:

- ☐ WSDOT Agreements
- ☒ Local Agency Contracts in Washington State only

Costs billed to agreements/contracts will still be subject to audit of actual costs, based on the terms and conditions of the respective agreement/contract.

This was not a cognizant review. Any other entity contracting with the firm is responsible for determining the acceptability of the ICR.

If you have any questions, feel free to contact our office at (360) 705-7104 or via email consultantrates@wsdot.wa.gov.

Regards;

ERIK K. JONSON
Manager, Consultant Services Office

EKJ:kal

Appendix A. Example Contractor Cost Certification

Certification of Final Indirect Costs

Firm Name: AHBL, Inc.

Indirect Cost Rate Proposal: 201.8

Date of Proposal Preparation (mm/dd/yyyy): 6/10/2015

Fiscal Period Covered (mm/dd/yyyy to mm/dd/yyyy): 1/01/2014 to 12/31/2014

I, the undersigned, certify that I have reviewed the proposal to establish final indirect cost rates for the fiscal period as specified above and to the best of my knowledge and belief:

1.) *All costs included in this proposal to establish final indirect cost rates are allowable in accordance with the cost principles of the Federal Acquisition Regulations (FAR) of title 48, Code of Federal Regulations (CFR), part 31.*
2.) *This proposal does not include any costs which are expressly unallowable under the cost principles of the FAR of 48 CFR 31.*

All known material transactions or events that have occurred affecting the firm's ownership, organization and indirect cost rates have been disclosed.

Signature: Doreen Gavin

Name of Certifying Official (Print): Doreen Gavin

Title: President

Date of Certification (mm/dd/yyyy): 06/11/2015

AHBL, Inc.
Indirect Cost Rate Schedule
Year Ending December 31, 2014

Account	P & L Amount	Unallowable Adjustment		Adjusted Amount	%
Direct Labor Base	3,072,397	16,629	L	3,055,768	
Salary O.M.					
Health Care	695,290	10,477	H	684,813	22.41%
Disability Insurance	12,758			12,758	0.42%
Life Insurance	2,252			2,252	0.07%
Officer Life Insurance	7,875	7,875	K	0	0.00%
Bonuses	289,025	289,025	P	0	0.00%
Holiday	168,501			168,501	5.51%
Sick	95,723			95,723	3.13%
Vacation	415,333			415,333	13.59%
Pension & 401K	67,026			67,026	2.19%
Payroll Taxes	626,082			626,082	20.49%
Deferred Comp.	993,493	438,480	I	555,014	18.16%
Total Salary O.M.	3,373,359	745,857		2,627,502	85.99%
General & Administrative					
Indirect Salaries	1,907,320	72,618	A,L,S	1,834,702	60.04%
Advertising/Marketing	27,941	27,941	A	0	0.00%
Bank Charges	2,168			2,168	0.07%
Computer & Software	183,430			183,430	6.00%
Contributions	7,962	7,962	C	0	0.00%
Equipment Rental	25,985			25,985	0.85%
Depreciation/Amortization	76,640	783	O	75,857	2.48%
Dues & Subscriptions	19,681	4,950	R	14,731	0.48%
Education	22,903			22,903	0.75%
Entertainment	10,915	10,915	E	0	0.00%
Employee Relations	55,119	47,239	D,F,G	7,880	0.26%
Insurance-General	105,222			105,222	3.44%
Office Supplies	74,283			74,283	2.43%
Parking/Auto Expenses	23,875	15,353	Q	8,522	0.28%
Postage	6,989			6,989	0.23%
Printing	56,089	1,685	A	54,405	1.78%
Professional Services	128,453	74,615	J	53,837	1.76%
Interest Expense	5,511	5,511	B	0	0.00%
Professional Registration	9,546			9,546	0.31%
Recruitment	8,779			8,779	0.29%
Temporary Help	17,162			17,162	0.56%
Rent/Utilities	707,766	7,677	M	700,089	22.91%
Tenant Improvements	599			599	0.02%
Repairs & Maintenance	7,963			7,963	0.26%
Taxes	224,853			224,853	7.36%
Telephone	86,751			86,751	2.84%
Travel	14,855	2,478	N	12,378	0.41%
Total General & Administrative	3,818,762	279,728		3,539,034	115.81%
Total Overhead Expenses	7,192,121	1,025,585		6,166,536	201.80%
Overhead Rate	**234.09%**			**201.80%**	

References

- **A** Advertising unallowable per 48 CFR 31.205-1(f).
- **B** Interest unallowable per 48 CFR 31.205-20.
- **C** Contributions unallowable per 48 CFR 31.205-8.
- **D** Gifts unallowable per 48 CFR 31.205-13.
- **E** Entertainment unallowable per 48 CFR 31.205-14.
- **F** Alcoholic beverages unallowable per 58 CFR 31.205-51.
- **G** Local meals unallowable per 48 CFR 31.205-14, WSDOT Audit Guide for Consultants CH. 6-Overhead Costs & WSDOT accounting Manual M13-82, Ch. 10, section 3.6-Meals
- **H** Fringe Benefits estimate associated with the disallowed portion of Marketing Labor unallowable per 48 CFR 31.205-1(f) & AASHTO Audit Guide Ch. 8.13 & 8.24
- **I** Deferred Comp unallowable per 48 CFR 31.205-6 (k).
- **J** Unallowable legal fees per 48 CFR 31.205-3 & 31.205-27.
- **K** Key persons life insurance unallowable per 48 CFR 31.205-19
- **L** Unallowable estimated overtime premium per WSDOT policy
- **M** Common Control Rent Adjustment per 48 CFR 31.205-36 (b) (3)
- **N** Unallowable Travel Expenses
- **O** Re-organizational costs unallowable per 31.205-27(a)
- **P** Anniversary bonus in the amount of $17,500 and pricipal bonus in the amount of $433,218 unallowable per 48 CFR 31.205-6(f) and 2012 AASHTO Audit Guide Ch. 7.11
- **Q** Principal parking in the amount of $11,580 and principal auto leases in the amount of $34,673.61 unallowable per 48 CFR 31.201-2(d), 48 CFR 31.201-3 and 48 CFR 31.205-6(m)
- **R** Costs of memberships in civic and community organization unallowable per 48 CFR 31.205-1(f)(7).
- **S** Excess executive compensation for $101,195 is unallowable per 48 CFR 31.205-6(p)

Agenda Bill No. 16-024

TO: Mayor Guier and City Council Members

FROM: Public Works

MEETING DATE: February 22, 2015

SUBJECT: Updating ROW Acquisition Procedures

ATTACHMENTS:

- Resolution No. 2016-319
- ROW Acquisition Procedures
- Att. A - Waiver of Appraisal Procedures
- Att B – Administrative Settlements

Previous Council Review Date: N/A

Summary: The acquisition of right of way for transportation projects using Federal money has established policies we must follow. The attached policies were prepared by WSDOT, the authorized agent of the Federal money, in accordance with 49 CFR Part 24 and state law, chapter 8.26 RCW.

Recommended Action: Staff recommends Council approve Resolution No. 2016-319, which signifies the City of Pacific's adoption of the procedures for real property acquisition and relocation activities on projects administered by the City, using federal funds.

Motion for Consideration: "I move to" approve Resolution No. 2016-319, A RESOLUTION OF THE CITY OF PACIFIC, WASHINGTON, ADOPTING RIGHT OF WAY ACQUSITION POLICIES FOR TRANSPORTATION PROJECTS THAT ARE FEDERALLY FUNDED.

Budget Impact: There are no costs associated with the approval of this resolution and the attached procedures, other than the costs to implement them as needed at the time the Project is underway.

Alternatives: None recommended

CITY OF PACIFIC
WASHINGTON

RESOLUTION NO. 2016-319

A RESOLUTION OF THE CITY OF PACIFIC, WASHINGTON, ADOPTING RIGHT OF WAY ACQUISIITON POLICIES FOR CERTAIN TRANSPORTATION PROJECTS, AS REQUIRED BY 49 CFR PART 24 AND CHAPTER 8.26 RCW.

WHEREAS the City of Pacific is responsible for the development and preservation of the transportation network within the corporate limits of the City; and

WHEREAS the City of Pacific periodically receives federal monies for use in design, right-of-way acquisition, and/or construction of various transportation projects; and;

WHEREAS The City of Pacific is required by the Washington State Department of Transportation (WSDOT) to adopt written procedures that pledge the City to acquire real property and rights of way in accordance with the State Uniform Relocation Assistance and Real Property Acquisition Act (RCW 8.26), state regulations (WAC 468-100) and applicable federal regulations (49 CFR Part 24); and

WHEREAS some properties to be acquired are less than $25,000 in value, and therefore may not require an appraisal of the property and so will qualify for a waiver of appraisal procedures; Now, Therefore,

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

Section 1. The City of Pacific hereby adopts the Right of Way Procedures as attached hereto as Exhibit A.

Section 2. The City of Pacific hereby adopts the Waiver of Appraisal Procedures as attached hereto as Exhibit B.

Section 3. The City of Pacific hereby adopts the Administrative Settlement Procedures as attached hereto as Exhibit C.

Section 4. 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 22ND DAY OF FEBRUARY 2016.

CITY OF PACIFIC

_____

LEANNE GUIER, MAYOR

ATTEST/AUTHENTICATED:

_____

AMY STEVENSON-NESS, CITY CLERK

APPROVED AS TO FORM:

_____

CAROL MORRIS, CITY ATTORNEY

CITY OF PACIFIC

100 3RD AVENUE SOUTHEAST
PACIFIC, WASHINGTON 98047
CITY HALL (253) 929-1100
FAX (253) 939-6026

February 22, 2016

Washington State Department of Transportation
Local Programs
P.O. Box 47390
Olympia, WA 98504-7390

Re: City of Pacific – Right of Way Procedures

The City of Pacific, hereinafter referred to as "AGENCY", desiring to acquire Real Property in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act and applicable federal regulations (49 CFR Part 24) and state law (Ch. 8.26 RCW), and state regulations (Ch. 468-100 WAC) hereby adopts the following procedures to implement the above statutes and Washington Administrative Code. The AGENCY is responsible for the real property acquisition and relocation activities on projects administered by the AGENCY. To fulfill the above requirements the AGENCY will acquire right-of-way in accordance with the policies set forth in the Right of Way Manual M 26-01 and Local Agency Guidelines. The AGENCY has the following expertise and personnel capabilities to accomplish these functions:

1) The following relate to the AGENCY's request.

   a) Below is a list of responsible AGENCY positions, for which the AGENCY has qualified staff to perform the specific right-of-way function(s). Attached is a listing of each individual on the AGENCY staff who currently fill those positions below, and a brief summary of their qualifications pertaining to the specific right-of- way function(s) for which they are listed. This list shall be updated whenever staffing changes occur. The AGENCY will be approved to acquire based upon staff qualifications.

      i) PROGRAM ADMINISTRATION :

         Oversee delivery of the R/W Program on federal aid projects for the agency. Ensures R/W functions are carried out in compliance with federal and state laws, regulations, policies and procedures.

         Responsibilities/Expectations:

         - Ensures agency's approved R/W Procedures are current, including staff qualifications, and provides copies to consultants and agency staff;
         - Oversight of R/W consultants;
           (i) use of consultant contract approved by WSDOT (under construction)
           (ii) management of ROW contracts
           (iii) management of R/W files
           (iv) reviews and approves actions and decisions recommended by consultants
           (v) Overall responsibility for decisions that are outside the purview of consultant functions

- Sets Just Compensation prior to offers being made;
- Approves administrative offer summaries per policy;
- Ensure agency has a relocation appeal process in place prior to starting relocation activities;
- Oversight of Administrative Settlements;
- Obligation authority for their agency;
- Obtain permits (Non-Uniform Relocation Act (URA));
- Ensures there is a separation of functions to avoid conflicts of interest.

City Engineer: James J Morgan

Title of AGENCY Position (employee name & qualifications attached)

ii) APPRAISAL
Prepare and deliver appraisals on federal aid projects for the agency. Ensures that appraisals are consistent and in compliance with state and federal laws, regulations, policies and procedures.

Responsibilities/Expectations:

- Use only qualified agency staff approved by WSDOT to perform appraisal work;
- Use appraiser from WSDOT's Approved Appraiser List if agency does not have qualified staff;
- Prepare Project Funding Estimates (PFE) or, when applicable, True Cost Estimates (TCE);
- Prepare Administrative Offer Summaries (AOS or Appraisal Waiver);
- Obtain specialist reports;
- Coordinate with engineering, program administration, acquisition, relocation, and/or property management as necessary.

Consultant: The City will retain the services of a consultant from the list of WSDOT approved appraisers.

Title of AGENCY Position (employee name & qualifications attached)

iii) APPRAISAL REVIEW:
Review appraisals on federal aid projects for the agency to make sure they are adequate, reliable, and have reasonable supporting data, and approve appraisal reports. Ensures appraisals are adequately supported and represent fair market value and applicable costs to cure and are completed in compliance with state and federal laws, regulations, policies and procedures.

Responsibilities/Expectations:

- Use only qualified agency staff approved by WSDOT to perform appraisal review work;
- Use review appraiser from WSDOT's Approved Appraiser List if agency does not have qualified staff;
- Ensures project wide consistency in approaches to value, use of market data and costs to cure;
- Coordinate with engineering, program administration, acquisition, relocation, and/or property management as necessary.

Consultant: The City will retain the services of a consultant from the list of WSDOT approved appraisers to perform appraisal reviews.

Title of AGENCY Position (employee name & qualifications attached)

iv) ACQUISITION:
Acquire, through negotiation with property owners, real property or real property interests (rights) on federal aid projects for the agency. Ensures acquisitions are completed in compliance with federal and state laws, regulations, and policies and procedures.

Responsibilities/Expectations:

- Use only qualified staff to perform acquisition activities for real property or real property interests, including donations;
- To avoid a conflict of interest, when the acquisition function prepares an AOS, only acquires property valued at $10,000 or less;
- Provide and maintain a comprehensive written account of acquisition activities for each parcel;
- Prepare administrative settlement justification and obtain approval;
- Prepare Project Funding Estimates (PFE) or, when applicable, True Cost Estimates (TCE);
- Prepare Administrative Offer Summaries (AOS or Appraisal Waiver);
- Review title, and recommend and obtain approval for acceptance of encumbrances;
- Ensure acquisition documents are consistent with R/W plans, valuation, and title reports;
- Provide a negotiator disclaimer;
- Coordinate with engineering, program administration, appraisal, relocation, and/or property management as necessary;
- Maintain a complete, well organized parcel file for each acquisition.

Consultant: The City will retain the services of a consultant from the list of WSDOT approved property acquisition consultants.

Title of AGENCY Position (employee name & qualifications attached)

v) RELOCATION:
Provide relocation assistance to occupants of property considered displaced by a federally funded projects for the agency. Ensures relocations are completed in compliance with federal and state laws, regulations, policies and procedures.

Responsibilities/Expectations:

- Prepare and obtain approval of relocation plan prior to starting relocation activities;
- Confirm relocation appeal procedure is in place;
- Provide required notices and advisory services;
- Make calculations and provide recommendations for agency approving authority prior to making payment;
- Provide and maintain a comprehensive written account of relocation activities for each parcel;
- Coordinate with engineering, program administration, appraisal, acquisition, and/or property management as necessary;

- Maintain a complete, well organized parcel file for each displacement;
- Ensure occupants and personal property is removed from the ROW.

Consultant: The City will retain the services of a consultant from the list of WSDOT approved property acquisition consultants.

Title of AGENCY Position (employee name & qualifications attached)

vi) PROPERTY MANAGEMENT:
Establish property management policies and procedures that will assure control and administration of ROW, excess lands, and improvements acquired on federal aid projects for the agency. Ensures property management activities are completed in compliance with federal and state laws, regulations, policies and procedures.

Responsibilities/Expectations:

- Account for use of proceeds from the sale/lease of property acquired with federal funds on other title 23 eligible activities;
- Keep R/W free of encroachments;
- Obtain WSDOT/FHWA approval for change in access control along interstate;
- Maintain property records;
- Coordinate with engineering, program administration, appraisal, acquisition, and/or property management as necessary;
- Maintain a complete, well organized parcel file for each displacement;
- Ensure occupants and personal property is removed from the R/W.

City Engineer: James J Morgan

Title of AGENCY Position (employee name & qualifications attached)

b) Any functions for which the AGENCY does not have qualified staff, the Agency will contract with another local agency with approved procedures, an outside contractor, or the Washington State Department of Transportation (WSDOT). An AGENCY that proposes to use outside contractors for any of the above functions will need to work closely with the WSDOT Local Agency Coordinator (LAC) and Local Programs to ensure all requirements are met. When the AGENCY proposes to have a staff person approved to negotiate who is not experienced in negotiation for FHWA funded projects, the LAC must be given a reasonable opportunity to review all offers and supporting data before they are presented to the property owners.

c) An AGENCY wishing to take advantage of an Appraisal Waiver (aka Administrative Offer Summary or AOS) procedure on properties valued up to $25,000 or less should make their proposed waiver procedure a part of these procedures. The procedure outlined in LAG manual has already been approved using form LPA-003. The AGENCY may submit a procedure different than that shown and it will be reviewed and approved if it provides sufficient information to determine value. *(See Attachment A)*

d) Attached is a copy of the AGENCY's administrative settlement procedure showing the approving authority(s) and the procedure involved in making administrative settlements. . *(See Attachment B)*

2) All projects shall be available for review by the FHWA and WSDOT at any time and all project documents shall be retained and available for inspection during the plan development, right-of-way and construction stages, and for a three year period following acceptance of the projects by WSDOT.

3) Approval of the AGENCY's procedures by WSDOT may be rescinded at any time the AGENCY is found to no longer have qualified staff or is found to be in non-compliance with the regulations. The rescission may be applied to all or part of the functions approved.

Mayor	Date

Washington State Department of Transportation

Approved By:

Local Programs Right of Way Manager	Date

Attachment A

CITY OF PACIFIC
100 3RD AVENUE SOUTHEAST
PACIFIC, WASHINGTON 98047
CITY HALL (253) 929-1100
FAX (253) 939-6026

February 22, 2016

Washington State Department of Transportation
Local Programs
P.O. Box 47390
Olympia, WA 98504-7390
Re: City of Pacific – Waiver of Appraisal Procedures

The City of Pacific, hereinafter referred to as "AGENCY", desiring to acquire Real Property according to 23 CFR, Part 635, Subpart C and State directives, and desiring to take advantage of the $25,000.00 appraisal waiver process approved by the Federal Highway Administration (FHWA) for Washington State, hereby agrees to follow the procedure approved for the Washington State Department of Transportation (WSDOT) as follows:

Rules

A. The AGENCY may elect to waive the requirement for an appraisal if the acquisition is simple and the compensation estimate indicated on the Project Funding Estimate (PFE) is $25,000.00 or less including cost-to cure items. A True Cost Estimate shall not be used with this procedure.

B. The AGENCY must make the property owner(s) aware that an appraisal has not been completed on the property for offers $10,000 or less.

C. The AGENCY must make the property owner(s) aware that an appraisal has not been completed on the property for offers over $10,000 and up to $25,000, and that an appraisal will be prepared if requested by the property owner(s).

D. Special care should be taken in the preparation of the waiver. As no review is mandated, the preparer needs to assure that the compensation is fair and that all the calculations are correct.

Procedures

A. An Administrative Offer Summary (AOS) is prepared using data from the PFE.

B. The AOS is submitted to the City Administrator for approval.

C. The City Administrator signs the AOS authorizing a first offer to the property owner(s).

AGENCY APPROVED:

By: _____ _____
Local Programs Right of Way Manager

LPA-003
10/2014

Attachment B

CITY OF PACIFIC
100 3RD AVENUE SOUTHEAST
PACIFIC, WASHINGTON 98047
CITY HALL (253) 929-1100
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February 22, 2016

Washington State Department of Transportation
Local Programs
P.O. Box 47390
Olympia, WA 98504-7390

Re: City of Pacific – Administrative Settlements

The AGENCY shall make every reasonable effort to expeditiously acquire real property by negotiation. Negotiation implies an honest effort by the AGENCY to resolve differences with property owners. Offers can be flexible and negotiations should recognize the inexact nature of the process by which just compensation is determined. The AGENCY shall endeavor to expedite the acquisition of real property by agreements with owners and to avoid litigation and relieve congestion in the courts.

1. The AGENCY shall carefully consider and maximize the use of administrative settlements in appropriate situations. An administrative settlement or stipulated settlement is a negotiated settlement of a right-of-way acquisition case in which the AGENCY has administratively approved payment in excess of fair market value as shown on the AGENCYs approved determination of value (aka review appraisers certificate). The AGENCY shall carefully consider and maximize the use of administrative settlements in appropriate situations.

2. Administrative settlements may be approved when it is determined that such action is in the public interest. In arriving at a determination to approve an administrative settlement, the following nonexclusive factors may be considered:

   A. All available appraisals, including the owner's, comparable sales not included in an appraisal, and the probable range of testimony in a condemnation trial.

   B. The negotiator's recorded information, including parcel details and the owner's rationale for increased compensation.

   C. Recent court awards in cases involving similar acquisition and appraisal problems.

   D. Likelihood of obtaining an impartial jury in local jurisdiction, opinion of legal counsel where appropriate.

E. Estimate of trial cost weighed against other factors.

F. Impact of construction delay pending acquisition.

3. Authority

A. The City Engineer shall have authority to waive appraisals on properties valued at $25,000 or less under the process outlined in LAG manual Appendix 25.176. The Public Works Director shall have the authority to sign AGENCY concurrence with the waiver valuation as Just Compensation and authorize the commencement of negotiations.

B. The City Engineer shall have authority to sign AGENCY concurrence with the Appraisal Review (Determination of Value) as Just Compensation and authorize the commencement of negotiations.

C. Administrative settlements that do not exceed $25,000 may be approved by the City Engineer. A diary entry, signed by the City Engineer, shall be placed in the file.

D. Administrative settlements that exceed $25,000 shall be approved by the Mayor. A memorandum in support of the settlement, signed by the Mayor, shall be placed in the file.

AGENCY APPROVED:

By: _____ _____

Local Programs Right of Way Manager

AGENDA ITEM NO. 5F

Agenda Bill No. 16-025

TO: Mayor Guier and City Council Members

FROM: Richard A. Gould, City Administrator

MEETING DATE: February 16, 2016

SUBJECT: Motion to approve the 2015 Fourth Quarter financial reports

ATTACHMENTS: 2015 Fourth Quarter Financial Reports, which include the cash flow report, the Fourth Quarter Summary Financial Report, the Grant Report and the Investment Report. Also included is a narrative for the quarterly report.

Previous Council Review Date: None

Summary: The Finance Committee meets with staff on Wednesday, February 10th to discuss the 2015 fourth quarter financial reports. Staff has reviewed these reports with the Mayor and City Administrator during the weeks prior to the Finance Committee and City Council.

Recommendation/Action: Staff recommends that the City Council approve the 2015 fourth quarter financial reports.

Motion for Consideration: I move to approve the 2015 fourth Quarter Financial Reports as reviewed by the Mayor and staff.

Budget Impact: N/A

Alternatives: N/A

2015 Fourth Quarter Financial Reports

Enclosed are the fund reports as of December 31st (entire year) 2015.

Staff presented the summary reports for the Finance Committee's review on the 10th. The line item reports are in greater detail and reviewed by the Mayor and City Administrator. Then they are distributed to the department heads to review with the City Administrator and Mayor once again over each area of control. The City Council reviews these reports at the Council meeting on the 16th with the Committee's approval, which was given on the 10th.

The 2015 numbers are in line with budgeted expectations for the most part. The only significant exceptions are the major street projects for Stewart and Valentine which are still ongoing. This has an impact on the overall report of inflating the budget which has been consistent over the past two years. However this has balanced out after staff input the amended budget which is now complete. The cash position for the year is up by ***$886,514***. The table on the next page shows the increases and decreases in the individual funds. The significant ones are highlighted in yellow and discussed in the following paragraph. Last year at this time the City's cash position was $7,458,050 on December 31, 2014. This year the cash balance on December 31st is *$8,344,564*.

- The General Fund (001) is up by $385,597 due to revenues increase by 3.93% over 2014 and expenditures are up by 3.86% over last year (2014). So the difference in revenues surpassing expenditures by .07% equates to a similar increase as in 2014 ($368,121).
- The General Fund Equipment Reserve (098) is down by $35,552 due to the purchase of three police vehicles and other technology infrastructure needs that were not accounted for in general fund transfers. This will be changed in 2016 so as not to draw down the balance (but to increase it for future needs).
- The General Fund Cumulative Reserve (099) Fund's cash position was increased by $245,615 to begin increasing the reserves towards a long-term goal of $1 Million. This is Mayor targeted goal.
- The Street Fund (101) is up by $175,075 primarily due to the moving of real estate excise taxes (REET) from the Municipal Capital Improvement Fund (300). The Street Fund end balance needs to be increased in order to start repairs and maintenance that have been identified in the Street study done in 2015.
- The Municipal Capital Improvements Fund (300) has a reduced balance as the $400K transfer made in 2014 from the General Fund (001) was reversed due to the delay of the City Hall update project.
- The Valentine Road Project (308) has finally gotten started on the Pacific portion. The City spent over $243K in 2015. However the fund received over a million dollars of revenue in 2015, mostly public work's trust fund loans thus increasing the fund balance by $771,997. The City will spend most of these funds in completing the project in 2016.
- The Stewart/Thornton Avenue Road Project (310) Fund is down ($590K), due to the activity on the project and is as expected. Though much of these expenses will be grant reimbursed ($375 in November), some are matching funds and as expected this fund had a significant decrease by year's end.
- The Water (401) Fund has decreased by $88K due to the annual debt payments being made in full ($174K) and the continual repairs needed due to infrastructure breakdown, such as water meters over a decade old. The 2% rate increase may help in 2016 however the rate studies will determine if more rate increases are needed.

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- The Sewer Fund (402) is once again down by a significant amount. The amount is over $107K and continues to come close to being in the **red** by year end. The 2% rate increase for 2016 will not fix this problem. The rate study should identify what increases are needed in keeping the sewer system functioning properly and covering costs.
- The Water Capital Improvement (406) fund is down by $157K due to expenses from the watermain project that is tied to the Stewart Road Project. This fund will see much more activity in 2016 due to the water meter replacement project which could cost upwards of $2 million.
- The Stormwater Fund (409) was increased by $215,739 due to increased revenues from 2014 of 28%! This is in large part due to collection efforts and identification of customers that should be paying and previously were not. However the Stormwater's reserve/capital fund is quite low and needs increased rates to build this to appropriate levels ($500K more at least).
- The Utilities Equipment Reserve (499) Fund has increased ($165K) due to interfund transfer support from the utility funds and lower activity in purchases of new assets in 2015. This is a positive sign as many older capital equipment assets will need to be replaced in the next few years.

In 2014 the yearend increase was slightly over a million dollars (over $1,044K). That equates to almost a $2M increase since the end of 2013, almost a ***40% increase***! However, I expect this to change in 2016 due to the use of the grants/loans related to the Valentine, Stewart Road Project expenditures. Early projections for 2016 are for an increase in cash position of approximately $200K. Please remember that all of these numbers are in draft form as staff and I work to review them while preparing the Annual Report for the State Auditor Office (SAO). However I do not anticipate a material changes during that process.

Please feel free to contact me to discuss any matters with this report.

Richard A. Gould
City Administrator

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Fund Cash change:

Fund		2014	2015	Net Gain (loss)
001	General Fund	$ 1,633,986.48	$ 2,019,583.49	$ 385,597.01
098	General Fund Equipment Reserve	$ 47,532.44	$ 11,979.67	$ (35,552.77)
099	General Fund Cumulative Reserve	$ 134,958.15	$ 380,573.15	$ 245,615.00
101	Street Fund	$ 80,929.77	$ 256,005.06	$ 175,075.29
107	Tourism Fund	$ 93,860.51	$ 110,034.61	$ 16,174.10
206	LID 3 Redemption Fund	$ -	$ -	$ -
300	Municipal Capital Improvements Fund	$ 830,733.61	$ 434,532.32	$ (396,201.29)
301	Stewart/8th St Corridor Fund	$ 254,458.59	$ 297,165.80	$ 42,707.21
305	Parks Capital Improvement Fund	$ 111,469.75	$ 137,413.37	$ 25,943.62
308	Valentine Road Project Fund	$ 191,875.51	$ 963,872.15	$ 771,996.64
309	West Valley	$ -	$ 26,357.28	$ 26,357.28
310	Stewart/Thornton Ave Rd Project	$ 590,859.34	$ 918.47	$ (589,940.87)
333	Fire Capital Improvement	$ 69,740.23	$ 76,197.31	$ 6,457.08
401	Water Fund	$ 684,813.12	$ 595,974.84	$ (88,838.28)
402	Sewer Fund	$ 112,857.50	$ 5,020.29	$ (107,837.21)
403	Garbage Fund	$ 274,555.70	$ 275,920.01	$ 1,364.31
406	Water Capital Improvement Fund	$ 732,769.00	$ 575,215.96	$ (157,553.04)
408	Sewer Cumulative Fund	$ 522,334.77	$ 621,982.92	$ 99,648.15
409	Stormwater Fund	$ 608,485.70	$ 824,224.75	$ 215,739.05
410	Stormwater Facility Fund	$ 89,372.06	$ 161,117.06	$ 71,745.00
411	Pierce County Water Area Fund	$ 164,317.20	$ 145,016.79	$ (19,300.41)
499	Utilities Equipment Reserve Fund	$ 164,458.32	$ 329,447.16	$ 164,988.84
601	Customer Deposits Fund	$ 5,159.91	$ 5,159.91	$ -
630	Developer Deposits Fund	$ 54,370.78	$ 67,955.78	$ 13,585.00
635	Pacific Court	$ -	$ 30,273.00	$ 30,273.00
640	Algona Court Fund	$ 4,151.47	$ 8,690.00	$ 4,538.53
800	Payroll EE Benefit Clearing		$ (16,067.11)	$ (16,067.11)
		$ 7,458,049.91	$ 8,360,631.15	$ 886,514.13

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City Of Pacific 2015 Yearend Cash Position-Draft

City Of Pacific
MCAG #: 0423

Time: 12:11:38 Date: 02/09/2016
Page: 1

REVENUES	January	February	March	April	May	June	July	August	September	October	November	December	Total	Budgeted Amt	%
001 General Fund	1,911,414.21	405,564.70	256,660.17	410,616.83	565,856.61	270,658.68	241,544.77	382,932.12	315,251.51	424,809.42	549,426.23	712,218.03	6,446,953.28	5,707,485.75	113%
098 General Fund Equipment Reserve	57,117.35	9,585.08	9,586.03	11,669.31	7,565.98	9,704.58	9,678.77	9,583.55	9,583.32	9,583.32	9,583.32	34,584.33	187,824.94	181,196.00	104%
099 General Fund Cumulative Reserv	134,962.61	3.97	5.12	4.67	102.07	174.72	138.97	4.92	5.23	6.09	97.47	245,067.31	380,573.15	380,615.00	100%
101 Street	106,521.15	67,972.21	28,924.32	31,535.15	48,699.31	33,241.52	37,386.64	38,078.84	46,440.63	56,788.36	51,267.06	37,417.00	584,272.19	466,760.00	125%
107 Tourism	94,728.90	905.55	711.08	1,261.78	1,013.36	1,038.73	1,428.21	2,300.12	2,494.27	2,238.06	1,909.44	1,475.71	111,505.21	96,700.00	115%
300 Municipal Capital Improvements	837,132.30	-6,346.41	33.09	28.71	628.30	1,075.50	855.44	30.27	32.22	48.56	600.04	414.30	834,532.32	786,700.00	106%
301 Roads Capital Improvements	256,670.77	7.70	10.03	8.53	143,126.12	490.73	365.36	52.55	15.09	17.42	279.00	188.18	401,231.48	244,583.62	164%
305 Parks Capital Improvement	124,004.26	51.07	66.50	519.24	5,258.59	222.25	184.97	522.82	1,081.02	2,400.07	4,942.83	2,475.97	141,729.59	119,650.00	118%
308 Valentine Road Project	201,881.50	10,006.19	10,008.41	18,340.56	1,837.71	10,315.13	10,242.37	10,002.57	10,003.13	10,004.04	435,889.18	478,696.63	1,207,227.42	6,521,500.00	19%
309 West Valley	26,392.04	4,167.32	4,167.39	18,001.70	8,367.37	4,224.94	51,978.19	4,167.94	4,168.17	55,959.12	4,186.69	28,166.56	213,947.43	230,000.00	93%
310 Stewart/Thornton Ave Rd Projec	590,878.87	16.34	262,641.09	17.95	150.18	310,493.45	175,226.90	9.62	280,485.32	400,745.16	370,356.41	171,958.99	2,562,980.28	2,312,000.00	111%
333 Fire Capital Improvement	70,728.53	2.08	2.69	495.44	53.86	92.21	73.34	495.59	2.78	2,468.23	53.57	1,728.99	76,197.31	82,263.77	93%
401 Water	758,390.37	83,400.80	65,022.06	80,055.30	84,887.66	84,225.31	92,296.53	121,657.45	116,282.36	107,824.88	78,110.13	80,747.33	1,752,900.18	1,724,712.04	102%
402 Sewer	258,263.23	164,983.15	170,881.98	149,784.18	154,885.37	152,721.24	173,176.99	179,905.84	176,670.99	184,328.82	154,740.09	169,659.40	2,090,001.28	2,390,963.58	87%
403 Garbage	274,564.77	8.09	10.42	9.49	207.65	3,588.06	282.41	9.99	10.63	16,631.53	198.38	138.70	295,660.12	291,280.76	102%
406 Water Capital Improvement	742,854.09	78.84	82.56	159,098.47	629.35	875.05	5,708.76	5,080.56	81.73	25,034.71	537.98	682.79	940,744.89	3,973,849.03	24%
408 Sewer Cumulative Fund	532,602.03	6,265.42	6,269.80	2,018.84	12,911.88	6,951.80	8,832.61	8,270.92	6,272.58	18,276.54	6,688.18	6,622.32	621,982.92	618,250.00	101%
409 Storm	670,316.66	52,493.14	84,699.38	55,115.51	53,760.32	53,816.04	60,289.70	194,963.82	59,125.20	58,928.37	57,859.74	61,880.11	1,463,247.99	2,074,020.00	71%
410 Stormwater Facility Fund	94,441.68	4,169.33	4,170.10	453.55	8,411.37	4,300.26	4,285.76	4,621.03	4,171.49	6,422.46	4,264.14	21,436.09	161,147.26	157,183.40	103%
411 Pierce County Water Area	164,322.63	4.79	6.11	5.51	119.24	201.95	158.91	5.56	5.86	6.74	106.66	72.83	165,016.79	188,300.00	88%
499 Utilities Equipment Reserve	185,297.10	20,838.49	20,840.37	6,257.84	35,595.56	21,152.98	21,123.91	20,844.38	20,844.85	20,845.34	21,040.26	20,986.62	415,667.70	255,200.00	163%
601 Customer Deposits	5,159.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,159.91	5,160.00	100%
630 Developer Deposit	54,620.78	500.00	750.00	1,150.00	900.00	4,000.00	3,800.00	4,000.00	6,000.00	3,000.00	2,500.00	510.00	81,730.78	73,900.00	111%
635 Pacific Court	54,948.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	54,948.18	0.00	0%
640 Algona Court	22,730.71	15,954.91	18,297.21	17,826.30	17,567.75	15,124.46	17,393.94	13,396.62	25,457.55	8,941.86	9,891.09	10,070.68	192,653.08	196,560.77	98%
800 Payroll EE Benefit Clearing	-18,084.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-18,084.48	0.00	0%
	8,212,860.15	840,632.76	943,845.91	964,274.86	1,152,535.61	988,689.59	916,453.45	1,000,937.08	1,084,485.93	1,415,309.10	1,764,527.89	2,087,198.87	21,371,751.20	29,078,833.72	73%

EXPENDITURES	January	February	March	April	May	June	July	August	September	October	November	December	Total	Budgeted Amt	%
001 General Fund	430,500.26	316,407.23	279,087.81	304,854.88	322,203.65	331,102.19	367,072.37	313,657.38	314,492.95	363,184.34	357,366.94	727,439.80	4,427,369.80	4,627,887.57	96%
098 General Fund Equipment Reserve	0.00	0.00	0.00	652.80	5,294.06	6,382.76	96,121.26	45,208.07	425.00	-2,687.32	0.00	24,448.64	175,845.27	177,500.00	99%
101 Street	30,389.09	23,097.90	14,596.68	23,342.30	19,068.02	21,050.74	26,805.48	18,552.56	49,122.42	21,087.22	29,396.67	51,758.05	328,267.13	421,252.23	78%
107 Tourism	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,470.60	0.00	0.00	1,470.60	1,500.00	98%
300 Municipal Capital Improvements	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	400,000.00	400,000.00	400,000.00	100%
301 Roads Capital Improvements	0.00	0.00	44.34	0.00	0.00	0.00	0.00	653.56	12,507.03	0.00	8,982.25	81,878.50	104,065.68	291,600.00	36%
305 Parks Capital Improvement	3,372.09	0.00	-410.62	435.00	405.00	33.58	0.00	346.69	134.48	0.00	0.00	0.00	4,316.22	9,972.09	43%
308 Valentine Road Project	0.00	4,786.25	5,567.23	1,005.91	58.50	234.00	177,116.88	0.00	3,630.00	35,092.01	0.00	15,864.49	243,355.27	6,227,200.00	4%
309 West Valley	0.00	3,180.95	9,767.79	20,151.11	0.00	20,438.62	38,531.61	0.00	42,164.01	19,540.88	0.00	33,815.18	187,590.15	215,000.00	87%
310 Stewart/Thornton Ave Rd Projec	35,613.58	129,299.88	169,422.94	320,619.22	77,458.33	119,378.68	222,665.13	116,954.95	367,100.34	854,653.34	492.00	148,403.42	2,562,061.81	2,737,500.00	94%
401 Water	93,666.86	71,442.14	78,760.43	70,859.78	71,152.95	71,232.54	77,897.17	78,000.51	269,598.07	80,952.05	79,998.05	113,364.79	1,156,925.34	1,213,375.03	95%
402 Sewer	65,151.57	165,338.58	182,940.04	160,189.38	177,075.71	165,325.96	173,740.58	173,497.43	178,884.46	179,269.26	175,071.17	288,496.85	2,084,980.99	2,171,472.60	96%
403 Garbage	0.00	0.00	0.00	0.00	302.60	3,233.00	0.00	185.35	0.00	16,019.16	0.00	0.00	19,740.11	19,850.00	99%
406 Water Capital Improvement	24,290.70	55,307.71	111,927.00	23,499.21	42,633.58	12,499.99	14,770.04	12,499.99	28,158.96	14,941.69	12,499.99	12,500.07	365,528.93	3,071,291.10	12%
408 Sewer Cumulative Fund	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	309,250.00	0%
409 Storm	51,388.69	41,711.05	60,722.47	34,722.25	59,771.13	51,846.25	48,805.97	46,159.18	50,519.54	50,521.35	50,186.83	92,668.53	639,023.24	1,482,949.49	43%
410 Stormwater Facility Fund	0.00	30.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	30.20	56,500.00	0%
411 Pierce County Water Area	1,666.67	1,666.67	1,666.67	1,666.67	1,666.67	1,666.66	1,666.66	1,666.66	1,666.66	1,666.66	1,666.66	1,666.69	20,000.00	20,000.00	100%

City Of Pacific 2015 Yearend Cash Position-Draft

City Of Pacific
MCAG #: 0423

Time: 12:11:38 Date: 02/09/2016
Page: 2

EXPENDITURES	January	February	March	April	May	June	July	August	September	October	November	December	Total	Budgeted Amt	%
499 Utilities Equipment Reserve	0.00	0.00	0.00	875.32	0.00	6,296.25	0.00	26,386.21	51,635.10	1,027.66	0.00	0.00	86,220.54	125,000.00	69%
630 Developer Deposit	6,000.00	2,475.00	0.00	1,400.00	250.00	1,150.00	0.00	500.00	250.00	500.00	500.00	750.00	13,775.00	13,840.00	100%
635 Pacific Court	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24,675.18	24,675.18	0.00	0%
640 Algona Court	18,100.47	16,389.99	18,420.22	11,762.89	17,567.75	15,124.46	17,393.94	16,813.45	14,814.49	8,992.41	8,597.99	19,985.02	183,963.08	199,000.00	92%
800 Payroll EE Benefit Clearing	573.78	-662.14	1,130.29	1,388.04	-558.56	-845.93	84.51	-442.55	-1,190.94	-817.48	-29,953.90	29,277.51	-2,017.37	0.00	0%
	760,713.76	830,471.41	933,643.29	977,424.76	794,349.39	826,149.75	1,262,671.60	850,639.44	1,383,912.57	1,645,413.83	694,804.65	2,066,992.72	13,027,187.17	23,791,940.11	55%
FUND GAIN/LOSS:	7,452,146.39	10,161.35	10,202.62	-13,149.90	358,186.22	162,539.84	-346,218.15	150,297.64	-299,426.64	-230,104.73	1,069,723.24	20,206.15	8,344,564.03		
FUND NET POSITION:	7,452,146.39	7,462,307.74	7,472,510.36	7,459,360.46	7,817,546.68	7,980,086.52	7,633,868.37	7,784,166.01	7,484,739.37	7,254,634.64	8,324,357.88	8,344,564.03			

City of Pacific Fourth Quarter Financial Reports Summary-2015

City Of Pacific
MCAG #: 0423

Time: 10:52:12 Date: 02/09/2016
Page: 1

Fund	Revenue Budgeted	Received		Expense Budgeted	Spent	
001 General Fund	5,707,485.75	6,446,953.28	113.0%	4,627,887.57	4,427,369.80	95.7%
007 Tourism	0.00	0.00	0.0%	0.00	0.00	0.0%
098 General Fund Equipment Reserve	181,196.00	187,824.94	103.7%	177,500.00	175,845.27	99.1%
099 General Fund Cumulative Reserv	380,615.00	380,573.15	100.0%	0.00	0.00	0.0%
100 Springbrook GF	0.00	0.00	0.0%	0.00	0.00	0.0%
101 Street	466,760.00	584,272.19	125.2%	421,252.23	328,267.13	77.9%
107 Tourism	96,700.00	111,505.21	115.3%	1,500.00	1,470.60	98.0%
206 LID 3 Redemption	0.00	0.00	0.0%	0.00	0.00	0.0%
207 LID 3 Reserve	0.00	0.00	0.0%	0.00	0.00	0.0%
208 2000 Fire GO Bond	0.00	0.00	0.0%	0.00	0.00	0.0%
300 Municipal Capital Improvements	786,700.00	834,532.32	106.1%	400,000.00	400,000.00	100.0%
301 Roads Capital Improvements	244,583.62	401,231.48	164.0%	291,600.00	104,065.68	35.7%
305 Parks Capital Improvement	119,650.00	141,729.59	118.5%	9,972.09	4,316.22	43.3%
308 Valentine Road Project	6,521,500.00	1,207,227.42	18.5%	6,227,200.00	243,355.27	3.9%
309 West Valley	230,000.00	213,947.43	93.0%	215,000.00	187,590.15	87.3%
310 Stewart/Thornton Ave Rd Projec	2,312,000.00	2,562,980.28	110.9%	2,737,500.00	2,562,061.81	93.6%
333 Fire Capital Improvement	82,263.77	76,197.31	92.6%	0.00	0.00	0.0%
401 Water	1,724,712.04	1,752,900.18	101.6%	1,213,375.03	1,156,925.34	95.3%
402 Sewer	2,390,963.58	2,090,001.28	87.4%	2,171,472.60	2,084,980.99	96.0%
403 Garbage	291,280.76	295,660.12	101.5%	19,850.00	19,740.11	99.4%
406 Water Capital Improvement	3,973,849.03	940,744.89	23.7%	3,071,291.10	365,528.93	11.9%
408 Sewer Cumulative Fund	618,250.00	621,982.92	100.6%	309,250.00	0.00	0.0%
409 Storm	2,074,020.00	1,463,247.99	70.6%	1,482,949.49	639,023.24	43.1%
410 Stormwater Facility Fund	157,183.40	161,147.26	102.5%	56,500.00	30.20	0.1%
411 Pierce County Water Area	188,300.00	165,016.79	87.6%	20,000.00	20,000.00	100.0%
499 Utilities Equipment Reserve	255,200.00	415,667.70	162.9%	125,000.00	86,220.54	69.0%
601 Customer Deposits	5,160.00	5,159.91	100.0%	0.00	0.00	0.0%
630 Developer Deposit	73,900.00	81,730.78	110.6%	13,840.00	13,775.00	99.5%
635 Pacific Court	0.00	54,948.18	0.0%	0.00	24,675.18	0.0%
640 Algona Court	196,560.77	192,653.08	98.0%	199,000.00	183,963.08	92.4%
	29,078,833.72	21,389,835.68	73.6%	23,791,940.11	13,029,204.54	54.8%

LGIP Cash and Investment Balances
December 31, 2015

Instrument Type	Settlement Date	Investment Cost	Yield To Maturity	Maturity Date	Annualized Interest	Annualized Interest at LGIP rate (.14%)
FHLMC (Freddie Mac)	06/22/15	1,001,792	1.6930%	01/08/20	16,960.12	1,402.51
FNMA (Fannie Mae)	11/21/14	992,712	1.2430%	05/21/18	12,339.41	1,389.80
FICO STRIP PRN-3	01/15/15	598,038	0.9733%	11/30/17	5,820.50	837.25
FFCB-Fed Farm Credit	08/18/15	1,004,128	1.6200%	08/12/19	16,266.88	1,405.78
FHLB-Fed Home Loan Bank	11/15/15	1,004,119	0.4701%	12/28/16	4,719.92	1,405.77
Sub Total		4,600,790			56,106.84	6,441.11
Average Maturity (days)				332		
Average Yield to Maturity			1.2195%			
State Investment Pool		2,055,115	0.1400%	1		
Total Investments		6,655,905				

Note: Yield to Maturity for the State Investment Pool is a 12 month average.

Portfolio Diversification

Instrument Type	Percentage	Amount
Certificate of Deposit	1%	33,897.15
FHLMC (Freddie Mac)	17%	1,001,792.22
FNMA (Fannie Mae)	17%	992,712.00
FICO STRIP	13%	598,038.30
FFCB-Fed Farm Credit	17%	1,004,128.33
FHLB-Fed Home Loan Bank		1,004,118.83
State Investment Pool	35%	2,055,114.93
Total Investments	**100%**	**6,689,801.76**
Cash inBank		
General Account		1,522,101.96
Columbia Webstone		100,522.31
Petty Cash		1,865.00
Columbia Court		30,273.00
Sweep Account		
Net Cash in Bank		**1,654,762.27**
Total Cash		**8,344,564.03**

Fund	Project	Grant Funding Source	Year of Award	Grant/Loan Contract Number	Grant/Loan Award Amount	2013 Reimbursements	2014 Reimbursements	2015 Reimbursements	Required Matching Funds	Total Combined Revenues	2013 Expenses	2014 Expenses	2015 Expenses	Total Expenses to Date	Balance
310	Stewart	Transp. Improvement Boa	2011	8-1-117(005)-1	$ 4,170,021.00		$ 1,386,997.00	$ 1,916,404.78	$ 1,138,652.00	$ 4,442,053.78	$ 96,223.28	$ 1,391,676.21	$ 1,074,457.76	$ 2,562,357.25	$ 1,879,696.53
308	Valentine	PWTF	2012	PR13-961-053	$ 425,842.29										
310	Stewart	Public Works Trust Fund	2012	PR13-951-087	$ 300,000.00		$ 300,000.00		N/A	$ 300,000.00				$ -	$ 300,000.00
310	Stewart (8th St E)	Transp. Improvement Board		8-1-117 (005)-1				$ 116,958.99							
301	3rd Avenue	Transp. Improvement Boa	2013	3-P-117(002)-1	$ 254,100.00		$ 237,545.00	$ 119,162.77	$ 34,580.00	$ 391,287.77				$ -	$ 391,287.77
301	Milwaukee Blvd	WA Dept Transportation	2009	STPUL-017(008) LA-7567	$ 53,118.00	$ 25,429.00	$ 27,536.00	$ 38.35	$ 8,290.00	$ 61,293.35	$ 39,101.22	$ 26,561.24	$ 44.34	$ 65,706.80	$ (4,413.45)
	Stewart & 8th St. Co	WA Dept Transportation		LA5163		$ 5,803.00		$ 142,949.35		$ 148,752.35				$ -	$ 148,752.35
309	West Valley - King C	WA Dept Transportation	2012	STPUL-047(005) LA-8448	$ 157,010.00		$ 75,418.00	$ 82,828.61		$ 158,246.61	$ 5,011.13	$ 121,937.64	$ 59,266.22	$ 186,214.99	$ (27,968.38)
309	West Valley - Pierce	WA Dept Transportation	2014	STPUS-3229(002) LA 8236	$ 110,000.00		$ 110,000.00	$ 80,927.29	$ 17,168.00	$ 208,095.29		$ -	$ 44,042.45	$ 44,042.45	$ 164,052.84
308	Valentine	CERB	2007	J2011-011	$ 3,309,000.00	$ 375,610.35				$ 375,610.35	$ 37,479.97	$ 237,965.03	$ 188,768.77	$ 464,213.77	$ (88,603.42)
	Corrosion Control	Public Works Trust Fund	2000						N/A	$ -				$ -	$ -
	Reservoir and BPS	Public Works Trust Fund	2004		$ 3,054,685.00				N/A	$ -				$ -	$ -
406	Stewart Road	Public Works Trust Fund	2011		$ 800,000.00	$ 30,679.36	$ 466,607.32	$ 154,073.41	N/A	$ 651,360.09	$ -	$ 473,731.00		$ 473,731.00	$ 177,629.09
	Valentine	Public Works Trust Fund	2011		$ 2,014,117.00				N/A	$ -				$ -	$ -
	Valentine	WA Dept of Ecology	2011		$ 687,077.00				N/A	$ -				$ -	$ -
	NPDES - Annual	WA Dept of Ecology	Annual	G1400291	$ 50,000.00	$ 19,146.00			N/A	$ 19,146.00				$ -	$ 19,146.00
409	NPDES - Retrofit	WA Dept of Ecology	2013	G1400291-01	$ 120,000.00		$ 14,942.03	$ 138,196.97	N/A	$ 153,139.00	$ 59,721.26	$ 184,904.78	$ 9,249.69	$ 253,875.73	$ (100,736.73)
001	GMA	WA Dept of Commerce		5414009			$ 14,400.00	$ 3,600.00		$ 18,000.00				$ -	$ 18,000.00
	Interurban Trail	WA Dept of Transportatio	2000	STPE-0950(001) TA2140	$ 130,000.00				$ 50,000.00	$ 50,000.00				$ -	$ 50,000.00
001	Radar Grant						$ 2,000.00			$ 2,000.00				$ -	$ 2,000.00
001	Swing Gate						$ 12,637.00			$ 12,637.00				$ -	$ 12,637.00
001	Reader Board	WA Military Dept	2013	97.042		22010				$ 22,010.00				$ -	$ 22,010.00
001	Handheld Radar	WA Assoc Sheriffs/Chiefs	2015					$ 6,242.12		$ 6,242.12			$ 5,742.12	$ 5,742.12	$ 500.00
305	Hatch Habitat	King County	2014		$ 80,000.00		$ 61,628.14			$ 61,628.14		$ 132,379.77	$ (410.62)	$ 131,969.15	$ (70,341.01)
										$ -				$ -	$ -
001	FEMA Grant	WA Military Dept						$ 43,112.69		$ 43,112.69				$ -	$ 43,112.69
	CDBG	King County	2015		$ 145,300.00					$ -				$ -	$ -
	TOTALS				**$ 15,860,270.29**	**$ 478,677.71**	**$ 2,709,710.49**	**$ 2,804,495.33**	**$ 1,248,690.00**	**$ 7,124,614.54**	**$ 237,536.86**	**$ 2,569,155.67**	**$ 1,381,160.73**	**$ 4,187,853.26**	**$ 2,936,761.28**

Agenda Bill No. 16-026

TO: City Council Members

FROM: Council Member Oliveira

MEETING DATE: February 16, 2016

SUBJECT: Supporting World Spay Day 2016

ATTACHMENTS:

- Resolution No. 2016-320

Previous Council Review Date: N/A

Summary: Spay and neuter is an effective and humane way to save animals' lives. They are common surgeries veterinarians perform to stop animals from having accidental, surplus litters. Preventing litters reduces the number of healthy and treatable cats and dogs that are put down in U.S. shelters each year, estimated at 2.4 million animals yearly.

This resolution will help bring this message to the residents of the City of Pacific.

http://www.worldspayday.org/

Recommended Action: Approve the resolution in support of World Spay Day 2016.

Motion for Consideration: I move to approve Resolution No. 2016-320, in support of World Spay Day 2016 and to stress the importance of the need to spay and neuter as an effective means of saving pets' lives.

Budget Impact: No budgetary impact.

Alternatives:

RESOLUTION NO. 2016-320

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PACIFIC, WASHINGTON DESIGNATING FEBRUARY 23, 2016 AS "WORLD SPAY DAY"

WHEREAS, pets provide companionship to 65% of U.S. households; and

WHEREAS, 2.4 million healthy and adoptable cats and dogs are put down in animal shelters each year due to a lack of critical resources and public awareness; and

WHEREAS, nearly 90% of pets living in poverty, and 98% of community (feral and stray) cats are unaltered; and

WHEREAS, spaying and neutering has been shown to dramatically reduce the number of animals who are put down in animals shelters; and

WHEREAS, programs exist to assist with the cost of spaying or neutering pets living in poverty and community cats; and

WHEREAS, veterinarians, national and local animal protection organizations, and private citizens worked together to advocate the spaying and neutering of pets and community cats through "World Spay Day" in the United States and throughout the world in 2015; and

WHEREAS, veterinarians, national and local animal protection organizations, and private citizens have joined together again to advocate the spaying or neutering of pets and community cats on "World Spay Day 2016":

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Pacific, Washington that February 23, 2016, is designated "World Spay Day." The Mayor is calling upon the people of Pacific to observe the day by having their own pets spayed or neutered or by sponsoring the spaying or neutering of a pet in need.

APPROVED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 22ND DAY OF FEBRUARY, 2016.

CITY OF PACIFIC

_____
Mayor Leanne Guier

ATTEST:

_____
Amy Stevenson-Ness, City Clerk

APPROVED AS TO FORM:

_____
Carol Morris, City Attorney