	<p><b>City Council Study Session Muni Services SFA</b>  <b>January 8, 2018 - 5:30 PM</b>  <b>Council Chambers - City Hall</b>  <b>AGENDA</b>  <b>Watch the meeting LIVE!</b></p> <p><b>Watch the meeting video</b>  Meeting videos are not available until 72 hours after the meeting has concluded.</p>
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- I. CALL TO ORDER
  - A. Roll Call
- II. ANNOUNCEMENTS, REPORTS, AND PRESENTATIONS
- III. AGENDA ITEMS FOR COUNCIL DISCUSSION
  - A. Selection of Chairs for Special Focus Areas and Ad Hoc Committees
  - B. Resolution No. 5341 - Presentation of the Formatted and Edited Adopted 2015 Comprehensive Plan (Snyder) (15 Minutes)  
Presentation of the professionally edited and formatted hard copy of the 2015 Comprehensive Plan. Staff will also display the companion eReader version of the plan.
- IV. MUNICIPAL SERVICES DISCUSSION ITEMS
  - A. Airport Advisory Board 2018 Annual Work Plan (Snyder) (15 Minutes)
  - B. Ordinance No. 6663 - Change in Airport Board Composition (Snyder) (10 Minutes)
  - C. Presentation – Airport Users Survey (Snyder) (15 Minutes)
  - D. Design Standards Update (Snyder) (10 Minutes)
  - E. Cemetery Update (Faber) (10 Minutes)
  - F. Multimedia and Communications Year in Review (Hinman) (10 Minutes)
  - G. Sister Cities Update (Hinman) (10 Minutes)
  - H. Dangerous Dog Ordinance (Heid/Lee) (10 Minutes)
- V. OTHER DISCUSSION ITEMS
- VI. NEW BUSINESS
- VII. MATRIX
  - A. Matrix
- VIII. ADJOURNMENT

*Agendas and minutes are available to the public at the City Clerk's Office, on the City website (<http://www.auburnwa.gov>), and via e-mail. Complete agenda packets are available for review at the City Clerk's Office.*

## AGENDA BILL APPROVAL FORM

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**Agenda Subject:**

Selection of Chairs for Special Focus Areas and Ad Hoc Committees

**Date:**

January 3, 2018

**Department:**

City Council

**Attachments:**

[Draft 2018 Special Focus Area Chart](#)

**Budget Impact:**

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

**Administrative Recommendation:****Background Summary:****Reviewed by Council Committees:****Councilmember:**

**Meeting Date:** January 8, 2018

**Staff:**

Item Number:

# SPECIAL FOCUS AREAS

HEALTH & HUMAN SERVICES	FINANCE & ECONOMIC DEVELOPMENT	PUBLIC WORKS & COMMUNITY DEVELOPMENT	MUNICIPAL SERVICES
HUMAN SERVICES FUNDING PUBLIC WELLNESS DOMESTIC VIOLENCE SERVICES HOMELESSNESS SERVICES AFFORDABLE HOUSING COMMUNITY SERVICES HUMAN RESOURCES MEDICAL COMMUNITY RELATIONS	CITY BUDGET & AMENDMENTS RISK MANAGEMENT EQUIPMENT RENTAL FACILITIES CITY REAL PROPERTY LEGAL DEVELOPMENT INCENTIVES BUSINESS DEVELOPMENT ECONOMIC DEVELOPMENT STRATEGIES	UTILITIES ZONING, CODES & PERMITS INNOVATION & TECHNOLOGY TRANSPORTATION STREETS ENGINEERING CAPITAL PROJECTS SUSTAINABILITY ENVIRONMENTAL PROTECTION CULTURAL ARTS & PUBLIC ARTS PLANNING	POLICE SCORE JAIL DISTRICT COURT PARKS & RECREATION ANIMAL CONTROL SOLID WASTE EMERGENCY PLANNING AIRPORT AIRPORT BUSINESSES SISTER CITIES MULTIMEDIA
Councilmember Trout-Manuel, Chair Councilmember Wales, Vice Chair	Councilmember Baggett, Chair , Vice Chair	, Chair Councilmember DaCorsi, Vice Chair	Councilmember Peloza, Chair Councilmember Baggett, Vice Chair
2018 MEETING DATES January 22, 2018 March 26, 2018 May 29, 2018 July 23, 2018 September 24, 2018 November 26, 2018	2018 MEETING DATES February 12, 2018 April 9, 2018 June 11, 2018 August 13, 2018 October 8, 2018 December 10, 2018	2018 MEETING DATES February 26, 2018 April 23, 2018 June 25, 2018 August 27, 2018 October 22, 2018 December 24, 2018	2018 MEETING DATES January 8, 2018 March 12, 2018 May 14, 2018 July 9, 2018 September 10, 2018 November 13, 2018

## AGENDA BILL APPROVAL FORM

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**Agenda Subject:**

Resolution No. 5341 - Presentation of the Formatted and Edited Adopted 2015 Comprehensive Plan (Snyder) (15 Minutes)

**Date:**

December 28, 2017

**Department:**

Community Development & Public Works

**Attachments:**

[Memorandum](#)

[Resolution No. 5341](#)

[Exhibit A - Formatted and Edited Adopted 2015](#)

[Comp. Plan](#)

**Budget Impact:**

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

**Administrative Recommendation:****Background Summary:**

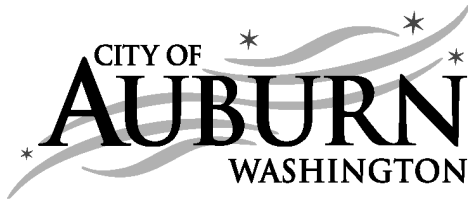
See the attached memorandum.

**Reviewed by Council Committees:****Councilmember:****Staff:**

Snyder

**Meeting Date:** January 8, 2018

Item Number:



## MEMORANDUM

**TO:** City Council  
Mayor Backus

**FROM:** Jeff Dixon, Planning Services Manager  
Alexandria Teague, Planner II

**DATE:** November 20, 2017

**RE:** Presentation of the Formatted and Edited Adopted 2015 Comprehensive Plan

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### **BACKGROUND**

**City of Auburn Comprehensive Plan.** As City Council members know, the Comprehensive Plan is the leading policy document that guides the City's evolution and growth over a 20-year period. The Comprehensive Plan identifies the desired type, configuration, and intensity of land uses throughout the city, as well as the character and capacity of public facilities and services such as streets and utilities. The Comprehensive Plan also serves as the basis for the City's adoption of development standards and regulations such as City zoning, subdivision and critical area regulations.

**2015 Comprehensive Plan Update.** In accordance with the Growth Management Act (GMA), every eight (8) years the City must complete a comprehensive review, and if needed, revise the Comprehensive Plan and development regulations to ensure that the Plan and regulations comply with State, Regional, and Countywide policies and regulations. In early 2014 the City began work to update the Comprehensive Plan with the City's "Imagine Auburn" visioning initiative, a year-long public outreach and participation effort.

**Planning Commission Review Timeline.** The culmination of the public outreach effort resulted in the Planning Commission's review of the 2015 update to the Comprehensive Plan on January 6, 2015 with a discussion regarding the value statements of the Core Plan (Page C3-1). Per City of Auburn Zoning Code, the Planning Commission conducts a public hearing on all potential comprehensive plan amendments, and must make and forward a recommendation to the City Council. The Planning Commission completed their review of the Comprehensive Plan with a positive recommendation to the City Council following their final public hearing on December 8, 2015.

**City Council Review Timeline.** City Council commenced their review of the 2015 update to the Comprehensive Plan on November 2, 2015, beginning with a presentation also on the Core Plan. City Council's first reading of the Ordinance to adopt the 2015 Comprehensive Plan (*Ordinance No. 6584*) occurred on December 7, 2015. Following the Planning Commission's positive recommendation, City Council's second reading and adoption of the Ordinance occurred on December 14, 2015.

**Approval to Manage Housekeeping Items.** The Ordinance adopted by City Council (*Ordinance No. 6584*), which enacted the Planning Commission's recommendation to adopt the Comprehensive Plan, recognized staffs' intention to provide final professional formatting and editing of the Comprehensive Plan. The Ordinance also recognized that the final formatting and editing would involve technical corrections not resulting in any substantive changes.

### **Notable Changes to Comprehensive Plan after Adoption by City Council**

In early 2016 staff began a search for a professional editor to review the adopted plan and make recommendations for improving the documents readability, grammar, and voice. Staff In the middle of 2016 staff selected an editor that had experience in technical and policy writing. The chose editor also had experience in document formatting. Staff intended to reformat the document after editing was complete, therefore, the selection of an editor that had both skills was ideal. The editing process took approximately six months and included numerous exchanges between staff and the consultant in order to answer questions and perfect the language. The formatting process also took approximately six months and included evaluating hundreds of options related to color choices, fonts, and layout options. The purpose of formatting and finalizing the plan was to feature an easier-to-use and more accessible format than previously adopted Plans. Because of this, the Plan now looks quite different than the copy of the Plan approved by Council. The original (unedited and unformatted) version of the Comprehensive Plan as adopted can be viewed at the following link: [www.auburnwa.gov/2015plan](http://www.auburnwa.gov/2015plan).

Staff does not believe that the editing and formatting modifications materially change policies and priorities that were adopted under Ordinance No. 6584. But because there are a variety of technical corrections it is important for both the Planning Commission and City Council to take action to approve the changes.

The changes to the document were presented and explained to the Planning Commission at their regular meeting on September 19, 2017. The Planning Commission was satisfied and had no concerns.

The most notable changes to the Plan are described below by topic.

1. **Grammatical and Punctuation Changes.** The document was reviewed for grammatical and punctuation changes and changes made to increase accuracy and readability.
2. **Comprehensive Plan Design and Layout.** The design and layout of the Comprehensive Plan was given a makeover. A consistent design theme and new color scheme was applied to all chapters of the Comprehensive Plan, including the Core Plan and the seven (7) Elements. The new color scheme of the Comprehensive Plan is reminiscent of the City's official color scheme. The cover page for each Element features a set of pictures that highlight the city history of Auburn. Each Element was also given a consistent format, title, page numbering system, and table of contents. The layout of the document was converted into a magazine-column format.

Due to the extensive size of the Transportation Element and difficulty in updating the format of the document, a brief summary of the Transportation Element was incorporated into the Comprehensive Plan in the print version. This summary provides an overview of the intent and purpose of the Transportation Element, as well as how interested parties can access the complete version of the Element. Note, the complete

version of the Transportation Element will be made accessible from the City website and at the Permit Center and City Clerk's Office.

A similar approach to that of the Transportation Element was taken for the Supplementary Reports to the Comprehensive Plan. Due to the extensive volume and size of the Supplementary Reports, 11 Supplementary Reports accompany the Comprehensive Plan, an Appendices summary was also incorporated into the print version of the Comprehensive Plan. The Supplementary Reports will be made available on the City website.

*Appendices to the Comprehensive Plan*

- Appendix A - Auburn Community Vision Report
- Appendix B - Auburn Housing Needs and Characteristics Assessment
- Appendix C - Auburn Housing Element Checklist
- Appendix D - Auburn Health Impact Assessment
- Appendix E - Auburn Public Participation Plan
- Appendix F.1 - King County Buildable Lands Analysis
- Appendix F.2 - Pierce County Buildable Lands Analysis
- Appendix G - Auburn Airport Master Plan
- Appendix H - Auburn Community Profile
- Appendix I - Auburn Greenhouse Gas Inventory
- Appendix J - Parks, Arts & Recreation Open Space Plan

**3. Comprehensive Plan Map.** The Comprehensive Plan Map (Map No. 1.1) was formatted and revised following Council adoption of the Comprehensive Plan. The most notable changes to the Comprehensive Plan Map included updating the map background, and the color and symbols of the Land Use types (e.g. Heavy Industrial and the Muckleshoot Indian Tribe Reservation Boundary) for ease of reading. The Comprehensive Plan Map is provided in the Land Use Element following Page LU-25. Also, the Map required conversion to a different electronic format.

**4. Special Planning Areas Maps.** The "Land Use Element" of the Comprehensive Plan adopted by Council included placeholders for a set of maps associated with the City's "Special Planning Areas". Per the Land Use Element, seven (7) different types of "Special Planning Areas" exist; these include Districts, subareas (Identified areas, Designated Areas, Adopted Areas, and Areas of Concern), Impression Corridors, and Gateways. The purpose and function of these areas are described in detail on Pages LU-18 through LU-25 of the Land Use Element. As part of the final formatting and editing of the Comprehensive, specifically the Land Use Element, the Special Planning Areas maps were created. These maps feature consistent design, use of colors, and map background as the Comprehensive Plan Map. The Special Planning Areas Maps are as follows:

- Map 1.2 – Districts Map
- Map 1.3 – Designated Areas Map
- Map 1.4 – Adopted Areas Map
- Map 1.5 – Impression Corridors Map
- Map 1.6 – Gateways Map



The five (5) maps listed above are provided in the Land Use Element following page LU-25. Similar to the Comprehensive Plan Map, the Special Planning Area maps should be consulted together with the written policies of the Comprehensive Plan.

## **5. Land Use Element Special Planning Area Text.**

- A. *Areas of Concern.* “Areas of Concern” are one of the seven (7) types of “Special Planning Areas” found within the “Land Use Element” (Page LU-20). This type of subarea was added to the Land Use Element following adoption of the Comprehensive Plan to specify that a few areas of the City warrant a close assessment of and an emphasis on infrastructure development and planning. The Areas of Concern represent an area that features a lack in the infrastructure and services (e.g. water, urban roads, etc.) to support an increase in density or other development. The specific areas included in the category include AWS/Auburn Black Diamond Road, Pike St NE, and 8th St NE. It should be noted that these areas were formerly included as a “Designated Area” in the subarea section of the Land Use Element, and these areas are still and will continue to be depicted on the Designated Areas Map (Map 1.3).
- B. *Subarea Plan Policies.* The Subarea Plan Policies section of the Land Use Element contains policy language regarding the City’s subarea plans (Page LU-21). This section was re-organized to incorporate the policy language of Appendix A of the Land Use Element. Appendix a previously contained policy language related to one of the seven types of “Special Planning Areas” – in particular the “Adopted Areas”. Information pertaining to the Adopted Areas can be found on Pages LU-20 through LU-23 of the Land Use Element. The policy language of the Adopted Areas was then consolidated to include only the introductory policy statements and the corresponding Ordinance or Resolution related to the adoption of the Adopted Area. It should be noted that each Adopted Area has its own adopted subarea plan incorporated by reference into the Comprehensive Plan. Each adopted subarea plan establishes the purpose of its separate designation, goals, policies, and implementation strategies. By re-organizing and consolidating the Subarea Plan Policies section of the Land Use Element, potential confusion of having subarea plan policies in multiple areas is minimized.

## **ATTACHMENTS:**

**Resolution No. 5341 - Acknowledging the clarified and formatted version on the Comprehensive Plan and reaffirming prior adoption.**

**Exhibit A - Formatted and Edited Adopted 2015 Comprehensive Plan**

**RESOLUTION NO. 5 3 4 1**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
AUBURN, WASHINGTON, ACKNOWLEDGING CLARIFYING  
REVISIONS AND REFORMATTING OF THE 2015  
COMPREHENSIVE PLAN AND REAFFIRMING THE  
PREVIOUS ADOPTION OF THAT PLAN AS REVISED

WHEREAS, pursuant to RCW 36.70A.130, the City of Auburn is required to take action to review and, if needed, revise its comprehensive plan and development regulations at least every eight years; and

WHEREAS, over the course of years 2014 and 2015, a substantial effort was undertaken to engage the public, business community, service organizations, cultural communities, and other City departments to obtain feedback, thoughts, ideas, and concerns around which to develop a 20-year vision, city values, goals and objectives, policies, and actions; and

WHEREAS, in accordance with RCW 36.70A and the Interlocal Agreement for Regional Planning, the City of Auburn complied with the procedural requirements for review of the Comprehensive Plan by the Auburn Planning Commission, Washington State Department of Commerce, and the Puget Sound Regional Council; and

WHEREAS, the City of Auburn Planning Commission scheduled and held eleven public meetings and six public hearings in 2014 and 2015 on the various components of the plan; and

WHEREAS, on December 14, 2015 the City Council adopted the 2015 Comprehensive Plan through Ordinance No. 6584 having determined that the adoption of the Comprehensive Plan meets the criteria set forth in the Auburn City Code, the Growth Management Act, and other applicable criteria and policies; and

WHEREAS, Ordinance No. 6584 authorized administrative procedures to carry out the directions of the legislation; and

WHEREAS, staff spent six months editing the Plan document with the assistance of a professional editor and six months reformatting the Plan document for the purpose of clarifying the Plan through formatting and finalizing the Plan to feature an easier-to-use and more accessible format than previously adopted Plans.

WHEREAS, the editing, reorganizing, and reformatting modifications did not materially change the Plan as adopted by Ordinance No. 6584.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, RESOLVES AS FOLLOWS:

**Section 1.** The City of Auburn Council finds that the edited and reformatted 2015 Comprehensive plan, attached as Exhibit “A” is substantively the same as the original Comprehensive Plan adopted by Ordinance No. 6584.

**Section 2.** The City Council’s previous adoption of the 2015 Comprehensive Plan is reaffirmed with the clarification, modifications, reformatting, and edits contained in Exhibit “A,” and shall be maintained on file in the office of the City Clerk and available for public inspection.

**Section 3.** The adopted Comprehensive Plan as edited and reformatted is designated as a basis for the exercise of substantive authority under the Washington State Environmental Policy Act by the City’s responsible environmental official in accordance with RCW. 43.21C.060.

**Section 4.** The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this resolution.

**Section 5.** The provisions of this resolution are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section or portion of this resolution, or the invalidity of the application thereof to any person or circumstance shall not affect the validity of the remainder of this resolution, or the validity of its application to other persons or circumstances.

**Section 6.** This resolution shall take effect and be in force five days from and after its passage, approval and publication as provided by law.

INTRODUCED: \_\_\_\_\_

PASSED: \_\_\_\_\_

APPROVED: \_\_\_\_\_

CITY OF AUBURN

\_\_\_\_\_  
Nancy Backus  
MAYOR

ATTEST:

\_\_\_\_\_  
Danielle E. Daskam,  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Daniel B. Heid,  
City Attorney

Published: \_\_\_\_\_

## **Exhibit "A"**

*Edited and formatted version of the 2015 Comprehensive Plan  
(to be distributed at the meeting)*

# IMAGINE AUBURN

## CITY OF AUBURN COMPREHENSIVE PLAN

### CORE PLAN

ADOPTED DECEMBER 2015

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# CORE PLAN BACKGROUND & SUMMARY





## BACKGROUND & SUMMARY

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# CORE PLAN

## BACKGROUND & SUMMARY

### INTRODUCTION AND BACKGROUND

Auburn is in the midst of an exciting stage in its evolution. From the 1850s until the mid-1990s, Auburn transitioned from a railroad and farming community to a small town. Since then, the dynamism brought about by the opportunities and challenges accompanying growth and progress has drastically changed the City. With its annexations during the late 1990s and early 2000s, its overall growth from that time to the present, and its anticipated growth over the next 20 years, Auburn has grown into a mature city of local and regional significance, and continues to grow with an operating budget in excess of a quarter-billion dollars annually. As a result of this ongoing maturation, Auburn has changed from a relatively insulated small town, nestled in the midst of many similar communities surrounding Seattle and Tacoma, into a city with its own complex identity and myriad of dreams and dilemmas. From the time of settlement and for 100 years thereafter, one would find it hard to imagine the Auburn of 2035, with a projected 100,000 residents.

Auburn's transition from a small town to a city of regional significance is far from complete. There is much work ahead of us. While we are fortunate to have many strengths and opportunities to build upon, we also know that we have work to do in many areas. We must prepare for those future challenges that we know we will face, as well as those that will be presented to us along the way. This Comprehensive Plan establishes a commitment to a future Auburn and lays the foundation for how we will navigate the next 20 years. It accomplishes this by expressing the following:

- Describing a *vision* for Auburn.
- Declaring our *commitment* to core *values*.
- Setting *policies* to achieve the vision.
- Outlining *actions* that adhere to core values.

A variety of sources shaped this Plan, but the single greatest influence was the people who live in, work in, and visit Auburn. The process for developing this Plan included input from more than 1,000 citizens, residents, and business owners who shared their opinions, criticisms, ideas, and concerns regarding where we are today and where we need to be in the future. The following are the key inputs that shaped this Plan:

- In 2014 the City conducted the "Imagine Auburn" visioning exercise, which yielded about 1,000 responses from citizens, residents, visitors, and business owners. This effort alone provided a major source of influence for the Plan.
- Substantial demographic data were analyzed in order to understand the profile of and identify trends in our community. These data provided significant information for formulating ideas and concepts.
- The Auburn Health Impact Assessment and Housing Inventory were focused studies conducted to provide enhanced information in important areas. These studies provided direct input on how to promote a healthy lifestyle in Auburn and how to manage the diverse housing stock in a city that is 124 years old.
- The Washington State Growth Management Act, King and Pierce Countywide planning policies, and the Puget Sound Regional Council VISION 2040 are laws and policies under which the City must plan. While these do not define our vision, they do establish the framework within which we must operate.

The Comprehensive Plan is a guidance document. At its nucleus are the City's collective vision and values, which provide a foundation for future direction. The policies and actions will help the mayor, city council, and staff follow the path to our vision, but we must remember that this path is wide and will likely meander a bit. The world around us is constantly changing, so being flexible and open-minded allows us to better face the future challenges that will confront us.

## EXECUTIVE SUMMARY

The Auburn of 2035 will be an exciting, vibrant city where businesses want to locate, where people want to live, and that people want to visit. This document constitutes the plan that City leadership will utilize to achieve positive outcomes.

Reading through the plan may lead to questions about the City's aspirations and goals. In many ways, Auburn is a "diamond in the rough." The City's elected officials, staff members, citizens, and residents overwhelmingly believe that strong leadership with considered planning can lead to Auburn realizing its potential. With two major rivers, access to many parks and trails, a solid business core, a committed government, and a long list of other assets and traits, Auburn has all the right building blocks to achieve great things. We just need to put those building blocks together and commit to carrying out all the things we need to do to get there. We are eager to continue the good work that has already been done, but are even more excited to ascend to a much higher level.

You might also wonder how we got to a point of defining a vision or laying out the plan to get there. While many inputs helped guide this process, the vision and resultant plan starts with the people who live here, spend their time working here, and visit. Their feedback provided great insight into our strengths and weaknesses, perceptions, and concerns, as well as ideas for what Auburn should be in the future. The following list captures many of the thoughts that they shared:

1. Citizens, residents, and the business community of Auburn share a tremendous pride in community – this is perhaps the most important building block for successful implementation of the Comprehensive Plan.
2. We are a community that delights in our history, but this sometimes makes it hard to determine a way forward that embraces the new and unknown while honoring the past – we need to overcome this paradox that slows and could continue to slow our progress.
3. Auburn has an extensive inventory of parks, natural areas, and open spaces, as well as arts and recreation opportunities – these are essential components for a healthy community where people want to live, play, and work.

4. Most residents commute to jobs outside of Auburn, while most people who work in Auburn arrive from other locations. We need to explore ways to change this pattern.
5. Auburn has a robust collection of environmental resources. Through a combination of protection, preservation, and education, both people and wildlife can enjoy the healthy natural environment they deserve.
6. We are proud of and find strength in our social, cultural, and ethnic diversity – continuing to further celebrate and leverage our diversity is a necessity.
7. Auburn lacks comprehensive and complete nonmotorized connections to join residential areas with commercial centers, recreational opportunities, and other residential neighborhoods. Addressing this concern will create more opportunities for living a healthy lifestyle, using other modes of transport aside from cars, and building our sense of a connected community.
8. The presence of the Muckleshoot Indian Tribe ("MIT") offers a great opportunity for a partnership that would mutually enhance our economic, social, and cultural presence within the community and region. We need to continue to build our relationship with MIT to capitalize on these opportunities.
9. Historic downtown Auburn has maintained a main street that many communities have long since lost and are seeking to recreate – we need to continue our work to make downtown Auburn a destination to visit and a pedestrian-friendly, transit-oriented location in which to live.
10. Our physical location between Seattle and Tacoma, along the Sound Transit commuter line and at the intersection of SR-18 and SR-167, provides ideal conditions for ensuring the efficient movement of goods and people. We need to better exploit our locational advantage when working to attract businesses and residents.
11. There is a sentiment that Auburn could be safer – we need to overcome this perception

so that Auburn is a more desirable place in which to live, work, and play.

12. Our local school districts and Green River College have high levels of dedication, commitment, and excellence – we need to strengthen our partnerships with these institutions, which are equally passionate about elevating Auburn to a premier community.
13. Auburn has a diverse mix of housing types; however, that does not mean that housing types are appropriately distributed throughout the City. While we have achieved or exceeded our goals for providing a mix of housing, different housing types need to be better dispersed throughout the City while preserving the existing housing stock.
14. Auburn already has a robust and diverse base of businesses, but further diversification is necessary – we need more businesses that generate revenue and jobs that will lead to local spending.
15. Many of Auburn’s streets are deteriorating due to their age, increased traffic volumes (especially from heavy trucks), or from design and construction standards that previous jurisdictions had in place prior to their annexations into the City – we need to sustain revenue streams and allocate resources in a manner that keeps our streets in good condition.
16. Access to healthy food and activities varies greatly throughout the City – this disparity should be equalized in order to ensure that our entire community has the ability to choose to live a healthy lifestyle.
17. We are passionate about the extensive level of social and human services that exists in Auburn, but we also believe that other communities need to follow our example rather than lean on us to provide for those in need. We struggle with how to provide local support within an overall balanced regional approach.
18. As a 124-year-old city, some buildings and areas of Auburn are tired in appearance and function – we need to find ways to help

energize the appearance and feel of those areas.

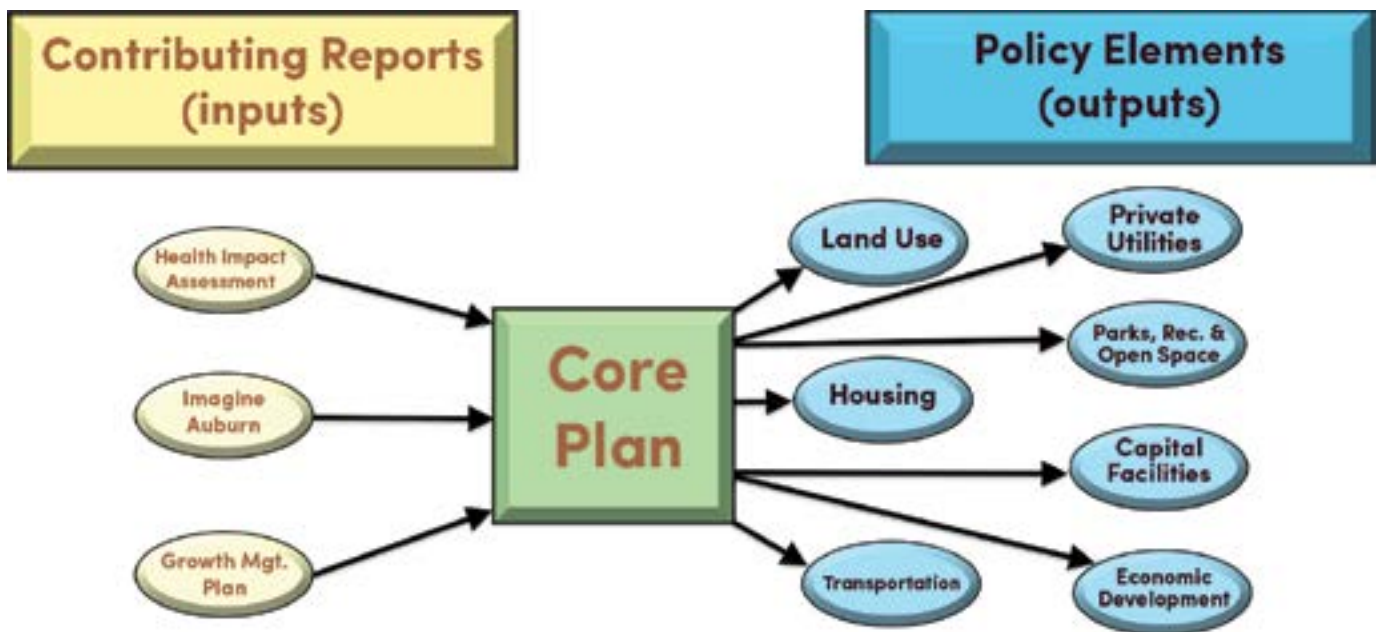
The Comprehensive Plan establishes a vision and series of values that are used to address the above themes, by outlining the goals, policies, and actions necessary to build upon our strengths and overcome our weaknesses.

## REGIONAL CONTEXT

Auburn’s Comprehensive Plan advances a sustainable approach to growth and future development. We have incorporated a systems approach to planning and decision-making that is rooted in our stated values. These values seek to create a community with a healthy environment; a strong and diverse economy; a variety of transportation options; and safe, affordable, and healthy housing. And while we define the community we create, we do so within the contexts of our surrounding communities and the larger region.

VISION 2040 provides a broader vision for the Puget Sound region, emphasizing the need to plan, think, and act in a manner consistent with regional goals and objectives. Regional planning begins by establishing population and growth targets that are divided among various cities and counties. The growth targets outlined in Auburn’s Plan are consistent with the VISION 2040 targets, and the land supply is adequate to meet the demand associated with those growth targets.

VISION 2040 also sets forth priorities for many areas that span the entire region and extend beyond a single jurisdiction. These include protecting the environment and ecosystems, providing adequate affordable housing to a variety of income levels and households, conserving water and addressing climate change, implementing sustainable development practices, reducing traffic congestion and protecting air quality, creating great communities, and promoting transit-oriented development. Auburn’s Plan embraces the ideals of VISION 2040 and includes policies, directives, actions, and measures to ensure that we are doing our part to achieve these regional objectives.



## USER'S GUIDE

The Comprehensive Plan comprises this Core Plan, a number of Contributing Reports (inputs), and a number of Policy Elements (outputs). The following is an overview of the types of documents included in the plan, how they are used, and their intended audiences:

**Comprehensive Plan:** The Comprehensive Plan serves as the principal planning and guidance document used by City leadership in its efforts to implement the Community's vision. It is a document intended to be used and consulted by city council and staff when evaluating city decisions, allocating city resources, reviewing Policy Elements, committing to new City endeavors, and making fiscal decisions. Every discussion and action by the City Council should start and end with the following: "Is this action true to our long-term City vision; does it align with our City values; and is it consistent with our adopted policies?"

**Contributing Reports:** Contributing Reports are "inputs" to the Comprehensive Plan. Contributing Reports provide statutory rules or background analysis and data that are used to help develop vision, values, policies, and priorities. Examples of Contributing Reports include the Buildable Lands Analysis, the Imagine Auburn community visioning report, the Growth Management Act, and the

Health Impact Assessment. These reports are either prepared by City staff to better understand conditions within Auburn, or furnished by other government agencies that provide statewide or regional planning parameters.

**Policy Elements:** Policy Elements are "outputs" of the Comprehensive Plan. Policy Elements provide guidance in specific areas such as land use, housing, transportation, and parks. These elements establish how the city should manage systems and resources today and into the future. With support from City staff, Policy Elements are developed and adopted by the City Council. Once adopted, Policy Elements become a manual for City staff in their implementation efforts to design and construct capital projects, develop and maintain city programs, draft development regulations, pursue grant money, and carry out other typical tasks. Policy Elements are the principal planning and guidance documents for City staff.

Where conflict or ambiguity exists between a Policy Element and a City regulation, the specific Policy Element will prevail. Where there is conflict or ambiguity between Policy Elements, and the Policy Elements themselves do not provide enough guidance to resolve the conflict or ambiguity, the vision, values, and overarching policies of the Comprehensive Plan will be used to arrive at a final decision.



# CORE PLAN COMMUNITY PROFILE & CHARACTERISTICS



## COMMUNITY PROFILE & CHARACTERISTICS

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# CORE PLAN

## COMMUNITY PROFILE & CHARACTERISTICS

### POPULATION GROWTH

As of 2014, Auburn ranked as the 14th-most-populated city within the state of Washington with a population of approximately 76,347. It is located within the two most populous counties in the state (King and Pierce) and is nearly equidistant from the state's two largest cities, Seattle and Tacoma. Proximity to both of these cities, and its central location within the Puget Sound region, has helped Auburn grow at a steady rate. Auburn's growth can be characterized as occurring during three eras. The 57-year settlement era of 1893 to 1950 saw the City grow in size to 6,500 residents. The 40-year absorption era of 1950 to 1990 saw substantial infill development, with the City's population increasing at a rate of about 6,500 residents per decade and growing to 33,000 residents. Since 1990, the City has been in an expansion era that has seen the significant annexations of three areas that have substantial development potential.

### RACIAL AND ETHNIC CHARACTERISTICS

Auburn has seen significant demographic changes over the last decade. According to the 2010 US Census, approximately 70.5% of Auburn's population is white/non-Hispanic; data from the 2000 Census reported the white population in Auburn at 79%. In 1990, the white population made up roughly 90% of the total. What this means is that Auburn grew significantly more diverse over that 25-year period. Estimates for 2014 place the overall white population at just under 50,000 (49,238). This means that approximately 68.5% of Auburn's population is white. If this trend continues, Auburn will continue to become increasingly racially diverse.

### HOUSEHOLD AND INCOME CHARACTERISTICS

The year 2000 Census indicated that Auburn had 16,108 households, a number that has catapulted since then. The current number of households (based on 2013 figures) has increased to 27,427. This significant increase is due to substantial development activity over the past 15 or so years, as well as significant annexations. Homeownership in Auburn is just under 60 percent, about 3.5 points lower than the Washington state average. The lower percentage of homeownership corresponds to Auburn's other below-Washington averages in per capita income, median household income, and graduation rate, as well as its higher-than-average percentage of persons living under the poverty level. Auburn's median household income is \$55,483, compared with the Washington average of \$59,478, a nearly \$4,000 difference indicating Auburn's relatively lower earning power.

### AGE CHARACTERISTICS

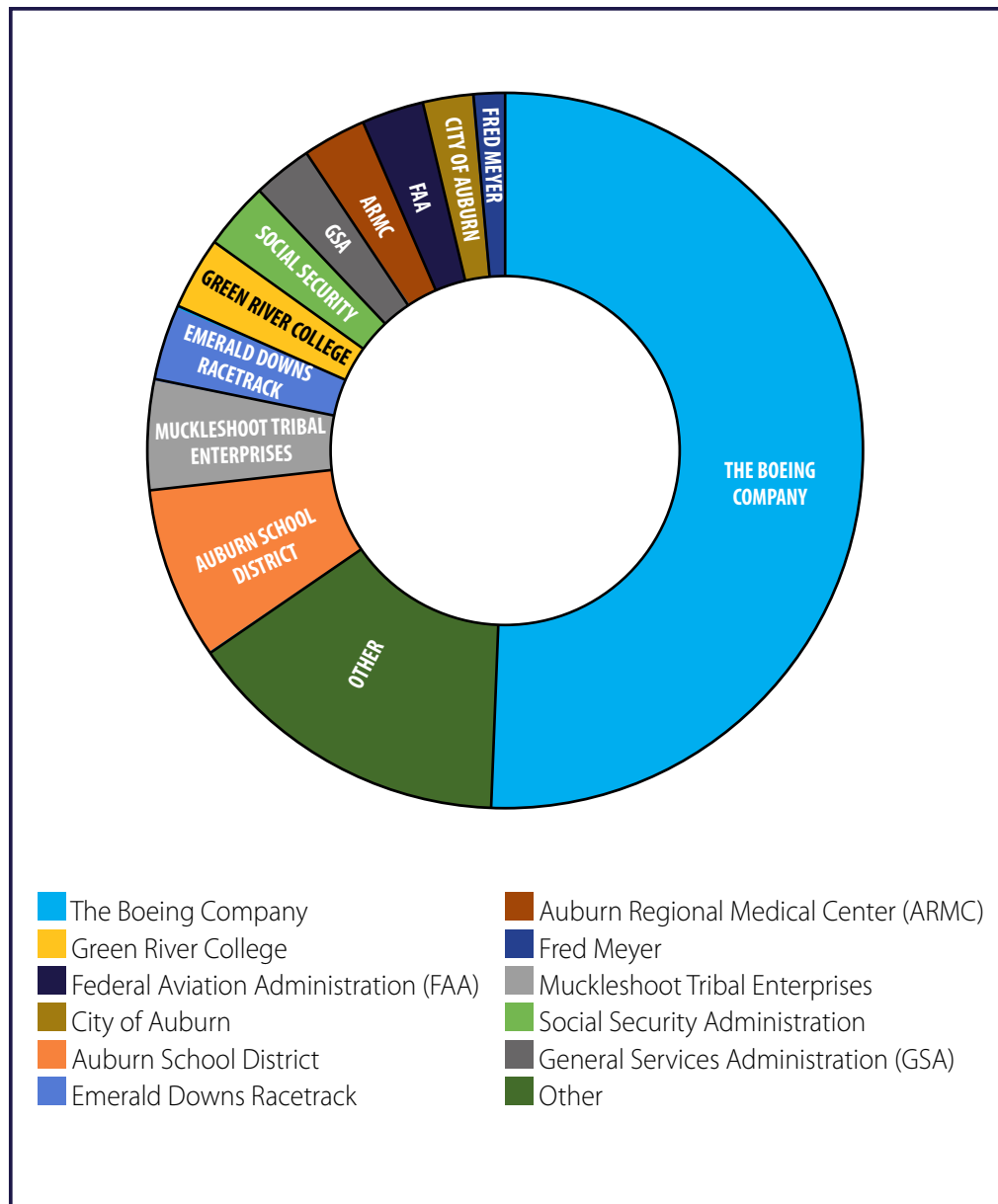
Auburn is statistically younger than the state of Washington overall. The median age in Washington is 37 years, while the median age in Auburn is 35.5, up from 34.1 in 2000. While the median age has increased, the youth population remains significant. Of Auburn's total population, 7.4% are under 5 years of age and 25.9% are under the age of 18, and both percentages are significantly higher than state averages. The percentage of people over the age of 65 is 10.2%, similar to the state of Washington figure of 12.3%. Demographic data suggest a need for services and programming that address the needs of children and families, while continuing to focus on the needs of more mature adults and single people of all ages.



## RESIDENT LABOR FORCE AND EMPLOYMENT CHARACTERISTICS

Since its population boom during the construction of railroad freight terminals at the start of the 20th century, Auburn has in many respects remained a “blue collar” community. This trend is declining, however, as local economies in Washington diversify. In 1990, one out of four Auburn

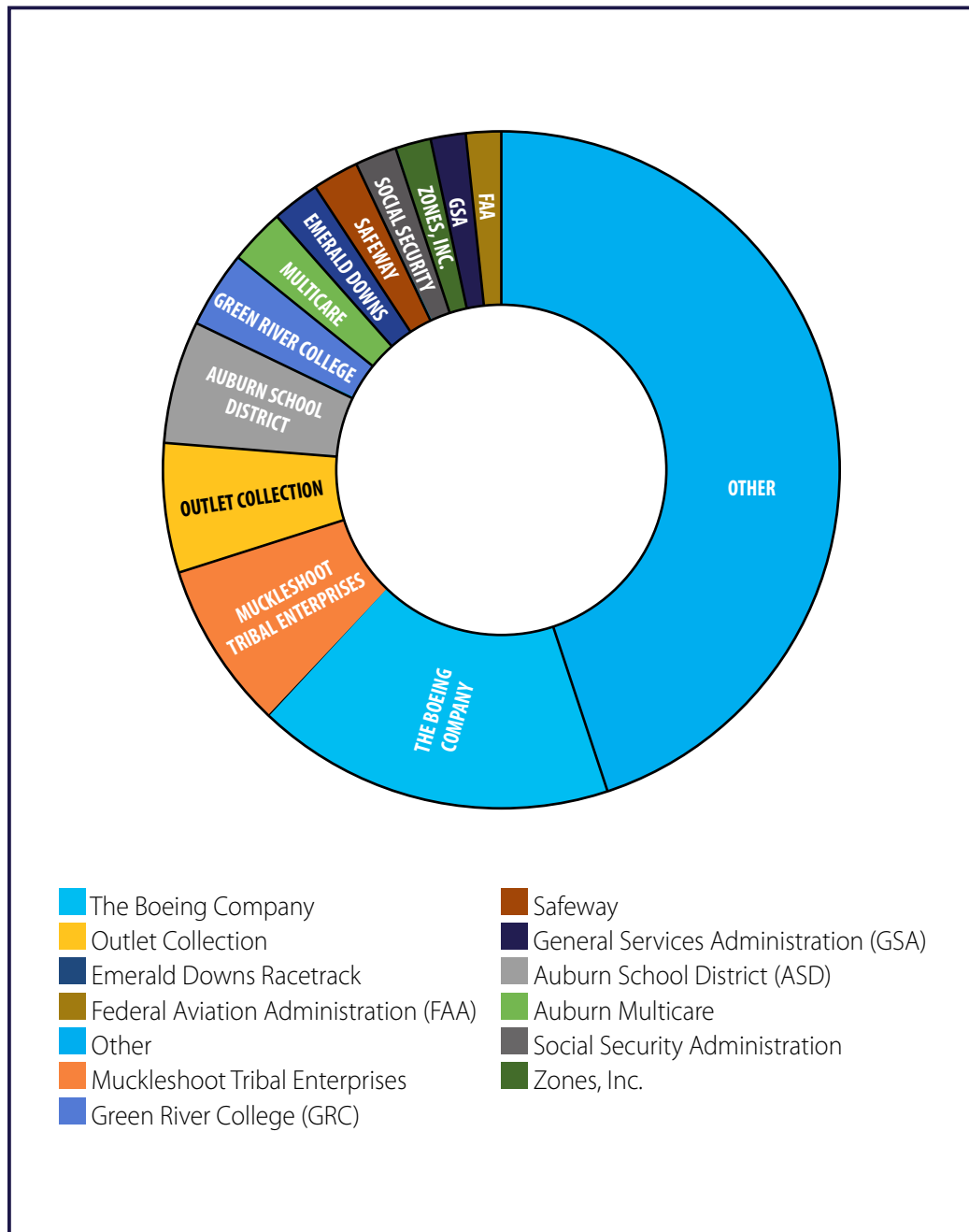
residents worked in the manufacturing industry. Between 1990 and 2000, Auburn lost 1,000, or approximately one-fourth, of these manufacturing jobs. Such a loss of manufacturing jobs has been a nationwide trend as companies relocate to other cities and states based on tax savings, and many other companies increasingly outsource jobs overseas. In this ever-changing landscape,



**Graph 1. Top Ten Employers – 2002**

jobs continue to migrate into different sectors. This slow shift is evidenced by the reduced impact of the largest employers in Auburn, which no longer dominate the job market because small- and medium-sized companies are creating more jobs. As provided in Auburn's 2011 Comprehensive Annual Financial Report, in 2002 the top ten employers accounted for nearly 85% of total city employment.

In 2011, these same employers, which remained in the top ten, accounted for just 55% of the total employment base. This illustrates that the total number of jobs has significantly increased, and that the number of job providers (employers) has also increased.



**Graph 2. Top Ten Employers – 2011**

Generally, workers are tasked with finding jobs having the most lucrative compensation. Education and specialized skills typically play large roles in procuring high-paying available jobs. An educated population encourages companies to relocate to Auburn based on the available local workforce. While Auburn's high school graduation rate of 87.5% is fairly close to

the state average of 90%, the college graduation rate is more than 9 points lower than the state average. As mentioned previously, the median and per capita incomes are significantly lower than state averages. These data suggest that there may be an undermatching of skills between regional employer expectations and the available workforce in Auburn.

According to the Puget Sound Regional Council and the US Department of Labor, approximately 41,000 jobs are located in Auburn. This number has grown steadily since 2010, but it is important to note that the number of jobs must be considered with an understanding of the massive manufacturing job losses and very slow national economic recovery since the economic downturn in 2008. Comparing the market sector

distribution and number of jobs for the periods 1995, 2000, 2010, and 2013, Auburn's job market has experienced some changes over the last 20 years. The Auburn job market also reflects nationwide trends based on the overall health of the economy, the decline of manufacturing, and an increasing reliance on service job categories.

**Table 1 – Job Distribution by Employment Category, 1995–2013**

	1995	2000	2010	2013
Construction and Resources	1,693	3,051	2,148	2,636
Finance/Insurance/Real Estate	760	567	757	784
Manufacturing	11,530	12,241	7,521	8,680
Retail	3,275	5,152	4,705	5,392
Services	6,241	11,437	10,496	10,700
Trade/Transportation/Utilities	2,716	3,619	5,475	6,626
Government	1,166	1,332	3,457	3,166
Education	1,282	1,344	2,810	2,981
<b>TOTAL</b>	<b>28,663</b>	<b>38,742</b>	<b>37,370</b>	<b>40,964</b>

Some important notes can be made by category:

- Government and education have grown with the increasing population of Auburn, the need to provide increased and better services to residents, and the success of Green River College.
- The number of trade, transportation, and utilities jobs has more than doubled since 1995 as Auburn has grown.
- The construction sector has nearly doubled since 1995. This is due in large part to significant development in Auburn, such as

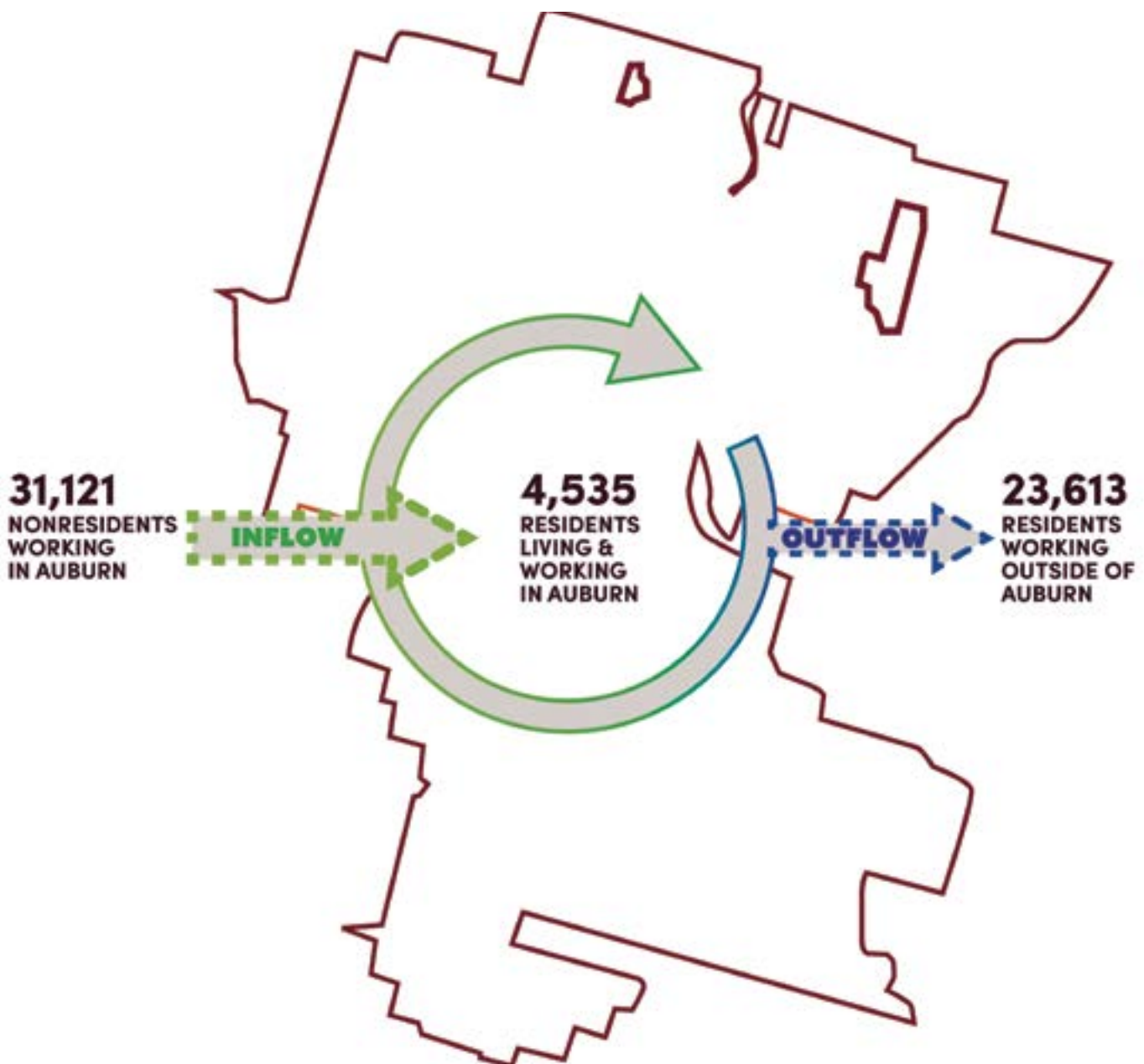
Lakeland Hills. The dip in 2010 reflects the economic downturn that began in 2008.

- The retail and services sectors are significantly more important to Auburn's current job outlook than they were in 1995. Services has increased largely because of the national trend away from manufacturing and toward service-based jobs.
- Finance, insurance, and real estate employment has held steady over the last 20 years.

### DAILY INFLOW AND OUTFLOW: THE AUBURN COMMUTE

In 2013, the average daily commute from Auburn was 29 minutes, an increase since 2000. A more interesting issue than the length of the average commute is the number of people commuting from and to Auburn. Both numbers are far greater than the number of people who live and work in Auburn. The number of Auburn residents

who also work in Auburn has remained virtually unchanged, at just over 4,000 residents, for the past decade. The most promising data from the inflow and outflow indicate that a significant increase in the number of people commuting to Auburn for work. This influx of nonresidents provides another pool of people who engage with the services, features, and resources in the City.



**Graph 3. Commute Inflows and Outflows**

## AUBURN IN THE FUTURE — PROJECTIONS OF GROWTH

The Puget Sound Regional Council, King County, Pierce County, and the City of Auburn need to understand growth projections, patterns, and implications for a 20- to 30-year planning horizon. Based on various models and analyses, available developable land, population data, and expected economic trends, jurisdictions can better understand industrial, commercial, and residential land supply and capacity. This understanding can then be used to extrapolate future available housing units and employment growth.

The primary data tools for planning for future growth are county-prepared buildable lands analyses. These reports establish the parameters by which cities and counties jointly plan for both residential and job growth. As a two-county city, the City of Auburn coordinates with both King and Pierce Counties in determining growth projections, land supply, and the adequacy of urban services

needed to serve future growth. The following description and data are taken from King County and Pierce County Buildable Lands analyses.

### 2014 King County Buildable Lands Analysis

After deducting for constraints, future rights-of-way, and public-purpose needs, and applying a market factor, the King County Buildable Lands Analysis shows that Auburn has approximately 2,150.5 adjusted net acres of vacant and redevelopable residentially zoned land available for the planning period through 2031. As seen in Table 2, the majority of available land for development is zoned for single-family residential purposes.

Based on the residential land supply analysis and historical densities, an estimate of housing unit capacity was developed. Table 2 identifies the estimated capacity (in housing units) in King County by aggregated zoning type. This estimate shows a capacity of approximately 14,597 housing units in the King County portion of the City through 2031.

**Table 2 – Gross and Adjusted Net Acres of Vacant and Redevelopable Land and Capacity by Aggregated Residential Zoning Type**

	Gross Acres	Adjusted Net Acres (1)	Net Capacity (Housing units)
Single-Family – Vacant	2,018.0	1,050.1	3,477
Single-Family – Redevelopable	1,507.0	871.1	3,108
Multifamily – Vacant	120	85.4	1,156
Multifamily – Redevelopable	50.0	36.3	460
Multifamily/ Mixed-Use – Vacant	16	12.9	1,822
Multifamily/ Mixed-Use – Redevelopable	117.2	94.7	4,574
<b>TOTAL</b>	<b>3,828.2</b>	<b>2,150.5</b>	<b>14,597</b>

1. "Adjusted Net Acres" represents land available for development after critical areas, anticipated rights-of-way and public purpose needs, and a market factor have been taken into account.

Commercial and industrial square footage availabilities were also estimated. The last column in Table 3 identifies the gross and adjusted net vacant and redevelopable land by commercial

and industrial land use from the King County Buildable Lands Analysis. Employment capacity was developed by applying a floor-area-per-employee ratio.

**Table 3 – Gross and Adjusted Net Acres and Capacity of Commercial and Industrial Land Supply (King County, 2012)**

	Gross Acres	Adjusted Net Acres (1)	Net Capacity (Employment)
Commercial Vacant/Redevelopable	501.5	412.4	7,094
Mixed-Use Vacant/Redevelopable	133.2	107.6	2,525
Industrial Vacant/Redevelopable	533.0	354.9	9,417
<b>TOTAL</b>	<b>1,167.7</b>	<b>874.9</b>	<b>19,036</b>

1. "Adjusted Net Acres" represents land after critical areas, future anticipated streets, land for public purposes and market factor have been considered.

### Pierce County Buildable Lands Analysis

Table 4 identifies the estimated capacity (in housing units) in Pierce County by the zoning type.

This estimate shows a capacity of approximately 922 housing units in the Pierce County portion of the City exists to the year 2030.

**Table 4 – Gross and Adjusted Net Acres of Vacant and Redevelopable Land by Residential Zoning Type (Pierce County, 2012)**

	Gross Acres	Adjusted Net Acres (1)	Net Capacity (Housing units)
R5, Residential	39.24	30.38	323
TV, Terrace View	3.17	1.34	86
Lakeland Hills South PUD	52.94	N/A	513
<b>TOTAL</b>	<b>95.35</b>	<b>31.72</b>	<b>922</b>

1. "Adjusted Net Acres" represents land available for development after critical areas, anticipated rights-of-way, public-purpose land needs, and a market factor have been taken into account.

The Pierce County Buildable Lands analysis establishes an employment growth target of 239 additional jobs in 2030. This estimate was based on

the likely employment generated by the commercial parcels located within Lakeland Hills South PUD and other vacant commercial land along A St. SE.

**Table 5 – Gross and Adjusted Net Acres and Capacity of Commercial and Industrial Land Supply (Pierce County, 2012)**

	<b>Gross Acres</b>	<b>Adjusted Net Acres (1)</b>	<b>Net Capacity (Employment)</b>
<b>C-1</b>	15.19	14.89	288
<b>Planned Unit Development</b>	3.76	3.69	306
<b>TOTAL</b>	<b>18.79</b>	<b>18.58</b>	<b>595</b>

1. "Adjusted Net Acres" represents land after critical areas, future anticipated streets, land for public purposes and market factor have been considered. Column totals may not equal the sum of row entries due to rounding.

### Combined King County and Pierce County Projections and Allocations

Table 6 provides a citywide summary of housing unit and employment allocations. While the calculations and categories used previously to identify market sectors and job counts differ,

Table 7 illustrates the tremendous job growth expected over the next 25 years. The total number of jobs in Auburn is projected to increase by 55% through 2040. The largest total gain will be in the construction sector. Other significant gains are in the FIRE/services, education, and retail/food services sectors.

**Table 6 – City of Auburn 2006–2030 and 2006–2031 Housing Unit and Employment Allocations (King and Pierce Counties)**

	<b>Housing Units</b>	<b>Employment</b>
<b>King County</b>	9,004	18,600
<b>Pierce County</b>	3,634	834
<b>TOTAL</b>	<b>12,638</b>	<b>19,434</b>

**Table 7 – Job Distribution by Employment Category, 2010–2040**

	2010	2020	2030	2040	2010–2040 Change
<b>Construction and Resources</b>	2,488	4,747	4,704	5,822	134%
<b>FIRE/Services</b>	12,398	15,935	18,734	22,213	79.2%
<b>Manufacturing/Trade/Transportation/Utilities</b>	13,366	13,661	14,512	15,731	17.7%
<b>Retail/Food Services</b>	7,218	9,084	10,396	12,323	70.7%
<b>Government</b>	2,243	1,812	1,841	1,883	-16.1%
<b>Education</b>	2,137	3,143	3,466	3,815	78.5%
<b>TOTAL</b>	<b>39,883</b>	<b>8,023</b>	<b>3,847</b>	<b>2,003</b>	<b>55.5%</b>

Table 8 illustrates that the City will have a housing stock of around 37,000 units by 2030–2031, nearly 10,000 more than in 2010. The addition of 20,000 more people would require this level of increase based on the buildable lands population target, current zoning, and expected

densities. Auburn is more than prepared to accommodate this large influx of new housing. Auburn is also prepared to consider pathways to meet the housing demand with less land by using higher densities and reconsidering zoning implementation and rules.

**Table 8 – Population and Housing Forecasts, 2010–2035**

	Estimate	Forecast			
	2010	2025	2030	2031	2035
<b>Housing Units</b>	27,827	34,582	36,827	37,276	39,072
<b>Total Households</b>	26,051	33,031	35,351	35,815	37,671
<b>Household Population</b>	69,491	84,126	88,996	89,970	93,866
<b>TOTAL POPULATION</b>	<b>70,159</b>	<b>84,948</b>	<b>89,868</b>	<b>90,852</b>	<b>94,788</b>



# CORE PLAN COMMUNITY VISION & VALUES

## COMMUNITY VISION & VALUES

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# CORE PLAN

## COMMUNITY VISION & VALUES

### INTRODUCTION AND BACKGROUND

*The Auburn of 2035 is a city of connected and cherished places, from a vibrant downtown to quiet open spaces and everything in between, where a community of healthy, diverse, and engaged people live, work, visit, and thrive.*

In 2014, substantial time and energy was dedicated to developing a vision for the Auburn of 2035. Discussions occurred in the community through the Imagine Auburn visioning process and also among City Council members. Many themes and messages surfaced about who we are and what we aspire to become. In the words of the City Council, Auburn in 2035 will be a “premier community with vibrant opportunities.” Participants of Imagine Auburn added their ideas about what this meant to them. The vision that emerged is encapsulated in the following seven value statements:

1. **Character:** Developing and preserving attractive and interesting places where people want to be.
2. **Wellness:** Promoting community-wide health and safety wellness.
3. **Service:** Providing transparent government service.
4. **Economy:** Encouraging a diverse and thriving marketplace for consumers and businesses.
5. **Celebration:** Celebrating our diverse cultures, heritage, and community.
6. **Environment:** Stewarding our environment.
7. **Sustainability:** Creating a sustainable future for our community.

The Comprehensive Plan is rooted in these values, and they form a collective vision. But these values do not end with the adoption of this Plan. They form the context for discussing, debating, acting on, prioritizing, and leading our community to the vision we have created in this Plan.

Identifying values and creating a description of what each value looks like, what it means, and how it will happen establishes a basis for evaluating future City policies, regulations, actions, investments, budget priorities, grant-seeking priorities, and other community decisions. In addition, the seven values underscore the entirety of the Comprehensive Plan and its implementation, which includes the development of capital improvement, transportation, and parks, recreation, and open space plans, and the implementation of regulations and standards. These values are the core of how we make choices.



### Character

*We will create and maintain high-quality neighborhoods, places, and spaces.*

### What it will look like:

- Active gathering spaces such as parks, plazas, cafes, concert venues, festivals, and markets will be distributed throughout the City. These spaces will be engaging and filled with people interacting irrespective of culture, age, or income level.
- Buildings, landscaping, and outdoor spaces will be attractive, interesting, well designed, and well maintained.
- Buildings will be well maintained and rehabilitated, and new buildings will complement existing historic resources.

- Neighborhoods will be socially and physically connected and include features and development patterns that encourage us to interact.
- The community will have embraced the concept of “One Auburn” while capitalizing on the unique local needs and identities of individual neighborhoods and districts.

#### ***What it means:***

- Auburn has a reputation for high-quality and engaging spaces, an array of performing arts programs, wonderful public arts, extensive retail and restaurant options, and a variety of community-led activities. Auburn is a destination locale where citizens and residents enjoy spending time, that visitors look forward to returning to, and where merchants want to stay.
- Community programs and physical connections bring the City together.
- Residents and visitors have a wide range of options for getting to and from Auburn, as well as travel alternatives within the City.

#### ***How it will happen:***

- By implementing investments and branding strategies that recognize and reinforce individual identities for the City and each of its neighborhoods
- By looking for opportunities to keep Auburn attractive, safe, interesting, and fun
- By ensuring that all new construction and redevelopment projects incorporate amenities that promote human interaction, further connect the community, and create people-centric land uses. At the same time, property rights will be protected through due process, reasonable implementation of regulations, and careful consideration of the impacts on existing development

The City is committed to diversity and togetherness through innovative public space. Public space will support dynamic businesses and events by being walkable and connected. We believe that if we are forward-thinking, embracing of technology, supportive of arts, and advocates for safety, we will have places that are cohesive, accessible, and interesting.



## **Wellness**

***We will build and maintain an environment that promotes public safety and healthy lifestyle options.***

#### ***What it will look like:***

- Multiple recreation options and nearby trails, parks, activities, and events will be readily accessible to the entire community.
- A safe and inviting atmosphere for all will be provided throughout Auburn.
- A variety of healthy food options will be physically and economically accessible to all members of the Auburn community.
- Housing stock will be maintained and monitored to limit the presence of declining, unsafe neighborhoods.
- Risk to life and property from hazards will be minimized.
- Public infrastructure will be well maintained.

#### ***What it means:***

- More outdoor private and public amenities should be offered to give people recreation options and safe passage throughout the community.
- Fresh, local, and healthy food options should be available to all members of the community.
- Housing, neighborhoods, and spaces are held to a high standard.
- More community health resources will be available in more places, for more people.
- The public perception and reality will be that Auburn is a safe place.

***How it will happen:***

- By applying sound environmental design, implementing housing and neighborhood maintenance standards, building and/or financing infrastructure that connects the community, and investing in recreational amenities and safety features
- By promoting and supporting programs at businesses, nonprofits, and public agencies that provide healthy food and lifestyle options
- By proactively planning and preparing the City for unanticipated natural events and by implementing regulatory requirements that mitigate exposure to natural hazards
- By proactively planning and preparing the City to mitigate for and adapt to climate change and its associated effects
- By developing programs that provide technical and/or financial assistance to ensure quality development and improve standard housing, neighborhoods, and spaces
- By budgeting appropriately to maintain City services that provide direct benefits to public safety, housing, neighborhoods, and community health and wellness
- By connecting healthcare and health resource providers with all populations of the City

Enhanced quality of life through safe, walkable neighborhood design, lighting, and access to parks, grocery stores, schools, medical services, and community centers should be available to all Auburn residents. Implementation of strategic partnerships with the medical community and regional recreation entities should ensure opportunities for a healthy lifestyle for all people, whether youth or senior, rich or poor. As the City evolves and the community changes, police, fire, maintenance, and volunteer services will continue to be essential in ensuring that Auburn grows together.

**Service**

***We will be an efficient, approachable, and responsive City government.***

***What it will look like:***

- In the long-term interest of the City's taxpayers and ratepayers, the City will construct and operate high-quality infrastructure.
- The City will have a transparent, responsive, and competent government and staff that will be proactive, accessible, and approachable.
- Residents and businesses will have equal access to and be highly engaged with City officials and staff.
- Residents and businesses will be highly engaged through volunteer service.

***What it means:***

- Infrastructure assets that have long lives, require fiscally sound and environmentally appropriate upkeep, conform to uniform standards, and are in the best interests of taxpayers and ratepayers
- Multiple avenues of communication
- Government processes and services that are available to all segments of the population, through multiple mediums and convenient means

***How it will happen:***

- By continuing to refine and enforce standards that ensure that infrastructure assets added to the City system are of the highest quality
- By utilizing existing and emerging technologies to better communicate, interact with, and make available the full range of programs and services to all populations



- By developing and implementing new, and supporting existing, resident engagement methods including a resident civics academy, community and business roundtables, and enhanced social media communications
- By capitalizing on partnerships with the Muckleshoot Indian Tribe, businesses, developers, nonprofits, faith-based organizations, transit agencies, school districts, Green River College, and other governmental agencies
- By reflecting the City's ethnic and cultural diversity within City staff through proactive and inclusive hiring practices and retention policies

The City will be judicious with the resources given to it by its residents and businesses, and efficient in managing the budget and resulting services. In order to streamline our business practices, the City will be forward-thinking, resourceful, innovative, responsive, informed, aware, and considerate of long-term goals and results. The City, along with our engaged volunteer, philanthropic, and business communities, will strive to advance social, fiscal, technological, and infrastructural health.



## Economy

***We will provide a diverse and vibrant local economy with employment, retail, and entertainment opportunities for residents and a growing marketplace for local and regional businesses.***

### ***What it will look like:***

- There will be a range of retail, industrial, manufacturing, and service businesses that start, grow, and expand in an environment conducive to success and corporate community participation.

- A wide complement of retail, service, and dining options will cater to local needs, attract visitors, and encourage consistent patronage of local businesses.
- There will be a robust marketplace where people can – and want to – live, work, and play in Auburn.

### ***What it means:***

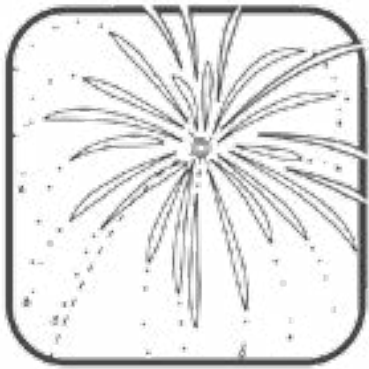
- Businesses will stay and grow in Auburn, while businesses from other cities, regions, and states will be attracted to locate and invest here.
- Investments in the physical amenities and environment that attract people to live here, which includes having attractive, resident-serving businesses.
- People and goods that move safely and efficiently throughout the City.
- Increases in sales tax and property tax revenues for the City through targeted economic development and recruitment efforts.
- Targeted employment recruitment to enhance workforce diversity.

### ***How it will happen:***

- By implementing economic development strategies that focus on investments in our community
- By developing and implementing an economic development strategic plan to guide policy-making and financial investment decisions
- By facilitating development and attracting businesses that capitalize on the City's regional economic amenities, including, but not limited to those of the Muckleshoot Indian Tribe
- By making purposeful and strategic investments in public infrastructure and amenities that further promote the City as an attractive place in which to invest and do business
- By maintaining a City quality of service that provides the business community with certainty, support, and proactive decision-making

The City will promote sustainable and diverse industries through multiple means of moving people and goods, and infrastructure that supports

that movement. The City will also develop policies that encourage the siting of businesses that share mutual benefits, a healthy local and regional marketplace, innovative industries, and environmentally responsible development patterns that foster a balanced, flexible, and resilient economy.



## Celebration

***We will celebrate diversity and come together to teach, learn, and have fun.***

### ***What it will look like:***

- Auburn will have a thriving and expanding arts-and-culture community.
- There will be events, amenities, and attractions that draw people to congregate and socialize.
- The community is inclusive and proud of its history and the social, ethnic, economic, and cultural diversity in the people who live, work, and play in Auburn.

### ***What it means:***

- People from all parts of Auburn are engaging in both citywide and neighborhood initiatives.
- Auburn's future is shaped by a broader demographic cross section of its citizenry, residents, and business community.
- Event programming ensures opportunities for neighborhoods and cultures to celebrate their identities.

### ***How it will happen:***

- By developing physical and social infrastructure that encourages and enables more people to practice and showcase their art

- By finding ways to entice new and expanded participation through strategic event planning
- By utilizing technology to find new audiences and increase the amount and quality of information distributed
- By having a diverse cross section of property owners, business owners, nonprofits, governments (including tribal), faith-based organizations, and others who discuss Auburn's future and take actions to make it their premier community

One of the things that makes Auburn special is our diversity; different people have pride in their cultures, while respecting the differences in others. This variety adds strength and style to our places and spaces. These distinctive places, while often reverential of a specific culture, feel open and inviting because they provide room for everyone



## Environment

***We will protect the natural environment, preserve open space, and create safe and appropriate access.***

### ***What it will look like:***

- Residents and visitors will enjoy open spaces and environmentally sensitive areas, while promoting the protection of these areas and appreciating their importance and beauty.
- The built environment will respect the natural landscape in a way that protects ecosystem function.
- Natural resource protection will be supported and celebrated by City leadership and the community.

**What it means:**

- Accessible open spaces allow people to connect with the natural environment.
- Impacts to natural resources from new development are managed, showing consideration for their sensitivity and importance.
- The City proactively implements fiscally prudent policies and procedures based on best practices and available science to mitigate and adapt to the present and projected future effects of climate change.
- Sensitive environmental sites are designated and managed as community environmental services.

**How it will happen:**

- By continuing the application of regulatory tools as an important part of environmental protection – in order to ensure that new development, redevelopment, land management, and property use do not degrade the environment
- By identifying particularly sensitive properties for protection through purchase, easement acquisition, or other means
- By seeking out opportunities on public and private property for the restoration or enhancement of existing sensitive areas
- By City leaders and staff placing significant emphasis on policies and financial investments that protect our natural resources
- By continued coordination with the Muckleshoot Indian Tribe for the identification and protection of sensitive areas and natural resources that are important to both the Tribe and the City
- The City will protect and preserve our environmental resources and heritage through responsible and balanced policies and partnerships. Auburn residents will benefit from environmental amenities such as parks and urban trails that enable walking and biking throughout our City. The City's policies will incorporate best practices and creative means to balance the current challenges of environmentally sensitive areas with property rights.

**Sustainability**

***We will balance natural resource protections, economic prosperity, and cultural vibrancy in order to build a thriving and long-lasting community.***

**What it will look like:**

- Natural resource protections, economic prosperity, and cultural vibrancy will be continuously and conscientiously balanced in City policy and financial decisions.
- The community will be educated, equitable, and prosperous.
- The City and community's collective actions will consider future residents and the healthy development of Auburn.
- Auburn is a resilient community. Its neighborhoods, infrastructure, and economy thrive and remain healthy in the face of global climate change and its associated effects.
- Cultural diversity will be supported and strengthened through the City's policies, financial practices, and policy implementation actions.

**What it means:**

- Citizens, residents, business owners, government, nonprofits, and a development community that promote and implement practices that contribute to an environmentally responsible Auburn.
- City leaders and staff who are committed to implementation of policies that consider both short-term and long-term economic, social, and environmental conditions and effects.



- The City will have developed and implemented action plans that identify and achieve sustainability and climate change goals and objectives.

***How it will happen:***

- By City leaders adopting sustainability in its broadest meaning as a core value and function of Auburn's delivery of local government services
- By City leaders continually and consciously creating policies, actions, and strategies that reflect the community's values

- By inviting citizens, residents, and businesses to participate in the development and implementation of Auburn's sustainability strategies, and challenging them to embrace sustainability in their individual and collective actions

To ensure a healthy Auburn for future generations, we must consider the long-lasting effects of our actions on community health, economic viability, the environment, and issues of equity. This means embracing change through inclusivity and the balancing of current and future needs.

# CORE PLAN POLICY ELEMENTS



## POLICY ELEMENTS

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# CORE PLAN

## POLICY ELEMENTS

### INTRODUCTION AND BACKGROUND

Policy elements in the Comprehensive Plan provide a finer level of detail for different subject areas. Policy elements are an extension of the Core Plan and are designed to implement the broad goals, policies, and actions contained herein. Furthermore, the policy elements reflect the vision and values enumerated in the Core Plan. Specific policy elements are the following:

**Land Use**  
**Housing**  
**Capital Facilities**  
**Private Utilities**  
**Transportation**  
**Economic Development**  
**Parks, Recreation & Open Space**

In this section, each policy element is identified and described. The Core Plan provides the foundation upon which each policy element is built. Broad goals that relate to each value, and general policies and actions that will guide us to our vision of Auburn in 2035, are also included.

### LAND USE

#### Goals

1. **Character:** Buildings and developments are planned and constructed using innovative architectural and site layout techniques that emphasize social interaction and safety.
2. **Wellness:** Residential, commercial, and recreational areas of the City are joined by a system of trails and paths to lessen reliance upon the use of vehicles.
3. **Service:** Residents are aware of the City's vision, have access to policies and information, and feel that they have a voice in the outcome of future land use proposals.
4. **Economy:** A robust mix of uses and options makes living, working, and shopping in Auburn desirable.
5. **Celebration:** Neighborhoods and districts have been identified and are distinguishable through the use of signs, marketing materials, and subarea plans.
6. **Environment:** Our rivers, streams, wetlands, habitats, and other natural resources are identified, preserved, and protected for future generations.
7. **Sustainability:** Land use activities and developments incorporate low-impact development, energy efficient buildings, crime prevention through environmental design and other sustainable development practices.

### Description

The Land Use Element is the focal element of the Core Plan, and is supported by all other elements of the Plan. It illustrates where the community should or should not develop, the anticipated scale and intensity of development, and how various land uses relate to each other. The Land Use Element lays the foundation for what the community will look like, how it will change and grow, and where different types of land activities will be established.

Auburn's overall existing land use pattern is checkered, somewhat random, and disconnected. Much of this is due to the manner in which Auburn expanded over the last 20 years. The annexation of Lakeland Hills absorbed a community with wide landscaped thoroughfares, contemporary architecture, and a more affluent demographic. The West Hill and Lea Hill annexations brought relatively rural lands with a wide mix of residential densities and rural levels of infrastructure, whose residents feel a stronger attachment to the commercial centers located outside of Auburn. To the southeast, Auburn transitions into a community with an entirely different character. The area along Auburn Way South passes back and forth

between the City of Auburn and the Muckleshoot Reservation. To the southwest and north, Auburn is a mix of autocentric commercial corridors, light industrial/warehousing buildings, and aging single-family homes. Historic downtown Auburn has a more urban appearance with a traditional main street, regional transit center, and vast opportunity to become a vibrant and walkable city center.

The existing land use pattern is also greatly influenced by the presence of major highways, rail lines, physical land forms, and natural features. The Green River, White River, Highway 18, Highway 167, bluffs of West Hill, slopes of Lea Hill, and Burlington Northern and Union Pacific rail lines provide both opportunities and barriers. They serve as landmarks when identifying neighborhoods, obstacles for connecting the community, preservation corridors, and marketing features.

There are eight districts within the City, each of which has its own unique character and identity. Those districts are described below and depicted on the Districts Map (Map 1.2) on page C4-4.

**Lea Hill:** Lea Hill is bound by the Green River, Highway 18, S. 277th St., and Kent. Much of this area was annexed into Auburn in 2008. It includes Green River College, a relatively small commercial center, a golf course, several schools, and a mix of low-density rural uses intermixed with traditional suburban residential developments. During the Imagine Auburn visioning exercise, Lea Hill residents indicated that they desire more parks and trails, access to more neighborhood-scale businesses, and safer neighborhoods. Lea Hill residents have a stronger connection to Kent and Covington due to a perception and a reality that commercial services are more expansive and convenient at those locations. The Bridges subdivision is an island in the middle of Lea Hill that is within the incorporated city limits of Kent.

**West Hill:** West Hill is bound by West Valley Highway, 51st Ave S, and permanently protected agricultural lands. It comprises different scales of residential development and lacks commercial services. West Hill residents have a stronger

connection to Federal Way due to the perception that commercial services are more expansive and convenient at that location.

**Lakeland Hills:** Lakeland Hills is partially within King County and partially within Pierce County. It is bound by West Valley Highway, Kersey Way, the White River, Lake Tapps, and Sumner. The majority of Lakeland Hills consists of a planned unit development with a commercial center and a mix of single-family homes, townhomes, and some apartments. Additional undeveloped areas of Lakeland Hills exist outside the PUD and consist of a mix of traditional residential subdivisions and rural lands. Lakeland Hills residents have a strong association with their own community as well as Bonney Lake and Sumner to the south. Internally, it is a well-connected community where residents have good access to trails and several parks. However, it is not well connected to areas outside of Lakeland Hills. Lakeland Hills has a very limited supply of affordable housing, senior housing, and multifamily housing.

**Downtown Auburn:** Downtown Auburn is characterized by a traditional main street bisected by major corridors such as M Street, Auburn Way, Auburn Avenue, Division Street, C Street, and the Interurban Trail. It comprises a mix of new and old commercial buildings and uses, several civic buildings and uses, a regional transit center, a regional medical center, and Auburn High School. Downtown Auburn is identified in VISION 2040 as a Regional Growth Center that includes a region-serving transit station. It is a goal of both VISION 2040 and this Plan to promote employment and population growth within downtown. Downtown Auburn offers immense opportunity for a walkable mixed-use center with easy access to Sound Transit. Several public spaces are interspersed throughout downtown and can be used for celebrations, events, and displays.

**North Auburn:** North Auburn is bound by S. 277th St., West Valley Highway, the Green River, and the Downtown Urban Center. The primary corridors of Auburn Way North, Harvey Road, and 15th Street NW/NE are primarily autocentric



commercial thoroughfares. West Valley Highway, A Street NE/B Street NW, and 37th Street NW/NE are the City's principal warehousing and light industrial corridors. I Street NE serves as an alternative north-south route for a number of residential communities. Significant features in this community include the Auburn Way North auto mall and the Auburn Environmental Park. Interspersed throughout North Auburn are a number of residential communities, most between 40 and 100 years of age, with a few recently developed subdivisions.

**South Auburn:** South Auburn is bound by the Downtown Urban Center, West Valley Highway, Algona, the White River, Auburn Way South, and M Street SE. The primary corridors of Auburn Way South, 15th Street SW, and A Street SE are primarily autocentric retail and service commercial thoroughfares. West Valley Highway and C Street SW are primarily light industrial and warehousing corridors. Significant features in this community are the Les Gove Community Park campus, the Outlet Collection, Game Farm Park, Boeing, Region 10 headquarters for the federal government's General Services and Social Security Administrations, BNSF's Rail Yard, as well as the interchange of Highway 18 and Highway 167. During Imagine Auburn, feedback focused primarily on the need to address crime and safety.

**Plateau:** Southeast Auburn begins at the base of the hill where Auburn Way South climbs to the Muckleshoot Casino and extends to the Auburn Values Academy. This area is bound by the White River to the south and the Green River and bluffs to the north. Auburn Way South is the primary corridor through this area, which weaves in and out of the Muckleshoot Indian Reservation. While the properties along Auburn Way South are primarily autocentric commercial uses, the corridor is flanked by a number of residential communities located immediately behind the businesses. During Imagine Auburn, residents expressed concern over the high volume of traffic through this corridor as visitors travel to the White River Amphitheater just outside of the City. There were additional concerns about traffic during commute

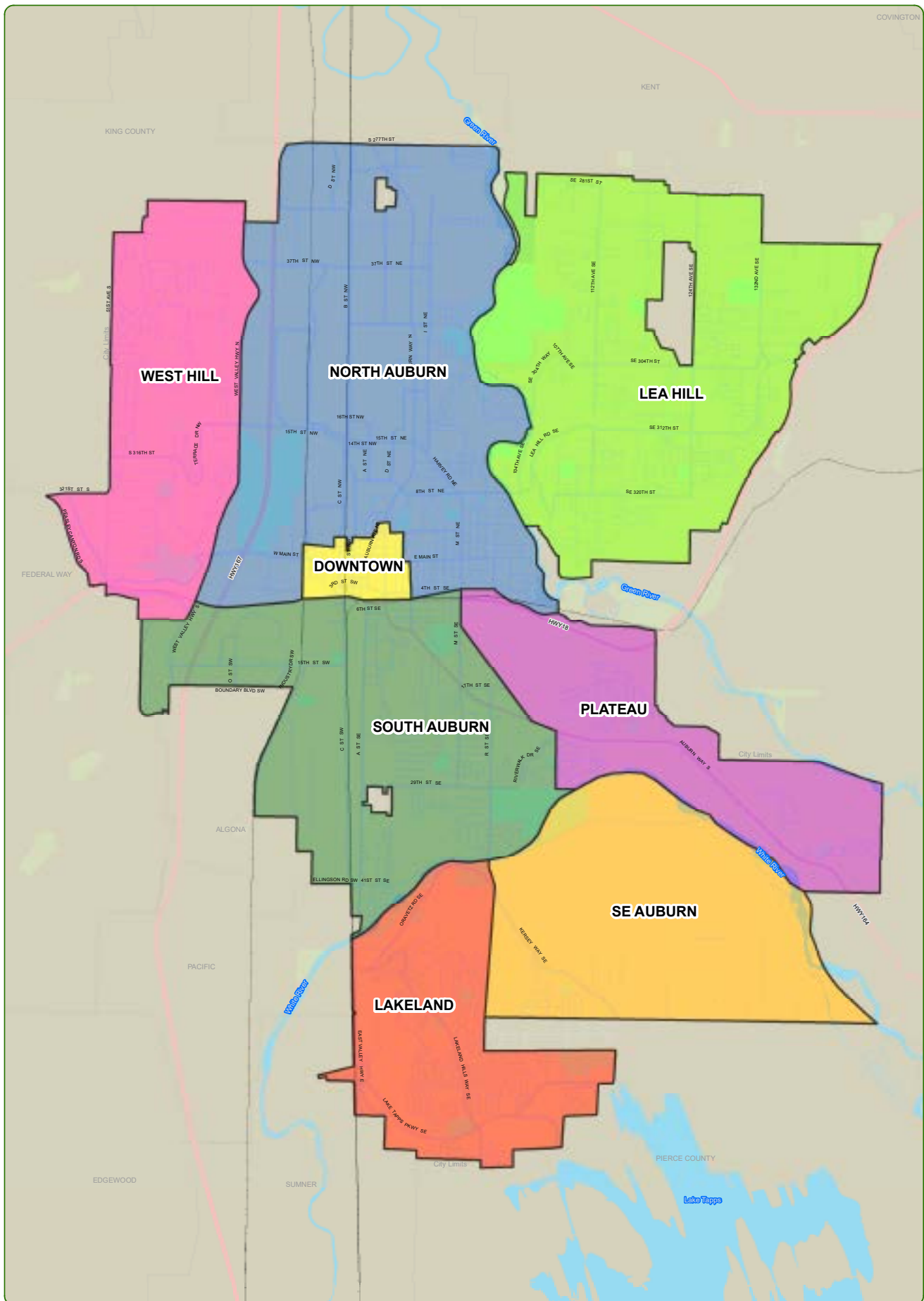
hours as people travel south toward Enumclaw. Residents also expressed unease over the appearance of Auburn Way South.

**Southeast Auburn:** Southeast Auburn is defined on the north by the White River, to the east and south by the City limits, and to the west by Lakeland Hills. Most of Southeast Auburn is characterized by low-density residential development, surface mining activities, and open-space lands with moderate-density residential development to the west of Kersey Way SE.

### Categories

**Residential:** The Residential land use category will include several residential zoning designations ranging from low-density areas with significant environmental constraints or lacking urban infrastructure, to high-density multifamily designations where the goal is to intensify and densify population. Residential land use designations will comprise a diverse arrangement of multiple densities where a pattern of mixed densities is preferred over a single density throughout the zone or neighborhood. This will be accomplished by allowing greater density in exchange for the incorporation of high-quality and innovative architectural designs, greater neighborhood connectivity, compatibility with the natural environment, installation of community amenities, crime prevention through environmental design, and techniques that ensure compatibility with other uses and communities.

**Commercial:** The Commercial land use category will include zoning designations that provide a wide range of retail, entertainment, and service uses and activities. Zoning designations within this category will range from autocentric corridors to pedestrian and transit-oriented mixed-use districts. When defining zoning boundaries and developing strategies, attention will be given to the appropriateness of the types of uses and activities, the bulk and scale of developments, compatibility with surrounding activities and the environment, accessibility and connectivity, and consistency with the City's economic development objectives.



# Districts

## Special Planning Areas

(Map 1.2)



0 1/4 1/2 3/4 1  
Mile

Printed Date: 3/16/2017  
Map ID:

The information shown and/or distributed is for general reference purposes only and does not necessarily represent exact geographic information. The City of Auburn makes no warranty as to its accuracy.

**Industrial:** The Industrial land use category will include zoning designations that provide an opportunity for warehousing, distribution, transportation, light industrial, storage, and manufacturing uses. Despite the traditional perception of how these types of uses look and function, zoning designations and development standards will reinforce that it is equally important for these areas to remain attractive in appearance and be connected by adequate motorized, nonmotorized, and multimodal transportation infrastructure.

**Public/Institutional:** The Public and Institutional land use category will include zoning designations for open space, public space, and preserved lands. Properties such as parks, environmentally protected areas, significant utility properties and corridors, and institutional uses will be located within the zoning designations of this land use category. Zoning designations will distinguish between active public parks where people are encouraged to congregate; passive areas intended to be left undisturbed, and uses such as schools and fire stations. Due to the nature of the uses and activities allowed within this category, zoning boundaries tend to be drawn around individual properties or a small collection of properties.

**Special Planning Areas:** Special Planning Areas are districts within the City where a Plan has been developed, adopted, and incorporated into the Comprehensive Plan. A Special Planning Area may function as an overlay that is supplemental to the underlying zoning designation or as a replacement of the underlying land use category and zoning designation. Special Planning Areas serve the purpose of seeking to enhance economic development opportunities, environmental protection, or master-planned developments.

**Overlays:** Overlays are supplemental to the underlying land use category and zoning designation. Overlays provide supplemental policy language for urban separators, impression corridors, gateways, and potential annexation areas. Overlays are delineated and assigned in

extraordinary circumstances that warrant additional and specialized planning emphasis in a particular area of the City.

### Policies

1. Require building design standards for multifamily, mixed-use, and nonresidential structures to ensure unique and high-quality architectural forms, shapes, and materials.
2. Require site design standards for multifamily, mixed-use, commercial, and residential development proposals that provide connectivity between and through sites, adequate public gathering spaces, sustainable development practices, and efficient provision of utilities and streets.
3. Engage in strategic planning of identified corridors and gateways that includes an emphasized level of planning, designing, improving, regulating, and maintaining those areas providing the most visible impression of Auburn.
4. Delineate neighborhoods and districts, and develop strategies for creating greater neighborhood identity that reinforces the concept of "One Auburn."
5. Identify commercial, residential, and recreational destinations that should be joined by paths and trails, with the overall goal of creating a citywide nonmotorized transportation network that is fully connected.
6. Develop downtown Auburn into a safe, walkable community with attractive public plazas and buildings and an engaging streetscape through planning, regulation, and capital improvements.
7. Support and promote efforts that create or expand population and employment opportunities within downtown Auburn.
8. Identify, protect, preserve, and restore Auburn's environment and natural resources.
9. Implement measures to promote buildings that conserve energy and water and reduce greenhouse gas emissions.



10. Develop vehicular gateways that provide access to Auburn into well-signed, attractive, and prominent entry points.
11. Establish sign controls that reduce sign clutter, and strive for a long-term outcome where attractive buildings, thoughtful sign design, and vegetation dominate the landscape rather than poorly placed and designed signs.
12. Establish parking standards that limit the overall number of spaces, allowing for landscaping and site layout to soften the visual impact of large parking lots.
13. Create incentives for good community design by allowing increased height, density, intensity, and other standards.
14. Ensure harmonious transition between land uses and zoning designations through the use of setbacks, vegetation, building orientation, and architectural design.
15. Employ "crime prevention through environmental design" when designing communities and development proposals.
16. Support efforts and programs such as neighborhood watch, national night out, and other activities that bring residents together.

Land Use Action Plan	LEAD	PARTNERS
<b>Short Term (2016–2018)</b>		
Update city zoning and development regulations to be consistent with the Core Plan and Land Use Policy Element.	CDPW – Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
Update the city zoning and development regulations to be consistent with National Pollution Discharge Elimination System requirements.	CDPW – Community Development CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney
Implement the recommendations for the Main Street Urban Design Plan.	CDPW – Community Development	Mayor's Office, CDPW – Public Works, Downtown Association, Chamber of Commerce, Business and Property Owners
Prepare and Auburn Way South Corridor Improvement Plan.	CDPW – Community Development CDPW – Public Works	Mayor's Office, State Department of Transportation, Business, MIT, and Property Owners
Identify specific population and employment targets for downtown Auburn and its designation as a Regional Growth Center in VISION 2040.	CDPW – Community Development	City Council, Planning Commission, Mayor's Office, CDPW – Public Works, City Attorney
Develop a connectivity strategy that lays the foundation for joining commercial, residential and recreational areas.	CDPW – Community Development CDPW – Public Works	Mayor's Office, Parks, Utility Providers
Update the City's Greenhouse Gas Inventory and Climate Action Plan	CDPW – Environmental Services	All City Departments
Develop a Sustainability Element of the Comprehensive Plan	CDPW – Environmental Services	All City Departments
Continue ongoing support to the City's Neighborhoods program and utilize the program to strengthen relationships between neighborhoods and the City.	Mayor's Office	All City Departments
<b>Moderate Term (2019–2025)</b>		

Identify neighborhoods and develop strategies for promoting awareness.	CDPW - Community Development	Mayor's Office
Develop and implement a citywide greenhouse gas reduction plan	CDPW - Environmental Services	All City Departments
In 2021, update Land Use Policy Element.	CDPW - Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
In 2022, update city zoning regulations to be consistent with update to Land Use Policy Element	CDPW - Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
<b>Long Term (2026–2035)</b>		
In 2028, update Land Use Policy Element.	CDPW - Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
In 2029, update city zoning regulations to be consistent with update to Land Use Policy Element	CDPW - Community Development	City Council, Planning Commission, Mayor's Office, City Attorney

## HOUSING

### Goals

**Character:** Trails, public spaces, and outdoor amenities are available that promote social interaction, safety, and healthy lifestyles.

**Wellness:** Buildings and properties are managed to provide a healthy environment, and the surrounding landscape is maintained and feels safe.

**Service:** Social and human services that aid in the provision of housing for those in need are supported by the community and the City.

**Economy:** Residential communities are well designed and connected to nonmotorized paths and transit service so that residents can afford to shop and work close to home.

**Celebration:** Residents feel a sense of pride and neighborhood identity while promoting the idea of “One Auburn.”

**Environment:** Housing is integrated into the natural environment and built to conserve energy and water.

**Sustainability:** Adequate and dispersed housing is provided to seniors, veterans, the disabled, those with low incomes, and all other individuals and families.

### Description

A sustainable community offers a range of housing types by providing opportunities for people to choose and afford to live near jobs, shopping, and services. This type of outcome enables shorter trips, the use of alternative transportation, reduced traffic congestion, improved quality of life, and the economic benefit of residents choosing to spend their income in Auburn. Because we believe there is strength in diversity, it is a priority to support and enable a robust mix of housing types. Dispersed and extensive housing options enable all segments of society to make choices about where they want to live in Auburn rather than feeling forced to reside in other communities.

Creating the opportunity to establish or retain housing stock for seniors and populations who have social, health, and human service needs is particularly important. Housing data demonstrate that Auburn already has a wide range of housing types and housing costs. But as a significant portion of the population ages, there will

be increased demand for senior housing. While Auburn already has a wide range of this housing type, it is not dispersed throughout the City. Specifically, very few senior, affordable, or lower-income housing options exist in Lakeland Hills and West Hill, and very few senior options are available on Lea Hill, while senior and low-income options are concentrated in the Valley.

The preservation and renewal of older neighborhoods is an important consideration for retaining a mix of housing types, as is community character and history. Auburn's housing stock is older, and much of the rental housing stock is in fair to poor condition. While Auburn is not proactively seeking to eliminate affordable housing, some of this housing stock is realistically at or near the end of its life. There must be a conscious effort to understand and identify which properties are at the end of their useful life and which have renovation potential. Perhaps most importantly, the City must ensure that redevelopment and renovation does not result in the wholesale loss of affordable housing stock.

Auburn's average and median household sizes suggest the need to provide housing for both small and large households. Auburn's average household size is 2.67, compared with 2.40 and 2.59 in King and Pierce Counties, respectively, while our average family size is 3.22, compared with 3.05 and 3.09 in King and Pierce Counties. At the same time that these average figures are higher than for our neighbors, we also have a higher percentage of single parents with children. These data strengthen the conclusion that less-traditional housing is needed, including accessory dwelling units, cottage housing, townhouses, apartments, and condominiums. Housing data, national trends, and City experience also lead us to conclude that we will likely see increasing demand for larger houses that can accommodate multigenerational families living together.

## CORE PLAN

### Policies

1. Design and maintain residential

neighborhoods and buildings that support safe and active living that is connected to multimodal transportation options.

2. Support efforts to retain and create more types of housing, with a broader mix of affordability, in all of Auburn's residential and mixed-use neighborhoods.
3. Promote and provide incentives for mixed-income residential communities.
4. Implement and promote measures that enhance public safety such as neighborhood watch, crime prevention through environmental design, and expanded access to law enforcement resources.
5. Organize actions that influence and create incentives for the retention and maintenance of the existing housing stock and their surrounding environs.
6. Implement strategies that lead to the adequate provision of dispersed affordable housing for moderate-, low-, and very-low-income households and residents in need.
7. Support efforts that are intended to connect human, health, and social services to residents in need.
8. Develop and support programs that help to inform residents of their options, available services, and their right to healthy and affordable housing.
9. Strengthen our partnerships with other agencies and communities to help bolster and steady the supply of housing options and supportive services so that greater equity is achieved in the region.
10. Monitor spatial and quantitative trends in housing supply, affordability, and diversity for Auburn and other King and Pierce County municipalities, and make appropriate policy, regulatory, and programmatic adjustments in response to data findings.
11. Participate in and support efforts to provide solutions for persons experiencing homelessness.

Housing Action Plan	LEAD	PARTNERS
<b>Short Term (2016–2018)</b>		
Develop a monitoring program that defines the tools and metrics that describe housing condition, supply, availability, location, crime rates, and housing type.	CDPW*	Police, King County, Pierce County
Evaluate city zoning regulations to ensure that accessory dwelling units, clustered housing, cottage housing, townhouses, etc. are allowed within appropriate residential and mixed-use zones.	CDPW	City Council, Planning Commission, Mayor's Office, City Attorney
Utilize the existing city rental housing business license program and requirements to educate multifamily property owners about Auburn's goals, policies, and standards, and hold property owners and tenants accountable for adherence to its objectives.	CDPW	CDPW – Business and Budget, Police, Multifamily Property Owners
Continue the City's housing home repair program, and seek ways to expand its use.	Administration Neighborhood Services	CDPW
<b>Moderate Term (2019–2025)</b>		
By neighborhood, inventory housing opportunities for seniors, moderate-income, low-income, very-low-income, and persons with disabilities. Develop conclusions that can be used to identify areas in need of specific housing types.	CDPW	King County, Pierce County
Work with transit agencies to determine the multimodal transportation needs, routes, funding, and capital improvements necessary to serve priority areas.	CDPW – Public Works	Sound Transit, MIT**, Metro, Pierce Transit
Develop a joint Muckleshoot/Auburn housing inventory and needs assessment that is used to establish goals and strategies that combine our resources for mutual benefit.	CDPW, MIT	City Council, Tribal Council, King County, Pierce County
In 2021, update Housing Element based upon findings and data collected in the monitoring program.	CDPW	City Council, Planning Commission, Mayor's Office, City Attorney
In 2022, update city zoning regulations to be consistent with update to Housing Element	CDPW	City Council, Planning Commission, Mayor's Office, City Attorney
<b>Long Term (2026–2035)</b>		
In 2028, update Housing Element based upon findings and data collected in the monitoring program.	CDPW	City Council, Planning Commission, Mayor's Office, City Attorney
In 2029, update city zoning regulations to be consistent with update to Housing Element	CDPW	City Council, Planning Commission, Mayor's Office, City Attorney

\* CDPW = Community Development and Public Works.

\*\* MIT = Muckleshoot Indian Tribe.

## CAPITAL FACILITIES

### Goals

**Character:** Our capital investments have been strategically deployed and have resulted in a targeted mix of streets, parks, amenities, and trails that serve the majority of communities.

**Wellness:** Capital facility planning, budgeting, design, and construction incorporate principles and concepts that promote a healthy lifestyle.

**Service:** Revenue sources and budget allocations have been identified that support the construction, provision, and ongoing high-quality maintenance of capital facilities and public services.

**Economy:** Our capital facilities are a marketing asset that causes businesses and residents to seek opportunities to locate here.

**Celebration:** We design, construct, and utilize our parks and streets so that we can gather on holidays, listen to music, attend parades, watch movies, view art, observe nature, and enjoy other community events.

**Environment:** Capital improvements are designed and constructed in a manner that employs a higher standard than the minimum required under the law.

**Sustainability:** We have fully implemented a capital investment philosophy that values the long-term outcome over the short-term expense.

### Description

Capital facilities are those facilities owned and operated by the City. The Capital Facilities Element is made up of a collection of documents that include the City's 6-Year Capital Facilities Plan, the Comprehensive Water Plan, the Comprehensive Sewer Plan, the Comprehensive Stormwater Drainage Plan, and the Capital Facilities Plans for each school district and the Valley Regional Fire Authority. Additionally, although the Parks, Recreation, and Open Space Element and the Transportation Element are standalone documents, they too are a component of the Capital Facilities Plan because they include both short- and long-term investments in developing and maintaining City-owned facilities.

The provision and sizing of facilities such as

utilities and streets can influence the rate, timing, and ability for growth and development that occurs within the City. Timed provision of facilities also ensures that new development can be assimilated into the existing community without serious disruptions or adverse impacts. This plan establishes policies to allow development only when and where all public facilities are adequate or can be made adequate, and only when and where such development can be adequately served by public facilities and services consistent with adopted level-of-service standards.

Public facilities include public utilities, streets, parks, municipal buildings, fire and police services, technology and communication systems, K-12 school systems, and waste and recycling services.

### Policies

1. Development will only be permitted where it is determined that concurrency and level-of-service standards have been met. Levels of service shall be established within, or by way of, each capital facilities document and/or policy element.
2. Lands designated for urban growth shall have urban levels of public facilities prior to, or concurrent with, development. If adequate public facilities do not exist and public funds are not committed, proposed development activities must provide such facilities at their own expense.
3. New connections to the City's sanitary sewer, water, and/or storm drainage systems, shall contribute their fair share toward the construction and/or financing of future or ongoing projects to increase the capacity of those systems.
4. The City will coordinate with other utility purveyors within the City of Auburn to ensure that adequate facilities exist or are planned in underserved areas. Other utility comprehensive plans are not incorporated into the Comprehensive Plan unless a specific City Council action is taken to accept and adopt.
5. The City will coordinate with solid waste providers and King County to ensure the provision of adequate and mandatory waste and recycling service throughout

Auburn. The City will continue to create, support, and implement efforts that expand recycling and reuse.

6. The City will coordinate with each school district and their capital facility planning efforts. A school district capital facility plan is not incorporated into the Comprehensive Plan unless a specific City Council action is taken to accept or adopt.
7. The City will coordinate with Valley Regional Fire Authority and their capital facility planning efforts. A fire capital facility plan is not incorporated into the Comprehensive Plan unless a specific City Council action is taken to accept or adopt.
8. The City will implement the adopted Auburn Airport Master Plan.

9. The City will seek opportunities to incorporate trails and public spaces as general funding for these allow in its capital facility projects.

10. Sustainable development practices will be incorporated into capital facility project design and construction. The City will support and implement efforts to promote climate action objectives by using low-impact development techniques, energy and water conservation measures, and reducing greenhouse gas emissions.

11. The siting, design, construction, and improvement of all public facilities shall be done in full compliance with the Americans with Disabilities Act.

Capital Facilities Action Plan	Lead	Partners
<b>Short Term (2016–2018)</b>		
Implement 6-year Capital Improvement Plans for water, sewer, and storm drainage.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
Implement 6-year Capital Improvement Plans for Transportation.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
Incorporate Low Impact Development (LID) into City Codes and Standards by 1/1/17.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
<b>Moderate Term (2019–2025)</b>		
Implement 7 to 10 year Capital Improvement Plans for water, sewer, and storm drainage.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
Implement longer term Capital Improvement Plans for Transportation.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
In 2021, update Capital Facilities Element.	CDPW – Public Works, Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
In 2022, update city zoning regulations to be consistent with update to Capital Facilities Element	CDPW – Public Works, Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
<b>Long Term (2026–2035)</b>		
Implement 10- to 20-year Capital Improvement Plans for water, sewer, and storm drainage.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
In 2028, update Capital Facilities Element.	CDPW – Public Works, Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
In 2029, update city zoning regulations to be consistent with update to Capital Facilities Element	CDPW – Public Works, Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW

\* CDPW = Community Development and Public Works.



## PRIVATE UTILITIES

### Goals

**Character:** Utility corridors serve multipurpose functions such as nonmotorized connectivity and recreational amenities.

**Wellness:** The extension and provision of utility service extends throughout the entire community who has access to safe and reliable utility service.

**Service:** Residents and businesses have access to all forms of reliable utility service including communication, water, sewer, and storm systems.

**Economy:** Through planning, franchise agreements and partnerships, capital improvements are occurring in conjunction with development and redevelopment.

**Celebration:** Technology and amenities are in place that support community events and enhance awareness and accessibility that results in broader participation.

**Environment:** Utility users are leaders in the region and have embraced and deployed alternative energy solutions and conservation measures.

**Sustainability:** New development fully pays for utility extensions and upgrades that are of a quality that is in the best long-term interest of the City and avoid ratepayer subsidies.

### Description

The primary responsibility of planning for private utilities rests with the utility providers. Clearly, this planning cannot take place without open lines of communication between the City and the utility providers.

Puget Sound Energy provides electrical and natural gas service to most of the City of Auburn. PSE is an investor-owned private utility, which provides service to approximately 1.2 million customers in a service area that covers 6,000 square miles. With respect to electrical service, PSE builds, operates, and maintains an electrical system consisting of generation, transmission, and distribution facilities.

The Northwest Pipeline Corporation and Enumclaw Gas also have gas lines in the southeastern portion of the City. While the Northwest Pipeline Corporation does not serve any customers within the City, Enumclaw Gas has some residential customers in the area of the Auburn Adventist Academy.

Conventional local telephone service to the City is provided by CenturyLink. CenturyLink offers service to 25 million customers in 14 western states. The facilities in which calls are switched are call central offices. Typically, four main lines head out from each central office – one in each direction. Auburn's central office is located in downtown Auburn. Long-distance service is provided in the area by several carriers. These providers have underground fiber-optic cables passing through the City of Auburn.

Cellular telecommunications provide mobile telephone. Cellular communication companies offer digital voice, messaging and high-speed wireless data services to customers. Several cellular service providers have customers and facilities in the City of Auburn. Regulation of cellular providers is provided by the Federal Communications Commission.

Cable television service is provided by Comcast through a combination of aerial and underground cables. Several satellite dish companies also provide service within the City but facilities are limited to the satellite dishes affixed to homes. The City is currently negotiating with CenturyLink on a potential cable franchise.

Investor-owned utilities in the state of Washington are regulated by the Washington Utilities and Transportation Commission. State law regulates charges, services, facilities, and practices of utilities. Any changes in policies regarding these aspects of utility provision require WUTC approval.

Private utilities include electricity, telecommunications, natural gas, and non-city-owned sewer, and water.

## Policies

1. Private utility companies should strive to provide utility services to all segments of the Auburn population and areas of the community.
2. All new utility and telecommunication lines shall be located underground within all new developments. The City will also work with utility companies to relocate existing distribution, service, and telecommunication lines underground as a part of system upgrades, urban revitalization, and city capital projects whenever it is economically and technologically feasible.
3. The visual impact of private utilities shall be mitigated through undergrounding, colocation, screening, or other mitigation techniques. Views from private property, rights-of-way, and the surrounding community shall be considered when mitigating visual impact.
4. When granting franchise agreements, right-of-way permits, and other city approvals to utility providers, evidence shall be provided that documents Sustainability development practices that will be incorporated into construction activities.

Private Utilities Action Plan	Lead	Partners
<b>Short Term (2016–2018)</b>		
Explore opportunities to enhance the use of franchise fees and taxes.	CDPW* – Public Works, Finance	Mayor's Office, City Attorney, IT
Review and update the City's Municipal Code for consistency with any regulatory changes as it relates to franchises.	CDPW – Public Works, City Attorney, Innovation and Technology	Mayor's Office, City Council, CDPW
<b>Moderate Term (2019–2025)</b>		
In 2021, update Private Utilities Element.		City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
In 2022, update city zoning regulations to be consistent with update to Private Utilities Element		City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
<b>Long Term (2026–2035)</b>		
In 2028, update Private Utilities Element.		City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
In 2029, update city zoning regulations to be consistent with update to Private Utilities Element		City Council, Planning Commission, Mayor's Office, City Attorney, CDPW

\* CDPW = Community Development and Public Works.



## TRANSPORTATION

### Goals

**Character:** Investments in developing and maintaining our pedestrian, nonmotorized and street infrastructure have resulted in the creation of a community that is physically connected.

**Wellness:** Residents, visitors, and workers increase utilization of nonmotorized forms of transportation.

**Service:** Through partnership with other agencies, public transportation is an available option for navigating the City and connecting to other forms of transportation.

**Economy:** Street surfaces are in a state of good repair allowing people and goods to navigate into, through, and out of Auburn.

**Celebration:** As a result of improvements to the transportation infrastructure, combined with modern design techniques, we experience a decreasing frequency and severity of collisions.

**Environment:** Development of additional nonmotorized infrastructure will result in fewer vehicular trips per capita.

**Sustainability:** Adequate sustained sources of financing are available for long-term investment in our streets, sidewalks, public landscaping, and nonmotorized corridors.

### Description

The transportation system is a vital component of Auburn's social, economic, and physical structure. The primary purpose of the transportation system is to support the movement of people and goods within the City and connect the City to the broader region. Secondly, it influences patterns of growth, development, and economic activity by providing access to adjacent land uses. Planning for the development and maintenance of the transportation system is a critical activity promoting the efficient movement of people and goods, ensuring emergency access, and optimizing the role transportation plays in attaining other community objectives.

The Transportation Element, also known as the Transportation Comprehensive Plan, provides policy and technical direction for development of the City's transportation system through the year 2035. It updates and expands the 2009 Comprehensive Transportation Plan by recognizing network changes since the last plan, evaluating current needs, and identifying standards for future development and infrastructure improvements. The Plan underwent a major update in 2005 and a midterm update in 2009 to incorporate the Lea Hill and West Hill annexation areas into the Plan.

The Comprehensive Transportation Plan is the framework for transportation planning in Auburn. It functions as the overarching guide for changes to the transportation system. The Plan evaluates the existing system by identifying key assets and improvement needs. These findings are then incorporated into a needs assessment, which guides the future of the transportation system.

This Plan is multimodal, addressing multiple forms of transportation in Auburn including the street network, nonmotorized travel, and transit. Evaluating all modes enables the City to address its future transportation needs in a comprehensive and balanced manner.

### Policies

1. Level-of-service and concurrency standards will be adopted and utilized when evaluating the transportation impacts and mitigation measures associated with development proposals. New development will pay for all system enhancements necessary to support the development.
2. Engage in coordinated regional transportation planning efforts with King County, Pierce County, Washington State Department of Transportation, Muckleshoot Indian Tribe, Sound Transit, and adjacent jurisdictions.
3. Pursue funding and actions that establish public transportation options to all areas of the City.

4. Incorporate low-impact development concepts and strategies into City-initiated transportation projects and privately initiated subdivision proposals.
5. Create a pedestrian and bicycle network linking neighborhoods, activity centers, and popular destinations, and promote walkable, bikeable connections to transit service.
6. Increase coordination and integration of land-use and transportation planning to reduce traffic congestion and emissions, and protect the natural environment.
7. Provide transportation alternatives that meet the needs of seniors, those who are unable to drive, and others who are transit-dependent by necessity or choice.
8. Inform the community of transportation improvements, capital projects, traffic disruptions, and alternative methods for avoiding delays.
9. Develop information about alternate modes of travel to encourage visitors and residents to walk and bike.

Transportation Action Plan	Lead	Partners
<b>Short Term (2016–2018)</b>		
Develop financial and capital programming standards that establish minimum budget targets for nonmotorized connection improvements.	CDPW* – Public Works	CDPW, Finance, Mayors' Office
Develop a Neighborhood Connectivity Element of the Comprehensive Plan.	CDPW – Public Works	CDPW
Develop a citywide wayfinding plan with strategies and actions directed at both nonmotorized and vehicle modes.	CDPW	CDPW – Public Works, CDPW – M&O
Implement the short-term actions outlined in the adopted Parking Management Plan	CDPW	
Identify and prioritize vehicular gateways into the City. Design and construct gateway entry points.	CDPW	
<b>Moderate Term (2019–2025)</b>		
Implement the long-term actions outlined in the adopted Parking Management Plan.	CDPW	
In 2021, update the Transportation Element.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
In 2022, update city zoning regulations to be consistent with update to Transportation Element	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
<b>Long Term (2026–2035)</b>		
In 2028, update Transportation Element.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
In 2029, update city zoning regulations to be consistent with update to Transportation Element	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW

\* CDPW = Community Development and Public Works.

## ECONOMIC DEVELOPMENT

### Goals

**Character:** Our cultural diversity has been leveraged to bind our community, expand our market, and celebrate cultural traditions.

**Wellness:** We are a safe community with walkable commercial districts, where both the perception and the reality are that crime activity is low and public safety staffing meets or exceeds community expectations.

**Service:** Our economic development strategies focus on supporting the existing business community; as a result, recruitment is minimal because businesses desire to locate here.

**Economy:** We are able to measure and achieve defined targets for manufacturing, service, and retail jobs and revenues.

**Celebration:** We actively promote our local businesses and have been successful at making our residents more aware of what is available locally as well as attracting visitors from beyond our City.

**Environment:** Our economy is growing and diversifying because of our efforts to protect our rivers, streams, wetlands, and other environmental resources.

**Sustainability:** Residents are staying in Auburn to work and shop, and we are widely considered to be a regional dining, shopping, and entertainment destination.

### Description

Auburn's economic base drives and shapes the community and region. Auburn's residents and the surrounding region benefit from the jobs and services Auburn's economic base offers. Through the payment of sales, property, and other taxes, the City of Auburn can fund and provide services and public facilities that Auburn residents require.

It is in the City's best interest to maintain and expand our economic base in unison with implementing all of the goals of the Comprehensive Plan. This section of the plan will help to define the City's goals and policies in this vital area.

### Policies

1. Attract high-wage employment opportunities and sales tax generating businesses to diversify the City's economic base and generate positive secondary benefits for the community.
2. Assist business organizations in developing and implementing new or improved product development opportunities to increase sales tax revenue collections.
3. Dedicate resources to pursue an expanded economic development program for the City.
4. Develop a clear and elaborate City branding strategy.
5. Create an economic development toolbox comprising programs and incentives to reduce financial, regulatory, and operational constraints for existing or new business growth and expansion.
6. Prioritize the installation of key infrastructure at identified employment areas to facilitate development of these economic centers.

Economic Development Action Plan	Lead	Partners
<b>Short Term (2016–2018)</b>		
Adopt and implement a City 10-year Economic Development Strategic Plan	Mayor's Office	City Council, CDPW*, Finance
<b>Moderate Term (2019–2025)</b>		
In 2021, update Economic Development Policy Element.	Mayor's Office	City Council, Planning Commission, City Attorney, CDPW
In 2022, update city zoning regulations to be consistent with update to Economic Development Element	Mayor's Office	City Council, Planning Commission, City Attorney, CDPW
<b>Long Term (2026–2035)</b>		
In 2028, update Economic Development Element.	Mayor's Office	City Council, Planning Commission, City Attorney, CDPW
In 2029, update city zoning regulations to be consistent with update to Economic Development Policy Element	Mayor's Office	City Council, Planning Commission, City Attorney, CDPW

\* CDPW = Community Development and Public Works.

## PARKS, RECREATION & OPEN SPACE

### Goals

**Character:** A mix of small urban parks, natural areas, sports complexes, and community buildings offers a full range of recreational services.

**Wellness:** Parks are well advertised, maintained, and are safe locations during all hours.

**Service:** Parks and park programming are accessible to all segments of the population.

**Economy:** Our parks and natural spaces are a major reason cited by businesses and residents for choosing to locate here and choosing to stay.

**Celebration:** A mix of large and small parks is being used for local, neighborhood, citywide, and regional events.

**Environment:** Parks, open spaces, and natural areas are designated, designed, and maintained in a manner that respects the environment and natural setting.

**Sustainability:** Park development and maintenance has an identified long-term funding source that ensures that the system grows and improves.

### Description

Parks, arts, open space, and recreation facilities are an essential amenity to maintain a high quality of life in the community. As the population of Auburn grows, the demand for parks, recreational programs, arts and culture, and open space will continue to increase. To maintain Auburn's quality of life, the supply of parks and programs must keep pace with the demand associated with a growing population.

**Policies**

1. Provide and maintain a comprehensive system of parks and recreation programs that serves the needs and desires of the City's residents.
2. Protect and preserve open space and natural areas that incorporate appropriate opportunities for residents and citizens to view and learn about natural systems and habitats.
3. Provide activities and amenities that allow for community interactions and encourage active and healthy lifestyles.
4. Provide a broad variety of recreational and cultural opportunities to all residents.
5. New development will contribute to the development of new parks at a level commensurate with their share of new facility needs.
6. Provide and support community events, festivals, and programs that offer a variety of opportunities for social interaction and contribute to a sense of community.
7. Diversify the funding sources that support the City Parks, Arts and Recreation Department to include public funding, earned revenues, development impact fees, and outside funding sources.
8. Establish regulations and incentives to incorporate parks and trails into subdivisions and other development projects.
9. Identify and implement measures that reduce emissions and conserve energy and water at all park facilities.
10. Support collaboration between agencies, organizations, and businesses on trails marketing, management, and maintenance in recognition of the value of trails to the community and the economy.

Parks, Recreation & Open Space Action Plan		
Lead		
Partners		
Short Term (2016–2018)		
Establish Level-of-service standards for parks, open space, arts, and service programs.	Parks	CDPW*
Establish a formal fee in lieu of program	Parks	CDPW, City Attorney, Mayor's Office
Acquire additional properties for inclusion in the Auburn Environmental Park and develop a comprehensive management plan.	CDPW – Environmental Services	Parks
Complete and activate the Auburn Youth and Community Center	CDPW – Public Works, Parks	CDPW, Police
Complete the Les Gove Community Campus Plan	Parks	City Council, Mayor's Office, Police, CDPW

<b>Parks, Recreation &amp; Open Space Action Plan (cont.)</b>	<b>Lead</b>	<b>Partners</b>
<b>Moderate Term (2019–2025)</b>		
Begin identification of acquisition needs based on level of service.	Parks	
Develop criteria and strategies for identifying land that should be preserved as open space and funding mechanisms for acquiring priority lands.	Parks, CDPW – Environmental Services	CDPW
In 2021, update Parks, Recreation, and Open Space Element.	Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
In 2022, update city zoning regulations to be consistent with update to Parks, Recreation, and Open Space Element	Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
<b>Long Term (2026–2035)</b>		
In 2028, update Parks, Recreation, and Open Space Element.	Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW
In 2029, update city zoning regulations to be consistent with update to Parks, Recreation, and Open Space Element	Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW

\* CDPW = Community Development and Public Works.



# IMAGINE AUBURN

## CITY OF AUBURN COMPREHENSIVE PLAN



ADOPTED DECEMBER 2015





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# LAND USE ELEMENT



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# VOLUME 1

## LAND USE ELEMENT

### VISION

*The Auburn community is both physically and socially connected. We take pride in the quality of our built environment as well as the beauty and function of our natural environment. Land use patterns are supported by a complete and efficient transportation and utility infrastructure system. Neighborhoods, commercial centers, and parks are attractive, interesting, accessible, and well maintained. Natural riverine and forested corridors are interspersed throughout the city, offering sanctuaries where fish and wildlife reside, and providing opportunities for people to observe and learn about the environment. Residents have a strong association with their neighborhoods, and are engaged and involved in the decisions that steer Auburn into the future.*

### CONDITIONS AND TRENDS

#### Dispersed Land Use Pattern

For the first 100 years of Auburn's existence, the land use pattern developed in a relatively logical manner. Auburn was fully contained to the valley floor with a traditional downtown urban center, several north/south heavy commercial and industrial corridors paralleling Highway 167, and a surrounding housing stock that was built primarily between 1910 and 1960. In the last 30 years, the land use pattern of Auburn has changed, primarily from incorporation of areas to the south, east, and west. Each newly incorporated area has its own identity and land use pattern.

#### Disconnected Communities

Because a significant portion of today's Auburn was settled prior to incorporation, the basic land use patterns and infrastructure have already been established. Furthermore, much of today's Auburn land use pattern was established in either Auburn, the Muckleshoot Reservation, or prior to incorporation in King County or Pierce County. Given the mix of jurisdictional oversight, myriad land use policies, regulations, infrastructure standards, and investments have been applied in these areas. This has resulted in a relatively uncoordinated and random land use pattern. It also means that the various communities lack

connectivity to each other, have a mix of identities, and are experiencing a change in their character from rural to more urban.

#### Robust Diversity of Land Use

Auburn has a strong mix of housing and industry. Auburn's residential land use pattern includes a variety of densities, ages, and housing type. Auburn's nonresidential land use pattern includes a mix of local and regional retail, entertainment, services, manufacturing, warehousing, and distribution centers. This mix of land use is a strength because it exemplifies social, economic, and cultural diversity.

#### Diversity in Natural Resources

Auburn's natural resources include the Green River and its tributaries, the White River and its tributaries, a robust inventory of wetlands, floodplains, steep slopes, and mature open spaces. With a strong base to work from, the City and its partners can be strategic about how to better connect and preserve natural areas so that the overall system is enhanced for future generations to enjoy.

### INTRODUCTION

All land within the City of Auburn is assigned a land use designation, which builds off the past Comprehensive Plan Map, the existing land use

pattern, previously approved subarea plans, topography, natural features, and targeted goals for shifting the character of specified areas. This chapter provides a description for each designation, general criteria for how to assign the designation, and a series of policies that govern land use within each designation. The Comprehensive Plan Land Use Map contained in the Core Comprehensive Plan shows the location and boundaries for each designation. This map should be consulted together with the written policies of this Plan when decisions about zoning designations, land use activities, and development of public infrastructure are considered.

This Section of the document also explains the reasoning and intention behind the Plan Map's land use designations. This should be useful in:

- developing and implementing tools (such as zoning provisions)
- interpreting the Plan Map as it applies to specific regulatory decisions or development proposals
- adjusting or amending the Plan Map when changing conditions or land use markets warrant
- planning for public services and infrastructure

Finally, this chapter sets forth special policies intended to address the unique challenges and opportunities of specific locations within Auburn. These specific policies supplement the general goals, objectives and policies found elsewhere in this plan.

## RESIDENTIAL LAND USE DESIGNATIONS

### Character Sketch

Residential uses will comprise a diverse arrangement of multiple densities. The pattern of one single density in a zone or neighborhood will evolve into increased and mixed densities in exchange for amenities that enhance quality of life. There will be greater connectivity and stronger spatial relationships between neighborhoods through strategic locations of roadway, trail, park, and neighborhood-serving businesses. These amenities will help create localized identity while also

linking one area to another. The design and build quality of new construction and infill will be held to a high standard. The City will encourage projects to be unique, innovative, and provide the residents of Auburn true choice.

### Values

**Character:** Residential neighborhoods will include amenities, features, and layouts that promote interaction amongst residents.

**Wellness:** The design of residential neighborhoods will emphasize safety and nonmotorized connectivity.

**Service:** Through outreach and engagement, individual residents and homeowners' associations are connected to and aware of municipal services, events, and activities.

**Economy:** Neighborhoods have a physical and personal connection to Auburn's commercial centers and attractions. People want to move to Auburn because of the commercial and recreational opportunities it has to offer.

**Celebration:** Districts and neighborhoods are identified, promoted, and celebrated.

**Environment:** The built environment will fit into the natural landscape in a way that protects and respects ecosystem function and that preserves native vegetation and soils.

**Sustainability:** Natural resources, economic prosperity, and cultural vibrancy are balanced in a way that builds and maintains a thriving and long-lasting community.

### General Policies

LU-1 Regulations for new developments and infill should address the following elements:

- a. Connectivity by multiple means to adjacent subdivisions, nearby commercial hubs, and parks and recreation facilities.
- b. Relationship to nearby existing or future transit service.
- c. Usable community amenities and spaces.
- d. Environmental protection and preservation of natural features.
- e. Preservation of areas that can support low-impact development techniques.



- f. Promote the use of energy and water conservation measures
- g. Efficient and effective delivery of utility service.
- h. Innovative design.
- i. Crime prevention through environmental design.
- j. Long-term maintenance considerations.

LU-2 As the market and availability of utilities enable denser development to occur, standards should be developed to maximize density while preserving open space and critical areas.

LU-3 Programs should be implemented to improve the quality of low-income neighborhoods and encourage rehabilitation of deteriorating structures and facilities.

LU-4 Public and institutional uses may be permitted as a conditional use if designed in a manner that enhances the residential character of the area. Special care shall be given to ensuring adequate parking, landscaping, and traffic circulation to avoid conflict with residential uses.

LU-5 New residential development should contribute to the creation, enhancement, and improvement of the transportation system, health and human services, emergency services, school system, and park system. This may be accomplished through the development of level-of-service standards, mitigation fees, impact fees, or construction contributions.

LU-6 Cluster development is the preferred form of residential development in all residential designations with the goal of preserving natural areas, critical areas, and areas that support low-impact development. Where clustering accomplishes these objectives, it should not come at the expense of lost development potential. Variances to lot size, lot dimensions,

building height, and other bulk or dimensional standards should be utilized in order to create incentives that promote preservation.

## Residential Conservancy Designation

### **Description**

This designation should consist primarily of low-density residential uses (one dwelling unit per four acres is allowed) and accessory agricultural uses in areas featuring environmental constraints or requiring special protection such as the Coal Creek Springs watershed area, low-lying areas along the Green River, and areas that are isolated from urban services. This designation will serve to both protect environmental features and hold areas for higher density development until such time public facilities become available.

### **Designation Criteria**

1. Areas with significant environmental constraints, intrinsic value, or that may pose environmental hazards if developed, such as areas tributary to public water sources;
2. Affords greater protections to environmental features than existing designation;
3. Level of service for property consistent with adjacent residential conservancy properties; or
4. Location, size of properties, and character is consistent with a residential conservancy use.

## **Implementing Zoning Designations**

### Residential Conservancy

#### **Policies**

LU-7 Densities and activities shall be of a very low intensity and shall not compromise environmental and watershed resources.

LU-8 In addition to single-family homes, these larger properties can also be developed with garages, accessory dwelling units, barns, and other accessory outbuildings. Home occupations, agricultural uses, and

other allowed nonresidential activities may operate out of any type of permitted building, subject to intensity and use limitations.

- LU-9 Until these areas are served by public utilities (water, sewer, storm services), existing and new development is not expected to be served by public infrastructure, such as urban streets, curbs, gutters, sidewalks, street lighting, and landscaping.
- LU-10 As the market and utility availability enable denser development to occur, standards should be developed to maximize density while preserving open space and critical areas.
- LU-11 Small-scale agricultural uses are allowed and encouraged. Commercial activities that are directly related to and support agricultural uses may also be allowed. The procedural standards may vary depending upon the type and scale of agricultural uses and supporting commercial activities. Small-scale agricultural uses are allowed and encouraged.
- LU-12 Land use standards should adequately limit and control excessive accumulation of debris. Where a permitted activity does allow outdoor storage, it should be adequately screened from adjacent properties and roads, as well as ensuring adequate soil and environmental protection.
- LU-13 Public, institutional, and resource-extractive uses that are low-intensity and preserve the environment may be considered conditional uses.

## Single-Family Residential Designation

### Description

This designation is the predominant land use category in the City. Maintaining and creating a diverse arrangement of interconnected subdivisions, neighborhoods, and communities that have a mix of densities and housing types; linkages with other residential areas and commercial hubs through nonmotorized modes, such as pedestrian and bicycling, and vehicular modes will be encouraged.

### Designation Criteria

1. Previously developed single-family residential areas;
2. Undeveloped areas that do not meet the designation criteria for other Residential, Commercial, Industrial, or Public/Quasi-Public designations; or
3. Residential Conservancy areas that contain limited critical areas, are served by public utilities (water, sewer, storm services), and meet the development parameters of the single-family designation.

### Implementing Zoning Designations

Residential 1 (1 dwelling unit per acre): All properties located within the Urban Separator Overlay is zoned R-1, as consistent with King County county-wide planning policies.

Residential 7 (7 dwelling units per acre): All properties not located within the Urban Separator Overlay is zoned R-7.

### Policies

- LU-14 Accessory dwelling units should play an integral part of promoting infill development and affordable housing, and are therefore encouraged within this land use category.
- LU-15 Home occupations, bed-and-breakfasts, day cares, and other appropriate uses should be encouraged as viable accessory uses.
- LU-16 Manufactured homes shall be permitted on single-family lots provided they are sited and constructed in a manner that would blend with adjacent homes.
- LU-17 Provide a variety of housing typologies to suit the needs of various potential residents.
- LU-18 Density bonuses outside of the Urban Separator Overlay should be approved based on innovations in transportation, stormwater management, and public amenities proposed for the development or adjacent neighborhoods associated with the request. The onus is on



the developer to justify density above baseline. Examples of amenities and concepts that justify density bonuses include park space, art, enhanced landscaping, trails that connect to adjacent properties, neighborhood commercial property set asides, use of low-impact development techniques beyond the minimum code requirements, incorporation of CPTED concepts, and variation of architecture and housing typology.

## Residential Transition Designation

### Description

Residential transition areas are planned to accommodate moderate densities of varying residential dwelling types. Varying intensities within a transition area may be permitted based on adjacent density, intensity, and/or character. Appropriate densities in these areas range from 7 to 20 dwelling units per acre. Dwelling types generally range from single-family dwelling to multiple-family dwellings, with larger structures allowed (within the density range) where offsetting community benefits can be identified.

### Designation Criteria

1. Previously developed moderate-density residential areas; or
2. Areas that provide a transition between single-family and multifamily, single-family and nonresidential, multifamily and nonresidential zones or development are adjacent and meet the development parameters of the Residential Transition designation.

### Implementing Zoning Designations

Residential Transition

### Policies

- LU-19 Density bonuses and flexible development standards should be considered an incentive for innovative neighborhood design.
- LU-20 Carefully developed low-intensity office, or residentially related commercial uses (such as day care centers) can be compatible.

LU-21 Accessory dwelling units should play an integral part of promoting infill development and affordable housing and are therefore encouraged within this land use category.

## Multifamily Designation

### Description

This category shall be applied to those areas that are either now developed or are reserved for multiple family dwellings. Densities may range from 20 to 24 units per acre. These communities are served by transit, have nonmotorized connections to surrounding amenities and services, or have access to on-site amenities.

### Designation Criteria

1. Previously developed high-density residential or manufactured/mobile home parks; or
2. Properties that are connected to single-family and nonresidential designations by the Residential Transition designation and meet the development parameters of the Multifamily designation.

### Implementing Zoning Designations

Residential 20 (20 dwelling units per acre): All Multifamily designated land not previously developed as manufactured/mobile home parks are zoned R-20.

Manufactured/Mobile Home Park: All previously developed manufactured/mobile home parks are zoned R-RH.

### Policies

- LU-22 Development regulations should include density bonuses and flexible development standards that create incentives for innovative site and building design, incorporation of open space and public art, nonmotorized connectivity to parks and commercial areas, proximity to transit services, supplemental natural resource protection, supplemental use of CPTED, and supplemental use of low-impact development techniques.

- LU-23 Home occupations and shared housing should be allowed in this designation; however, given their high densities, it is appropriate to establish additional restrictions, procedures, and requirements in order to ensure that they are compatible with their surroundings and do not adversely affect the community.
- LU-24 Live-work units are encouraged.
- LU-25 Improve the quality of low-income neighborhoods and implement programs that encourage rehabilitation of deteriorating structures and facilities the downtown area, areas between lower-density residential uses and more intense nonresidential activities, and areas with high levels of transit service and available high-quality services.
- LU-26 Multifamily development should be subject to building and site design standards. These standards should address the appearance of buildings, compatibility with nearby uses, exterior lighting, connectivity with surrounding properties and uses, the relationship of ground floor spaces and entryways with the streetscape, and connectivity to nearby nonresidential hubs (shopping centers and schools).
- LU-27 Provide a variety of housing typologies to suit the needs of various potential residents.
- LU-28 Establish intensity limitations such as floor area ratios, density, building height, coverage ratios, setbacks, and other standards.
- LU-29 Access to nearby amenities and health and human services should be considered when reviewing senior housing developments.
- LU-30 Encourage development of permanent supportive housing to address the homeless population and those with special needs.
- LU-31 Encourage adaptive reuse, particularly of historic properties.

## Mixed-Use Designation

### **Description**

This category shall be applied to those areas that are either now developed or are reserved for multiple family dwellings. Densities may range from 20 to 24 units per acre. These communities are served by transit, have nonmotorized connections to surrounding amenities and services, or have access to on-site nonresidential amenities and services.

### **Designation Criteria**

1. Previously developed high-density residential; or
2. Properties that are connected to single-family and nonresidential designations by the Residential Transition designation or are adjacent to the Multifamily designation, and meet the development parameters of the mixed-use designation.

### **Implementing Zoning Designations**

#### Mixed-Use Residential

### **Policies**

- LU-32 Development regulations should include density bonuses and flexible development standards that create incentives for innovative site and building design, incorporation of open space and public art, nonmotorized connectivity to parks and commercial areas, proximity to transit services, supplemental natural resource protection, supplemental use of CPTED, and supplemental use of low-impact development techniques.
- LU-33 Live-work units are encouraged.
- LU-34 Encourage adaptive reuse, particularly of historic properties.
- LU-35 Consider multiple methods for determining how the mixed-use objectives are achieved. For example, in some areas of the City it is acceptable to have a horizontal mixed-use design, while in other areas vertical mixed-use is appropriate.

- LU-36 Establish intensity limitations such as floor area ratios, density, building height, coverage ratios, setbacks, and other standards.

## COMMERCIAL LAND USE DESIGNATIONS

### Character Sketch

Commercial uses will be wide ranging in terms of scale and type. A mix of businesses – local, regional, and national – will be among the businesses in the various designations, and will be carefully located to create balance and maintain appropriateness based on adjacent uses. These commercial areas will be economically vibrant, unique, and active outside of traditional work hours. They will be accessible by foot, bike, car, and public transport.

### Values

**Character** – Active gathering spaces, such as parks, plazas, cafes, concert venues, festivals and markets, will be distributed throughout the City; these spaces will be engaging and filled with people interacting, irrespective of culture, age, or income level.

**Wellness:** A variety of healthy food options will be physically and economically accessible to all members of the Auburn community.

**Service:** The City’s resources and services are available and utilized by the business community. The business community finds the City approachable, empathetic, and responsive. An open and collaborative dialogue exists to help identify problems and find solutions.

**Economy:** A wide complement of retail, service, and dining options will cater to local needs, attract visitors, and encourage consistent patronage of local businesses.

**Celebration:** Auburn will have a thriving and expanding arts and culture community. There will be events, amenities, and attractions that draw people to congregate and socialize.

**Environment:** Local businesses benefit from Auburn’s collection of natural resources and amenities because residents and visitors are choosing Auburn as their home or destination.

**Sustainability:** Local businesses benefit from, and contribute to, a sustainable economy because Auburn is an easy location to start up, maintains opportunity for growth, and has a business friendly economic climate.

### General Policies

- LU-37 The commercial uses permitted must be carefully regulated in regards to performance criteria and design.
- LU-38 Permitted uses would consist of local-serving and community-serving retail trade, offices, personal services, and eating establishments.
- LU-39 Encourage uses that provide health and human services to the adjacent community.
- LU-40 Encourage adaptive reuse, particularly of historic properties.
- LU-41 Promote the use of energy and water conservation measures (PSRC 11/12/15)
- LU-42 Ensure that legally established existing uses that may not conform with the underlying zone, but that are compatible with their surrounding uses, and are allowed to continue to evolve and operate without being classified as “nonconforming” uses.

## Downtown Urban Center Designation

### Description

This category should be applied exclusively in downtown Auburn. The area should be developed in a manner consistent with and conducive to pedestrian-oriented activities. The ambiance of the downtown should encourage leisure shopping, provide services to local residents and area employees, and provide amenities that attract regional visitors and shoppers.

### Designation Criteria

1. Located within the Urban Center boundaries established by the King County Countywide planning policies or within Business Improvement Area boundaries.

### Implementing Zoning Designations

Downtown Urban Center

**Policies**

- LU-43 Vertical mixed-use should be encouraged; the location of retail sales and services should predominately be on the ground floor with residential or more retail or services above. However, small freestanding commercial spaces may be established as an accessory use to a larger vertical mixed-use development.
- LU-44 Deviations of height, density or intensity limitations should be allowed when supplemental amenities are incorporated into site and building design. Examples of amenities include use of low-impact development, use of sustainable site and building techniques, public space and art, transit-oriented development, landscaping and lighting, and bike shelters.
- LU-45 Encourage a broad mix of uses within the downtown area. A wide range of consumer-oriented goods and services are compatible within this designation since creating an attractive shopping environment is a primary emphasis. Permitted uses include retail trade, offices, personal services, eating and drinking establishments, financial institutions, governmental offices, and similar uses. Legally established existing uses that do not fit within the range of desired new uses continue to be a valuable part of the downtown economy and character and should be allowed to evolve and operate in a manner that resembles listed permitted uses.
- LU-46 Encourage multiple family dwellings, particularly within the upper stories of buildings.
- LU-47 Drive-in windows should not be permitted to maintain the area's pedestrian environment.
- LU-48 Parking standards within the downtown should reflect the pedestrian orientation of the area, but also consider parking's impact for economic development.

- LU-49 Discourage uses that rely on direct access by vehicles or involve heavy truck traffic (other than for merchandise delivery).
- LU-50 Unsightly outdoor storage and similar activities should be prohibited.
- LU-51 The downtown should capitalize on opportunities for multimodal transportation.
- LU-52 Encourage adaptive reuse, particularly of historic properties.
- LU-53 As a designated VISION 2040 Regional Growth Center that contains a transit station, land use policies and regulations should encourage population and employment growth.

**Neighborhood Commercial Designation****Description**

Low-intensity, small-scale commercial services that meet the daily needs of and complement the quality of the residential neighborhoods they serve. Commercial uses need to be carefully located (if located within single-family residential neighborhoods) or should be buffered from single-family residential areas. These areas are characterized by lower traffic generation, fewer operating hours, smaller-scale buildings, and less signage than light commercial areas.

**Designation Criteria**

1. Located along arterial or collector streets;
2. Properties that are buffered from the single-family designation by landscaping, environmental features, or the Residential Transition designation; and
3. Meets the development parameters of the Neighborhood Commercial designation.

**Implementing Zoning Designations**

Neighborhood Commercial

**Policies**

- LU-54 The commercial uses permitted must be carefully regulated in regards to performance criteria and design. Architectural style, building height and size, lighting,

and signage should be consistent with the surrounding residential properties.

- LU-55 Permitted uses would consist of small-scale local-serving and community-serving retail trade, offices, personal services, and non-drive-through eating establishments.
- LU-56 Special emphasis will be directed at those accessory activities that can alter the character of these areas into heavier commercial areas. Examples include outdoor storage, location and screening of trash receptacles, loading and unloading zones, and parking lots. Regulations and permit conditions will employ techniques that mitigate light and noise impacts associated with surrounding residential properties.
- LU-57 Encourage adaptive reuse of existing residential buildings and historic properties.
- LU-58 Commercial uses will have an orientation that is directed toward adjacent public streets while also providing pedestrian and bike-oriented access.
- LU-59 Upzone requests to the next zone should be approved based on the innovations in transportation and stormwater management and public amenities proposed for the development associated with the request.

## Light Commercial Designation

### **Description**

This category represents the prime commercial designation for small-to moderate-scale commercial activities. These commercial areas should be developed in a manner consistent with and attracts pedestrian-oriented activities. Such areas should encourage walkability, leisure shopping, engaging public space, and should provide other amenities conducive to attracting shoppers.

### **Designation Criteria**

1. Previously developed light commercial areas buffered from more intense commercial or

industrial designations by landscaping or environmental features; or

2. Located along arterial or collector streets;
3. Properties that are buffered from the single-family designation by landscaping, environmental features, or the Residential Transition designation; and
4. Meets the development parameters of the Light Commercial designation.

## **Implementing Zoning Designations**

### Light Commercial

### **Policies**

- LU-60 A wide range of consumer-oriented goods and services are compatible within this designation since creating an attractive shopping environment is a primary emphasis. Permitted uses would consist of local-serving and community-serving retail trade, offices, personal services, eating establishments, financial institutions, governmental offices, and similar uses.
- LU-61 Parking lots must be located and designed in a manner that softens their appearance from adjacent public roads. This is accomplished through landscaping, pedestrian spaces, and the location of buildings on the property. Where practicable, low-impact development techniques and landscaping should be used to promote on site stormwater infiltration and shading of hard surfaces. Minimum and maximum parking ratios must be established for each type of permitted use.
- LU-62 Development incentives should be established that encourage the creation of electric car charging stations, use of sustainable building and/or operational practices, development of nonmotorized infrastructure, and proximity and connection to public transit.
- LU-63 Multiple family dwellings are only allowed as part of mixed-use developments where they do not interfere with the shopping character of the area, such as within the upper stories of buildings.



- LU-64 Drive in windows should only be allowed accessory to a permitted use, and only when carefully sited under the administrative use process, in order to ensure that an area's pedestrian environment is not compromised.
- LU-65 Large-scale regional retail uses and uses that rely on direct access by vehicles or involve heavy truck traffic (other than for merchandise delivery) are not appropriate in this category.
- LU-66 Unsightly outdoor storage and similar activities should be prohibited.
- LU-67 Encourage adaptive reuse, particularly of historic properties.
- LU-68 Upzone requests to the next zone should be approved based on the innovations in transportation and stormwater management and public amenities proposed for the development associated with the request.

## Heavy Commercial Designation

### Description

This category is intended to accommodate uses that would also accommodate a wide range of heavier commercial uses involving extensive storage or vehicular movement.

### Designation Criteria

1. Previously developed heavy commercial areas; or
2. Located along major arterial streets;
3. Properties that are buffered from the single-family designation by landscaping, environmental features, or the Residential Transition designation and buffered from all other Residential designations; and
4. Meets the development parameters of the Heavy Commercial designation.

### Implementing Zoning Designations

Heavy Commercial: All Heavy Commercial designated land not located within the Northeast Auburn Special Planning Area or located within the Northeast Auburn Special Planning Area,

but incapable of meeting the C-MU zoning requirements.

### Policies

LU-69 A wide variety of commercial-oriented services are appropriate within this category. This includes but is not limited to regional-scale retail and entertainment uses, commercial uses with outdoor sales areas, drive-in restaurant or other drive in commercial businesses, and commercial services with outdoor storage as an accessory use.

LU-70 Parking lots must be located and designed in a manner that softens their appearance from adjacent public roads. This is accomplished through landscaping, pedestrian spaces, and the location of buildings on the property. Where practicable, low-impact development techniques and landscaping should be used to promote on site stormwater infiltration and shading of hard surfaces. Minimum and maximum parking ratios must be established for each type of permitted use.

LU-71 Development incentives should be established that encourage the creation of electric car charging stations, use of sustainable building and/or operational practices, development of nonmotorized infrastructure, and proximity and connection to public transit.

## INDUSTRIAL LAND USE DESIGNATIONS

### Character Sketch

Industrial uses will become a more integrated part of the physical and social life of the City. Since so many people work in these areas and these companies contribute so much to the financial life of the city, it is important that they are connected through paths, roads and by public transportation. Locations that have access to rail and highways that also encourage intelligent growth patterns will be prioritized. Innovation will be a key requirement



of new and infill projects as the City looks to mitigate impacts of production and limit damage to the environment.

## Values

**Character:** Buildings, landscaping, and outdoor spaces will be attractive, interesting, well designed, and well maintained.

**Wellness:** Risk to life and property from all hazards will be minimized. Properties and businesses are connected to nonmotorized corridors that offers alternative means to commute.

**Service:** The city works closely with individuals and organizations to fully understand the demands, needs, and concerns of the industrial community so that the City can sponsor initiatives that help aid in their success.

**Economy:** Cornerstone institutions will strategically expand in regional prominence. As industry grows, land use policy will support efforts to grow within Auburn.

**Celebration:** The Community will be made aware of and celebrate the accomplishments of our local, regional and international leaders in manufacturing, warehousing, and distribution.

**Environment:** The built environment will fit into the natural landscape in a way that protects and respects ecosystem function. Natural resource protection will be supported and celebrated by City leadership and the community.

**Sustainability:** Industrial uses are contributing to, and supportive of, efforts to build and maintain a transportation system that ensures the people and goods move safely throughout the City and beyond.

## General Policies

- LU-72 A wide range of industrial uses may be permitted, subject to performance standards.
- LU-73 Outside storage shall be permitted subject to performance criteria addressing its quantity and location.
- LU-74 Development incentives should be established that encourage the creation of electric car charging stations, use of sustainable building and/or operational practices, development of nonmotorized

infrastructure, and proximity and connection to public transit.

- LU-75 Promote the use of energy and water conservation measures

## Light Industrial Designation

### Description

This category is intended to accommodate a wide range of industrial and commercial uses. This designation is intended to provide an attractive location for manufacturing, processing and assembling land use activities that contribute to quality surroundings. A wide variety of appropriate commercial uses in this designation benefit from the location, access, physical configuration, and building types of these properties. It is distinguished from heavier industrial uses by means of performance criteria. All significant activities shall take place inside buildings, and the processing or storage of hazardous materials shall be strictly controlled and permitted only as an incidental part of another use.

### Designation Criteria

1. Previously developed light industrial areas; or
2. Located along high-visibility corridors;
3. Provides buffering for heavy industrial areas or is buffered from the single-family designation by landscaping, environmental features, or the Residential Transition designation and buffered from all other Residential designations; and
4. Meets the development parameters of the Light Industrial designation.

## Implementing Zoning Designations

Light Industrial

### Policies

- LU-76 A wide range of industrial uses may be permitted, subject to performance standards. Heavy commercial uses that serve the needs of workers in light industries are also appropriate. These uses include indoor manufacturing, processing, and assembling of materials from previously prepared or

raw materials and ancillary and necessary warehousing and distribution of finished goods associated with manufacturing and industrial uses.

- LU-77 Parking lots must be located and designed in a manner that softens their appearance from adjacent public roads. This is accomplished through landscaping, pedestrian spaces, and the location of buildings on the property. Where practicable, low-impact development techniques and landscaping should be used to promote on site stormwater infiltration and shading of hard surfaces. Minimum and maximum parking ratios must be established for each type of permitted use.
- LU-78 Landscaping, sidewalks, and bike paths will be integral parts of site design if a development is located on an impression corridor or located within or adjacent to an identified nonmotorized corridor.
- LU-79 Outside storage shall be permitted subject to performance criteria addressing its quantity and location. This is to ensure compatibility with adjacent uses, so that such storage would not detract from the potential use of the area for light industry. In all cases, such storage shall be extensively screened.
- LU-80 Where a light industrial use is located adjacent to a property with a less intense zoning designation, the light industrial use bears the burden of incorporating techniques that mitigate the visual, noise, dust, and odor impacts.
- LU-81 Uses involving substantial storage or processing of hazardous materials, as well as substantial emissions, should not be permitted in these areas.
- LU-82 A wide range of commercial activities may be allowed to provide increased opportunities for sales tax revenue.
- LU-83 The Burlington Northern Santa Fe Railroad Auburn Yard located within the Railroad Special Plan Area is considered a compatible use at its current level of usage. It is not bound by the policies concerning outside storage under the existing light industrial designation

as it was an existing use prior to the development of this policy. Should BNSF decide to re-activate its applications to upgrade the yard to an intermodal facility, the proposal will be subject to the essential public facility siting process as defined in the Capital Facilities Element.

- LU-84 Upzone requests to the next zone should be approved based on the innovations in transportation and stormwater management and public amenities proposed for the development associated with the request.

## Heavy Industrial Designation

### **Description**

This designation allows the full range of industrial uses, as well as certain heavy commercial uses that serve the needs of workers in light industries are also appropriate.

### **Designation Criteria**

1. Previously developed heavy industrial areas; or
2. Not located along high-visibility corridors;
3. Buffered by the Light Industrial Designation or otherwise buffered from all other compatible designations; and
4. Meets the development parameters of the Heavy Industrial designation.

### **Implementing Zoning Designations**

Heavy Industrial

### **Policies**

- LU-85 While this zone should be reserved primarily for the heavier forms of industrial activities, a wide range of industrial activities may be permitted. These heavier forms of industrial activities may include outdoor or semi-enclosed manufacturing, processing, or assembling activities, significant outdoor storage, and uses involving substantial storage or processing of hazardous materials. Heavy commercial uses that serve the needs of workers in heavy industries are also appropriate.

- LU-86 Parking lots must be located and designed in a manner that softens their appearance from adjacent public roads. This is accomplished through landscaping, pedestrian spaces, and the location of buildings on the property. Where practicable, low-impact development techniques and landscaping should be used to promote on site stormwater infiltration and shading of hard surfaces. Minimum and maximum parking ratios must be established for each type of permitted use.
- LU-87 Landscaping, sidewalks, and bike paths will be integral parts of site design if a development is located on an impression corridor or located within or adjacent to an identified nonmotorized corridor.
- LU-88 Where a heavy industrial use is located adjacent to a property with a less intense zoning designation, the heavy industrial use bears the burden of incorporating techniques that mitigate the visual, noise, dust, and odor impacts.

## PUBLIC AND INSTITUTIONAL LAND USE DESIGNATIONS

### Character Sketch

Public and institutional uses will occur in both low- and high-density environments. For passive uses, land and views will be protected; limited access to these areas will be typical. For more active uses, usability and accessibility will be key features and new development will be subject to standards reflecting programmed space and interconnectivity. These spaces will be varied in type, providing service to areas large and small, urban and more rural in character. Sustainable solutions and innovations that are responsive to the native ecology will be typical of public and institutional uses.

### Values

**Character:** Community facilities and programs bring people together and connect residents and visitors to our natural resources.

**Wellness:** Multiple recreation options, and nearby trails, parks, activities, and events will be readily accessible to the entire community.

**Service:** Land use policy supports the provision of community, health and human services to all residents.

**Economy:** Residents and visitors seek Auburn as a residence or destination because of its natural resources, community events, and community pride.

**Celebration:** We utilize our open spaces and public facilities to promote who we are, our diversity, and our community pride.

**Environment:** Residents and visitors will enjoy open spaces and environmentally sensitive areas, while encouraging the appreciation of their importance and beauty. Impacts of new development on natural resources are considerate of their sensitivity and importance.

**Sustainability:** Public and private funds are used to make investments in land preservation, restoration and protection. Public investments in land and facilities are considered for their perpetual or generational value versus short-term motivations.

### General Policies

- LU-89 The primary purpose of this designation is to address public needs while taking advantage of synergies with the adjacent areas where they are sited.
- LU-90 Innovative strategies to integrate the uses and sites into the areas where they are sited is encouraged. These strategies should maximize use of the site while minimizing fiscal impacts and impacts to adjacent areas.
- LU-91 Increase visibility of resources through public information campaigns.
- LU-92 Appropriate uses include low-intensity recreational uses, passive use open areas, protected environmental habitat, stormwater detention facilities, and similar low-intensity uses.
- LU-93 Promote the use of energy and water conservation measures

## Open Space Designation

### Description

This category shall be applied to areas that are owned by a public entity and managed in a largely undeveloped character. It includes parks, watersheds, shoreline areas, significant wildlife habitats, storm drainage ponds, utility corridors with public access, and areas with significant development restrictions.

### Designation Criteria

1. Passive parks or undeveloped Parks Department property;
2. Any site containing a significant developmental hazard; or
3. Any site containing open space value suitable for public protection without unduly encroaching on private property rights.

### Implementing Zoning Designations

#### Open Space

#### Policies

- LU-94 Active parks that provide sports field, activity and community centers, cemetery's, and public buildings should not be designated as open space.
- LU-95 Open space lands are primarily designated to provide wildlife and aquatic habitat, flood detention, vegetation and soil preservation, and view shed protection. Land designated as open space may be used for public access to trails, interpretive centers, education opportunities, and other uses and facilities that support the purpose of their designation.
- LU-96 Increase distribution of open space and increase access to open space amenities throughout Auburn.
- LU-97 Enhance restoration, preservation and protection of natural resources and critical areas.

LU-98 Seek out opportunities to develop recreation and education opportunities on public lands or through public-private partnerships.

LU-99 Increase visibility of resources through public information campaigns. Continue to work with regional partners to develop and maintain trail systems that connect Auburn with regional destinations.

LU-100 Build on partnerships with school districts to expand public use of school facilities for recreation and exercise, and to improve public access to facilities for this purpose, as appropriate.

## Institutional Designation

### Description

This category includes those areas that are reserved for public or institutional uses. These public uses include public schools and institutional uses such as large churches and schools. It is also intended to include those of a significant impact, and not those smaller public uses that are consistent with and may be included in another designation. For example, public uses of an industrial character are included in the industrial designation, and small-scale religious institutions of a residential character are included in the residential designation.

### Designation Criteria

1. Previously developed institutional uses; or
2. Located along major arterial streets;
3. Properties that are buffered from the single-family designation by landscaping, environmental features, or the Residential Transition designation and buffered from all other Residential designations; and
4. Meets the development parameters of the Institutional designation.
5. Properties identified in the Airport Master Plan as Landing Field.

### Implementing Zoning Designations

Institutional  
Landing Field

**Policies**

- LU-101 A responsible management entity and the purpose for the institutional designation should be identified for each property interest within this designation. Management policies and plans are appropriate for all lands in this designation.
- LU-102 Appropriate uses for this designation include facilities that serve the needs of the larger community such as public schools, active parks, city operated municipal facilities, large churches, and fire stations.
- LU-103 This designation permits a wide array of uses that tend to be located in the midst of other dissimilar uses. For this reason, special emphasis should be directed at the following:
- The appropriateness of new requests for this designation and the impacts that it may have on the surrounding community.
  - Site-specific conditions that should be attached to the granting of new requests for this designation that are designed to mitigate impacts on the surrounding community.
  - Site-specific conditions that should be attached to development proposals that are designed to mitigate impacts on the surrounding community.
- LU-104 Coordination with other public or institutional entities is essential in the implementation of the institutional land use designation.
- LU-105 Industrial and commercial uses that are affiliated with and managed by educational institutions for vocational educational purposes may be classified as an institutional use and permitted on a conditional basis.
- LU-106 For the Landing Field designation, an Airport Master Plan should be developed that establishes the vision, policies, and implementation strategies that govern uses, management principles, and

future planning efforts. Uses and activities within and surrounding this designation must comply with the requirements of the Federal Aviation Administration.

## OVERLAYS, URBAN GROWTH AREA, AND SPECIAL PLANNING LAND USE DESIGNATIONS

### Character Sketch

These areas help control growth, protect the environment, and prevent urban sprawl conditions in our City. For a variety of reasons, specific areas exist within the City that require further specificity or focus of land use planning, policy, regulation, or investment. Overlays, urban growth areas, and special planning areas may be designated that help further enumerate a purpose. These areas are to be designated through the Comprehensive Plan and treated as a component of the Land Use Element of the Plan.

### Values

Each area designated as an overlay, urban growth area, or special planning area shall reflect the values identified in the Core Comprehensive Plan.

### General Policies

- LU-107 These land use designations must be consistent with the Growth Management Act, Puget Sound Regional Council, and countywide planning policies.
- LU-108 Any proposed changes to these designations must be pursued in coordination with applicable State, Regional and County agencies.

### Urban Separator Designation

#### Description

Urban separators are areas designated for low-density uses in the King County Countywide planning policies. They are intended to “protect Resource Lands, the Rural Area, and environmentally sensitive areas, and create open space and wildlife corridors within and between communities while also providing public health, environmental, visual, and recreational benefits.” There are two primary areas of urban separators, one on Lea Hill and one on West Hill.



**Designation Criteria**

Areas designated through the process of annexation

**Implementing Overlay Designations**

Lea Hill Overlay  
West Hill Overlay  
Urban Separator Overlay

**Policies**

- LU-109 The City is obligated to maintain (and not redesignate) until at least the year 2022, pursuant to countywide planning policies and an annexation agreement with King County.
- LU-110 Urban separators are deemed to be both a regional as well as local concern and no modifications to development regulations governing their use may be made without King County review and concurrence. Therefore, the areas designated as “urban separator” on the Comprehensive Land Use map, will be zoned for densities not to exceed one dwelling unit per acre, with lot clustering being required if a subdivision of land is proposed.

### Urban Growth Area and Potential Annexation Area Designation

**Description**

Urban growth areas and potential annexation areas are areas located outside of the municipal city limits of Auburn. They are areas that are anticipated to be incorporated into the City within 10 years of their designation.

**Designation Criteria**

Potential annexation areas are jointly developed by cities and the County in which they are located. They are based upon countywide growth projections that are divided among all urban growth areas within each respective County. Urban growth areas and potential annexation areas are distinguished from each other by whether they have been assigned to a City or not. Urban growth areas have been identified but have not

been assigned to a City. Potential annexation areas are urban growth areas that have been assigned to a specific City.

**Implementing Designations**

Urban Growth Area  
Potential Annexation Area

**Policies**

- LU-111 Work with King and Pierce County, as well as nearby cities, to redesignate urban growth areas into potential annexation areas.
- LU-112 Auburn’s Potential Annexation Area is shown on the Comprehensive Plan Land Use Map (Map 1.1). Map 1.1 also depicts Growth Impact Areas. These Growth Impact Areas are generally adjacent cities or unincorporated County lands in which development that occurs potentially impacts the city of Auburn.
- LU-113 The Auburn City Council may revise the boundaries of the Potential Annexation Area in the future, in response to:
- Amendments to King and Pierce County Urban Growth Areas as specified in the King and Pierce County countywide policies
  - Discussions between Auburn and adjacent jurisdictions regarding POTENTIAL ANNEXATION AREA boundaries
  - Discussions with Pierce County concerning the designation of POTENTIAL ANNEXATION AREA boundaries
  - Changed circumstances relating to population and employment growth and projections, urban service feasibility, or similar factors.
- LU-114 Develop strategies and agreements for the review of development and provision of utilities within potential annexation areas that have yet to be annexed.
- LU-115 Prior to annexation, develop strategies and agreements that address the orderly transition of areas into the City such as transfer of permit authority,



infrastructure financing, financing of fire and police services, and interim development regulations.

## Transition Overlay Designation

### Description

Transition Overlays are areas that do not have a Residential Transition land use or zoning designation but still require additional emphasis between two different land use designations.

### Designation Criteria

Areas shown on the Comprehensive Plan land use map that are located between single-family and multifamily designations; between multifamily and nonresidential designations; and between single-family and nonresidential designations.

### Implementing Designations

Transition Overlay

### Policies

LU-116 Between single-family and multifamily:

- a. Where a multifamily use is proposed to be located adjacent to a single-family zone, the multifamily use will bear the burden of providing an adequate transition of land use. Mitigating measures that control light, noise, and dust should be incorporated into multifamily development proposals.
- b. Provide nonmotorized access through the Transition Overlay in order to connect the adjacent land uses.
- c. Housing size, type, and orientation shall be utilized as a means of providing harmonious transition of the built environment.
- d. Provide a mix of townhomes, duplexes, cottage housing and small-scale multifamily housing.
- e. Rezones to the Residential Transition zone should not be allowed if it will result in the creation of a Residential Transition island.

- LU-117 Between multifamily and nonresidential
- a. Where a nonresidential use is proposed to be located adjacent to a multifamily zone, the nonresidential use will bear the burden of providing an adequate transition of land use. Mitigating measures that control light, noise, and dust should be incorporated into nonresidential development proposals.
  - b. Provide nonmotorized access through the Transition Overlay in order to connect the adjacent land uses.
  - c. Provide a mix of townhomes, duplexes, cottage housing and small-scale multifamily housing.
  - d. Rezones to the Residential Transition zone should not be allowed if it will result in the creation of a Residential Transition island.

- LU-118 Between single-family and nonresidential:
- a. Where a nonresidential use is proposed to be located adjacent to a single-family zone, the nonresidential use will bear the burden of providing an adequate transition of land use. Mitigating measures that control light, noise, and dust should be incorporated into nonresidential development proposals.
  - b. Provide nonmotorized access through the Transition Overlay in order to connect the adjacent land uses.
  - c. Housing size, type, and orientation shall be utilized as a means of providing harmonious transition of the built environment.
  - d. Cluster housing in order to utilize natural areas as a buffer.
  - e. Rezones to the Residential Transition zone should not be allowed if it will result in the creation of a Residential Transition island.

## Critical Area Overlay Land Use

### Description

Under the Growth Management Act cities and counties are required to identify, designate and protect critical areas. Critical areas include (a) wetlands, (b) areas with a critical recharging effect on aquifers used for potable water, (c) fish and wildlife habitat conservation areas, (d) frequently flooded areas, and (e) geologically hazardous areas.

### Designation Criteria

Designation of critical areas includes both criteria that should be applied to the specific type of critical area as well as buffers and/or setbacks that are necessary for the protection of the critical area and/or life and property. Designation of critical areas is based on best available science as it applies to local conditions.

### Implementing Designations

Wetlands

Critical Aquifer Recharge Areas

Fish and Wildlife Habitat Conservation Areas

Frequently Flooded Areas

Geologically Hazardous Areas

### Policies

- LU-119 Best available science will be utilized for the specific designation criteria and the associated adopted protection standards and development regulations.
- LU-120 Reasonable use provisions will be included within the critical area regulations that ensure a property owner is not denied use of a preexisting parcel, lot or tract.
- LU-121 Exemptions to the critical areas ordinance should be provided for very limited and justified circumstances such as maintenance of existing land uses, work within some types of human-made features, limited types of site investigation work, emergency activities, and certain types of invasive vegetation control.

- LU-122 Critical area regulations will identify the process and standards for alteration of a critical area and criteria related to mitigation, performance, and monitoring.

## Special Planning Area Designation

### Description

"Special Planning Areas" are Districts, subareas, Impression Corridors, and Gateways within Auburn that warrant additional emphasis in planning, investments, and policy development. There are a variety of reasons for designating a special planning area, and once designated, a variety of potential outcomes. Reasons for designating a special planning area include:

Areas of high visibility and traffic. These areas create an impression or image of Auburn. It is therefore particularly important to ensure that they are attractive and well maintained. Examples include Auburn Way South and major highway on- and off-ramps.

- Land use activities that warrant joint planning. In addition to developing approaches and strategies for the core land use activity, there may be additional emphasis on ensuring compatibility with surrounding land uses. Examples include, Green River College, the Auburn Municipal Airport, and Emerald Downs Thoroughbred Horse Racetrack.
- Neighborhoods in which a resident and merchant live and conduct daily business and leisure. Neighborhoods may also be distinguished by physical setting, physical separations, and similarity over an area. Examples include downtown, Lea Hill, and Lakeland.
- Areas with a focused desire to create greater physical and economic cohesiveness. These may be large planned developments or clusters. Examples include the Auburn North Business Area and Mt. Rainier Vista.
- Areas with an existing *built environment* or an existing regulatory framework that does not, in itself, meet the expectations of the seven values that underscore the Comprehensive Plan. Examples include the need for multimodal connections between West Hill and Lea Hill to north and downtown Auburn.

## Designation Criteria

1. **Districts:** The geographic limit of districts and areas that make up the Special Planning Areas extends beyond an alignment with any particular street, trail, river, stream, or other linear corridor. Districts may contain other smaller Special Planning Areas, such as subareas. Additionally, districts are generally consistent with the geography of one of the eight “neighborhoods” identified in the 2014 *City of Auburn Community Vision Report*. Generally speaking, districts are identified for the purpose of creating identity. This means that the land use designations and overarching policies and implementing regulations are not going to change from one district to the next. Instead, Districts are important for event planning, establishing park and open space level-of-service standards, and promoting community identity.

### Districts (see Map 1.2)

West Hill  
North Auburn  
Lea Hill  
Downtown  
South Auburn  
Plateau  
Lakeland  
Southeast Auburn

2. **Subareas:** Subareas are smaller in geography than a district. Though relatively large, multiple subareas may be located within a single district. Subareas allow for the refinement and recognition of existing unique characteristics within a district. Subareas are intended to anticipate, support, and guide long-term growth and redevelopment through planned development and a unique vision for how that area should look and function in the future. It can also be used to provide flexibility when there is uncertainty regarding how an area may be most appropriately developed in the future. Subarea planning emphasizes infrastructure development, appropriate land uses, connectivity throughout the planned area, and

connections to multimodal transportation opportunities outside of the planned area.

Thirty-two subareas currently exist (including the nine economic development strategy areas discussed below). These subareas are categorized as Identified Areas, Designated Areas, Adopted Areas, and Areas of Concern. Identified areas have been identified as a subarea within the Comprehensive Plan. Designated Areas have been designated on the Comprehensive Plan Map, which defines detailed boundaries of the area. Adopted Areas include an Adopted Subarea Plan incorporated into the Comprehensive Plan that establishes the purpose of its designation, goals and policies, and implementation strategies. Areas of Concern, discussed in further detail below, are established because they represent areas that require a close assessment of and an emphasis on infrastructure development and planning.

Subareas can move through the process of Identification, Designation, and Adoption by official action of the Auburn City Council in (three) stages or by a single action. Once adopted, subarea plans are intended to guide the future development of each respectively adopted subarea on a planned basis. Uses and intensities within Special Planning Areas are determined for each area through individual planning processes. Each Subarea Plan must be consistent with the general goals, objectives and policies of the Comprehensive Plan. Key policies of the six Subarea Plans are listed below.

As an adopted document of the Comprehensive Plan, the Subarea Plans are subject to a review, and if necessary, revision to address changes in conditions, issues, or even characteristics of the planned areas. A review and revision of Subarea Plan will also include the review and, if necessary, a revision of zoning regulations and design standards. Updated and future Subarea Plans will either supplement existing goals, policies, and implement strategies, or replace existing Comprehensive Plan designations and policies.

1. The eight “neighborhoods” are identified for comprehensive planning purposes only, as neither the City nor its neighborhoods have elected to officially designate the boundaries of City neighborhoods.

In 2005, City Council adopted six Economic Development Strategy Areas under Resolution No. 3944. These areas, initially identified by a focus group of diverse business and community interests, are targeted for population and employment growth within the planning horizon of the City's 20-year growth target (2031). Two additional economic development strategy areas were identified in 2010. In 2012, the City Council added another economic development strategy area, revised the planning horizon to 50 years, and modified the boundaries of the economic development strategy areas to correlate the areas with areas with priority business sectors. The boundaries of the economic development strategy areas are incorporated as subarea plans of the Comprehensive Plan.

Areas of Concern are established because they represent an area that features a lack in the infrastructure and services (e.g. municipal water and sewer service, urban roads, traffic demand, and storm water management) necessary to support increase in density or other development. While this Plan may not fully represent the intensity of uses that could ultimately be supported in these areas (in part due to the current weakness of the City's infrastructure to support future growth). Development intensification within the Areas of Concern needs to be coordinated with the necessary infrastructure and services to support growth.

### **Subareas**

#### **Identified Areas**

Auburn Golf Course  
GSA/Boeing  
Green River College  
Mary Olsen Farm  
Les Gove Campus  
Emerald Downs  
Auburn High School

#### **Designated Areas (see Map 1.3)**

Auburn Environmental Park  
Auburn Municipal Airport  
15th St. SW/C St. SW/West Valley Hwy. N  
BNSF Rail Yard  
A St. SE  
Stuck River Road  
M St. SE  
SE 312th/124th Ave  
Auburn Way South Corridor  
Auburn Way North Corridor  
NW Auburn Manufacturing Village  
Lakeview  
Mt. Rainier

#### **Adopted Areas (see Map 1.4)**

Downtown (Ordinance 5549)  
Auburn Adventist Academy (Resolution 2254)  
Auburn North Business Area (Resolution 2283)  
Lakeland Hills (Resolution 1851)  
Lakeland Hills South (County H.E. Case Z15/UP70)  
Northeast Auburn (Ordinance 6183)

#### **Areas of Concern**

AWS/Auburn Black Diamond Rd.  
Pike Street NE  
8th Street NE

3. **Impression Corridors:** Impression corridors are aligned with a particular street, trail, river, stream, or specific linear corridor. Some corridors may be part of a subarea, in which case the Impression Corridor policies are additive to the Subarea Plan. Impression corridors enhance the areas in which residents, businesses, visitors move throughout the City. The benefit of an impression corridor is two-fold: residents know that the City is invested in the aesthetic of main thoroughfares and businesses can build off of the design and aesthetic provided by the impression corridor. Improvements or modification to impression corridors consist of aesthetic signage, landscaping, and monument features, and the rehabilitation or removal of existing buildings and property. Impression Corridor

boundaries and policies are formally designated by adoption of the Comprehensive Plan.

**Impression Corridors (see Map 1.5)**

Auburn Way North  
 Auburn Way South  
 A Street SE/Auburn Avenue  
 C Street SW  
 15th Street SW  
 15th Street NW/NE  
 8th Street NE  
 Main Street  
 Division Street  
 132nd Street SE  
 SE 320th Street  
 SE 312th Street  
 SE 304th Street  
 M Street/Harvey Road  
 R Street  
 Lake Tapps Corridor  
 West Valley Highway  
 Auburn Black Diamond Road  
 Green River Road  
 37th Street NW  
 S 277th Street  
 Interurban Trail  
 Green River  
 White River  
 Mill Creek

4. **Gateways:** Gateways are specific places, intersections, or blocks within the City. These essential locations are established because they constitute the first impression of Auburn. They are therefore highly important to plan, construct, maintain, and enhance their appearance and function. Gateway locations and policies are formally designated by adoption of the Comprehensive Plan.

**Gateways (see Map 1.6)**

Auburn Way North and Auburn Avenue  
 East Main Street and M Street NE/SE  
 All roads with an entry into the city  
 Auburn Way South between 4th Street SE and 6th Street SE

West Main Street between C Street NW and B Street NW  
 Hwy 167 Off Ramps  
 SR 18 Off Ramps

***Implementing Designations***

Planned Unit Development  
 Master Plans

***Policies***

**District Policies**

LU-123 Through regulation, capital investment, and community planning, identify, promote and market district identity.

**Subarea Policies**

LU-124 Each subarea will contain its own vision, goals, policies and strategies.

**Subarea Plan Policies.** Subarea plans are components of the Comprehensive Plan.

LU-125 Adoption or revision of a subarea plan will be treated as a comprehensive plan amendment and will comply with the Growth Management Act, Countywide planning policies, Vision 2040, and the Core Comprehensive Plan.

LU-126 Auburn Adventist Academy - Adopted under Resolution 2254 on November 14, 1991. The Auburn Adventist Academy is primarily a secondary school operated by the Washington Conference of Seventh-Day Adventists. Since the school is sited on a larger complex that formerly housed a mill, the Academy has also sought to include industrial uses that support the mission of the school. The industrial uses provide employment opportunities, learning experiences, and vocational education for students of the Academy. The re-use of existing buildings and redevelopment of buildings lost to a fire in 1989 are the focal points of the industrial development. In addition to institutional and industrial uses, the Academy is also interested in agricultural uses for commercial and vocational purposes



and currently operates a landing strip for aviation training. The plan focuses on providing predictability to planning, zoning, subdivision, and development decisions made by the City.

LU-127 Auburn North Business Area - Adopted under Resolution 2283 on March 2, 1992. The Auburn North Business Area Special Planning Area Plan was the result of a comprehensive planning study due to increased development pressure north of the Central Business District. Since the Central Business District, which contains Downtown, the core of Auburn, is adjacent to these areas, future development in this area is crucial. A comprehensive and cohesive direction was also needed based on increased development proposals and rezone requests. In addition to development concerns, many of the considerable undeveloped parcels contain wetlands. All of these factors made development controls beyond zoning and development regulations advisable.

LU-128 Lakeland Hills - Adopted under Resolution 1851 on April 18, 1988. Lakeland Hills area lies between the Stuck River and the southern City limits of Auburn in the most southwestern part of the City. The area consists of planned residential and commercial subdivisions, and is predominately residential in nature, offering a range of housing types, including single family and multi-family dwellings. The Lakeland Hills Plan was intended to provide long-term predictability to both the City and potential developers. As a planned community, development and design must be consistent with the policy guidance of the Lakeland Hills Plan.

LU-129 Lakeland Hills South - Approved under Pierce County Hearing Examiner Case Z15/UP70. Lakeland Hills South lies south of the Lakeland Hills special plan area and is the most southwestern part of the City. The area is predominately residential, allowing for a range of

housing types, with commercial uses, including Lakeland Town Center, in the center. Nonresidential uses, including civic, religious, and municipal services are allowed throughout the area through an Administrative Use Permit. Unlike Lakeland Hills, Lakeland Hills South was accepted into Auburn as a Planned Unit Development (PUD). The Lakeland Hills PUD, originally the Lakeland Hills South Planned Development District (PDD), was approved under Pierce County Hearing Examiner Case no Z15-UP70 in 1990. Lakeland Hills South PUD is intended to provide enhanced flexibility to develop a site through innovative and alternative development standards. As a PUD, specific development and design standards are prescribed.

LU-130 Auburn Downtown Plan - Adopted under Ordinance 5549 on May 21, 2001. Downtown Auburn is the business, governmental, and cultural hub of Auburn, its physical and cultural heart. Many stores, restaurants, service providers, and small offices are well-represented throughout this district. Downtown hosts many community events and activities, such as the weekly Auburn International Farmers Market in the summer, Soundbites! Concert Series (in the City Hall Plaza) and the Veterans Day Parade. Downtown features public art that includes temporary installations such as Pianos on Parade and a permanent outdoor Downtown Sculpture Gallery with rotating pieces. This dynamism is possible because the district is a collection of uses that co-exist in close proximity to one another. Due to the value, importance, and complexity of this district, The Auburn Downtown Plan identified four general needs to be addressed by the plan:

- Update of the existing plan in order to continue Downtown revitalization
- Concern over the reopening of Stampede Pass



- Multiple large projects proposed for Downtown
- Scarce private investment

In conjunction with project-based items, a regulatory element that emerged from the goals of the Auburn Downtown Plan was the Downtown Urban Center (DUC) zoning district, which was established in 2007. While the DUC zoning district is intended specifically to address the needs of downtown, though the implementation of policies identified by the Downtown Auburn Plan, many challenges related to public and private investment, development, and strategic planning have yet to be addressed as downtown has evolved.

LU-131 Northeast Auburn Special Plan Area – Adopted under Ordinance 6183 on June 5, 2008. The Plan was prepared in fulfillment of the policies included in the Comprehensive Plan for the area between Auburn Way North and the Green River, south of 277th Street (52nd Street NE) and north of approximately 37th Street NE in the City of Auburn (Map No. 14.2). The planning area was narrowed to an area covering approximately 120 acres, north of 45th Street NW and between Auburn Way North and the existing I Street NE right-of-way. The Northeast Auburn/Robertson Properties Special Area Plan focuses on proposed development of the Auburn Gateway project area, a 60-acre group of properties owned or under consideration for purchase by Robertson Properties Group, owners of the Valley 6 Drive-In Theater. The plan calls for a mix of office, retail, and multifamily development under a new zoning designation (C-4, Mixed Use Commercial) for the central portion of this planning area, created to accommodate mixed use development. The plan calls for phased development in coordination with the provision of new roads, stormwater and other utilities, and flood management measures.

## Impression Corridor Policies

LU-132 Create specific plans for each identified corridor, outlining development policies and regulations, necessary capital improvements, and implementation strategies. In the absence of any specific corridor plans, this section contains general policies that are to be applied within designated impression corridors.

LU-133 Coordinate corridor planning, design, construction, and maintenance with other agencies, such as BNSF, the Muckleshoot Indian Reservation, and the Washington State Department of Transportation. Where one agency may more effectively manage the corridor, management or ownership consolidation is appropriate.

LU-134 Promote the elimination or renovation of existing derelict or unmaintained structures, signs, fences, and properties along impression corridors through regulatory or enforcement mechanisms

LU-135 Work with private and public property owners to educate, create incentives, and enforce regulations that are intended to improve the overall appearance of identified corridors.

LU-136 Emphasize the design, orientation, construction materials, landscaping, and site layout for development proposals of new and existing buildings along impression corridors. New construction and the renovation of existing buildings create important opportunities for enhancing the appearance of impression corridors.

LU-137 Establish regulations that ensure coordinated, attractive commercial signage is of an appropriate size and quantity. Signage regulations along these corridors may be different than those in other areas.

LU-138 Take advantage of opportunities to provide informational signs, wayfinding

signs, and traffic control signs that are attractive, useful, and integrated into a larger citywide signage plan or policy.

- LU-139 Outdoor storage of materials, inventory, and other goods and off-street surface parking should be located at the rear of the property. If outdoor storage cannot be located in the rear of the property, then it should be screened from view from adjacent rights-of-way.
- LU-140 Design, construct, and enhance impression corridors to accommodate multimodal uses.
- LU-141 Design and construct vehicular access points in a manner that consolidates access points serving multiple uses.
- LU-142 Signage, landscaping, and monument features should be used to establish prominent access points.
- LU-143 Discourage aerial utilities.
- LU-144 Invest in impression corridors by acquiring rights-of-way, constructing and widening sidewalks, installing landscaping, building center medians, constructing parklets, providing street furniture, and constructing other improvements.

**Gateway Policies.** Gateways are specific places, intersections, or blocks within the City. These essential locations are established because they constitute the first impression into of Auburn. Gateways are intended to create a “welcome” into distinct areas of the City or into the City itself. They are therefore highly important to plan, construct, maintain, and enhance their appearance and function. Gateway locations and policies are formally designated by adoption of the Comprehensive Plan.

- LU-145 Prioritize by rank all gateways and develop potential opportunities and designs for each location.
- LU-146 Develop land use regulations that incorporate gateway priorities and concepts into private development proposals that are located at identified gateways.

LU-147 Coordinate with the Washington State Department of Transportation to understand options and implement actions at gateway location. Many of the gateway locations are within the WSDOT right-of-way.

LU-148 Develop design layouts for gateway locations. Designs will identify key areas that greet residents and visitors as they enter the City or downtown center, opportunities for signage and monument features, and landscaping.

LU-149 Maintain established gateways.

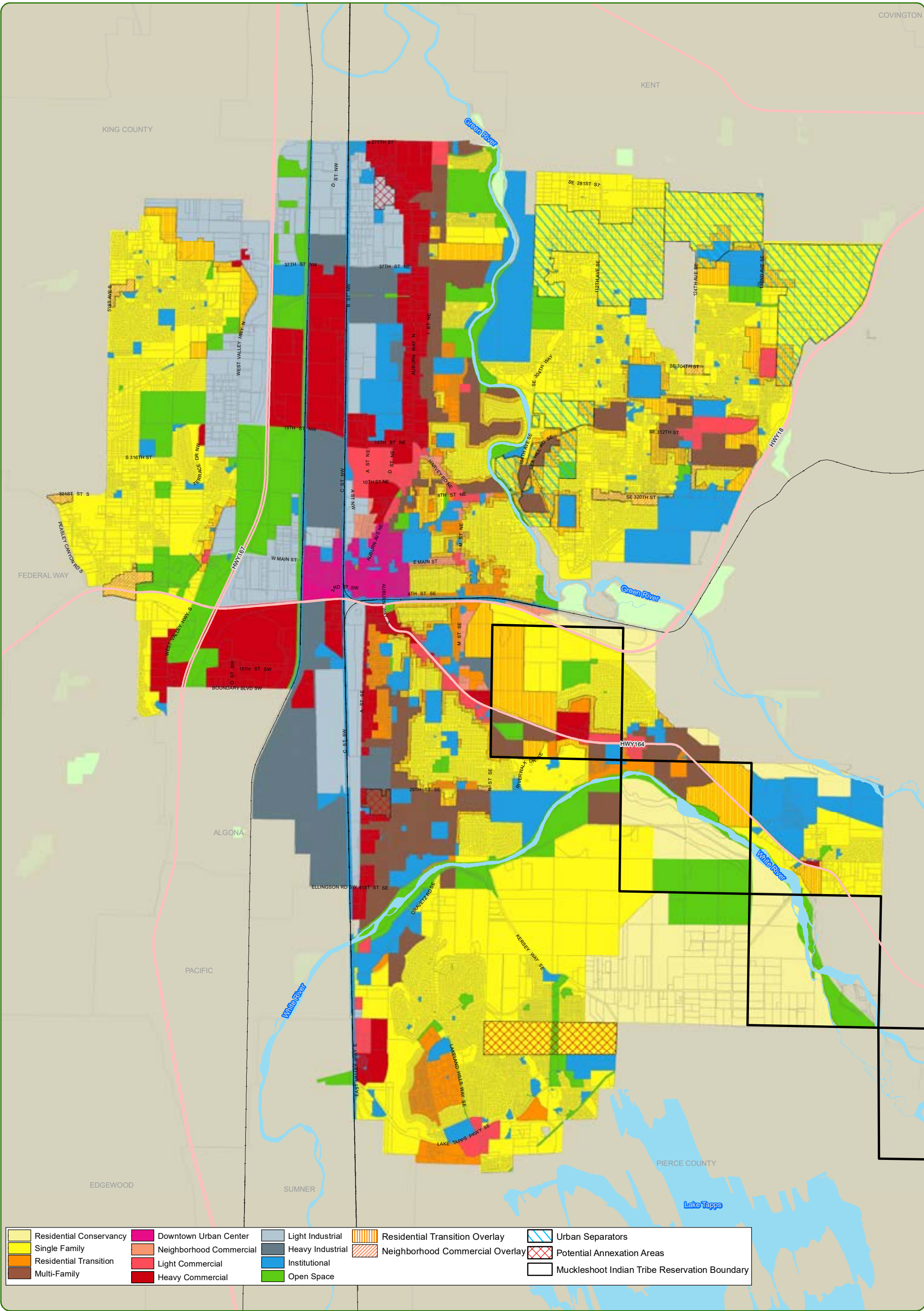
**Areas of Concern Policies.** These areas represent areas requiring a close assessment of and an emphasis on infrastructure development and planning to support further development.

LU-150 AWS/Auburn Black Diamond Rd – The area between Auburn-Black Diamond Road and the Burlington Northern Railroad currently lacks urban facilities necessary to support urban development. Major development proposals shall be carefully assessed under SEPA to ensure that the development can be supported by the available facilities. Once property owners are able to demonstrate to the City that they can provide urban services (municipal water and sewer service, urban roads and storm water management) necessary to support the intensity of development proposed within the entire area, the Plan designation and zoning for this area should be changed to an urban residential or commercial classification. The appropriate classification(s) shall be determined after a review of the development proposal and the pertinent Comprehensive Plan policies.

LU-151 Pike Street NE – The area located north of 8th NE, east of Harvey Road, and south of 22nd NE is inadequately served by residential arterials. No increase in density or other development which would increase traffic demand in this area should be approved.

- LU-152 8th Street NE – The areas paralleling 8th Street NE located between Auburn Way and M Street are designated for multiple family residential while 8th Street NE is designated as a minor arterial. However, the road is not currently constructed to this standard and is not able to support current traffic demand adequately. The Plan designation would greatly increase traffic volumes. Implementation of the Plan designations should not occur until 8th Street NE is constructed to the adequate arterial standard and water service is upgraded. Up zones should not be granted from current zoning until these systems are upgraded or guaranteed.

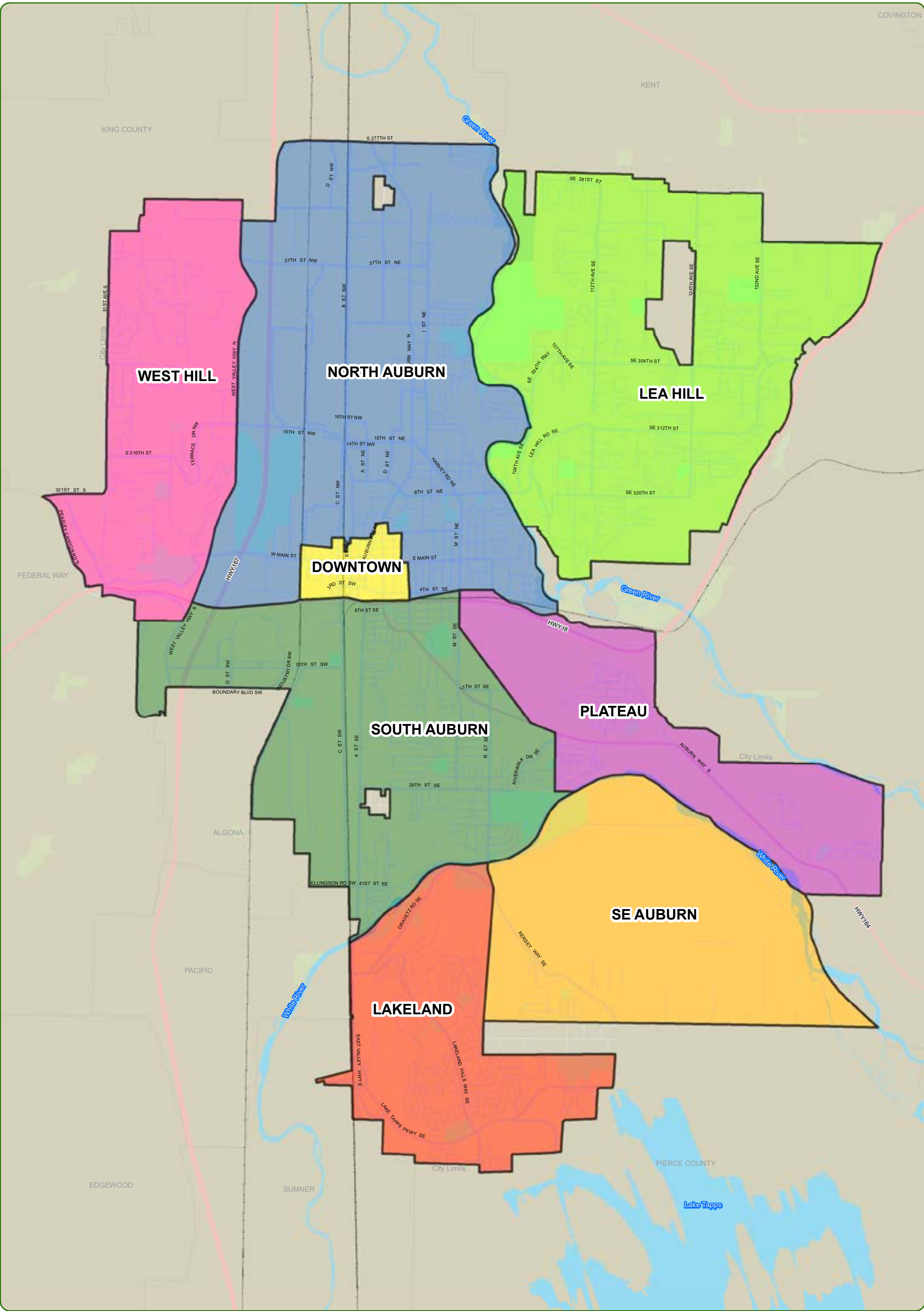




# Comprehensive Land Use

(Map 1.1)







# Districts

## Special Planning Areas

### (Map 1.2)

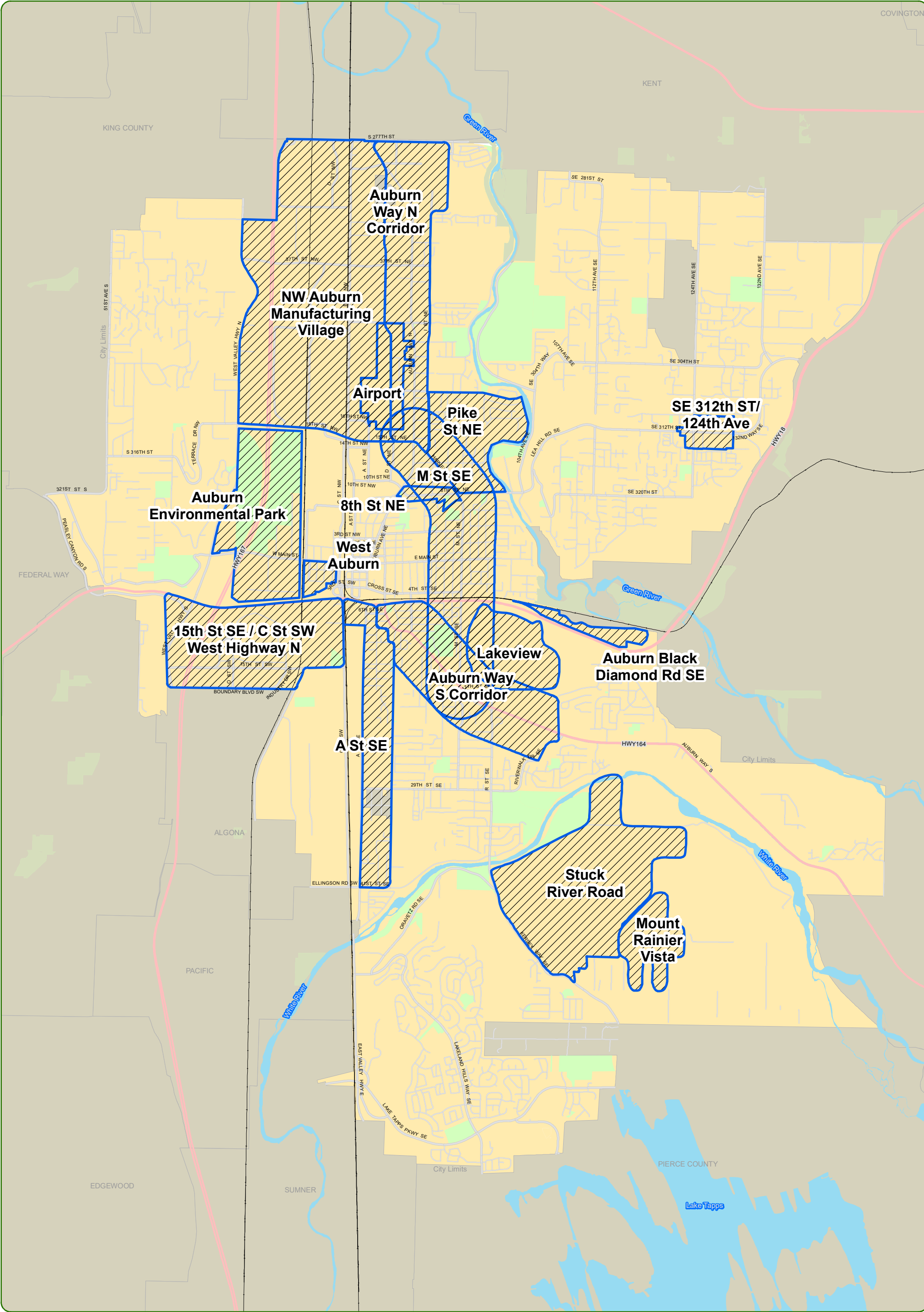


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# Designated Areas

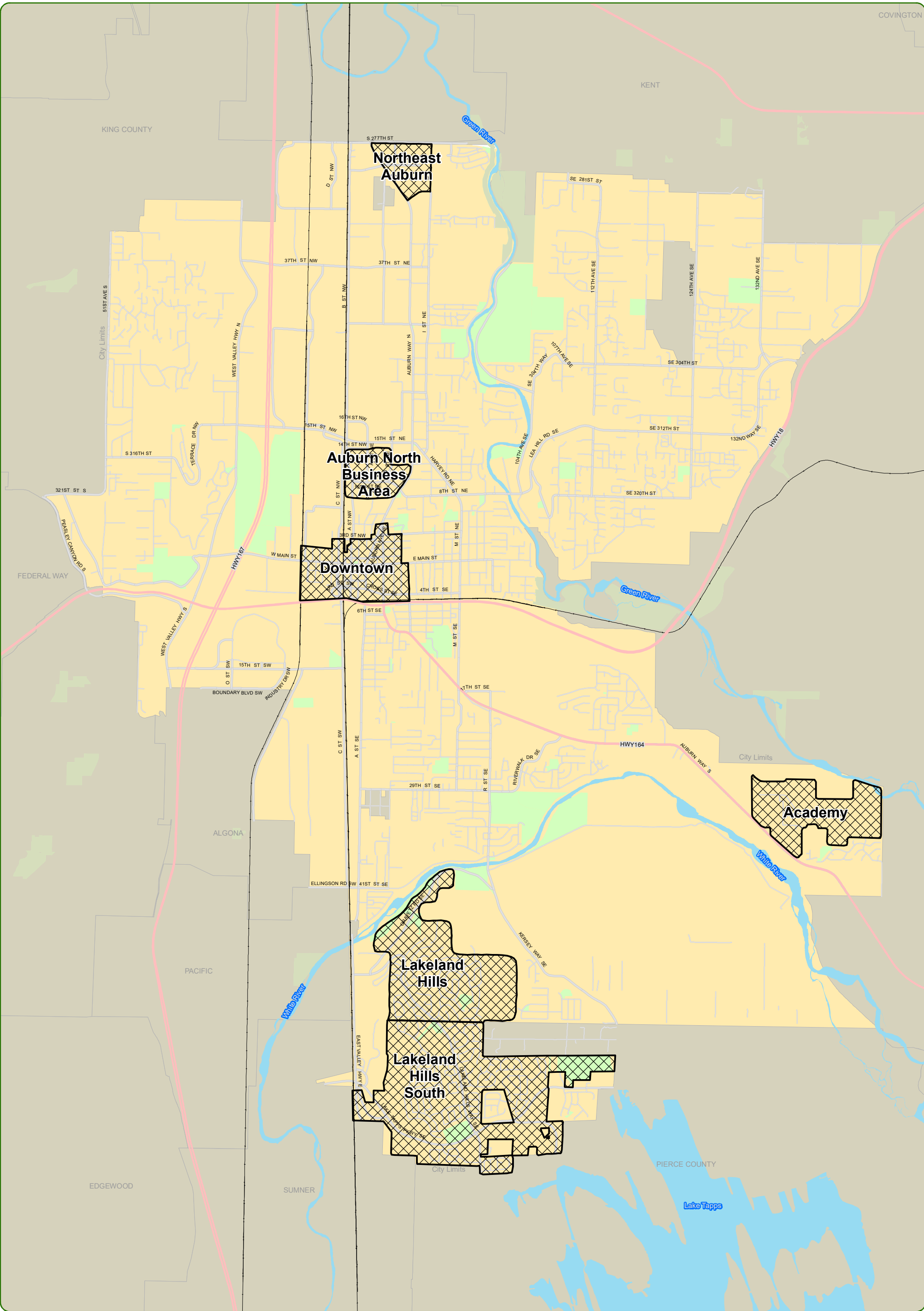
Special Planning Areas  
(Map 1.3)

 Designated Areas



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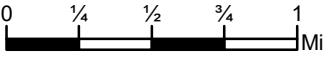


# Adopted Areas

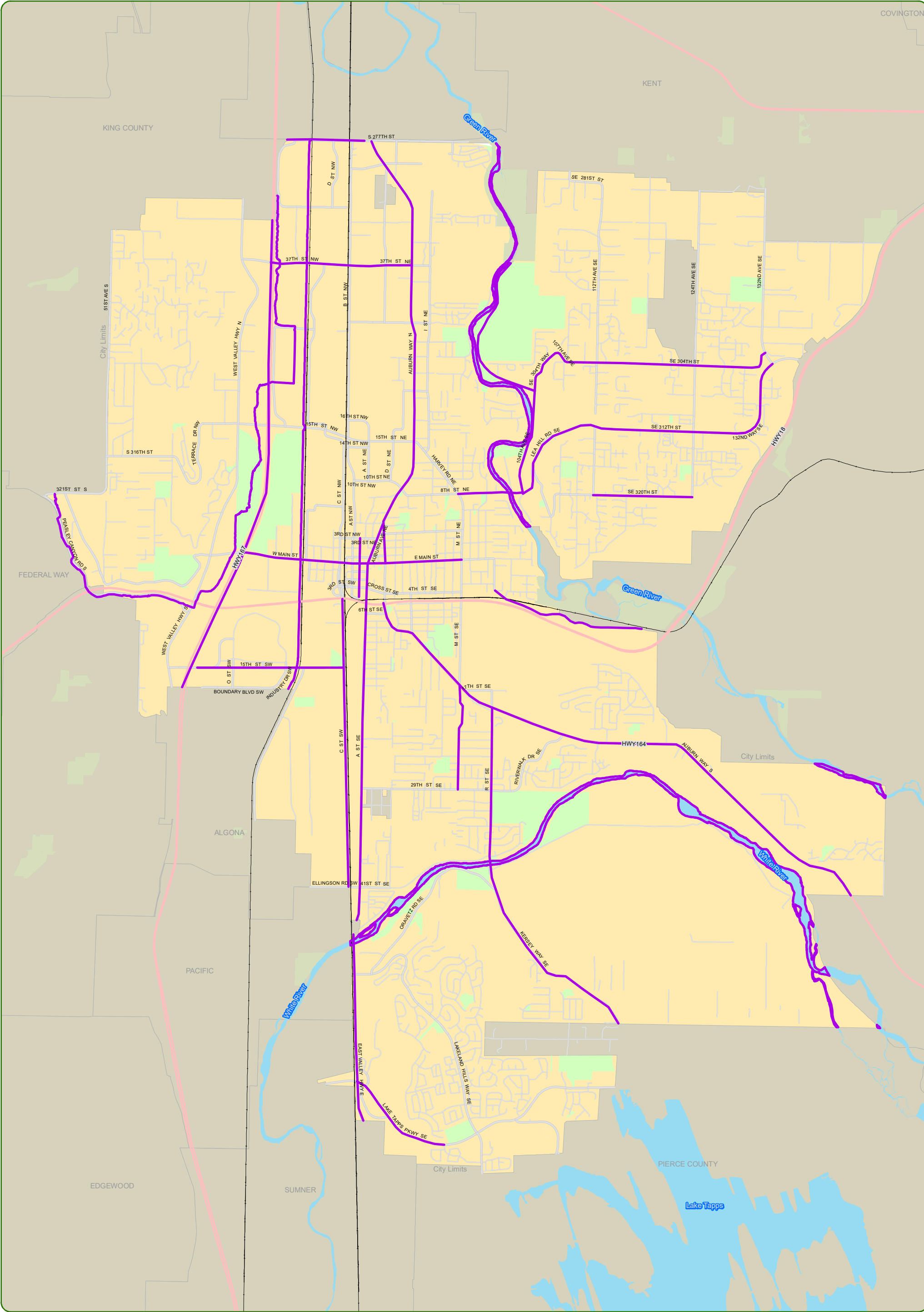
## Special Planning Areas

### (Map 1.4)

 Adopted Areas



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# Impression Corridors

## Special Planning Areas (Map 1.5)

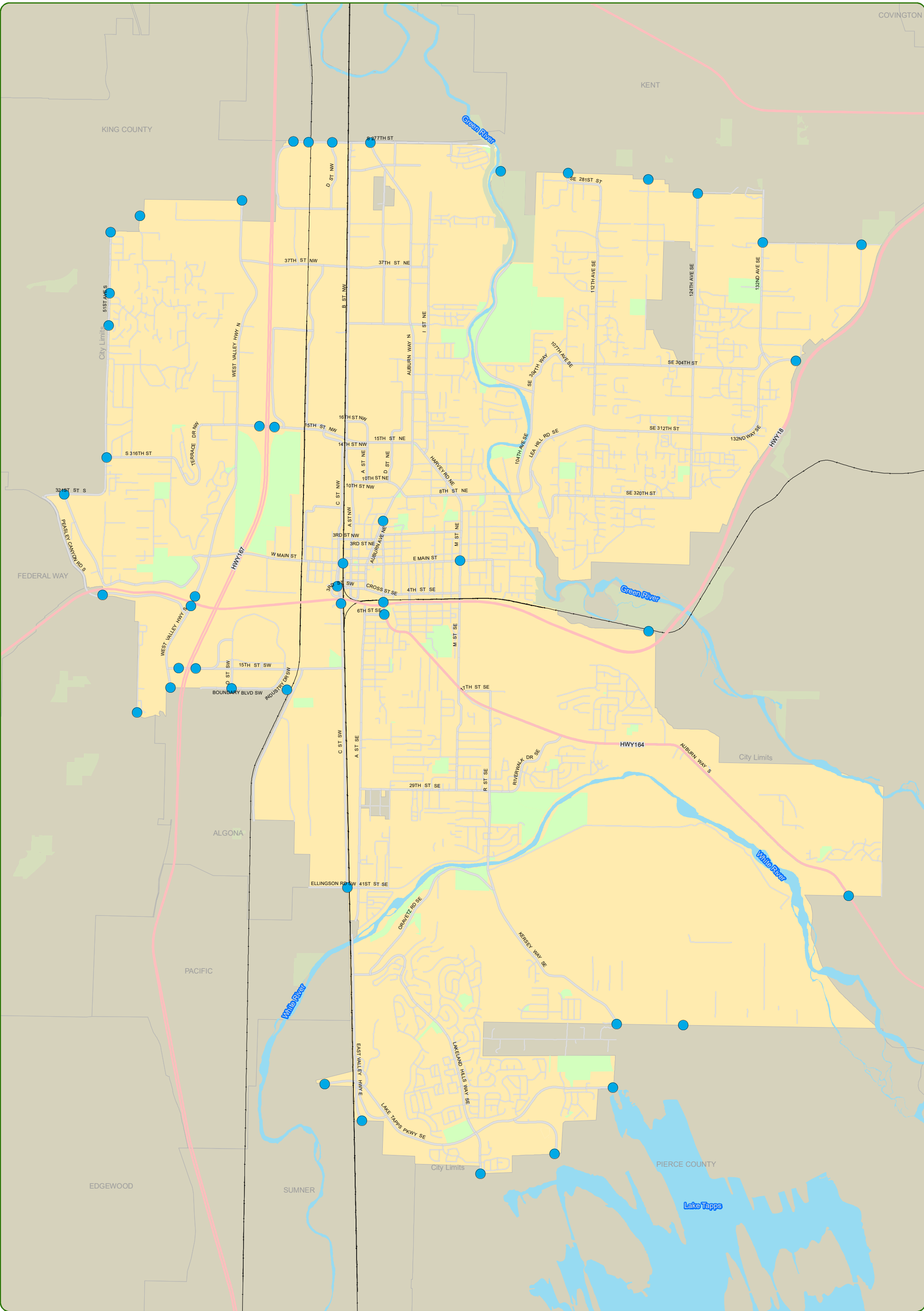
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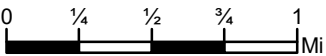



● Gateways

# Gateways

## Special Planning Areas

### (Map 1.6)



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# HOUSING ELEMENT



## HOUSING ELEMENT

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# VOLUME 2

## HOUSING ELEMENT

### VISION

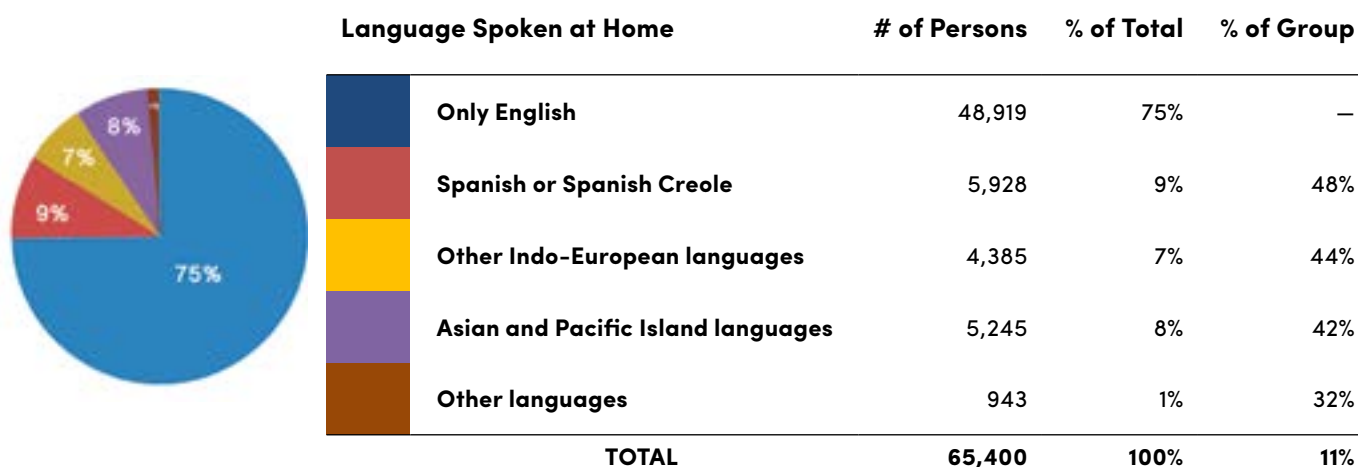
*Auburn is a place that those in our diverse community are proud to call home for a lifetime. Auburn provides opportunities for attainable housing in a variety of styles to meet the needs of all ages, abilities, cultures, and incomes. Our neighborhoods are safe and attractive, offer gathering places to meet friends and family, are connected by trails, streets, and transit, and are well kept. Our households are aware of the opportunities and services offered by governmental, educational, employment, health, and service providers that can enhance their quality of life. Volunteerism to improve our parks, schools, streets, and homes makes our neighborhoods and families stronger. Our quality housing and neighborhoods support our local economy.*

### CONDITIONS AND TRENDS

The City of Auburn commissioned a *Housing Needs and Characteristics Report* (BERK 2014) to identify community needs and develop housing element policies. The key findings of that report (summarized below) led to the development of updated goals and policies.

**Auburn is diverse.** Approximately 25% of Auburn residents speak a language other than English. This percentage is similar to that of King County (25%) and higher than that of Pierce County (14%). Other than English, Spanish (9%), Asian and Pacific Island (8%), and other Indo-European (7%) are the most common languages spoken in Auburn. See Exhibit 1.

**Exhibit 1 – Languages Spoken at Home in Auburn, 2008–2012 Five-Year Average**



Source: 2008–2012 American Community Survey 5-Year Estimates



Auburn's diverse communities may have different housing, neighborhood amenity, and service needs. For example, outreach conducted with the Hispanic community in association with the Housing Element update showed that most would recommend Auburn as a place to live for family and friends, and though residents wanted their children to grow up and remain in Auburn, they desired improved security and traffic calming. Outreach participants were interested in helping to improve their neighborhood and in volunteering.

**Trends in household size indicate that Auburn will need to ensure the availability of a variety of housing types to match the needs of both small and large households.** Auburn has both a larger household size and a larger average family size than do King and Pierce Counties overall. Data on household composition indicate, however, that significant portions of the City's households are made up of single-person and two-person households without children, and Auburn also has a higher-than-average percentage of single-parent households. The types of homes needed for

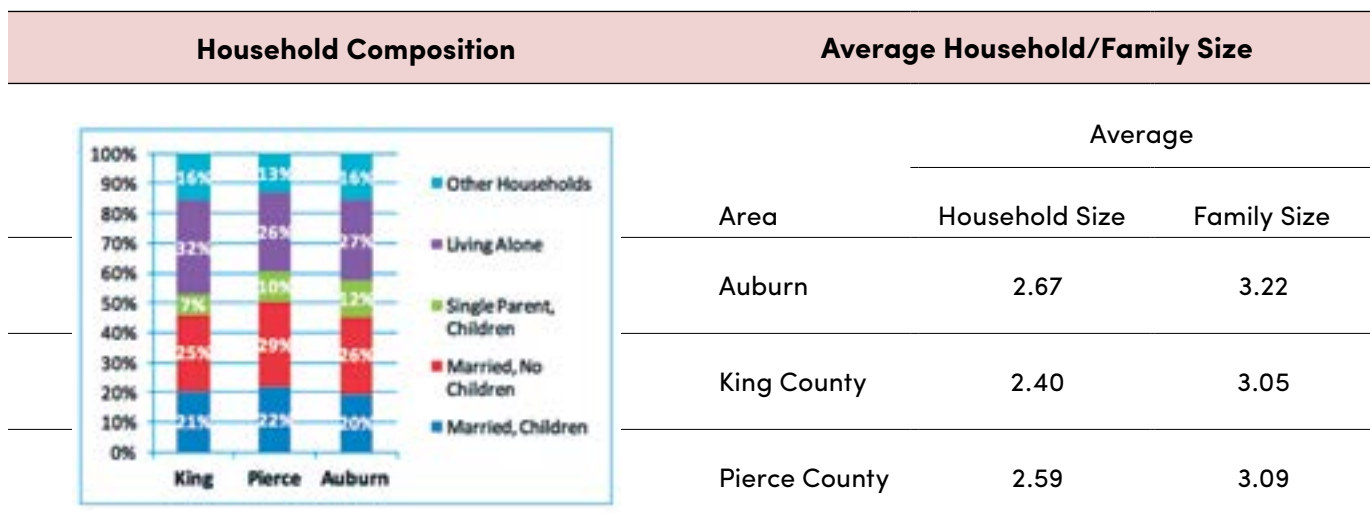
smaller households may be different than those needed for larger households. See Exhibit 2.

**Auburn is affordable.** A higher proportion of Auburn's population has lower incomes, and Auburn's housing is more affordable than housing in the region as a whole. Average rent is less than King County fair market rent, and the median sales price of owner-occupied housing is at least \$100,000 below that of King County overall. Almost half the City's households could afford the median-priced home in Auburn, and more than two-thirds could afford the median-priced condominium unit.

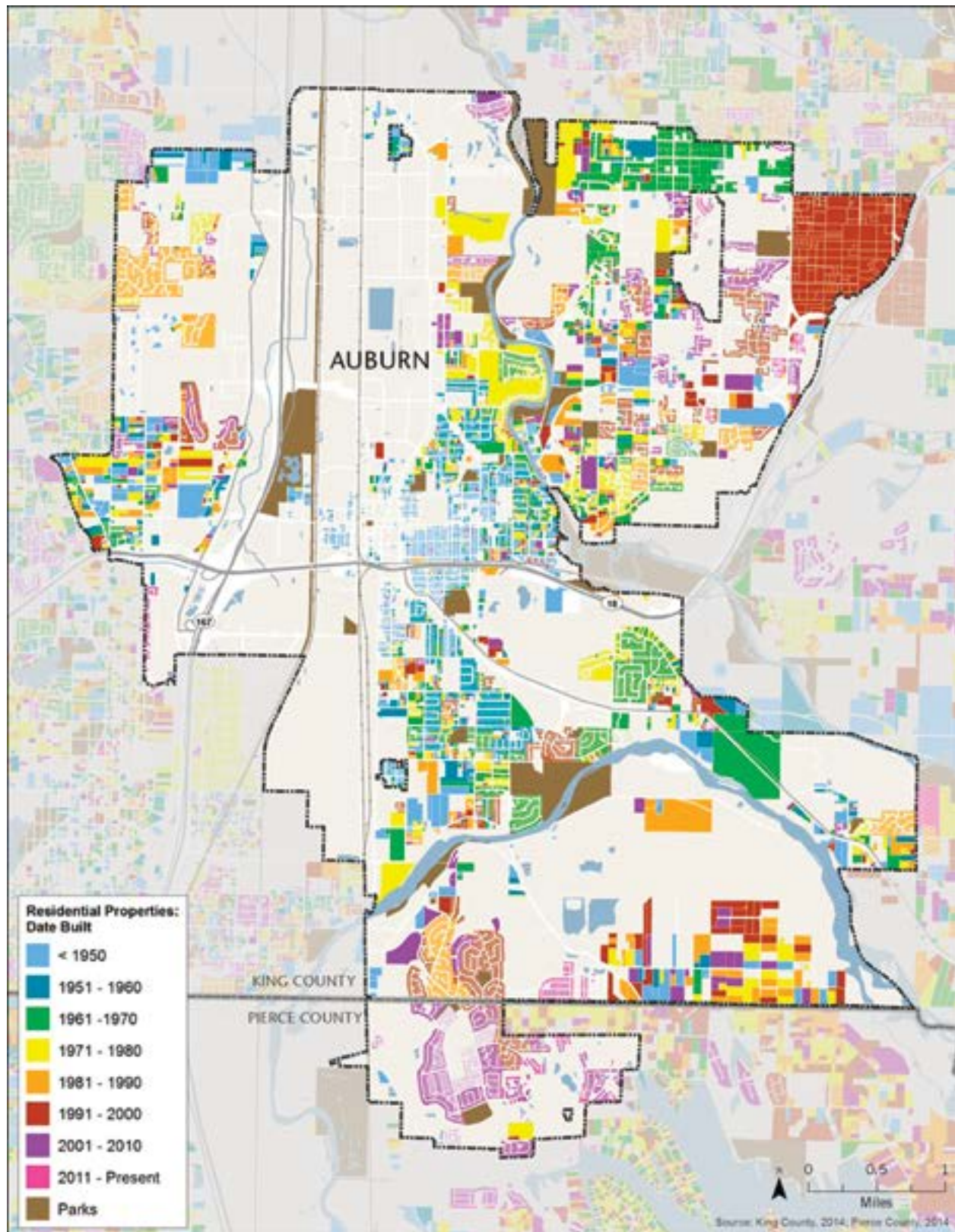
**Auburn's housing stock is older than average, and much of its rental housing stock is in fair or poor condition.** Though housing is affordable in Auburn, the City could lose some of its most affordable rental housing as structures approach the ends of their useful lives.

Exhibit 3 illustrates year-built information for the City, with older housing stock concentrated in the valley and West Hill, and newer housing predominantly in Lea Hill and Lakeland Hills.

**Exhibit 2—Household Composition and Average Household Size  
– City of Auburn, King County, and Pierce County**



Source: King County Assessor, 2014; Pierce County Assessor 2014; BERK Consulting 2014

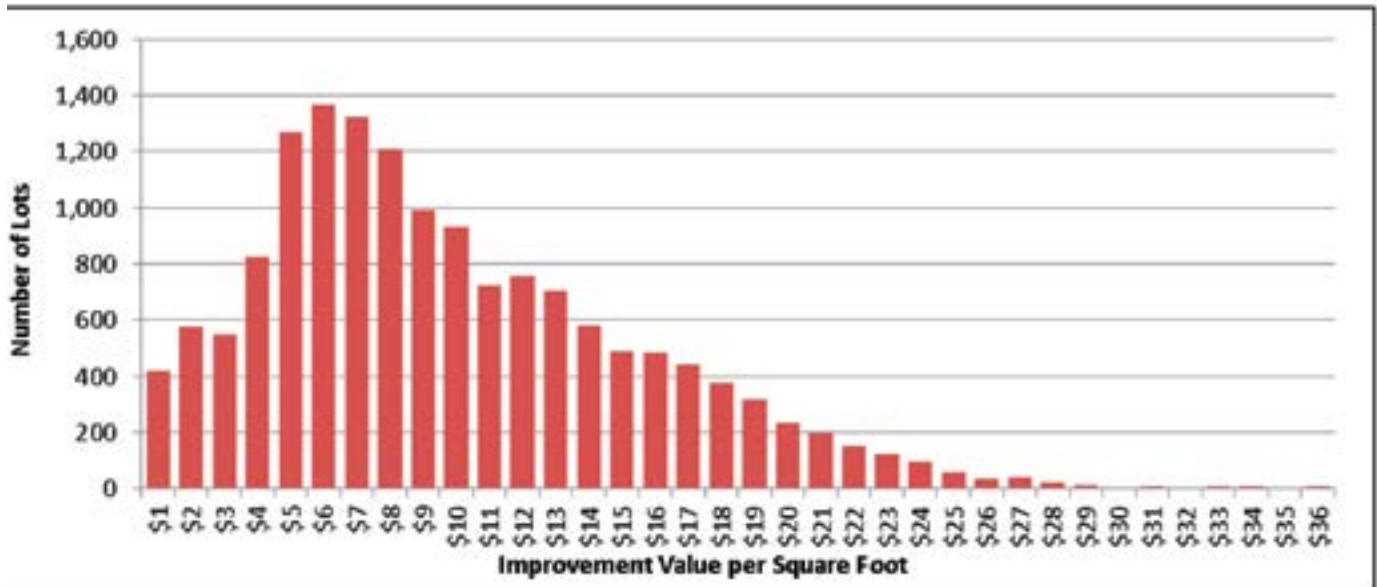
**Exhibit 3 – Auburn Housing Stock – Year Built**

Source: 2008–2012 American Community Survey 5-Year Estimates; US Census, 2010.

The overall assessed improvement value per square foot in Auburn is relatively low, as illustrated in Exhibit 4. This is likely owing to the age of much of Auburn's housing stock and its position within the overall metropolitan

market. Housing with the lowest improvement values per square foot are concentrated in the periphery areas outside of the city center. Exceptions include northeast Auburn around 132nd SE and the Lakeland Hills area.

**Exhibit 4—Assessed Improvement Value per Square Foot**



A closer look at the improvement value per square foot demonstrates the distribution of housing units in Auburn by per-unit value.

- Approximately 1,600 units have no or very limited improvement value listed.
- A long tail stretches toward higher improvement values per square foot, demonstrating the presences of some higher-value housing stock.
- The median improvement value (not including lots with no improvement value) is \$16.73 per square foot.

#### WHY IS HOUSING IMPORTANT TO AUBURN'S FUTURE?

The Housing Element can serve as a useful management tool to meet changing community needs for housing and address land use, economic development, transportation, environmental, and other concerns.

- A variety of housing choices can meet the needs of Auburn's residents at all ages and affordability levels, help residents maintain and retain their homes, and promote services and amenities that improve neighborhood livability.
- Well-planned housing can support Auburn's economic goals by making it attractive and possible for residents to live near their jobs and by serving as a source of customers to support commercial districts.
- Housing in proximity to transit or mixed-use projects can help reduce the need for costly infrastructure such as roads and sewers. Housing in proximity to a variety of transportation modes can increase a household's disposable income and savings by reducing household transportation costs.
- Well-designed and located housing can reduce energy and water consumption, and it can promote healthy lifestyles.



## GOALS AND POLICIES

## Healthy Homes and Neighborhoods

- |   |  |
|---|--|
| <p>H-1 Recognize the important role of public improvements, facilities, and programs in providing a healthy home environment within the community. [HO-4]</p> <p>H-2 Through integrated planning for land use, parks and recreation, transportation, housing, and jobs, support active living and healthy eating opportunities. [Element audit, needs assessment, outreach]</p> <p>H-3 Promote safe and connected neighborhoods. [Element audit, needs assessment, outreach]</p> <ul style="list-style-type: none"> <li>a. Continue to implement crime prevention programs such as neighborhood block watches.</li> <li>b. Through the land use and building permit process, implement principles of crime prevention through environmental design.</li> <li>c. Promote community volunteerism to increase the well-being and safety of residents.</li> <li>d. Invest in transportation improvements that will create safe neighborhoods for walking, biking, and connecting to transit.</li> </ul> <p>H-4 Promote housing that meets the needs of Auburn's workforce, is located and</p> | <p>designed to support affordable multimodal transportation options, and contributes to a regional jobs-housing balance. [Element audit, needs assessment, outreach]</p> <p>H-5 Provide for housing choices in downtown and other designated mixed-use centers where infrastructure is more available or can be improved with regional and local funds. [Element audit, needs assessment, outreach]</p> <p>H-6 Improve streetscapes in developed neighborhoods. Continue to repair and/or replace deteriorated sidewalks and remove barriers to pedestrian traffic. [HO-30]</p> <p>H-7 Seek and provide assistance for the reduction of lead-based paint hazards and measures to remove mold, improve energy conservation and provide for healthy indoor air quality. [Lead-based, HO-29; also housing audit]</p> <p>H-8 Promote the City's neighborhood program. Connect residents to volunteer activities. [Element audit, needs assessment, outreach]</p> <p>H-9 When evaluating proposed developments, apply site and building design standards, require quality streetscape, landscape, on-site recreational and open space, and low-impact development measures that will improve community character and environmental quality. [Element audit, needs assessment, outreach]</p> |
|---|--|

**How Can Auburn Plan for Active Living and Healthy Eating?**

*Provide for a complete community with a variety of work, shopping, recreation, health and education, and home environments.*

*Implement a connected nonmotorized trail and park system with neighborhood gathering spaces.*

*Work with transit providers to connect neighborhoods to commercial and social services.*

*Facilitate access to regional transportation and job centers in and near Auburn.*

*Support art projects and cultural events to provide opportunities to build a sense of community investment, improve aesthetics, bring people together cross-culturally, and involve neighborhood youth.*

*Support community gardens to improve access to healthy food and to build community relationships.*

## Variety

- H-10 Provide a land use plan and zoning that offers opportunities to achieve a variety of housing styles and densities for private and nonprofit housing providers. [Element audit, needs assessment, outreach]
- H-11 Promote opportunities for home ownership through single-family detached and semiattached housing, fee-simple cottages and townhouses, and condominium apartments. [Element audit, needs assessment, outreach]
- H-12 Allow accessory dwelling units as an affordable housing strategy. [HO-19]
- H-13 Encourage residential development in downtown, particularly housing that is integrated with commercial development. [HO-18]
- H-14 Implement incentives for developing underutilized parcels into new uses that allow them to function as pedestrian-oriented mixed-use neighborhoods. Existing uses that are complementary, economical, and physically viable shall integrate into the form and function of the neighborhood. [HO-26]
- H-15 Use innovative zoning provisions to encourage infill development of underutilized parcels in zones that have been identified in the Comprehensive Plan as areas where infill residential development should be encouraged. Certain development requirements for infill development may be relaxed, while requiring adherence to specific design requirements to ensure compatibility with the character of nearby existing residential structures. [HO-27]
- H-16 Allow appropriately designed manufactured housing within single-family neighborhoods, consistent with state law. [HO-13]
- H-17 Allow manufactured housing parks, transitional housing, and multifamily housing in appropriately zoned but limited areas. [HO-14]

## Quality

- H-18 Conserve Auburn's existing housing stock because it is the most affordable form of housing. [Objective 7.7]
- H-19 Inventory and map dilapidated properties. [Public Works, 2012]
- H-20 Organize, educate and assist property managers and owners in the creation and preservation of safe neighborhoods. [HO-28]
  - a. Offer an owner-landlord training program to better market, manage and maintain residential rental property. [Public Works, 2012]
  - b. Encourage retention of professional management assistance. [Public Works, 2012]
  - c. Recognize and publicize well-maintained apartment properties, such as by awarding a "multifamily property of the year." [Public Works, 2012]
  - d. Advise landlords with problem buildings about the benefits of donating their property or selling it below market cost to a specially designated nonprofit organization. [Public Works, 2012]
- H-21 Promote housing improvements by property owners and building managers. Seek available assistance for housing rehabilitation. Assistance will include the development of residential infrastructure and the rehabilitation of individual properties. [HO-20]
  - a. Find public and private sources of capital and offer low-interest loans for rehabilitation. [Public Works, 2012]
  - b. Continue to participate in the Emergency Home Repair Program and consider partnering with nongovernmental organizations to maximize funds. [Public Works, 2012]
  - c. Encourage green lending for improved energy conservation, indoor air quality, and other measures. [Public Works, 2012]

- d. Help identify professional volunteers at educational or professional associations to plan redesign or architectural upgrades of the properties. [Public Works, 2012]
- e. Support additional healthy housing and preservation strategies, such as property tax exemptions to preserve affordable housing opportunities and utilizing community health workers to offer property owners and residents the education and resources needed to maintain housing.

H-22 Evaluate and update codes applicable to housing and provide effective and appropriate enforcement. [HO-9]

- a. Enforce city ordinances regarding abandoned properties. [Public Works, 2012]
- b. Consider a multifamily inspection program. [Public Works, 2012].
- c. Consider public identification of landlords who are found to be out of compliance for extended time periods and unwilling to take steps to ameliorate substandard conditions. [Public Works, 2012]
- d. Consider a landlord compliance program where code enforcement penalties can be reduced if attending landlord training programs. [Public Works, 2012]
- e. Work with park owners, managers and park tenants to develop policies and regulations to preserve manufactured home parks and the affordable housing they offer. [HO-21]
- f. Consider an Auburn Housing Authority. [Council Vision]

### Attainability

H-23 Promote affordable housing that meets changing demographic needs. [Element audit, needs assessment, outreach]

H-24 Work in partnership with King and Pierce Counties and other cities to address the countywide need for housing affordable to

households with moderate, low- and very-low incomes, including those with special needs and our veterans. [Element audit, needs assessment, outreach]

- a. The King County need for housing, countywide, by percentage of area median income 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
- d. Address the King County need for housing affordable to households at less than 30% AMI (very low income), through all jurisdictions working individually and collectively.
- e. Meet Pierce County countywide planning policies to provide opportunities for housing affordable to all incomes including low incomes.
- f. Focus Auburn's efforts toward the countywide and community need for low- and moderate-income housing on preserving existing affordable housing with robust maintenance and repair programs, and ensuring long-term affordability of existing housing.
- g. Act as a County leader in the exploration and implementation of new funding mechanisms and strategies to develop housing affordable at 30% AMI and below across King County and throughout South King County.

H-25 Encourage and assist in the renovation of surplus public and commercial buildings and land into affordable housing. Additionally, explore opportunities to dedicate revenues from sales of publicly owned properties, including tax title sales, to affordable housing projects. [extension of HO-22; element audit]

H-26 Seek, encourage and assist nonprofit organizations in acquiring depreciated apartment units for the purpose of



maintaining and ensuring their long-term affordability. [HO-23]

- H-27 Review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing. [Element audit, needs assessment, outreach]
- H-28 Promote compliance with federal and state fair housing laws. Support fair housing opportunities for all regardless race, color, national origin, religion, sex, familial status, or disability. [Element audit, needs assessment, outreach]
- H-29 Explore the use of density bonuses, parking reductions, multifamily tax exemptions, fee waivers and exemptions, and permit expediting to encourage the development of housing affordable at below-market rate.
- H-30 Where practical, ensure that housing created or preserved using local public resources or by regulation benefits low-income households and retains its affordability over time.

### Special Needs

- H-31 Encourage and support human and health service organizations that offer programs and facilities for people with special needs. Support programs in particular that help people to remain within the community, including those that are veterans, disabled, seniors, single-parent households, and the homeless. [broadened HO-1]
- H-32 Assist low-income persons, who are displaced as a result of redevelopment, find affordable housing in accordance with state and federal laws and regulations. [HO-15]
- H-33 Continue to ensure that funding becomes available to support youth, veterans, and social services in Auburn. [HO-31]
- H-34 Support seniors who wish to age in place in their homes, such as with home rehabilitation services, adult day health and

senior center activities. [Element audit, needs assessment, outreach]

- H-35 Provide opportunities for transitional housing assisted living and retirement communities. [Element audit, needs assessment, outreach]
- H-36 Promote universal design principles to ensure housing is designed to be usable by all people regardless of age or abilities. [Element audit, needs assessment, outreach]

### Supportive Services

- H-37 Provide empowering training for local residents who want to participate in civic activities and who would like to improve their knowledge and skills around community leadership. [Public Works, 2012]
- H-38 Provide information in multiple languages to Auburn's diverse communities regarding services offered by local and regional governmental, educational, employment, health, and other providers to improve residents' quality of life and to promote resident engagement and household economic independence. [Element audit, needs assessment, outreach]
- H-39 Offer financial and homebuyer education to encourage household saving and budgeting to consider home ownership. [Public Works, 2012]
- H-40 Provide information and resources that educate and guide low-income persons toward affordable housing opportunities. Develop materials in multiple languages. [HO-16]
- H-41 Review proposals to site facilities providing new or expanded human services within the City to determine their potential impacts and whether they meet the needs of the Auburn community. Important caveats in the City's consideration will include the following: [HO-5]

- ap. While Auburn will willingly accept its regional share of facilities that provide residential services, or influence residential location decisions, Auburn will expect other communities to accept their share as well.
- aq. The funding of human service centers sited in Auburn that serve an area larger than Auburn would rely on an equitable regional source of funding.
- ar. The siting of all facilities shall be based on sound land use planning principles and should establish working relationships with affected neighborhoods.

### Partnerships and Monitoring

- H-42 Partner with South King County jurisdictions in ongoing efforts to coordinate the human, educational, and housing needs of our diverse cultural communities, such as through the Road Map Project, inter-jurisdictional housing and human services forums, and other efforts. [Element audit, needs assessment, outreach]
- H-43 Work with other jurisdictions and health and social service organizations to implement a coordinated, regional approach to homelessness.
- H-44 Support national, state and especially regional efforts to address the housing and human service needs of the region and the City. [HO-7]
- H-45 Explore all available federal, state and local programs and private options for financing affordable housing, removing or reducing risk factors, and preserving safe neighborhoods. [Objective 4.4]
- H-46 Work in partnership with public and private housing providers, businesses, and other agencies in the provision of housing assistance to Auburn residents and business employees.
- H-47 Support nonprofit organizations during all stages of siting and project planning and when applying for county, state, and federal funding.
- H-48 Through the building permit process, inventory and track affordable housing opportunities within Auburn. Distribute affordable housing information to nonprofit agencies serving the homeless and low-income persons. [HO-17]
- H-49 Monitor housing supply, affordability, and diversity in Auburn and its contribution to the countywide and regional housing need. [Element audit, needs assessment, outreach]
- H-50 Review and amend, a minimum every 5 years, local housing policies and strategies. [Element audit, needs assessment, outreach]

**HOUSING OBJECTIVES/IMPLEMENTATION**

The City has developed housing objectives implementation strategies addressing housing

diversity, condition, attainability, and programs to serve special needs. See Exhibit 5. The City will monitor the objectives over time.

***Exhibit 5 – Housing Objectives and Tools***

Outcomes	Indicators	Example Tools
Improve housing quality	Increased quality of rental housing	Housing rehabilitation and repair loans Loans for energy conservation and healthy indoor air quality City-sponsored and nonprofit property manager programs Housing inspection program Code enforcement Community volunteer program
Meet demand for new housing units	Land capacity to meet or exceed housing target	Land use plan and zoning
Promote housing ownership	Maintain or increase homeownership rates	Single-family dwellings including small lots Accessory dwelling units Cottages, townhomes
Allow for a variety of housing types to meet size and age and cultural trends	Increased numbers of small units with neighborhood recreation and service amenities Retention of housing stock with larger units	Single-family dwellings including small lots Accessory dwelling units Multiplexes, cottages, townhomes Mixed-use zoning Incentives infill housing types
Increase opportunities for housing to very-low, low-, and moderate-income households	Increased numbers of ownership dwellings available to moderate incomes Increased mixed-use development for all incomes Increased preservation and improvement of rental housing with long-term affordability commitments	Accessory dwelling units Downtown incentives Infill incentives Permit and impact fee waivers See also "improve housing quality" above
Improved opportunities for special needs housing and services	Greater match of housing to special needs including housing for all ages and abilities as well as the homeless	Community services programs Partnerships with nonprofit housing providers and non-governmental organizations
Monitor housing supply, affordability, and diversity	Address achievement of indicators above	Monitor in conjunction with regular Comprehensive Plan updates and new countywide planning policy housing targets

# CAPITAL FACILITIES ELEMENT



## CAPITAL FACILITIES ELEMENT

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# VOLUME 3

## CAPITAL FACILITIES ELEMENT

### VISION

*Capital facilities in Auburn are planned, designed, and constructed in a manner that adequately supports the future growth scenarios in the City's Land Use Element and that meets the needs of residents, visitors, and businesses. Sustainability is a principle that guides decisions about where facilities are placed, how they are constructed, how they are operated and maintained, and how all aspects of design, construction, and operation are funded.*

### CONDITIONS AND TRENDS

**Growth:** The provision and sizing of public facilities such as streets or waterlines and sewer lines can influence the rate or timing of development and is an important means of managing growth. Timed provision of facilities also ensures that new development can be assimilated into the existing community without serious disruptions or adverse impacts. This Plan establishes policies to allow development when and where all public facilities are adequate or can be made adequate, but only if such development can be adequately served by public facilities and services consistent with the adopted level-of-service standards.

A key provision of the Growth Management Act is concurrency. In general, concurrency seeks to ensure that development is permitted only if adequate public facilities are, or can be guaranteed to be, available to support new development. Concurrency requires that facilities needed to maintain a locally adopted level of service be provided "concurrently" with development. Concurrency places the finance function of local government in a much more prominent role in the land use development process. While the concept of concurrency is new to many jurisdictions, it has been used in Auburn since the adoption of its 1986 Comprehensive Plan.

The Act requires concurrency only for transportation facilities, though if a jurisdiction desires, concurrency can be applied to other public facilities as well. With respect to transportation

facilities, concurrent is defined within the Act as being provided at the time of or within 6 years of development (this is done to coincide with the six-year time frame of most capital facilities plans). If the facility is not available at the time of development, the funding to construct the facility must be included in the six-year capital facilities plan.

Regardless of whether a local jurisdiction applies concurrency to public facilities beyond those for transportation, new development must be coordinated with the provision of capital facilities. This ensures that all relevant public facilities and services are planned and available to serve the demands of new growth.

### INTRODUCTION

This volume provides overall policy direction for the different capital facility plans and programs provided by the City. Capital facilities belonging to privately owned utilities (electricity, natural gas lines, etc.) are covered in the Private Utilities section (Volume 4). Certain City plans and programs are further refined in other sections of this volume, such as Parks, Recreation, and Open Space and Transportation. Overall, however, this volume acts as a reference for all of the City's various capital facility plans, including the City of Auburn Six-Year Capital Facilities Plan (a key component of and adopted with this plan), comprehensive plans, capital improvement and investment programs, inventories, and studies that together represent the planning and financing mechanisms required to serve the capital facility needs of Auburn. For more details on a particular capital facility or the



City's overall capital facility plan, see the most recently adopted version of the following:

- City of Auburn Airport Master Plan
- City of Auburn Capital Facilities Plan
- City of Auburn Comprehensive Water Plan
- City of Auburn Comprehensive Sewer Plan
- City of Auburn Comprehensive Storm Drainage Plan
- City of Auburn Parks and Recreation Master Plan
- City of Auburn Comprehensive Transportation Plan
- Auburn School District Capital Facilities Plan
- Kent School District Capital Facilities Plan
- Dieringer School District Capital Facilities Plan
- Federal Way School District Capital Facilities Plan

## VALUES

**Character:** Public buildings and spaces incorporate high-quality building and landscape design so that they positively impact the surrounding built environment.

**Wellness:** Public spaces that are purchased and developed for capital facilities also incorporate features and infrastructure that provide more complete nonmotorized connections.

**Service:** City utilities and buildings are of high quality and complete, reliable, and available to residents and business owners.

**Economy:** City utilities are available or planned to be available to serve allowed commercial, recreational, and residential uses.

**Celebration:** Capital facility spaces will be available, designed, and programmed in a manner that promotes public gathering.

**Environment:** Development of capital facilities will place a premium on environmental preservation and protection.

**Sustainability:** Our philosophy of designing, constructing, and maintaining utilities and

buildings embraces a long-term investment horizon rather than concepts that only provide short-term benefits and outcomes.

## PLANNING APPROACH

The Capital Facilities planning approach is to manage growth in a manner that enhances rather than detracts from community quality and values by actively coordinating land use type and intensity with City facility and service development and provision.

## Objectives and Policies

**Objective 1.1.** Ensure that new development does not outpace the City's ability to provide and maintain adequate public facilities and services, by allowing new development to occur only when and where adequate facilities exist or will be provided, and by encouraging development types and locations that can support the public services they require.

## Policies

- CF-1 Lands designated for urban growth by this Plan shall have an urban level of public facilities (sewer, water, storm drainage, and parks) prior to or concurrent with development.
- CF-2 Encourage development where new public facilities can be provided in an efficient manner.
- CF-3 Development shall be allowed only when and where such development can be adequately served by public services (police and fire) without reducing the level of service elsewhere.
- CF-4 If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop their proposed projects.
- CF-5 The City should continue to assist through direct participation, LIDs and payback agreements, to the extent permitted by law, where appropriate and financially feasible. Where funding is available, the City may participate in developer-initiated

facility extensions or improvements, but only to the extent that the improvements benefit the broader public interest, and are in accord with the specific policies and recommendations of the appropriate City public facilities plan.

- CF-6 New connections to the City's sanitary sewer, water and/or storm drainage systems, shall contribute their fair share toward the construction and/or financing of future or ongoing projects to increase the capacity of those systems.
- CF-7 The City shall encourage and approve development only where adequate public services including police protection, fire and emergency medical services, education, parks and other recreational facilities, solid waste collection, and other governmental services are available or will be made available at acceptable levels of service prior to project occupancy or use.
- CF-8 Extension of any individual facility, irrespective of mode of financing, to serve new development should be approved only if it is determined that adequate fiscal capacity exists to support the extension of other needed facilities.
- CF-9 Extension of any individual facility, irrespective of mode of financing, to serve new development should be approved only if it is determined that adequate fiscal capacity exists to support cost-effective service by all ongoing public services and maintenance of facilities.

**Objective 1.2.** To ensure that new developments are supported by an adequate level of public services through an effective system of public facilities.

### **Policies**

- CF-10 Public facilities shall be provided in accord with the guidance of the Capital Facilities

Plan or, as may be appropriate a system plan for each type of facility designed to serve at an adequate level of service the locations and intensities of uses specified in this Comprehensive Plan.

- CF-11 No new development shall be permitted unless the facilities specified in each facility plan are available or can be provided at a level adequate to support the development. The adequacy of facilities shall be determined by the following:

1. An adopted system plan
2. Policy guidance as provided in the City Capital Facilities Plan
3. Appropriate engineering design standards as specified in applicable City plans, codes, and manuals as approved by the City Engineer
4. Environmental review standards (adequacy includes the absence of an unacceptable adverse impact on a public facility system)
5. Case-by-case evaluation of the impacts of a proposed development on public facility systems, first to determine the minimum level of facilities necessary to support the development, and second to determine a proportionate share of the system to be developed or financially guaranteed before approving the development

- CF-12 No new development shall be approved that is not supported by a minimum of facilities to support the development and that does not provide for its proportionate share of related system needs.

## CITY UTILITIES

The City of Auburn manages sewer, water, and storm drainage utilities as well as solid waste collection. The sewer and water utilities serve the City and several areas outside the City limits. As stated above, the efficient provision of these services can play a significant role in managing the growth of the City as well as affecting the quality of life for residents of Auburn and the surrounding areas.

To protect the public health and safety by providing efficient and cost-effective water, sanitary sewer, storm drainage, and solid waste services to the community. Ensure that development will only occur if the urban services necessary to support such development will be available when it is developed.

### Water Service

The City provided water service to a total of 13,910 customer accounts at the end of 2013. The City's water sources include the Coal Creek Springs and West Hill Springs watersheds, and are supplemented by a system of ten wells and two connections to the regional water system operated by Tacoma Public Utilities. Storage facilities are found on the Enumclaw plateau, at Lakeland Hills, and at Lea Hill. For more background information, see the Capital Facilities Plan or the Comprehensive Water Plan.

**Objective 1.3.** To ensure safe and adequate water service, for both domestic and fire protection purposes, to meet the needs of the existing community and provide for its planned growth.

### Policies

- CF-13 The City of Auburn Comprehensive Water Plan is incorporated as an element of this Comprehensive Plan. The Comprehensive Water Plan for the City of Auburn shall reflect the planned land uses and densities of this Comprehensive Plan.
- CF-14 The Comprehensive Water Plan shall provide for the evaluation of existing and potential future groundwater sources with regard to threats to the quantity and

quality of such sources. The Plan shall ensure that strategies are established for the protection of groundwater sources that are used or likely to be used for public water supplies.

- CF-15 Protection of the City's Coal Creek Springs and West Hill Springs watersheds, wells, and other water sources shall be a high priority in the designation of appropriate land uses in the vicinity of these areas and facilities.
- CF-16 The City shall continue its policy of requiring that water system extensions needed to serve new development shall be built prior to or simultaneously with such development, according to the size and configuration identified by the Comprehensive Water Plan as necessary to serve future planned development. The location and design of these facilities shall give full consideration to the ease of operation and maintenance of these facilities by the City. The City shall continue to participate to the extent permitted by law, through direct participation, LIDs, and payback agreements, to assist in the financing of such oversized improvements. Wherever any form of City finance is involved in a waterline extension, lines that promote a compact development pattern will be favored over lines traversing large undeveloped areas with uncertain future development plans.
- CF-17 Whenever a street is to be substantially reconstructed or a new street built, the City Engineer shall determine whether water facilities in that street right-of-way shall be constructed or brought up to the size and configuration indicated by the Water Plan and Comprehensive Plan.
- CF-18 The City shall continue to recognize the overall system impacts of new development upon the City water system through the collection and appropriate use of system development charges and similar fees.
- CF-19 The City shall consider the impacts of potential new development within the

aquifer recharge areas of potable water sources as part of its environmental review process and require appropriate mitigation measures. Such mitigation may involve hydrogeological studies, testing, and/or monitoring (including monitoring wells), spill response planning, spill containment devices, sanitary sewers, and the use of best management practices.

- CF-20 The City shall promote water conservation and the wise use of water resources.
- CF-21 The City should work with other water providers to promote effective water supply management and planning consistent with the "South King County Coordinated Water System Plan," as well as regional water supply and conservation goals.

### Sanitary Sewers

The City provided sewer service to a total of 15,398 customer accounts as of June 2015. The system is primarily a collection system with treatment provided by Metro. The system includes approximately 200 miles of sewers and force mains and 15 sewer pump stations. Significant portions of the City's service area are currently on septic systems, although plans for future expansion of sewer service into these areas is included in the Comprehensive Sewer Plan. For more details, see the Capital Facilities Plan or the Comprehensive Sewer Plan.

**Objective 1.4.** To ensure the efficient transmission of sanitary sewage to the appropriate treatment and disposal facilities in order to meet the needs of the existing community and provide for its planned growth.

### Policies

- CF-22 The Comprehensive Sewer Plan is incorporated as an element of this Comprehensive Plan. The Comprehensive Sewer Plan for the City of Auburn shall reflect the planned land uses and densities of this Comprehensive Plan.
- CF-23 The City shall continue its policy of requiring that sewer system extensions

needed to serve new development shall be built prior to or simultaneously with such development, according to the size and configuration identified by the Comprehensive Sewer Plan and Comprehensive Plan as necessary to serve future planned development. The location and design of these facilities shall give full consideration to the ease of operation and maintenance of these facilities by the City. The City shall continue to use, to the extent permitted by law, direct participation, LIDs and payback agreements to assist in the financing of such oversized improvements. Wherever any form of City finance is involved in a sewer line extension, lines that promote a compact development pattern will be favored over lines traversing large undeveloped areas where future development plans are uncertain.

- CF-24 Whenever a street is to be substantially reconstructed or a new street built, the City Engineer shall determine whether sewer facilities in that street right-of-way shall be constructed or brought up to the size and configuration indicated by the Comprehensive Sewer Plan and Comprehensive Plan.
- CF-25 The City shall continue to recognize the overall system impacts of new development upon the City sewer system, through the collection and appropriate use of system development charges or similar fees.
- CF-26 The City shall continue to require the separation of sanitary and storm sewer facilities wherever combined sewers may be discovered, and shall continue to aggressively seek to minimize any storm water infiltration of the sanitary sewer system.
- CF-27 Within those designated urban density areas of the City and within the sanitary sewer utility's designated service area, sewerage service should be provided by public sewers. The City should develop mechanisms to accommodate conversion to public sewers of all septic systems within

the City's service area, particularly when on site systems fail or when public health and water quality is threatened.

### Solid Waste

The City of Auburn has a contract with Waste Management to handle solid waste collection throughout most of the City of Auburn, and has a contract with Republic Services in the area of Lea Hill. Both contracts expire on December 31, 2017. There are approximately 16,000 Waste Management accounts and 3,800 Republic Services accounts.

Recycling is handled by Waste Management. Residential customers are currently recycling approximately 47% of the waste stream curbside.

**Objective 1.5.** To provide area residents and businesses with a universal and compulsory system for collection and disposal of all solid waste, including ample waste reduction and recycling opportunities intended to maximize diversion of the City's waste stream away from costly landfills, incineration, or other solid waste disposal facilities, and to conserve exhaustible resources.

### Policies

CF-28 The King County Solid Waste Management Plan and Solid Waste Interlocal Forum, except as modified by City of Auburn Ordinance 4413 and this Plan shall form the basis for solid waste management activities within the City.

CF-29 The City shall continue to fund solid waste collection, disposal and waste reduction and recycling programs and services through the existing solid waste utility, with supplemental funding provided through available grants.

CF-30 The City shall implement solid waste management programs and services that provide ample opportunities and incentives to maximize the community's participation in local and regional waste reduction and recycling efforts.

CF-31 The City's solid waste management programs shall be developed to make

waste reduction and recycling efficient, reliable, cost-effective, and convenient for all residents and businesses.

CF-32 The City encourages and should promote the use of products manufactured from recycled materials, and the use of materials that can be recycled. City Departments and contractors shall use recycled and recyclable products whenever and wherever feasible.

CF-33 The City shall implement solid waste reduction and recycling programs that have the cumulative effect maintaining the 50 percent waste reduction and recycling goal (recycling tons/total solid waste stream).

CF-34 The City shall periodically monitor and evaluate the effectiveness of Auburn's waste reduction and recycling programs to ensure that local and state goals and policies are being met.

CF-35 The City shall promote the recycling of solid waste materials by providing opportunities for convenient recycling and by developing educational materials on recycling, composting and other waste reduction methods.

### Storm Drainage

As of October 2015, the City Storm Drainage System serves over 17,600 customers, exclusively within the City limits. The System consists of a combination of open ditches, closed conveyance pipes, water quality facilities, and pump stations. For more details, see the Capital Facilities Plan or the Comprehensive Storm Drainage Plan.

**Objective 1.6.** To 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.



**Policies**

- CF-36 The City of Auburn Comprehensive Storm Drainage Plan is incorporated as an element of this Comprehensive Plan.
- CF-37 The City shall require developers to construct storm drainage improvements directly serving the development, including any necessary off-site improvements.
- CF-38 The City shall require that off-site storm drainage improvements needed to serve new development shall be built prior to or simultaneously with such development, according to the size and configuration identified by the Comprehensive Storm Drainage Plan as necessary to serve future planned development. The location and design of these facilities shall give full consideration to the ease of operation and maintenance of these facilities by the City. The City should continue to use direct participation, LIDs and payback agreements to assist in the financing of off-site improvements required to serve the development.
- CF-39 The City shall recognize the overall system impacts of new development upon the City's drainage system, through the collection of system development charges or similar fees to assist in the financing of new and oversized (e.g., regional drainage improvements).
- CF-40 The City should continue to fund and provide storm drainage services through the existing storm drainage utility. The City's storm drainage utility should be responsible for implementation, maintenance and operation of the City's storm drainage system and to seek out sources of storm water pollution and correct them.
- CF-41 Appropriate rates and system development charges shall be assessed to fund the ongoing maintenance, operation, and capital expenditures of the utility, in accordance with the Comprehensive Storm Drainage Plan. Periodic cost of service studies shall be completed to reassess the monthly service and system development charges.
- CF-42 Drainage facilities serving the larger community should be owned, operated, and maintained by the City's storm drainage utility. Drainage facilities serving individual properties are discouraged; however, if determined by the City Engineer to be essential, they should be owned, operated, and maintained by the property owner in accordance with a recorded maintenance agreement approved by the City. The maintenance agreement shall include provisions that will preserve the City's ability to ensure the long-term use of the drainage facility, and may include the granting of an easement over the facility to the City. Maintenance intensive drainage facilities designed to serve as a multifunctional private resource (e.g., private parks, wetland mitigation) should not be owned, operated, or maintained by the utility. The utility shall ensure that all private and public storm drainage improvements are designed, constructed, operated and maintained in accordance with the Comprehensive Storm Drainage Plan and Comprehensive Plan.
- CF-43 The City shall encourage the use of regional-scale water quality and quantity control facilities as a means of controlling drainage and flood waters.
- CF-44 Wherever possible, regional detention facilities should be utilized as a multifunctional community resource. When selecting a site and designing a regional storm drainage facility, the City should consider other public benefits such as recreational, habitat, cultural, educational, open space and aesthetic opportunities.
- CF-45 The City shall promote policies that seek to maintain the existing conveyance capacity of natural drainage courses.
- CF-46 Whenever a street is to be substantially reconstructed or a new street built, the City Engineer shall determine whether drainage



facilities in that street right-of-way shall be constructed to adequately service the street and whether they should be brought up to the size and configuration indicated by the Comprehensive Storm Drainage Plan. If the inclusion of water quality and quantity control facilities is not feasible, as determined by the City Engineer, when street reconstruction occurs, off-site mitigation may be considered regionally as proposed within the Comprehensive Storm Drainage Plan to meet the City's storm drainage requirements as determined by the City Engineer.

CF-47 The City shall require the separation of sanitary and storm sewer facilities wherever combined sewers may be discovered.

CF-48 In selecting the preferred Comprehensive Storm Drainage Plan sub-basin alternative for implementation by the City's storm drainage utility, the City shall consider the following factors:

1. The most efficient and cost-effective means of serving a sub-basin or combination of sub-basins
2. The ability of the alternative to implement source control best management practices and to avoid or mitigate environmental impacts, such as impacts to existing wetlands, and the degree to which the alternative promotes water quality treatment, and protects aquatic and riparian habitat
3. Consistency with Comprehensive Storm Drainage Plan policies and recommendations and compatibility with stormwater improvement policies and recommendations presented in other regional stormwater plans
4. Restrictions or constraints associated with receiving waters
5. The ability to develop a multiuse facility
6. The degree to which the alternative preserves, increases, and is compatible with existing open space

7. Consistency with existing and future planned development
8. The advantages and disadvantages of storage versus conveyance while ensuring adequate treatment for water quality treatment
9. The degree to which the alternative preserves and enhances existing native vegetation and existing drainage courses
10. The alternative's effectiveness at reducing the flood hazard impacts that would result from the 25-year-design storm event

CF-49 The City's storm drainage Utility shall strive to meet the environmental protection goals of the Comprehensive Plan through compliance with and implementation of the policies contained herein. Environmental issues such as water quality and fish habitat protection shall be considered in all new development applications and new storm drainage improvements.

CF-50 The Storm Drainage Utility shall work with other jurisdictions and agencies to address regional water quality issues.

CF-51 The City shall seek opportunities, where feasible, to reintroduce treated urban runoff back into the groundwater system as new development and redevelopment occurs in order to minimize urbanization impacts to the hydrology of natural river systems.

CF-52 The City shall evaluate the feasibility of improving the water quality of its existing discharges into river systems, in order to enhance water quality in response to the Endangered Species Act.

CF-53 The City shall seek to minimize impacts to natural river system hydrology by encouraging pretreatment of surface flows from new development, and reintroduction into groundwater, where feasible.

## Communications and Data Infrastructure

**Objective 1.7.** To enhance the City's communications and data infrastructure through installation of City-owned conduit throughout the city.

### Policies

- CF-54 To allow for expansion of the City's conduit system with minimal disruption to streets and at a lower cost to the public, the City shall require the placement of conduits as part of arterial street (as defined in the City of Auburn Transportation Plan) improvement projects, whether private or public.
- CF-55 The City shall explore new technologies that may provide additional opportunities for the City to use its communications and data infrastructure to enhance its provision of public services.
- CF-56 To increase system-wide coordinated management of facilities, the City shall work toward increasing the number of remote monitoring facilities for utility facilities, traffic control devices, and other equipment located throughout the city.
- CF-57 Whenever possible, make remote data access available to City police officers, inspectors, utility staff, and other field personnel.

## PUBLIC BUILDINGS

To maximize public access and provide for the appropriate location and development of public and institutional facilities that serve the cultural, educational, recreational, religious and public service needs of the community and the region.

### Overall

**Objective 1.8.** To site public and institutional buildings in accord with their service function and the needs of the members of the public served by the facility.

### Policies

- CF-58 Downtown shall continue to be the business center of City government, and the City shall seek to site all of its business functions in the downtown area.
- CF-59 All "people-oriented" City facilities should be located in high-amenity sites. Les Grove Park and downtown are particularly appropriate sites for senior services, community centers, libraries, museums, etc.
- CF-60 City park buildings should be developed in accord with the Parks, Recreation, and Open Space Element.
- CF-61 The siting, design construction and improvement of all public buildings and spaces shall be done in full compliance with the Americans with Disabilities Act.
- CF-62 Public and institutional facilities should incorporate practices that reduce energy consumption, reduce the emission of greenhouse gases, conserve water, and preserve native vegetation.
- CF-63 Public and institutional facilities that attract a large number of visitors (City Hall, museums, libraries, educational facilities, permit and license offices, health and similar facilities, etc.) should be sited in areas that are accessible (within 1/4 mile) by transit.
- CF-64 The City shall encourage other agencies to follow these siting principles in considering new sites for public buildings.
- CF-65 The location of religious institutions, private schools, community centers, parks and similar public or institutional facilities shall be related to the size of the facility and the area served. Citywide facilities should be sited in visible and accessible locations.
- CF-66 Small public or institutional facilities intended to serve one or two residential neighborhoods may be located within a neighborhood. Larger public or institutional facilities intended to serve

mainly Auburn residents or businesses shall be located along major arterial roads within the community-serving area of Auburn; however, elementary schools should be given flexibility to locate along smaller roads. Buffering from adjacent land uses may be required.

- CF-67 The location of utility facilities is often dependent upon the physical requirements of the utility system. Sewage lift stations, pump stations, water reservoirs, and other similar facilities should be sited, designed, and buffered (through extensive screening and/or landscaping) to fit in harmoniously with their surroundings. When sited within or adjacent to residential areas, special attention should be given to minimizing noise, light, and glare impacts.
- CF-68 Public facilities of an industrial or heavy commercial character should be confined to the region-serving area of Auburn, unless no other reasonable siting opportunity exists, in which case siting still must comply with applicable zoning standards. Examples of such facilities are the City maintenance and operations facility, state and regional solid waste facilities, and the Auburn School District bus barn.
- CF-69 The siting and relocation of City maintenance and operation facilities shall be responsive to growing demands for utility, transportation, and fleet services, and shall also account for the City's role in emergency preparedness and response.

**Essential Public Facilities:** According to the GMA (RCW 36.70A.200):

*“Essential public facilities include those facilities that are typically difficult to site such as airports, state education facilities, state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as*

*defined in RCW 71.09.020.”*

More generally, essential public facilities are facilities, conveyances, or sites that meet the following definition: (1) the facility, conveyance or site is used to provide services to the public; (2) these services are delivered by government agencies, or private or nonprofit organizations that are under contract to or with substantial funding from government agencies, or by private firms or organizations subject to public service obligations; and (3) the facility or use of the site is necessary to adequately provide a public service.

The Growth Management Act requires that every comprehensive plan include a process for siting essential public facilities. No comprehensive plan can preclude the siting of essential public facilities within the community. The Growth Management Act includes these provisions because siting certain public facilities has become difficult due to the impacts many of these facilities have on the adjacent community. Many factors contribute to this problem, including increased demand for facilities to serve a growing population, increased competition for land as the state becomes more urbanized, problems with siting processes, and judicial decisions that compel jurisdictions to provide certain facilities. By including a process for siting essential facilities in the Comprehensive Plan, deficiencies in the siting process can be minimized.

This section contains Auburn's process for siting essential public facilities. This is an interim process until development regulations are incorporated into city code. When that process is developed, Auburn may modify these procedures to reflect the Council's recommendation.

CF-70 Essential Public Facility Siting Process.

### **General:**

1. The City will review proposals through the process outlined in Parts 3 through 8 below, if the essential public facility largely serves a regional, countywide, statewide, or national need, and is included in a policy sense within an adopted state or regional plan that meets both of the following criteria:

- a. The state or regional plan was developed through an appropriate public process (including at least one local public hearing) and has undergone a NEPA and/or SEPA review.
  - b. A clear policy statement supporting the type of facility proposed must be included. The plan should also include, in a policy sense, a set of siting guidelines to be used for such a facility. Such criteria may include but are not limited to the type and sufficiency of transportation access, colocation requirements, preferred adjacent land uses, on- or off-site security and/or mitigation, and required public facilities and services.
2. If the essential public facility largely serves a regional, countywide, statewide or national need and is not part of an adopted state or regional plan, the proponent will be required to request that the appropriate state or regional plan be amended to include the proposal meeting the criteria contained in Part 1 above. The proposal will also be reviewed following the process outlined in Parts 3 through 8.

***Essential Public Facilities of a regional, countywide, statewide, or national nature:***

3. Essential public facilities of a regional, countywide, statewide or national nature will be reviewed by the City through the special area plan process. The boundaries of the special area plan will be set at a scale directly related to the size and magnitude of the proposal. For facilities of regional, state, and national need, an alternative analysis will be performed, but will not be limited to, the guidelines described in Part 1 above. Auburn staff shall participate in the review process of Part 1 above, and use the data, analysis, and environmental documents prepared in that process to aid the City's special area plan review, if Auburn determines that those documents are adequate. If the facility requires other development permits, those approvals also shall be considered within the review process.

4. Impacts of the proposed essential public facility must be identified and an appropriate mitigation plan developed. Unless otherwise governed by state law, the financing strategy for the mitigation plan shall be structured so that the costs of the plan shall be allocated proportionally on a benefit basis using nonlocal sources of funding, although local sources of funding may also be used.
5. The special area plan process to be used for essential public facilities of a regional, countywide, statewide or national nature shall follow the City's Comprehensive Plan amendment process that includes multiple opportunities for public involvement.
6. An analysis of the facility's impact on City finances shall be undertaken. If the study shows that locating a facility in a community would result in a disproportionate financial burden on the City of Auburn, an agreement with the project's proponents must be executed to mitigate the adverse financial impact or the approval shall be denied.

***Essential Public Facilities of primarily local nature:***

7. If the essential public facility meets largely local needs (for example, in-patient facilities, including substance abuse facilities, mental health facilities and group homes), the facility shall be considered based upon Section 8 below.

***All Essential Public Facilities:***

8. The following criteria shall be used to evaluate all applications to site essential public facilities:
  - a. Whether there is a public need for the facility
  - b. The impact of the facility on the surrounding uses and environment, the City and the region
  - c. Whether the design of the facility or the operation of the facility can be conditioned, or the impacts mitigated, in a manner similar to those used in traditional private development, in order

to make the facility compatible with the affected area and the environment

- d. Whether a package of mitigating measures can be developed that would make siting the facility within the community more acceptable.
- e. Whether the factors that make the facility difficult to site can be modified to increase the range of available sites or to minimize impacts on affected areas and the environment.
- f. Whether the proposed essential public facility is consistent with the Auburn Comprehensive Plan.
- g. Essential public facilities shall comply with any applicable state siting and permitting requirements (e.g., hazardous waste facilities).
- h. Whether the State proves by clear, cogent, and convincing evidence that (1) a sufficient and reasonable number of alternative sites have been fully, fairly, and competently considered, and (2) such sites were found to be unsuitable for an SCTF for reasons other than the cost of property.
- i. Whether careful analysis has been completed to show that siting of the facility will have no undue impact on any one racial, cultural, or socioeconomic group, and that there will not be a resulting concentration of similar facilities in a particular neighborhood, community, jurisdiction or region.

CF-71 The Director shall determine whether a development application will result in a significant change of use or a significant change in the intensity of use of an existing essential public facility. If the Planning Director determines that the proposed changes are significant, the proposal will be subject to the essential public facility siting process as defined in Policy CF-69. If the Planning Director determines that the proposed changes are insignificant, the application shall be reviewed through the City's standard development review

procedures. The Planning Director's determination shall be based upon:

1. The proposal's impacts on the surrounding area
2. The likelihood that there will be future additions, expansions, or further activity related to or connected with the proposal

One of the difficulties of siting essential public facilities is that they are allowed in some but not all appropriate areas. To help address this problem, Auburn shall allow essential public facilities in all zones where they would be compatible. The types of facilities that are compatible will vary with the impacts likely from the facility and the zoning district. In the M-2 Zoning District, many essential public facilities will be compatible uses and broad use categories allowing such uses should be included in the zone.

CF-72 Essential public facilities shall be allowed in those zoning districts in which they would be compatible and impacts can be mitigated. In situations where specific development standards cannot be met, but it is determined that the facility can be made compatible, the City Council can waive those specific standards with the requirement that appropriate mitigation is provided. The M-2 Zoning District should include broad use categories that allow all essential public facilities that are difficult to site as permitted or conditional uses as appropriate.

CF-73 Essential public facilities should be equitably located throughout the City, county and state. No jurisdiction should absorb a disproportionate share.

CF-74 Essential public facilities of a regional, countywide, statewide or national nature should be restricted to the region-serving area of Auburn. Such facilities should be located in relationship to transportation facilities in a manner appropriate to their transportation needs. Extensive buffering from adjacent uses may be required. Facilities that generate a significant amount of truck traffic should be located on major arterial streets.



# PRIVATE UTILITIES<sub>ELEMENT</sub>



## PRIVATE UTILITIES ELEMENT

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# VOLUME 4

## PRIVATE UTILITIES ELEMENT

### VISION

*Private utilities in Auburn are planned, designed, and constructed in a manner that adequately supports the future growth scenarios predicted in the City's Land Use Element and that meets the needs of residents, visitors, and businesses. Sustainability is a principle that guides decisions for where utilities are placed, how they are constructed, how they are operated and maintained, and how all aspects of design, construction, and operation are funded.*

### CONDITIONS AND TRENDS

#### Electricity and Natural Gas

Puget Sound Energy provides electrical and natural gas service to the City of Auburn and its potential annexation area. PSE is an investor-owned private utility that provides service to approximately 1.2 million customers in a service area that covers 6,000 square miles.

##### **Electricity**

PSE builds, operates, and maintains an electrical system consisting of generation, transmission, and distribution facilities. Facility technology for electricity transmission may change in the future in order to respond to the need for more efficient facilities, address various electromagnetic field and health concerns, and diversify resources. Utility policies should be updated in the future to consider changes in technology, facilities, and services.

##### **Natural Gas**

The Northwest Pipeline Corporation and Enumclaw Natural Gas also have gas lines in the southeastern portion of the City. Northwest

Pipeline Corporation's only customer in Auburn is Enumclaw Natural Gas. Enumclaw Natural Gas serves Auburn residential customers in the area of the Auburn Adventist Academy.

#### Telecommunications

Telecommunications includes a wide range of services including conventional telephone, cellular telephone, and cable television. Telecommunications technology continues to change rapidly.

##### **Conventional Telephone**

Conventional local telephone service to the City is provided by CenturyLink. CenturyLink is a global provider of telecommunications services.

Calls are switched at facilities called central offices. Typically, four main lines leave each central office – one in each direction. Auburn's central office is located in downtown Auburn.

Several carriers provide long distance service to the area. These providers have underground fiber-optic cables passing through the City of Auburn.

##### **Cellular Telephone**

Cellular telecommunications provide mobile telephone communications via radios that send and receive signals from a network of receivers mounted on utility poles, towers, buildings, or other structures on private property or within a right-of-way. Cellular communication companies offer digital voice, messaging, and high-speed wireless data services to customers.

Cellular telephone service within the City, its potential annexation areas, and the Puget Sound region overall is provided by multiple private

companies. Cellular providers are regulated by the Federal Communications Commission. Technology and business practices in the area of telecommunications continue to change rapidly.

### **Cable Television**

Cable television service is provided by Comcast through a combination of aerial and underground cables. The locations of existing and planned cable lines are shown on Map 6.4.

## **INTRODUCTION**

The Growth Management Act requires the City of Auburn to include a Private Utilities Element within its Comprehensive Plan. The element should provide a framework for the efficient and predictable provision and siting of utility facilities and services within the City, consistent with each serving utility's public service obligations. This element covers private utilities (those not provided by the City of Auburn), and includes electricity, telecommunications, and natural gas. City-owned water, sewer, and stormwater utilities are described within the Capital Facilities Element (Chapter 3) of this Comprehensive Plan.

Investor-owned utilities in the state of Washington are regulated by the Washington Utilities and Transportation Commission. State law regulates the rates, charges, services facilities, and practices of utilities. Any changes in policies of these aspects of utility provision require WUTC approval.

The primary responsibility for the planning of private utilities rests with utility providers. Clearly, however, planning cannot take place without open lines of communication between the City and utility providers. The City acknowledges that some private utility providers are not willing to provide capacity or future construction plans, as some of this information may affect their competitiveness or be considered proprietary. Private utilities, however, must recognize that not providing relevant information may hinder the City's ability to assist them in their projects.

## **VALUES**

**Character:** Private utilities will provide a positive contribution to the quality, aesthetics, and functionality of the community.

**Wellness:** Utility infrastructure and systems support the delivery of safe and efficient electricity, gas, and telecommunications.

**Service:** Utility infrastructure and systems support the City's goals of providing accessible and transparent government services and processes.

**Economy:** Businesses are served by utility infrastructure meeting or exceeding the needs for market entry and future growth.

**Celebration:** Telecommunication systems are fully utilized to reach a broader cross-section of the community in a way that brings people together for civic activities, cultural events, and social awareness.

**Environment:** Siting, installation, and maintenance of utilities will ensure protection, preservation, and respect of the wildlife habitat, water quality, and environmentally sensitive features.

**Sustainability:** When designing, constructing, and maintaining utilities, a long-term investment horizon is favored over concepts that only provide short-term benefits and outcomes.

## **PLANNING APPROACH**

### **Objectives and Policies**

**Objective 1.1.** To allow the development of private utilities to meet the needs of the existing community and provide for its planned growth consistent with serving utilities' public service obligations.

### **Policies**

- PU-1 Private utility companies are recognized as providers of important services necessary for maintaining current and future lifestyles.
- PU-2 Private utility providers should refer to the City's Comprehensive Plan Map for guidance regarding future land uses and intensities. Private utility facilities and systems should be consistent with the uses and densities allowed by the Comprehensive Plan and Zoning Code. The City will regularly provide this information, and information on pending development proposals (both public and private), to the appropriate provider. In return, the City expects a cooperative posture toward coordinated and sensitive expansion of infrastructure.

PU-3 Private utility companies should strive to provide utility services to all segments of the Auburn population and areas of the community.

**Objective 1.2.** To improve the safety, visual quality, and efficiency of private utility facilities consistent with the serving utilities' public service obligations.

### **Policies**

- PU-4 The City shall require that new private utility distribution, service, and telecommunication lines be located underground within all new developments. The City will also work with utility companies to relocate existing distribution, service, and telecommunication lines underground as a part of new development whenever it is technologically feasible, and as part of City capital roadway projects whenever it is economically and technologically feasible. Expansions and upgrades completed by private utilities will be required to be underground unless they meet appropriate exemptions.
- PU-5 Common utility trenches should be encouraged and coordinated by both private and public providers whenever possible.
- PU-6 To reduce visual clutter, antennas, relay mechanisms, and similar structures should be located on existing poles, structures, or buildings whenever possible. When deemed feasible and necessary

to minimize impacts on adjacent uses or views by the City, visual screening may be required.

- PU-7 The City shall consider the environmental impacts of proposed utility facilities as a part of its environmental review process. When requested by the City, the utility provider shall furnish documentation of current research results and/or provide additional information related to determination of the potential environmental impacts, if any, from the proposed facilities.
- PU-8 Construction of facilities and provision of services by private utility providers within the City of Auburn shall be in compliance with all of the goals and policies of this Comprehensive Plan.
- PU-9 Decisions regarding private utility facilities within Auburn should consider the safe, adequate, and efficient availability of these utilities to other jurisdictions.
- PU-10 The location of utility facilities is often dependent upon the physical requirements of the utility system. All utility facilities should be sited, designed, and buffered (through extensive screening and/or landscaping) to fit in with their surroundings harmoniously and safely. When sited within or adjacent to residential areas, special attention should be given to minimizing noise, light, and glare impacts.



# TRANSPORTATION<sub>ELEMENT</sub>



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# VOLUME 5

## TRANSPORTATION ELEMENT

### VISION

The Comprehensive Transportation Plan reflects the current and future needs of the Auburn community and, in doing so, seeks to:

- enhance the quality of life for all Auburn residents;
- encourage healthy community principles through nonmotorized travel;
- promote a transportation system that supports local businesses and enhances economic development opportunities;
- create a transportation system that is efficient, uncomplicated, and welcoming to visitors; and
- provide a balanced, multimodal transportation system that addresses both local and regional needs.

This chapter provides only a brief overview of the City's Transportation Element. Interested parties may access the plan in its entirety at the City's website at:

[City of Auburn Transportation Element](#)

in PDF format, or from the City's Comprehensive Plan web page at:

[City of Auburn Comprehensive Plan Web Page](#)

The Transportation Element may also be viewed at the City's offices during regular business hours.

### INTRODUCTION

The transportation system is a vital component of Auburn's social, economic, and physical structure. The primary purpose of the transportation system is to support the movement of people and goods within the City and connect the City to the broader region. Secondly, it influences patterns of growth, development and economic activity by providing access to adjacent land uses. Planning for the development and maintenance of the transportation system is a critical activity promoting the efficient movement of people and goods, ensuring emergency access, and optimizing the role transportation plays in attaining other community objectives.

### PURPOSE

The Comprehensive Transportation Plan is the framework for transportation planning in Auburn. It functions as the overarching guide for changes to the transportation system. The Plan evaluates the existing system by identifying key assets and improvement needs. These findings are then incorporated into a needs assessment, which guides the future of the transportation system.

This Plan is multimodal, addressing multiple forms of transportation in Auburn including the street network, nonmotorized travel, and transit. Evaluating all modes enables the City to address its future transportation needs in a comprehensive and balanced manner.

### GMA REQUIREMENTS

Washington State's 1990 Growth Management Act (GMA) requires that transportation planning be directly tied to the City's land use decisions and fiscal planning. This is traditionally accomplished through the adoption of the Transportation Element of the Comprehensive Plan. Auburn fulfills this mandate by adopting the Comprehensive Transportation Plan as the Transportation Element of the City's Comprehensive Plan.

In order to be GMA compliant, the Comprehensive Transportation Plan must

- inventory the existing transportation system in order to identify existing capital facilities and travel levels as a basis for future planning;
- identify level-of-service (LOS) standards for all arterials, transit routes, and state-owned facilities as a gauge for evaluating system performance;
- specify actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level-of-service standard;
- determine existing deficiencies of the system;
- use land use assumptions to estimate future travel, including impacts to state-owned facilities;
- identify future improvement needs from at least ten years of traffic forecasts based on the adopted land use plan;
- include a multiyear financing plan based on the identified needs;
- address intergovernmental coordination; and
- include transportation demand management strategies.

## HOW THE CITY USES THE PLAN

The Comprehensive Transportation Plan provides policy and technical direction for development of the City's transportation system through the year 2035. It updates and expands the *2009 Comprehensive Transportation Plan* by recognizing network changes since the last plan, evaluating current needs, and identifying standards for future development and various infrastructure improvement scenarios. The Plan underwent a major update in 2005 and a midterm update in 2009 to incorporate the Lea Hill and West Hill annexation areas into the Plan.

## Needs Assessment

A system-wide, multimodal needs assessment was conducted throughout plan development to ascertain which aspects of Auburn's existing transportation system work well and which ones need improvement. An evaluation of potential solutions and investment priorities was also conducted as part of this process. The end result is

that Auburn has a more thorough understanding of system deficiencies, how best to address these deficiencies, and direction for expanding the system in a sustainable manner.

## Public Involvement

During 2014 the City held a number of community meetings through the Imagine Auburn visioning process. The meetings included discussions of capital investments in transportation infrastructure and other transportation related issues which have been incorporated into this document.

As part of the adoption process, the Plan is also reviewed by the City of Auburn Planning Commission, including a hearing where members of the public are provided the opportunity to provide input on the plan, and is then reviewed and adopted by the City Council.

## Policy Development

The City creates policies to state preferences for preservation of the existing system and development of the future transportation system. Policies can be qualitative in nature, but often they are quantitative and prescribe a specific standard.

Policies are also important for communicating the City's values and needs to neighboring jurisdictions and regional and state agencies. Having established policies in place enables the City to more effectively influence change in keeping with its needs and objectives.

## Level of Service and Concurrency

The concurrency provisions of the 1990 Growth Management Act (GMA) require that local governments permit development only if adequate public facilities exist, or can be guaranteed to be available within six years, to support new development.

The GMA requires each local jurisdiction to identify facility and service needs based on level-of-service (LOS) standards. Auburn ensures that future development will not cause the system's performance to fall below the adopted

LOS standard by doing one or a combination of the following: limiting development, requiring appropriate mitigation, or changing the adopted standard.

### Capital Facilities Plan and Transportation Improvement Program

The City uses the Transportation Improvement Program (TIP) and Capital Facilities Plan (CFP) to develop a financial plan for capital improvements in Auburn, thus enabling the City to fulfill the GMA requirement of having a multiyear financing plan based on the identified transportation needs.

The TIP, is a financial planning tool used to implement the list of transportation improvement projects identified in the Transportation Plan. It is a six-year plan which is reviewed and updated annually by the City Council to reflect changes to project priorities and funding circumstances. The first three years of the plan are fiscally constrained. Traffic impact fees on new

development are determined by the cost of the capacity projects included in the TIP.

The Capital Facilities Plan is also an annually adopted six-year financing plan. However, it is fiscally constrained for all six years. Unlike the TIP, the CFP is an adopted element of the City's Comprehensive Plan.

### Regional Coordination

In addition to being influenced by factors within the City, Auburn's transportation system is influenced by what happens beyond its City limits: growth in neighboring communities, infrastructure maintenance by regional agencies, the lack of funding for road maintenance, new capacity projects, and competing demands for transit services. This Plan calls for effective interjurisdictional actions to address cross-border issues and to mitigate the impact of new development. The Plan also recognizes that other jurisdictions, particularly state agencies and transit providers, are responsible for a major share of the transportation facilities serving Auburn.



# ECONOMIC DEVELOPMENT ELEMENT



ECONOMIC DEVELOPMENT  
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# VOLUME 6

## ECONOMIC DEVELOPMENT ELEMENT

### VISION

*Auburn is a community with a robust and diverse economy where businesses seek to locate, that people desire to visit, and where residents enjoy a range of commercial offerings. Businesses that locate in Auburn find it easy to enter the marketplace, encounter ideal conditions for their long-term success, and become rooted and involved in the community. Visitors continue to return to Auburn because of its high-quality natural resources, parks, public spaces, and commercial attractions. Residents choose to live in Auburn because of the diverse, family wage employment opportunities, and access to entertainment, restaurant, retail, and services.*

### CONDITIONS AND TRENDS

**Historical Trends:** Historically, a variety of factors have shaped Auburn's economy. At the turn of the 20th century, the City offered services to support agriculture and the railroads. Downtown offered a full range of services and retail opportunities. In later years, automotive sales became a significant factor.

As urbanization of the region expanded to include Auburn, the vitality of downtown Auburn was impacted by new shopping malls that were located outside the community, and by changes in retail trends. At the same time, Auburn saw increased importance as a home to large industrial and warehousing operations. This same period saw the growth of retail along commercial "strips" such as Auburn Way and 15th Street NW. Large retailers such as Fred Meyer, and many major supermarket chains, chose to locate in the community.

The development of the SuperMall of the Great Northwest (now called The Outlet Collection) in the 1990s led to Auburn becoming a major player in the regional retail market. Auburn shoppers no longer needed to leave the City to visit retail malls for many of their purchases. During that same decade, Emerald Downs and the Muckleshoot Casino also contributed to commercial recreation facilities in Auburn and their associated employment growth.

Today, Auburn provides approximately 41,000 jobs for residents throughout the region. Auburn has a strong industrial sector that includes Boeing, the General Service Administration, and numerous warehouse and distribution facilities. Multicare and a growing medical office community also provide a significant number of jobs. The retail and service sectors are expanding as small businesses are created. Educational uses such as the Auburn School District and Green River College also add to the area's employment base.

While development has continued throughout the City, downtown Auburn remains the heart and soul of the community. With its historical character and pedestrian-oriented development pattern, downtown Auburn reflects many of the qualities that other communities are seeking to achieve. Given its urban center designation, Auburn Station, and the incentives the City has in place, downtown Auburn remains poised for continued revitalization.

**Employment Growth:** Between 1995 to 2013, the number of jobs located in Auburn increased by 46%. While historically manufacturing jobs were the largest category, the 2010 Census indicated that service jobs were the most dominant, followed by manufacturing. The remaining job categories all experienced job growth. The number of retail jobs increased substantially, as did jobs in warehousing, transportation, and communication industries.

It is expected that Auburn's employment base will continue to grow in the future. The King and Pierce County Countywide planning policies project that Auburn's job base will increase by just over 20,000 jobs through 2031. It should be noted that this number is not a maximum, but rather the City's most recent assigned share of future projected growth in the County.

**Retail Sales:** Auburn's business community is keeping pace with both Auburn's population growth and its increasing number of affluent households. Between 2005 and 2008, retail sales in Auburn increased by roughly 7% or 8% per year. Following implementation of streamlined sales tax in 2008 and the global economic decline, sales tax revenues dropped by 16.5% in 2009. Since 2009, revenues have increased by 34%.

**Streamlined Sales Tax:** The state of Washington adopted "streamlined sales tax" legislation in 2008. Prior to streamlined sales tax, sales tax collection in Washington State was based on site of origin rather than site of delivery. Under the SST tax structure, sales tax is collected at the site of delivery rather than at the location from which items are shipped. This change in tax structure has put Auburn at a disadvantage and negatively impacts its tax revenue.

Specifically, Auburn and similar cities have historically invested in infrastructure to support businesses engaged in warehouse and distribution activities that ship goods to other destinations. Another concern for Auburn and similar cities that have invested in infrastructure include how the debt that has already been extended for such infrastructure will be paid and how the loss of a significant source of revenue will affect bond ratings.

Based on the potential passage of SST, the Auburn City Council approved Resolution No. 3782 in November 2004. Resolution No. 3782 outlines an approach and actions the City will take related to land use planning, zoning and other matters in the event a streamlined sales tax proposal or other similar proposals that change the tax structure are adopted.

Because of the state of Washington's implementation of sales tax mitigation payments to cities such as Auburn, the impact resulting from streamlined sales tax has been somewhat lessened. However, the continued availability of these payments is not certain due in part to the State's current and anticipated fiscal challenges. In addition, the amount of payments does not equal the total loss in revenue to the City. The City's economic development strategies are dependent upon the City being able to continue a strong public investment program in infrastructure and services. The City's ability to continue this public investment is contingent upon maintaining solvent public revenue streams, particularly sales tax. Sales tax is the largest source of monies to the City's General Fund, approximately 30 percent in 2010. The City anticipates that current and long-term fiscal challenges facing the state of Washington will likely results in the dissolution of the current sales tax revenue mitigation program. The eventual loss of the aforementioned sales tax revenue will directly and adversely affect the City's ability to adequately fund the capital infrastructure and services necessary to support the realization of the City's economic development strategies. This is especially applicable to industrial areas supporting warehouse and distribution centers that are origin based in nature.

In 2005 the City of Auburn brought together a focus group of diverse business and community interests that identified several economic development areas within the City. The focus group's effort is reflected in an *Economic Development Strategies* document that includes strategies and actions needed to affect necessary change for specific strategy areas within the city. Implementation of these strategies is intended to enable the City to achieve the City's economic development potential. Implementation of actions and strategies in the *Economic Development Strategies* is appropriate and reflected in various elements of the Auburn Comprehensive Plan.

Since the development of the Economic Development Strategies document, additional economic development strategy areas have been identified to include the SE 312th Street/124th Avenue SE corridor within the recently annexed portion of Lea Hill and M Street SE between Auburn Way North and Auburn Way South.



## INTRODUCTION

In October of 2015 the City of Auburn initiated the process for developing a strategic plan to guide the City's economic development activities over the next 10 years. The plan will outline a key set of strategies and actions that build upon the City's current asset base and assist the City in overcoming challenges. The plan will also facilitate the growth and expansion of existing industry and business sectors as well as promote investment in targeted redevelopment corridors. Finally, the strategic plan will address both the needs and the impediments of existing business while defining approaches for attracting and cultivating new businesses.

The first phase of the project will involve a comprehensive communitywide stakeholder input process and include detailed community analyses that will allow the team to understand Auburn's strengths, weaknesses, opportunities, and threats. In the next phase of the project, the team will identify and refine the City's most promising economic development opportunities by conducting a market capacity study, perception study, and target industry analysis. In the last phase of the project, the team will identify specific goals, strategies, and actions to capitalize on its opportunities. The final plan will include an implementation matrix that assigns responsibility, outlines timing, and estimates costs.

The project aims to better position the City of Auburn as great places to live, learn, work, and play. The plan will balance the needs of existing businesses with the need to expand and diversify the City's employment base. The recommended strategies and actions will increase employment in the City as well as its commercial tax base.

The plan will be completed and approved by the Auburn City Council by August 31, 2016. The Economic Development Element of the City's Comprehensive Plan will be amended to incorporate the findings, specific goals, strategies, and actions of the 10-year Economic Development Strategic Plan following City Council approval.

Auburn's economic base drives and shapes the community and region. Auburn residents and the surrounding region benefit from the jobs and services Auburn's economic base offers. Through the payment of sales, property and other taxes, the City of Auburn can fund and provide services and public facilities that Auburn residents demand and/or require.

It is clearly in the City's best interest to maintain and expand our economic base in unison with implementing all of the goals of this Comprehensive Plan. This section of the plan will help to define the City's goals and policies in this vital area.

## VALUES

**Character:** Our cultural diversity has been leveraged to bind our community, expand our market, and celebrate cultural traditions.

**Wellness:** We are a safe community with walkable commercial districts where there the perception and reality are that crime activity is low and public safety staffing meets or exceeds the community's expectations.

**Service:** Our economic development strategies focus on supporting the existing business community; as a result, recruitment is minimal because businesses desire to locate here.

**Economy:** We are able to measure and achieve defined targets for manufacturing, service, and retail jobs and revenues.

**Celebration:** We actively promote our local businesses and have been successful at making our residents more aware of what is available locally as well as attracting visitors from beyond our City.

**Environment:** Our economy is growing and diversifying because of our efforts to protect our rivers, streams, wetlands, and other environmental resources.

**Sustainability:** Residents are staying in Auburn to work and shop, and we are widely considered a regional dining, shopping, and entertainment destination.



## PLANNING APPROACH

To ensure the long-term economic health of the City and the region through a diversified economic base that supports a wide range of employment opportunities for Auburn's residents and those of the region, and through the promotion of quality industrial and commercial development that matches the aspirations of the community.

### Objectives and Policies

**Objective 9.1.** Promote a diversified economic base capable of withstanding changes in interest rates, inflation, tax structure and market conditions.

#### Policies

- ED-1 City promotion of new industry shall be directed at attracting business that diversifies the City's tax base, offers secure, quality employment opportunities, is sensitive to community values, and promotes the development of attractive facilities.
- ED-2 Emerald Downs, the Muckleshoot Casino, and the Outlet Collection offer opportunities for economic diversification that should be optimized by the City.
- ED-3 The importance of downtown Auburn as a unique retail environment and subregional center of commerce should be considered in the City's economic plan.

**Objective 9.2.** Produce commercial and industrial siting policies that are based on the assessment of local needs and the availability of transportation and other infrastructure required to serve it.

#### Policies

- ED-4 Development of industrial areas should be based on performance standards appropriate for their sites, with appropriate flexibility within those standards to accommodate changing market conditions.
- ED-5 Revitalize depreciated and/or obsolete commercial and industrial sites through innovative regulations that redesign such sites in accordance with modern design

standards and industrial/commercial uses.

- ED-6 Uses that serve regional needs and purposes (such as major industrial plants) must be separated from community-serving uses in order to minimize traffic and other conflicts.

**Objective 9.3.** Develop effective land use policies and economic development strategies that provide long-term and stable employment, increase per capita income, and reduce the tax burden of Auburn residents.

#### Policies

- ED-7 Auburn should continue to provide an economic base not only for the Auburn area but also for the South King County and North Pierce County regions.
- ED-8 Implementation of economic development programs shall be consistent with the policies of this plan.
- ED-9 The City should develop a formal economic development strategy as an element of the Comprehensive Plan that specifically identifies the types of businesses that are most consistent with community aspirations, and lay out a program to attract those businesses.
  - a. The City should work cooperatively with other governmental agencies in its economic development efforts, including the Muckleshoot Tribe, King County, Pierce County, the Port, and the state of Washington.
  - b. The City should implement its economic development strategy through partnerships with private sector organizations.
  - c. Identified in the 2005 Economic Development Strategies documents are six strategy areas and two additional strategy areas. These economic development strategy areas target population and employment growth that meet the City's 20-year (2031) growth target. Subarea plans

should be developed for these strategy areas. The economic development strategy areas are as follows:

- Auburn Way North Corridor
- Auburn Way South corridor
- Urban Center
- Auburn Environmental Park and Green Zone
- 15th Street SW/C Street SW/West Valley Highway/SuperMall
- A Street SE corridor
- SE 312th Street/124th Avenue SE corridor
- M Street SE between Auburn Way North and Auburn South

ED-10 Ensure that economic development strategies are reviewed regularly in order to be flexible and respond to changes in the market.

ED-11 The City should work with the private sector, school districts, and Green River College to develop programs to provide training. Consideration of the special needs of economically disadvantaged residents and neighborhoods, and people with physical impairments and developmental disabilities, should be included in these programs.

ED-12 Support continued development of the Sound Transit Commuter Rail system as an important means of expanding the City's and the region's economic base.

ED-13 City infrastructure plans and programs should consider economic development plans and programs.

ED-14 Implement the recommendations of the City's 2005 Economic Development Strategies brochure, including the addition of the SE 312th Street/124th Avenue SE corridor, and M Street SE between Auburn Way North and Auburn Way South. The City's 20-year housing and employment growth shall be concentrated in these economic development strategy areas.

ED-15 Warehouse and distribution land uses are not preferred long-term economic development and land use priorities for industrially zoned areas of the City, due to: the loss of sales tax revenue associated with the State's implementation of streamlined sales tax legislation in 2008; no substantive contribution to an increase in per capita income for Auburn residents; no reduction in the tax burden of Auburn residents; low employment densities, lower property values; and land use inefficiencies.

ED-16 Increasing the utilization of land for manufacturing and industrial land uses should be the City's preferred economic development and land use priority for industrially zoned areas of the City that are currently dominated by warehouse and distribution land uses. The City should promote and create incentives for new manufacturing and light industrial uses, and for the gradual conversion of existing warehouse and distribution land uses to manufacturing and industrial land uses.

ED-17 To support continued sales tax revenue growth opportunities in the City, those areas currently dominated by existing warehouse land uses that abut existing commercial retail areas, and that could take advantage of this proximity to realize substantive value by changing to commercial retail uses, should be considered for changes in the Comprehensive Plan and zoning designations that would facilitate the conversion of these properties to commercial retail use.

ED-18 Regulatory and financial incentives will be identified and implemented where appropriate to provide increased opportunities and encourage the establishment of new or expanded manufacturing and industrial uses and jobs in the City.

ED-19 Support workforce development programs to help all Auburn residents find stable, well-paying employment in a wide range of industries.

**Objective 9.4.** Maintain an adequate supply of land to support future economic development and to assure the availability of economic opportunities for future generations.

**Policies**

ED-20 Economic development programs should be viewed as a way to shape the character of the City's future economy, rather than merely a way to respond to market trends as they occur.

ED-21 Land suitable for large-scale development in the region-serving area of the City should be identified and designated for economic development.

- a. The integrity of large contiguously owned properties suitable for industrial use should be conserved by the use of appropriate industrial subdivision standards.
- b. The City should identify and resolve any environmental constraints affecting such land by means of appropriate environmental review procedures as early as feasible.
- c. The need to support such land with the necessary infrastructure should be considered in the development of the City's public facility plans.

- d. Innovative and flexible development regulations should be utilized to enable the development of environmentally constrained sites while protecting those characteristics.

**Objective 9.5.** Utilize the City's unique environmental opportunities and planned infrastructure to build on and support economic development efforts.

**Policies**

ED-22 Integrate the Auburn Environmental Park into the City's economic development efforts by encouraging compatible high-tech businesses to locate in its vicinity.

ED-23 Utilize the future extension of I Street NE as an economic development opportunity. Development of I Street NE should establish it as a stand-alone corridor and not a "back side" to Auburn Way North. Conditional use permit applications for commercial uses and nursing homes along this corridor, whose impacts can be adequately mitigated, should be supported.

ED-24 Use the M Street SE underpass and the development of the M Street SE and R Street SE bypass connection as opportunities to create and encourage the clustering of complementary businesses and services in that area.



# PARKS, RECREATION & OPEN SPACE ELEMENT



PARKS, RECREATION & OPEN  
SPACE ELEMENT

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# VOLUME 7

## PARKS, RECREATION & OPEN SPACE ELEMENT

### VISION

*A diverse mix of park and recreation amenities, open spaces, and trails are distributed throughout the City and accessible to the majority of the population. Nonmotorized trails and paths connect residential neighborhoods, commercial centers, and other attractions. People are visiting Auburn because of the robust inventory and quality of park spaces and associated event programming. Community facilities are accessible and are serving the needs of our seniors, youth, and the rest of the community.*

### INTRODUCTION

Adequate parks and recreation facilities are an essential amenity to maintain a suitable quality of life in the community. As the population of Auburn grows, the demand for its parks and recreational programs will increase. To maintain Auburn's quality of life, the supply of these parks and programs must keep pace with the demand placed on them by a growing population.

Open space also plays a key role in the quality of life in an area. While many understand the concept of the attraction of the western United States and its "open spaces," the concept of open space becomes less clear when it comes to open space and its appropriateness to a City such as Auburn. The policies below provide a definition of open space as applied to Auburn and its surroundings and provide a framework for the identification and preservation of these areas.

### VALUES

**Character:** Parks, art, and open space are well designed and appropriately integrated into their surrounding community.

**Wellness:** Recreation programs and park amenities are available and accessible to the entire community.

**Service:** Awareness of parks, trails, the arts, and park programming are delivered to residents, employees and visitors through a thorough mix of media.

**Economy:** Our parks, open spaces, and events are a draw to not only those who live and work in Auburn, but those who reside outside of Auburn.

**Celebration:** Our parks, recreational facilities, and open spaces are used to promote our history, our diversity, and the arts.

**Environment:** Parks, recreational facilities, and open spaces are designed and operated in a manner that protects and preserves the environment.

**Sustainability:** Park facilities incorporate low-impact development and sustainable development and operation practices.

### PLANNING APPROACH

#### Objectives and Policies

**Objective 1.1.** To provide a broad and comprehensive park system that meets the recreational needs of all segments of the community.

#### Policies

- PR-1 The Auburn Park and Recreation Plan, as may be amended or updated in the future is hereby adopted and incorporated as part of the Auburn Comprehensive Plan.
- PR-2 New developments shall contribute to the development of new parks at a level commensurate with their share of new facility needs as established by the Park and Recreation Plan. If the City determines

that the development does not contain an acceptable park site, the City shall require the payment of cash in lieu of land. The funds shall be used to acquire land and/or develop recreational facilities at a location deemed appropriate by the City. Criteria for site acceptability and appropriateness shall be environmental limitations, accessibility, maintenance costs, consistency with the Parks and Recreation Plan and the ability to meet more of the Community's recreational needs by the coordinated development of parks located elsewhere.

- PR-3 The City shall explore all means of funding the purchase of park land including, but not limited to, bond issuance, the collection of cash in lieu of land and federal, state, or county grants.
- PR-4 The City shall evaluate the impacts of new development on parks and recreational resources through the SEPA environmental review process, and shall take appropriate steps to mitigate significant adverse impacts.
- PR-5 The City recognizes the important recreational and transportation roles played by local and regional trail systems. The City shall continue to develop a system of separated trail facilities to move residents through our community and to adjoining communities. The local system should be designed to link up with regional trails and designated bicycle routes on roads. Safe routes along existing and proposed roadways should be improved and marked for cyclists. The City should continue to work with King County and other jurisdictions to maintain existing facilities and improve nonmotorized transportation links.
- PR-6 The City shall continue to provide a broad variety of organized recreational and cultural opportunities for all residents. Consideration of the diverse interests and abilities of our residents shall be integral to the development of athletic, cultural, specialized recreation and leisure and

educational programs and facilities offered or maintained by the City.

- PR-7 The City shall establish and implement level-of-service standards for parks, park facilities, open space, and trails.
- PR-8 Park impact fees should be established that help fund the future development of new parks, park facilities, trails, and acquisition of open space that meet the needs of an increasing population.

**Objective 1.2.** To provide for an adequate and diverse supply of open spaces. Open space is typically defined as land that will remain undeveloped or only lightly developed (a trail, for instance) and will be managed to protect and enhance the natural environment.

### **Policies**

- PR-9 The City shall seek to retain as open space those areas having a unique combination of open space values, including: separation or buffering between incompatible land uses; visual delineation of the City or a distinct area or neighborhood of the City; productive wildlife habitat; wetlands; floodwater or stormwater storage; stormwater purification; recreational value; historic or cultural value; aesthetic value; and educational value.
- PR-10 The City shall seek to retain as open space areas where the soils have been identified as having the potential for severe or very severe erosion, landslide hazard, or seismic hazard.
- PR-11 The City shall seek to retain as open space those areas that provide essential habitat for any rare, threatened, or endangered plant or wildlife species.
- PR-12 The City shall seek to acquire open space lands that provide significant environmental or social value. Such open space shall be managed to conserve and improve the natural, visual, historical, and cultural resources associated with the land.
- PR-13 All areas of regulatory floodway within the City shall be retained as undeveloped

open space. However, this shall not preclude the relocation of the Mill Creek floodway, as long as any such relocation is consistent with the requirements of the National Flood Insurance Program.

- PR-14 Development within areas designated for open space uses shall generally be nonintensive in character. Development shall be designed and sited in a manner that minimizes or mitigates disruption of the most important open space values of the site. Appropriate uses within designated open space areas may include (but are not necessarily limited to): parks and other recreational facilities; agriculture; stormwater storage; and watershed. It is recognized that designating private property for open

space uses does not establish or promote any public access rights to such property.

- PR-15 The City shall explore all means of open space acquisition including the outright purchase of land or the purchase of conservation easements.
- PR-16 The City shall pursue opportunities to provide active and passive recreational opportunities, and enhance wetland and wildlife habitat, within the Auburn Environmental Park, generally located north of West Main Street, and south of 15th Street NW between SR 167 and the Interurban Trail. Grant funding and cooperative relationships with recreational and wildlife organizations shall be pursued to implement this policy.

# APPENDICES

## MAPS AND SUPPLEMENTARY REPORTS



# APPENDICES

## MAPS AND SUPPLEMENTARY REPORTS

### MAPS

The Comprehensive Plan land use map provides a broad overview of the City's land use designations and the distribution of land uses throughout the City. For size considerations, the Comprehensive Plan Land Use Map is not included here, but interested parties may access a PDF of the full map at the City website:

[www.auburnwa.gov/compplan](http://www.auburnwa.gov/compplan)

A GIS version of the map with built-in GIS viewer may also be accessed on the City website:

[GIS map showing parcels, zoning, land use, water features, and parks](https://goo.gl/ISjTjS)

(<https://goo.gl/ISjTjS>)

A fully detailed version of the map can also be viewed at the City's planning department during regular business hours.

Maps included in the Core Plan (Sections 1–4) and Volume 1 – Land Use Element are the:

1. Comprehensive Land Use Map (no. 1.1);
2. Districts Map (no. 1.2);
3. Designated Areas Map (no. 1.3);
4. Adopted Areas Map (no. 1.4);
5. Impression Corridors Map (no. 1.5); and
6. Gateways Map (no. 1.6)

### SUPPLEMENTARY REPORTS

Owing to their extensive volume, the appendices to the City's Comprehensive Plan are not printed here but can be accessed in PDF form from the City's website:

[www.auburnwa.gov/compplan](http://www.auburnwa.gov/compplan)

- Appendix A – Auburn Community Vision Report
- Appendix B – Auburn Housing Needs and Characteristics Assessment
- Appendix C – Auburn Housing Element Checklist
- Appendix D – Auburn Health Impact Assessment
- Appendix E – Auburn Public Participation Plan
- Appendix F.1 – King County Buildable Lands Analysis
- Appendix F.2 – Pierce County Buildable Lands Analysis
- Appendix G – Auburn Airport Master Plan
- Appendix H – Auburn Community Profile
- Appendix I – Auburn Greenhouse Gas Inventory
- Appendix J – Parks, Arts & Recreation Open Space Plan



## AGENDA BILL APPROVAL FORM

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**Agenda Subject:**

Airport Advisory Board 2018 Annual Work Plan (Snyder) (15 Minutes)

**Date:**

December 28, 2017

**Department:**

Community Development & Public Works

**Attachments:**

[Recommended Airport Advisory Board 2018 Annual Work Plan](#)

**Budget Impact:**

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

**Administrative Recommendation:**

City Council to review, discuss and provide potential concurrence on Airport Advisory Board 2018 Annual Work Plan

**Background Summary:**

At its December 20, 2017 meeting, the Airport Advisory Board passed a motion recommending to the Council the Board's 2018 Annual Work Plan that is presented in the attached memorandum. Work plans serve two important key functions for an advisory body to the City Council such as the Airport Advisory Board. First, a work plan will assist an advisory body in insuring that it is efficient in the conduct of its work. As a volunteer body, an advisory body should strive to maximize its time together and with staff to satisfy its advisory responsibilities to the City Council. Second, a work plan is an important communication tool to the City Council, staff and interested parties about the focuses of the advisory body during the upcoming calendar year. Work plans do not need to be overly detailed, but should present enough information to provide clear guidance as to what the advisory body would like to work on. In addition, the number of work tasks should not be excessive and should be reasonably tied back to the advisory body's overall availability and ability to complete its advisory responsibilities.

During the Municipal Services Special Focus Area portion of the City Council's January 8, 2018 study session, the Board chairperson supported by staff will present and discuss the recommended 2018 Annual Work Plan. If appropriate, the Council may wish to consider concurring with the Board's recommended work plan or modifying the work plan to more accurately reflect the Council's needs and expectations for the advisory work of the Board in 2018.

**Reviewed by Council Committees:****Councilmember:****Staff:**

Snyder

**Meeting Date:** January 8, 2018

Item Number:





## Memorandum

**To:** Bob Baggett, Deputy Mayor  
Peloza, Councilmember  
Largo Wales, Councilmember  
John Holman, Councilmember  
Claude DaCorsi, Councilmember  
Yolanda Trout-Manuel, Councilmember  
Larry Brown, Councilmember

**From:** Kevin Snyder, AICP, Director of Community Development & Public Works Department

**CC:** Nancy Backus, Mayor  
John Theisen, Chairperson, Airport Advisory Board  
Gary Gustafson, Vice-Chairperson, Airport Advisory Board  
Sparrow Tang, Member, Airport Advisory Board  
Deanna Clark, Member, Airport Advisory Board  
Mark Kornei, Member, Airport Advisory Board  
Ingrid Gaub, P.E., City Engineer/Assistant Director of Engineering Services  
Jamelle Garcia, Aviation Management Group

**Date:** January 3, 2018

**Re:** Airport Advisory Board 2018 Annual Work Plan

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### General Information – Work Plans

Goal #6 of KRA No. 2 of the adopted Airport Strategic Business Plan directs that the Board should annually develop a work plan for the upcoming calendar. Specifically, this Goal states:

*Prepare for each calendar year a focused work plan for the Board to utilize in agenda setting, coordination with City staff and development of policy and fiduciary recommendations to City Council.*

Work plans serve two important key functions for an advisory body to the City Council such as the Airport Advisory Board. First, a work plan will assist an advisory body in insuring that it is efficient in the conduct of its work. As a volunteer body, an advisory body should strive to maximize its time together and with staff to satisfy its advisory responsibilities to the City Council. Second, a work plan is an important communication

tool to the City Council, staff and interested parties about the focuses of the advisory body during the upcoming calendar year.

Work plans do not need to be overly detailed, but should present enough information to provide clear guidance as to what the advisory body would like to work on. In addition, the number of work tasks should not be excessive and should be reasonably tied back to the advisory body's overall availability and ability to complete its advisory responsibilities.

In developing a work plan, an advisory body to the City Council should consider the following:

- City Council established or adopted goals and priorities, including the City's Comprehensive Plan, annual Council goals, master plans, budget, etc.
- Resource availability - budget, staff support, committee member time.
- Departmental work priorities of the Community Development and Public Works Department (department responsible for overseeing the airport).
- Board members' knowledge, interest, and expertise.

Advisory body work plans can be submitted to the City Council for review and discussion in advance of potential Council concurrence. During its review, the City Council may change or modify an advisory body's proposed work plan so that it reflects Council priorities, available resources, and emerging issues. Following Council concurrence, the work plan serves as the basis for an advisory body's focus and effort during the year, although the Council may, from time-to-time, refer other issues to the committee during the course of a year.

#### **Airport Advisory Board Recommended 2018 Annual Work Plan:**

On December 20, 2017, the Airport Advisory Board approved a motion adopting its 2018 Annual Work Plan subject to Auburn City Council concurrence. The Board's 2018 Annual Work Plan is comprised of the following Work Plan items:

1. Board to work with City Council and City staff on continued phased roll-out of the Jet-A-Fuel program.
2. Board to work with City Council and City staff on continued progression of the design and construction phases of the Runway Enhancement Project.
3. Board to work with City Council, Planning Commission, City staff and interested parties (i.e. property owners, businesses) on examination and possible implementation of land use strategies for the Airport and surrounding properties to support and enhance airport related safety and the Airport's economic development contribution to the community.
4. Board to work with City Council and City staff on evaluating potential actions and financing strategies resulting from the findings of the Facilities Condition Assessment report [scheduled for completion in January 2018].

5. Board to work with City Council and City staff on a strategic action plan for the implementation of recommendations of the Competitive Market Assessment & Long-Term Rate Study, currently scheduled for completion in fall 2018.
6. Based on the recommendations of the Competitive Market Assessment & Long-Term Rate Study, currently scheduled for completion in fall 2018, Board to work with City staff to develop marketing and development strategies for the two (2) current approved on-Airport development sites.



## AGENDA BILL APPROVAL FORM

**Agenda Subject:**

Ordinance No. 6663 - Change in Airport Board Composition  
(Snyder) (10 Minutes)

**Date:**

December 28, 2017

**Department:**

Community Development &  
Public Works

**Attachments:**

[Ord 6663](#)  
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**Budget Impact:**

Current Budget: \$0  
Proposed Revision: \$0  
Revised Budget: \$0

**Administrative Recommendation:**

City Council to discuss Ordinance No. 6663.

**Background Summary:**

Draft Ordinance No. 6663 proposes to modify Section 2.33.010 (Creation) of the Auburn City Code to increase the membership of the Auburn Airport Advisory Board from five (5) members to seven (7) members. Key Result Area No. 2, Goal No. 5 of the Council adopted 2017-2020 Strategic Business Plan for the Auburn Municipal Airport specifies that the Board should annually conduct a review of the current composition and focuses of the Airport Advisory Board to determine potential for recommended code changes. It further identifies that areas of interest could include but are not limited to current number of authorized board members and specific Board focuses. Throughout 2017, the Board discussed the current number of Board members several times, most recently at the Board's October 2017 and November 2017 meetings. At the Board's December 20, 2017 meeting, the Board reviewed draft Ordinance No. 6663 and on positive motion action recommended to the City Council the approval of the Ordinance. The Board asked staff to share with the City Council its reasons for supporting the ordinance including reducing potential quorum issues and increasing opportunities for additional member experiences and backgrounds to enhance the Board's work efforts. The Board also asked staff to share with the City Council that while it is supportive of the increase in the number of members from five to seven, it strongly wants to retain the positive working atmosphere, energy and focus of the Board.

**Reviewed by Council Committees:****Councilmember:**

**Meeting Date:** January 8, 2018

**Staff:**

Snyder

Item Number:

## **ORDINANCE NO. 6 6 6 3**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AMENDING SECTION 2.33.010 OF CHAPTER 2.33 OF THE AUBURN CITY CODE RELATING TO THE NUMBER OF MEMBERS FOR THE MUNICIPAL AIRPORT ADVISORY BOARD

WHEREAS, the Municipal Airport Advisory Board was previously established by City Council action; and

WHEREAS, the Airport Advisory Board specified in KRA 2/Goal 5i of its Strategic Business Plan (adopted by City Council via Resolution No. 5264, December 19, 2016) its intent to conduct a review of the current number of authorized board members; and

WHEREAS, the Airport Advisory Board reviewed its current board composition of five members and concluded that an increase to seven members would provide additional volunteer service opportunities for individuals interesting in the planning, development and operation of the Auburn Municipal Airport as well as provide additional knowledge, perspective, experience and skills to assist the Airport Advisory Board in its role as an advisory body to the City Council; and,

WHEREAS, at its November 15, 2017 meeting, the Airport Advisory Board took positive motion action to recommend to the City Council a modification to Section 2.33.010 of the Auburn City Code to increase the total board membership from five members to seven members.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN,  
WASHINGTON, DO ORDAIN as follows

Section 1. AMENDMENT TO CITY CODE. That Chapter 2.33 of the City  
Code be, and the same is hereby amended to read as follows:

**Chapter 2.33**  
**MUNICIPAL AIRPORT ADVISORY BOARD<sup>1</sup>**

Sections:

- 2.33.010 Creation.
- 2.33.020 Appointment – Terms.
- 2.33.030 Jurisdiction.
- 2.33.040 Meetings of municipal airport advisory board.

**2.33.010 Creation.**

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There is created a board, which shall be known as the Auburn Municipal Airport advisory board, which shall consist of seven ~~five~~ members, who shall serve without remuneration, from a list provided by the mayor to be appointed by confirmation of a majority of the members of the city council, from time to time, the first members thereof to be appointed within a reasonable time after the ordinance codified in this chapter becomes effective. (Ord. 5924 § 1, 2005; Ord. 2820 § 1, 1974.)

**2.33.020 Appointment – Terms.**

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Annually, or more often as warranted, the members of the board shall elect a chairman and secretary whose duties shall be the duties indicated by such designation. The term of office for the board members shall be set up to five years from the date of appointment. All appointees will serve until successors are appointed and qualified. If the board considers an issue that relates to a board member's business interest at the airport, the board member shall disclose the fact and nature of the business interest prior to the taking of any vote bearing upon said interest. (Ord. 6649 § 3, 2017; Ord. 6572 § 1, 2015; Ord. 5924 § 1, 2005; Ord. 5879 § 1, 2004; Ord. 5803 § 3, 2003; Ord. 2820 § 2, 1974.)

### **2.33.030 Jurisdiction.**

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The board when organized shall have jurisdiction to advise the city council and/or its committees regarding the following incidents involving the operation of the Auburn Municipal Airport:

- A. Regarding construction, enlargement, improvement, maintenance, equipment and operation of the Auburn Municipal Airport facilities;
- B. Regarding adoption and amendment of all need for rules and regulations for the government and use of the Auburn Municipal Airport facilities;
- C. Regarding leasing or assignment to private parties, municipal or state governments or the national government, or departments of any of the same, for the operation or use of any space, area, improvements or equipment of the Auburn Municipal Airport;
- D. Regarding the determination of charges or rentals for the use of any properties owned or under the control of the Auburn Municipal Airport and regarding the charges for any services or accommodations and the terms and conditions under which such parties may be using it;
- E. Regarding the securing and enforcement of liens as provided by law for liens and enforcements thereof; regarding the repairs of or improvements or storage or care of any personal property to enforce the payment of any such charges;
- F. Regarding the exercise of all powers necessarily incidental to the exercising of the general and public powers granted in this chapter; and also regarding the exercise of all powers granted to the city by the laws of the state regarding the operation of municipal airports;
- G. *Repealed by Ord. 5924.*
- H. Promote and foster the development of the Auburn Municipal Airport for the benefit of the citizens of the city;

I. Develop comprehensive and long-range plans for airport development and financing;

J. Maintain liaison with other governmental bodies regarding municipal airport operations and financing. (Ord. 6572 § 1, 2015; Ord. 5924 § 1, 2005; Ord. 2820 § 3, 1974.)

**2.33.040 Meetings of municipal airport advisory board.**

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The board shall meet at least one time per quarter or as needed to perform the duties of the board and to fulfill the role of being an advisory body to the city council. (Ord. 6572 § 1, 2015; Ord. 5924 § 1, 2005; Ord. 2820 § 4, 1974.)

Section 2. Implementation. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this legislation.

Section 3. Severability. The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section or portion of this ordinance, or the invalidity of the application thereof to any person or circumstance shall not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or circumstances.

Section 4. Effective Date. This Ordinance shall take effect and be in force five days from and after its passage, approval and publication as provided by law.



INTRODUCED: \_\_\_\_\_

PASSED: \_\_\_\_\_

APPROVED: \_\_\_\_\_

CITY OF AUBURN

\_\_\_\_\_  
NANCY BACKUS, MAYOR

ATTEST:

\_\_\_\_\_  
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Daniel B. Heid, City Attorney

PUBLISHED: \_\_\_\_\_

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## AGENDA BILL APPROVAL FORM

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**Agenda Subject:**

Presentation – Airport Users Survey (Snyder) (15 Minutes)

**Date:**

December 28, 2017

**Department:**

Community Development &  
Public Works

**Attachments:**

**No Attachments Available**

**Budget Impact:**

Current Budget: \$0  
Proposed Revision: \$0  
Revised Budget: \$0

**Administrative Recommendation:**

City Council to hear and discuss the presentation on Airport Users Survey.

**Background Summary:**

In early December 2017, the City's contracted airport operations company, Aviation Management Group, conducted a survey of airport users. The results of this survey was presented to Airport Advisory Board at its December 20, 2017 meeting. Jamelle Garcia, Aviation Management Group, will present to the City Council on the results of this survey during the Municipal Services Special Focus Area portion of the Council's January 8, 2018 study session agenda. A hard copy of the presentation will be provided to the City Council at the January 8, 2018 meeting.

**Reviewed by Council Committees:****Councilmember:****Staff:**

Snyder

**Meeting Date:** January 8, 2018

**Item Number:**



## AGENDA BILL APPROVAL FORM

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**Agenda Subject:**

Multimedia and Communications Year in Review (Hinman) (10 Minutes)

**Date:**

January 3, 2018

**Department:**

Administration

**Attachments:**

[Multimedia Year in Review](#)

**Budget Impact:**

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

**Administrative Recommendation:****Background Summary:**

An overview of the City of Auburn's Multimedia and Communications Department.

**Reviewed by Council Committees:****Councilmember:****Staff:**

Hinman

**Meeting Date:** January 8, 2018

Item Number:

## 2017 Multimedia and Communications Year in Review

Multimedia Staff: Jason Jones (video services), Sarah St. George (graphics services), Bridget Dohse (web services), Kalyn Brady (communication services), Karen Latta (mail and print services)

### Multimedia Requests

Department	Work Orders	Requests	Hours	Printed Material
Admin	104	104	49.75	32,500
Administration	236	276	349.75	140,491
CDPW	161	189	108.75	145,031
Finance	131	167	74.45	92,416
HR	45	50	25.5	11,668
IT	11	12	3.5	72
Legal	75	75	36.25	14,653
Mayor's Office	34	38	19.25	2,919
PAR	750	1088	648.75	496,392
Police	110	113	75.5	80,785
<b>TOTALS</b>	<b>1,657</b>	<b>2,112</b>	<b>1,391.45</b>	<b>1,016,927</b>

Request types: Design Print Mail Web GATV Video/Photo Supplies Digital Signage

### Mail Pieces

Year	Number of Pieces Mailed	Type
2017	59,302	First Class
	463,351	Bulk Mail/Business Reply



## **Multimedia**

City-wide use of graphic design, print, video and mail services saw our staff of 4 full time employees and 1 part time employee complete 1,657 work orders in 2017. Service requested typically entails graphic design, printing, video or photography and sometimes mailing or shipping. Materials may be council packets, collateral PR materials (posters, flyers, postcards, brochures, etc.), reports, event coverage via video or photography, or other communication materials. We typically average about 1,500-2,000 work orders per year and about 2,500 service requests (some work orders involve multiple services).

While the number of work orders has been consistent, we have done a good job of reducing overall costs by facilitating more efficient and sometime alternate ways for staff to communicate with citizens. This has been done by combining projects, encouraging the use of paperless communication or offering alternative, more cost effective methods.

### **Print services**

We manage relationships with print vendors (with a goal of using an Auburn print vendor when at all possible), equipment vendors (mail machine, folder/inserters), and two high speed printers

### **Video Production/Services**

The City of Auburn manages a government access television channel as well as a branded YouTube channel.

TV21 Auburn is available to residents who live within the Auburn City Limits and subscribe to Comcast Cable Services. TV21 Auburn is a public service designed to provide Auburn Citizens with timely information about the operation and affairs of the City government and to offer them an opportunity to use this information to be more involved in Auburn's decision making process.

### **Mail Services**

We manage all USPS and shipping services (UPS and FedEx) for city staff and bulk mailing through mail houses

## Electronic media/Web 2.0

Currently increasing our use of many electronic media communication solutions: broadcast email service, social networking tools and website. In 2009, the City launched the use of Facebook, Twitter, YouTube and Flickr as additions to current electronic communications mediums. We have increased our reach steadily since then through the following mediums:

**Broadcast email service:** GovDelivery. This service currently has over 36,000 subscribers in over 20 different topic areas ranging from regular news updates, emergency alerts, targeted lists for economic development, parks programs and bid results.

### Social Media

2009		2017	
<b>Facebook</b>		<b>Facebook:</b>	
City of Auburn	249 followers	City of Auburn	4,919 followers
Arts Commission	50 followers	Auburn Arts & Events	10,066 followers
The White River Valley Museum	85 followers	The White River Valley Museum	2,811 followers
The Auburn Avenue Theater	79 followers	Mayor Nancy Backus	2,816 followers
Petpalooza	74 followers	Petpalooza (page transitioned from group)	3,200 followers
More Than You Imagined	150 followers	Auburn Golf Course (launched in 2012)	1,226 followers
		City of Auburn Emergency Management	1,314 followers
		Auburn International Farmers Market	5,861 followers
		Auburn WA Police Department	12,711 followers
		Auburn Senior Activity Center	421 followers
		City of Auburn Environmental Services (new)	44 followers
		Auburn Parks, Arts & Recreation	5,279 followers
		Auburn SpaceMakers (new)	170 followers
		Healthy Auburn for Life (new)	121 followers
		Auburn, Washington Tourism	10,736 followers
		City of Auburn Community Services Division (new)	357 followers
		Auburn REC Center (new)	242 followers
<b>Twitter @auburnupdates</b>	403 followers	<b>Twitter @auburnupdates</b>	3,838 followers
<b>YouTube channel (Watch Auburn)</b>	5,000+ video views	<b>YouTube channel (Watch Auburn)</b>	114,631 video views 249 subscribers
		<b>Instagram cityofauburnwa (new)</b>	281 followers

The City of Auburn began the use of social media/digital media communication usage in 2009.

## AGENDA BILL APPROVAL FORM

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**Agenda Subject:**

Dangerous Dog Ordinance (Heid/Lee) (10 Minutes)

**Department:**

City Attorney

**Attachments:**

[Update](#)

**Date:**

January 3, 2018

**Budget Impact:**

Current Budget: \$0

Proposed Revision: \$0

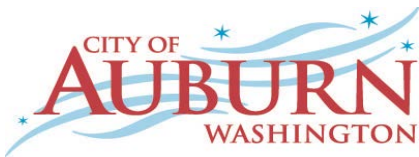
Revised Budget: \$0

**Administrative Recommendation:****Background Summary:****Reviewed by Council Committees:****Councilmember:**

**Meeting Date:** January 8, 2018

**Staff:**

Item Number:



## Update to Dangerous Dog Ordinance

### Summary:

Created in 2004, the Dangerous Dog Ordinance has been amended several times to address specific items as the need arose. For example, the original ordinance did not contemplate potentially dangerous dogs, which was added later, consistent with statutory authority. Because new subjects have been addressed somewhat in isolation from each other, the chapter of city code that spells out the criteria and process for dangerous dogs and potentially dangerous dogs has become overly complex and, in some instances, outdated. The animal control officers have done an excellent job of implementing the dangerous dog ordinance in a manner that protects public safety and private property rights. Updating the dangerous dog ordinance will create clarity and consistency in the City Code that is already in practice.

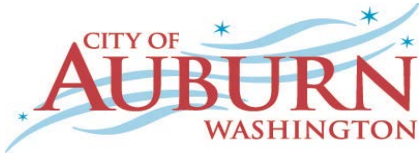
### Modifications that would be helpful include:

- Identifying concise and uniform requirements for giving a dog owner notice of a determination that a dog is dangerous or potentially dangerous.
- Creating clear and precise timeframes for appealing a determination of a dog as dangerous or potentially dangerous.
- Establishing appeal procedures that delineate between determinations of a dog as dangerous and a determination that a dog is potentially dangerous.
- Clarifying the language regarding an animal control officer's determination of a dog as dangerous or potentially dangerous, and the animal control authority's review thereof as an appeal.
- Consolidating requirements for dangerous dogs into a single code section, or consecutive sections, instead of spreading them across multiple sections.
- Eliminating potential ambiguities relating to when requirements like fencing and insurance must be implemented during any appeal.
- Specifying applicable timelines for the abandonment of confiscated dogs.
- Adding mandatory impoundment of dogs that seriously injure or kill another animal or human. [*See also* ACC 6.02.080 - Dogs jumping or threatening pedestrians.]
- Clarifying the scope of the dangerous dog definition concerning dogs previously designated as potentially dangerous dogs – ACC 6.01.010(13)(e)
- Adding a bond requirement to cover the anticipated costs of impounded animals, and incentives for owners to pay impound fees..
- Defining "emergency situation" for purposes of providing emergency care of impounded animals.
- Clarifying whether city code violations are subject to RCW 16.52.085.
- Providing a more complete definition of "proper enclosure" ACC 6.35.020(F)(1), 6.35.030(A), (B) & (C), 6.35.040.

### Additional updates:

In addition to updating the code language to reflect current practices, there are internal practices that can be modified to promote transparency and efficiency with in the City.

- Moving the assignment of the initial review/appeal from the Assistant Chief of Police to another City official.
- Establishing compliance with the requirements in the dangerous dog ordinance as a condition of release as provided for in other code sections for impounded dogs, like ACC 6.01.040.



### Substantive Changes:

Additional substantive changes that have been proposed include:

- Prohibiting from within the City specific breeds prone to aggression.
- Adding a harness to leashing requirements for dangerous dogs.
- Adding spay/neuter requirements for dangerous dogs.
- Specifying that dogs which chase or menace someone on private property other than the property of the owner are potentially dangerous dogs and that the owner may be criminally liable.
- Reducing the level of crime for animals injuring other animals.

There are several other potential changes that could be plugged into the City Code, but they need to be further vetted and reviewed for practical and legal considerations, not yet completed.

## AGENDA BILL APPROVAL FORM

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**Agenda Subject:**

Matrix

**Date:**

January 3, 2018

**Department:**

Administration

**Attachments:**

[Matrix](#)

[Special Focus Areas](#)

**Budget Impact:**

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

**Administrative Recommendation:****Background Summary:****Reviewed by Council Committees:****Councilmember:**

**Meeting Date:** January 8, 2018

**Staff:**

Item Number:



## COUNCIL MATRIX

NO.	TOPIC	Chair	STAFF LEAD(S)	STUDY SESSION REVIEW DATE(S)	COUNCIL DISCUSSION SUMMARY	ACTION DATE
1	Capital Projects Update and Featured Capital Project Discussion	Chair Wagner Chair DaCorsi	Vice Director Snyder	TBD		
2	Community Sustainability Series: Economic and Statutory Considerations for Municipalities	Chair Wagner Chair DaCorsi	Vice Director Snyder	TBD		
3	Centers Designation Overview	Chair Wagner Chair DaCorsi	Vice Director Snyder	TBD		
4	Traffic Calming	Chair Wagner Chair DaCorsi	Vice Director Snyder	2/26/2018		
5	Cemetery Update	Chair Peloza Vice Chair Baggett	Director Faber	1/8/2018		
6	Sister Cities Update	Chair Peloza Vice Chair Baggett	Director Hinman	1/8/2018		
7	Multimedia - Website Design	Chair Peloza Vice Chair Baggett	Director Hinman	1/8/2018		
8	Auburn Avenue Theater	Chair Peloza Vice Chair Baggett	Director Faber	1/8/2018		
9	Homelessness Update	Chair Trout-Manuel Vice Chair Deputy Mayor Wales	Director Hinman	TBD		
10	Update on Court-DV Filings/Hearings and DV Model Firearms Program	Chair Trout-Manuel Vice Chair Deputy Mayor Wales	City Attorney Heid	TBD		
11	READY Program Update	Chair Trout-Manuel Vice Chair Deputy Mayor Wales	City Attorney Heid	TBD		

# SPECIAL FOCUS AREAS

HEALTH & HUMAN SERVICES	FINANCE & ECONOMIC DEVELOPMENT	PUBLIC WORKS & COMMUNITY DEVELOPMENT	MUNICIPAL SERVICES
HUMAN SERVICES FUNDING PUBLIC WELLNESS DOMESTIC VIOLENCE SERVICES HOMELESSNESS SERVICES AFFORDABLE HOUSING COMMUNITY SERVICES HUMAN RESOURCES MEDICAL COMMUNITY RELATIONS	CITY BUDGET & AMENDMENTS RISK MANAGEMENT EQUIPMENT RENTAL FACILITIES CITY REAL PROPERTY LEGAL DEVELOPMENT INCENTIVES BUSINESS DEVELOPMENT ECONOMIC DEVELOPMENT STRATEGIES	UTILITIES ZONING, CODES & PERMITS INNOVATION & TECHNOLOGY TRANSPORTATION STREETS ENGINEERING CAPITAL PROJECTS SUSTAINABILITY ENVIRONMENTAL PROTECTION CULTURAL ARTS & PUBLIC ARTS PLANNING	POLICE SCORE JAIL DISTRICT COURT PARKS & RECREATION ANIMAL CONTROL SOLID WASTE EMERGENCY PLANNING AIRPORT AIRPORT BUSINESSES SISTER CITIES MULTIMEDIA
Councilmember Trout-Manuel, Chair Councilmember Wales, Vice Chair	Councilmember Baggett, Chair , Vice Chair	, Chair Councilmember DaCorsi, Vice Chair	Councilmember Peloza, Chair Councilmember Baggett, Vice Chair
2018 MEETING DATES January 22, 2018 March 26, 2018 May 29, 2018 July 23, 2018 September 24, 2018 November 26, 2018	2018 MEETING DATES February 12, 2018 April 9, 2018 June 11, 2018 August 13, 2018 October 8, 2018 December 10, 2018	2018 MEETING DATES February 26, 2018 April 23, 2018 June 25, 2018 August 27, 2018 October 22, 2018 December 24, 2018	2018 MEETING DATES January 8, 2018 March 12, 2018 May 14, 2018 July 9, 2018 September 10, 2018 November 13, 2018