	**City Council Meeting** **December 7, 2015 - 7:00 PM** **Auburn City Hall** **AGENDA** Watch the meeting LIVE! Watch the meeting video Meeting videos are not available until 72 hours after the meeting has concluded.

I. **CALL TO ORDER**

A. **Pledge of Allegiance**

B. **Roll Call**

II. **ANNOUNCEMENTS, PROCLAMATIONS, AND PRESENTATIONS**

A. Proclamation - Buy Local Campaign
Mayor Backus to proclaim November 28th - December 5th 2015 as "Buy Local Campaign" in the City of Auburn and encourage residents to support our local retail establishments.

B. Auburn Valley Humane Society Loan Repayment Presentation
Executive Director Phil Morgan, Auburn Valley Humane Society, to update the City Council on the loan repayment.

III. **APPOINTMENTS**

A. **Board and Commission Appointments**
City Council to approve the following boards and commission appointments:

Arts Commission
Heather Longhurst to be appointed to the Auburn Arts Commission for a three year term to expire December 31, 2018.

Auburn Lodging Tax Advisory Board
Sharon Khera to be appointed to the Auburn Lodging Tax Advisory Board for a three year term to expire December 31, 2018.

Civil Service Commission
Heidi Harris to be appointed to fill the unexpired term of Roger Thordarson for a term to expire on December 31, 2016.

(RECOMMENDED ACTION: City Council confirm the appointments.)

IV. **AGENDA MODIFICATIONS**

V. **CITIZEN INPUT, PUBLIC HEARINGS & CORRESPONDENCE**

A. **Public Hearings**
No public hearing is scheduled for this evening.

B. **Audience Participation**
This is the place on the agenda where the public is invited to speak to the City Council on any issue. Those wishing to speak are reminded to sign in on the form provided.

C. **Correspondence**
There is no correspondence for Council review.

VI. **COUNCIL AD HOC COMMITTEE REPORTS**
Council Ad Hoc Committee Chairs may report on the status of their ad hoc Council Committees' progress on assigned tasks and may give their recommendation to the City Council, if any.

VII. **CONSENT AGENDA**

All matters listed on the Consent Agenda are considered by the City Council to be routine and will be enacted by one motion in the form listed.

A. **Minutes of the November 16, 2015 Regular City Council Meeting***

B. **Minutes of the November 12, 2015 Special City Council Meeting***

C. **Claims Vouchers (Coleman)**
Claims voucher numbers 436310 through 436560 in the amount of $4,091,000.02 and four wire transfers in the amount of $1,382,110.60 and dated December 7, 2015.

D. **Payroll Vouchers (Coleman)**
Payroll voucher numbers 536009 through 536086 in the amount of $408,216.41 and electronic deposit transmissions in the amount of $1,437,372.73 for a grand total of $1,845,589.14 for the period covering November 12, 2015 to November 25, 2015.

E. **Public Works Project No. CP1109* (Snyder)**
City Council approve Final Pay Estimate No. 3 to Contract No. 15-05 in the amount of $159,515.80 and accept construction of Project No. CP1109 - Hi Crest Drive Storm Pipeline Repair and Replacement

(RECOMMENDED ACTION: City Council approve the Consent Agenda.)

VIII. **UNFINISHED BUSINESS**

IX. **NEW BUSINESS**

X. **ORDINANCES**

A. **Ordinance No. 6570, Second Reading* (Coleman)**
An Ordinance of the City Council of the City of Auburn, Washington, amending Ordinance No. 6533, the 2015-2016 Biennial Budget ordinance, as amended by Ordinance No. 6558 and Ordinance No. 6563, authorizing amendment to the City of Auburn 2015-2016 budget as set forth in Schedule “A” and Schedule “B”

(RECOMMENDED ACTION: City Council adopt Ordinance No. 6570.)

B. **Ordinance No. 6571, Second Reading* (Coleman)**
An Ordinance of the City Council of the City of Auburn, Washington, amending Ordinance No. 6533, the 2015-2016 Biennial Budget ordinance, as amended by Ordinance No. 6558, Ordinance No. 6563, and Ordinance No. 6570, authorizing amendment to the City of Auburn 2015-2016 Budget as set forth in Schedule "A" and Schedule "B"

(RECOMMENDED ACTION: City Council adopt Ordinance No. 6571.)

C. **Ordinance No. 6582, First Reading* (Snyder)**
An Ordinance of the City Council of the City of Auburn, Washington, amending Section 10.41.020 of the Auburn City Code, entitled "Restricted Parking Zone Established" for the purpose of revising code language to clarify intent

(RECOMMENDED ACTION: City Council adopt Ordinance No. 6582.)

D. **Ordinance No. 6583, First Reading* (Snyder)**
An Ordinance of the City Council of the City of Auburn, Washington, amending Section 19.04.040 of the Auburn City Code, entitled "Assessment of Impact Fees" for the purpose of revising code language to clarify intent

(RECOMMENDED ACTION: City Council adopt Ordinance No. 6583.)

E. **Ordinance No. 6584, First Reading* (Snyder)**
An Ordinance of the City Council of the City of Auburn, Washington, adopting the 2015 City of Auburn Comprehensive Plan

(RECOMMENDED ACTION: City Council adopt Ordinance No. 6584.)

XI. RESOLUTIONS

A. **Resolution No. 5176* (Snyder)**
A Resolution of the City Council of the City of Auburn, Washington, setting a public hearing to consider an amendment to Franchise Agreement No. 13-37 Ordinance No. 6491 with T-Mobile West LLC to add an additional location

(RECOMMENDED ACTION: City Council adopt Resolution No. 5176.)

B. **Resolution No. 5179* (Snyder)**
A Resolution of the City Council of the City of Auburn, Washington, setting a public hearing to consider the vacation of right-of-way of 64th Avenue South, South of South 300th Street, within the City of Auburn, Washington

(RECOMMENDED ACTION: City Council adopt Resolution No. 5179.)

C. **Resolution No. 5181* (Heid)**
A Resolution of the City Council of the City of Auburn, Washington, amending the City of Auburn Fee Schedule to adjust for 2016 fees

(RECOMMENDED ACTION: City Council adopt Resolution No. 5181.)

D. **Resolution No. 5185* (Roscoe)**
A Resolution of the City Council of the City of Auburn, Washington, approving the Collective Bargaining Agreement between the City of Auburn and the Auburn Police Guild for 2016-2018

(RECOMMENDED ACTION: City Council adopt Resolution No. 5185.)

E. **Resolution No. 5186* (Roscoe)**
A Resolution of the City Council of the City of Auburn, Washington, approving the Collective Bargaining Agreement between the City of Auburn and the Auburn Police Sergeants' Association for 2016-2018

(RECOMMENDED ACTION: City Council adopt Resolution No. 5186.)

F. **Resolution No. 5188* (Mayor Backus)**
A Resolution of the City Council of the City of Auburn, Washington, updating the City of Auburn's vision statement and mission statement and establishing the City of Auburn's Core Values

(RECOMMENDED ACTION: City Council adopt Resolution No. 5188.)

G. **Resolution No. 5189* (Snyder)**
A Resolution of the City Council of the City of Auburn, Washington, dedicating property acquired by the City of Auburn for the S. 277th Reconstruction Project as right-of-way

H. **Resolution No. 5190* (Roscoe)**
A Resolution of the City Council of the City of Auburn, Washington, approving the Collective Bargaining Agreement between the City of Auburn and the Auburn Police Management Association for 2016-2018

(RECOMMENDED ACTION: City Council adopt Resolution No. 5190.)

I. **Resolution No. 5191* (Snyder)**
A Resolution of the City Council of the City of Auburn, Washington, authorizing the City to expend funds to abate the litter, junk, weeds and attractive nuisance in the City of Auburn and authorizing steps to recover the City's costs thereof

(RECOMMENDED ACTION: City Council adopt Resolution No. 5191.)

XII. MAYOR AND COUNCILMEMBER REPORTS

At this time the Mayor and City Council may report on their significant City-related activities since the last regular Council meeting.

A. **From the Council**

B. **From the Mayor**

XIII. 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.

*Denotes attachments included in the agenda packet.

AGENDA BILL APPROVAL FORM

Agenda Subject:
Minutes of the November 16, 2015 Regular City Council Meeting

Date:
November 19, 2015

Department:
City Attorney

Attachments:
11-16-2015 Minutes

Budget Impact:
$0

Administrative Recommendation:

Background Summary:

Reviewed by Council Committees:

Councilmember:

Staff:

Meeting Date: December 7, 2015

Item Number: CA.A

CITY OF AUBURN WASHINGTON	**City Council Meeting** **November 16, 2015 - 7:00 PM** **Auburn City Hall** **MINUTES**

I. CALL TO ORDER

A. Pledge of Allegiance

Mayor Nancy Backus called the meeting to order at 7:00 p.m. in the Council Chambers located in Auburn City Hall, 25 West Main Street in Auburn, and led those in attendance in the Pledge of Allegiance.

B. Roll Call

City Councilmembers present: Deputy Mayor Holman, Rich Wagner, Bill Peloza, Largo Wales, Wayne Osborne, Claude DaCorsi, and Yolanda Trout.

Mayor Nancy Backus presided over the meeting.

Department directors and staff members present included: City Attorney Daniel B. Heid, Director of Administration Dana Hinman, Police Commander Mike Hirman, Community Development and Public Works Director Kevin Snyder, Assistant Director of Engineering Services/City Engineer Ingrid Gaub, Finance Director Shelley Coleman, Assistant Finance Director Paula Barry, Parks, Arts and Recreation Director Daryl Faber, Human Resources and Risk Management Director Rob Roscoe, Innovation and Technology Director Paul Haugan, Innovation and Technology Operations Manager Ashley Riggs and Deputy City Clerk Shawn Campbell.

II. ANNOUNCEMENTS, PROCLAMATIONS, AND PRESENTATIONS

A. GIS Day in the City of Auburn

Mayor Backus to proclaim November 18, 2015 as GIS Day in the City of Auburn.

Mayor Backus read and presented a proclamation declaring November 18, 2015 as GIS Day in the City of Auburn to Innovation and Technology Manager Ashley Riggs. Manager Riggs thanked Mayor Backus and Council for recognizing the City of Auburn's GIS program and the national GIS day.

III. APPOINTMENTS

There was no appointment.

IV. AGENDA MODIFICATIONS

There was no agenda modification.

V. CITIZEN INPUT, PUBLIC HEARINGS & CORRESPONDENCE

A. Public Hearings

1. Public Hearing No. 2 - 2015-2016 Mid Biennial Budget (Coleman)
City Council to conduct a second public hearing to receive public comments and suggestions with regard to the proposed modifications to the 2015-2016 Biennial Budget.

Director Coleman noted Council received a presentation on the Mid Biennial Budget at the November 9, 2015 Study Session.

Mayor Backus opened the public hearing at 7:04 p.m. No one came forward to speak and the hearing was closed.

B. **Audience Participation**

This is the place on the agenda where the public is invited to speak to the City Council on any issue. Those wishing to speak are reminded to sign in on the form provided.

Roy Umali, 228 1st Street NE, Auburn
Mr. Umali stated King County Title 19 is hindering his business. He owns a vape shop in the City of Auburn. The King County law makes it so his customers cannot vape or smoke indoors. His customers are no longer able to test the fluids. He requested Council consider helping change the law.

Andrea Randolph, 312 1st Street SW, Auburn
Ms. Randolph asked Council to please consider changing the laws around vaping.

Mayor Backus noted that Title 19 is a King County Law and the City is required to follow the County law. She encouraged the citizens to contact King County Council.

Roy Umali, 228 1st Street NE, Auburn
Mr. Umali stated he spoke with a City of Auburn employee that suggested he come before the Council. He questioned how County and City laws interact.

City Attorney Heid said the City of Auburn business licensing code requires compliance with all federal, state and local laws.

John Lindenauer, 29216 58th Place S, Auburn
Mr. Lindenauer stated he is a representative from the "No North Auburn Garbage Site Committee". King County announced that the North Auburn site has been eliminated from consideration for a new transfer station. Mr. Lindenauer thanked Council for their support.

C. **Correspondence**

There was no correspondence for Council review.

VI. **COUNCIL AD HOC COMMITTEE REPORTS**

Council Ad Hoc Committee Chairs may report on the status of their ad hoc Council Committees' progress on assigned tasks and may give their recommendations to the City Council, if any.

Councilmember Wales reported on behalf of the Council ad hoc committee that reviews claims and payroll vouchers. Councilmember Wales reported Councilmember Osborne and she reviewed claims and payroll vouchers as presented on this evening's Consent Agenda, and the ad hoc committee recommends their approval.

VII. CONSENT AGENDA

All matters listed on the Consent Agenda are considered by the City Council to be routine and will be enacted by one motion in the form listed.

A. November 2, 2015 Meeting Minutes

B. Claims Vouchers (Coleman)
Claims voucher numbers 436122 through 436309 in the amount of $3,713,905.94 and two wire transfers in the amount of $57,134.90 and dated November 16th, 2015.

C. Payroll Vouchers (Coleman)
Payroll check numbers 535976 through 536008 in the amount of $942,366.47, electronic deposit transmissions in the amount of $1,358,415.13 for a grand total of $2,300,781.60 for the period covering October 29, 2015 to November 11, 2015.

Deputy Mayor Holman moved and Councilmember Osborne seconded to approve the Consent Agenda.

The Consent Agenda includes minutes, claims vouchers and payroll vouchers.

MOTION CARRIED. 7-0

VIII. UNFINISHED BUSINESS

There was no unfinished business.

IX. NEW BUSINESS

There was no new business.

X. ORDINANCES

A. Ordinance No. 6570, First Reading (Coleman)
An Ordinance of the City Council of the City of Auburn, Washington, amending Ordinance No. 6533, the 2015-2016 Biennial Budget ordinance, as amended by Ordinance No. 6558 and Ordinance No. 6563, authorizing amendment to the City of Auburn 2015-2016 budget as set forth in Schedule “A” and Schedule “B”

Deputy Mayor Holman moved and Councilmember DaCorsi seconded to adopt Ordinance No. 6570.

Councilmember Peloza asked about the budget item regarding the atrium repair. Director Coleman explained the funds had been transferred from the 2016 budget year into the 2015 budget year. The project was then delayed so the funds are being transferred back into the 2016 budget year.

B. Ordinance No. 6571, First Reading (Coleman)
An Ordinance of the City Council of the City of Auburn, Washington, amending Ordinance No. 6533, the 2015-2016 Biennial Budget ordinance, as amended by Ordinance No. 6558, Ordinance No. 6563, and Ordinance No. 6570, authorizing amendment to the City of Auburn 2015-2016 Budget as set forth in Schedule “A” and Schedule “B"

Deputy Mayor Holman moved and Councilmember Trout seconded to adopt Ordinance No. 6571.

Deputy Mayor Holman stated Council received an extensive presentation on the budget amendments at the last study session.

C. Ordinance No. 6577, Second Reading (Coleman)
An Ordinance of the City Council of the City of Auburn, Washington, establishing the levy for regular property taxes by the City of Auburn for collection in 2016 for general city operational purposes in the amount of $18,017,836.00

MOTION CARRIED. 7-0

D. Ordinance No. 6578, Second Reading (Coleman)
An Ordinance of the City Council of the City of Auburn, Washington, establishing a substantial need for an increase above the rate of inflation to the levy for regular property taxes by the City of Auburn for collection in 2016 for general city operational purposes

MOTION CARRIED. 7-0

XI. RESOLUTIONS

A. Resolution No. 5173 (Faber)
A Resolution of the City Council of the City of Auburn, Washington authorizing the Mayor and City Clerk to execute an agreement between the City of Auburn and the Auburn Symphony Orchestra for tourism promotion services

Deputy Mayor Holman moved and Councilmember Peloza seconded to adopt Resolution No. 5173.

Deputy Mayor Holman stated the Auburn Symphony Orchestra provided Council with a presentation on the progress made over the last year and the plans for the coming year at the Study Session last week. The Symphony is a wonderful organization for the citizens of Auburn.

Councilmember Peloza stated the City receives a good value from its contract wit the Auburn Symphony.

Councilmember Wales noted the Symphony has made a lot of improvements in the number of groups that have been able to attend performances that have not typically been able to attend.

Councilmember Wagner stated the Symphony has to pay union wages to musicians. The City's contribution to the symphony is only about 25% of the overall budget.

Councilmember Trout agrees that is important to reach out to students with performing arts.

MOTION CARRIED. 7-0

B. Resolution No. 5182 (Snyder)
A Resolution of the City Council of the City of Auburn, Washington, authorizing the Mayor to execute a service area agreement between the City of Auburn and Pierce County, establishing water utility service area boundaries

Councilmember Osborne moved and Councilmember DaCorsi seconded to adopt Resolution No. 5182.

MOTION CARRIED. 7-0

C. Resolution No. 5183 (Coleman)
A Resolution of the City Council of the City of Auburn, Washington, authorizing the Mayor to execute a contract for banking services with Key Bank National Association

Deputy Mayor Holman moved and Councilmember Wales seconded to adopt Resolution No. 5183.

Deputy Mayor Holman stated this agreement renews the City's contract with Key Bank for banking services.

Councilmember Wales asked about penalties and fees assessed from the bank. Director Coleman said most of the fees and penalties are set by the credit company. The City has very little room to negotiate.

MOTION CARRIED. 7-0

D. Resolution No. 5184 (Lee)
A Resolution of the City Council of the City of Auburn, Washington, authorizing the Mayor to execute a Memorandum Of Understanding and negotiate and execute a lease agreement for a Lea Hill police substation

Deputy Mayor Holman moved and Councilmember Osborne seconded to adopt Resolution No. 5184.

Deputy Mayor Holman explained this authorizes a lease agreement for a police substation in the Lea Hill community.

Councilmember Peloza stated the substation is going to be located in the Seasons Apartment complex. There has been law enforcement problems in that area in the past and having a police substation will make an impact for the whole area.

MOTION CARRIED. 7-0

XII. MAYOR AND COUNCILMEMBER REPORTS

At this time the Mayor and City Council may report on their significant City-related activities since the last regular Council meeting.

A. **From the Council**

Deputy Mayor Holman noted the flag for the United States of America is at half mast in honor of the tragedy in Paris. There were two Auburn citizens in Paris at the time of the attacks, who are both now home safe. Deputy Mayor Holman stated Auburn stands with Paris.

Councilmember Osborne noted the City of Auburn's Veterans Day Parade was wonderful.

Councilmember Peloza reported he attended the King County Solid Waste Advisory meeting where the Committee discussed a styrofoam collection program. He also attended a National League of Cities meeting.

Councilmember Wagner reported he attended the Arts Commission meeting, the Puget Sound Regional Council Transportation Policy Board meeting and a tour of the new construction at the Community Center.

Councilmember Wales explained she is on the King County Board of Health Committee for E cigerettes and vaping. She said she is hoping to have more answers in the near future for vaping businesses.

Councilmember DaCorsi said he attended the tour of the Youth and Community Center. There is a large value to communities for the children to have a place to go.

B. **From the Mayor**

Mayor Backus reported she attended the Annual Auburn Food Bank Breakfast, the Veterans Day Celebration and the Senior Center Veterans Day Luncheon. She also noted the City will convene the first meeting of the Mayors Task Force on Homelessness on Tuesday, November 17, 2015.

XIII. **ADJOURNMENT**

There being no further business to come before the Council, the meeting adjourned at 7:48 p.m.

APPROVED this 7th day of December, 2015.

NANCY BACKUS, MAYOR

Shawn Campbell, Deputy City Clerk

AGENDA BILL APPROVAL FORM

Agenda Subject:
Minutes of the November 12, 2015 Special City Council Meeting

Date:
November 23, 2015

Department:
Administration

Attachments:
Minutes

Budget Impact:
$0

Administrative Recommendation:

Background Summary:

Reviewed by Council Committees:

Councilmember:

Staff:

Meeting Date: December 7, 2015

Item Number: CA.B

CITY OF AUBURN WASHINGTON	**Special City Council Meeting** **November 12, 2015 - 1:30 PM** **Tour of Les Gove Community Campus** **MINUTES**

I. CALL TO ORDER

The Auburn City Council met in special session on Thursday, November 12, 2015, at 1:30 p.m. for the purpose of touring the Les Gove Community Campus and the construction site of the Community Center and Youth Center at 910 9th Street SE in Auburn.

II. DISCUSSION ITEMS

A. Tour of Les Gove Community Campus and Construction Site of Community Center and Youth Center

Following introductions, Director Faber provided an overview of the project status. The construction project is tracking on time and within budget. Tano Bailon, project manager for Pease Construction, led the tour starting inside the existing Parks, Arts and Recreation Administration Building and what will become the new Youth Center. Discussion focused on the room uses and, in particular, the teaching kitchen.

The tour then moved outdoors. Construction activity occurring during the tour focused on preparing for the next concrete pour and preparation for the transformer installation. Carpenters were placing formwork and rebar. Electricians and plumbers were roughing-in conduits and piping. Under-slab infrastructure was being prepared. A vacuum pump was removing soil from a trench to prepare for the transformer and power connections.

The tour ended with a summary of construction activity anticipated in the next few weeks.

III. ADJOURNMENT

The tour ended at 2:30 and the meeting adjourned.

APPROVED this _____ day of _____, 2015.

_____ _____

NANCY BACKUS, MAYOR Danielle Daskam, City Clerk

AGENDA BILL APPROVAL FORM

Agenda Subject:
Claims Vouchers

Date:
December 2, 2015

Department:
Finance

Attachments:
No Attachments Available

Budget Impact:
$0

Administrative Recommendation:

City Council approve the claims vouchers.

Background Summary:

Claims voucher numbers 436310 through 436560 in the amount of $4,091,000.02 and four wire transfers in the amount of $1,382,110.60 and dated December 7, 2015.

Reviewed by Council Committees:

Councilmember:

Staff: Coleman

Meeting Date: December 7, 2015

Item Number: CA.C

AGENDA BILL APPROVAL FORM

Agenda Subject:
Payroll Vouchers

Date:
December 2, 2015

Department:
Finance

Attachments:
No Attachments Available

Budget Impact:
$0

Administrative Recommendation:

City Council approve the payroll vouchers.

Background Summary:

Payroll voucher numbers 536009 through 536086 in the amount of $408,216.41 and electronic deposit transmissions in the amount of $1,437,372.73 for a grand total of $1,845,589.14 for the period covering November 12, 2015 to November 25, 2015.

Reviewed by Council Committees:

Councilmember:

Staff: Coleman

Meeting Date: December 7, 2015

Item Number: CA.D

AGENDA BILL APPROVAL FORM

Agenda Subject:
Public Works Project No. CP1109

Date:
November 30, 2015

Department:
CD & PW

Attachments:
Budget Status Sheet
Bid Tab Summary
Vicinity Map

Budget Impact:
$0

Administrative Recommendation:

City Council approve Final Pay Estimate No.3 to Contract No. 15-05 in the amount of $159,515.80 and accept construction of Project No. CP1109 - Hi Crest Drive Storm Pipeline Repair and Replacement.

Background Summary:

The major items of work included replacing existing 8-inch to 12-inch culverts, storm pipe, and ditch segments along Hi-Crest Drive with new 12-inch storm pipeline, and abandoning and replacing a 6-inch potable waterline with an 8-inch ductile iron waterline, including replacement of water service meters, fire hydrants, and gate valves.

The potable waterline that was part of this project is owned and operated by the Lakehaven Utility District (LUD). Under Resolution 5038, the Mayor executed an agreement on March 2014 with LUD to design and construct the waterline relocation, at LUD's expense.

A project budget contingency of City funds in the amount of $112,844.00 remains in the 432 Storm Repair and Replacement Program Fund.

Reviewed by Council Committees:

Councilmember:

Staff: Snyder

Meeting Date: December 7, 2015

Item Number: CA.E

BUDGET STATUS SHEET

Project No: CP1109 **Project Title: Hi Crest Drive Storm Pipeline Repair and Replacement**

Project Manager: Luis Barba

Initiation Date: 8/01/2011
Advertisement Date: 6/11/2015
Award Date: 7/6/2015

- ○ **Project Update**
- ○ **Permission to Advertise**
- ○ **Contract Award**
- ○ **Change Order Approval**
- ◉ **Contract Final Acceptance**

Date: November 20, 2015

Funds Budgeted (Funds Available)

Funding	2013 (Actual)	2014(Actual)	2015	Total
432 Fund - Storm R&R Program**	29,350	33,103	501,674	564,127
432 Fund Lakehaven Reimbursement		25,875	354,202	380,077
Total	29,350	58,978	855,875	944,203

Estimated Cost (Funds Needed)

Activity	2013 (Actual)	2014(Actual)	2015	Total
Design - City Storm	29,350	33,103	42,729	105,182
Design - Lakehaven Water		25,875	14,085	39,960
Construction Contract - City Storm			325,742	325,742
Construction Contract - Lakehaven Water			291,015	291,015
Change Order No.1			6,065	6,065
Line Item Changes-City Storm			(10,816)	(10,816)
Line Item Changes-Lakehaven Water			(26,649)	(26,649)
Construction Engineering - City Storm			27,141	27,141
Construction Engineering - Lakehaven Water			19,184	19,184
Total	29,350	58,978	688,496	776,824

432 Storm-Lakehaven Reimbursement Budget Status

	2013 (Actual)	2014(Actual)	2015	Total
*432 Funds Budgeted ( )	0	(25,875)	(354,202)	(380,077)
432 Funds Needed	0	25,875	299,666	325,541
***432 Fund Project Contingency ( )**	**0**	**0**	**(54,535)**	**(54,535)**
432 Funds Required	**0**	**0**	**0**	**0**

432 Storm Budget Status

	2013 (Actual)	2014(Actual)	2015	Total
*432 Funds Budgeted ( )	(29,350)	(33,103)	(501,674)	(564,127)
432 Funds Needed	29,350	33,103	388,830	451,283
***432 Fund Project Contingency ( )**	**0**	**0**	**(112,844)**	**(112,844)**
432 Funds Required	**0**	**0**	**0**	**0**

* (#) in the Budget Status Sections indicates money the City has available.

** This is a portion of the 2011 and 2012 annual budget for the Storm Repair & Replacement Program.

ITEM NO.	ITEM DESCRIPTION	ESTIMATE QUANTITY	TOTAL QUANTITY	PERIOD QUANTITY	UNIT TYPE	UNIT COST	TOTAL COST	PERIOD COST	PERCENT EST. QTY.
1	Minor Changes	1	0.044424		Eq. Adj.	10,000.00	$ 444.24	$ -	4%
2	SPCC Plan	1	1		LS	350.00	$ 350.00	$ -	100%
3	Utility Potholing	5	4	4	EA	450.00	$ 1,800.00	$ 1,800.00	80%
4	Mobilization	1	1		LS	20,200.00	$ 20,200.00	$ -	100%
5	Traffic Control Supervisor	1	1		LS	8,300.00	$ 8,300.00	$ -	100%
6	Traffic Control Labor - Flagging	250	297	42	HR	53.00	$ 15,741.00	$ 2,226.00	119%
7	Clearing and Grubbing	1	1		LS	8,900.00	$ 8,900.00	$ -	100%
8	Remove Water Main	810	825		LF	7.35	$ 6,063.75	$ -	102%
9	Remove Hydrant Assembly	3	3		EA	560.00	$ 1,680.00	$ -	100%
10	Removal of Asphalt Pavement	500	0		SY	12.50	$ -	$ -	0%
11	Trench Safety System	1	1		LS	1,140.00	$ 1,140.00	$ -	100%
12	Shoring or Extra Excavation Trench Class B	5390	5400		SF	0.01	$ 54.00	$ -	100%
13	Crushed Surfacing Top Course	210	218.5	79.16	TON	28.80	$ 6,292.80	$ 2,279.81	104%
14	HMA Cl. 1/2-inch PG 64-22 (Class B)	100	116.82	116.82	TON	81.00	$ 9,462.42	$ 9,462.42	117%
15	HMA Cl. 1-inch PG 64-22 (Class E)	100	101.06	101.06	TON	81.00	$ 8,185.86	$ 8,185.86	101%
16	Removal and Replacement of Unsuitable	70	0		CY	40.75	$ -	$ -	0%
17	Bank Run Gravel For Trench Backfill	300	149.08		CY	40.00	$ 5,963.20	$ -	50%
18	Connect to Existing Water Main	3	3		EA	1,375.00	$ 4,125.00	$ -	100%
19	Additional Cast-Iron Fittings	1000	0		LB	4.10	$ -	$ -	0%
20	Ductile Iron Pipe for Water Main, 4-inch Diam.	60	60		LF	60.25	$ 3,615.00	$ -	100%
21	Ductile Iron Pipe for Water Main, 6-inch Diam.	10	10		LF	74.00	$ 740.00	$ -	100%
22	Ductile Iron Pipe for Water Main, 8-inch Diam.	1080	1080		LF	60.25	$ 65,070.00	$ -	100%
23	Gate Valve 4-inch Diam.	1	1		EA	930.00	$ 930.00	$ -	100%
24	Gate Valve 8-inch Diam.	3	3		EA	1,300.00	$ 3,900.00	$ -	100%
25	Hydrant Assembly	3	3		EA	4,925.00	$ 14,775.00	$ -	100%
26	Service Connection 5/8 x 3/4-inch Diam.	17	17		EA	2,100.00	$ 35,700.00	$ -	100%
27	Service Connection 1-inch Diam.	1	1		EA	2,900.00	$ 2,900.00	$ -	100%
28	Temporary Water Pollution/Erosion Control	1	1.24533	1.24533	Eq. Adj.	2,000.00	$ 2,490.66	$ 2,490.66	125%
29	TESC Plan	1	1	0.5	LS	500.00	$ 500.00	$ 250.00	100%
30	ESC Lead	5	5		Days	250.00	$ 1,250.00	$ -	100%
31	Inlet Protection	4	5		EA	76.00	$ 380.00	$ -	125%
32	Silt Fence Installation and Removal	700	350	50	LF	7.05	$ 2,467.50	$ 352.50	50%
33	Topsoil Type A	5	10	10	CY	75.00	$ 750.00	$ 750.00	200%
34	Lawn Sod	30	97	97	SY	28.00	$ 2,716.00	$ 2,716.00	323%
35	Rockery Wall	15	15		LF	152.00	$ 2,280.00	$ -	100%
36	Miscellaneous Roadside Restoration	1	1.131975	1.131975	Eq. Adj.	2,000.00	$ 2,263.95	$ 2,263.95	113%
CO1-2	Roadway Excavation inc. Haul	70	70		CY	26.50	$ 1,855.00	$ -	100%

SCHEDULE TOTAL $ 32,777.20

Period Dates
Begin: Oct 21, 2015
End: Nov 2, 2015

ITEM NO.	ITEM DESCRIPTION	ESTIMATE QUANTITY	TOTAL QUANTITY	PERIOD QUANTITY	UNIT TYPE	UNIT COST	TOTAL COST	PERIOD COST	PERCENT EST. QTY.
37	Minor Changes	1	0.132857		Eq. Adj.	10,000.00	$ 1,328.57	$ -	13%
38	SPCC Plan	1	1		LS	350.00	$ 350.00	$ -	100%
39	Utility Potholing	2	0		EA	450.00	$ -	$ -	0%
40	Mobilization	1	1		LS	20,200.00	$ 20,200.00	$ -	100%
41	Construction Site Sign(s)	1	1		EA	685.00	$ 685.00	$ -	100%
42	Traffic Control Supervisor	1	1	0.5	LS	8,300.00	$ 8,300.00	$ 4,150.00	100%
43	Traffic Control Labor - Flagging (Min. Bid	250	302	265	HR	53.00	$ 16,006.00	$ 14,045.00	121%
44	Clearing and Grubbing	1	1		LS	6,250.00	$ 6,250.00	$ -	100%
45	Removal of Structures and Obstructions	1	1		LS	9,780.00	$ 9,780.00	$ -	100%
46	Removal of Catch Basin	7	7		EA	250.00	$ 1,750.00	$ -	100%
47	Removal of Asphalt Pavement	500	173.06		SY	16.70	$ 2,890.10	$ -	35%
48	Removal of Cement Concrete Flat Work	173	221.99		SY	9.25	$ 2,053.41	$ -	128%
49	Subgrade Preparation	45	122.22		SY	9.00	$ 1,099.98	$ -	272%
50	Shoring or Extra Excavation Trench Class B	4100	4047.39		SF	0.01	$ 40.47	$ -	99%
51	Crushed Surfacing Top Course	245	260.43	168	TON	30.50	$ 7,943.12	$ 5,124.00	106%
52	HMA Cl. 1/2-inch PG 64-22 (Class B)	83	301.62	301.62	TON	81.00	$ 24,431.22	$ 24,431.22	363%
53	HMA Cl. 1-inch PG 64-22 (Class E)	83	122.32	122.32	TON	81.00	$ 9,907.92	$ 9,907.92	147%
54	Commercial HMA	10	0		TON	150.00	$ -	$ -	0%
55	Asphalt Cold Patch	86	8.12		TON	120.00	$ 974.40	$ -	9%
56	HMA Wedge Curb	750	750	750	LF	1.20	$ 900.00	$ 900.00	100%
57	Solid Wall Polyvinyl Chloride (PVC) Storm	150	114		LF	82.20	$ 9,370.80	$ -	76%
58	Solid Wall Polyvinyl Chloride (PVC) Storm	874	879		LF	35.81	$ 31,476.99	$ -	101%
59	Ductile Iron Storm Pipe, Special Class 52, 12"	37	169		LF	62.50	$ 10,562.50	$ -	457%
60	Storm Sewer Television Inspection	1024	0		LF	2.30	$ -	$ -	0%
61	Catch Basin Type 1	12	13		EA	1,175.00	$ 15,275.00	$ -	108%
62	Catch Basin Type 2, 48-inch Diam.	5	5		EA	2,425.00	$ 12,125.00	$ -	100%
63	Connect to Drainage Structure	5	3		EA	675.00	$ 2,025.00	$ -	60%
64	Pipe Foundation Material	150	0		TON	29.00	$ -	$ -	0%
65	Imported Pipe Bedding	387	470.02		TON	29.00	$ 13,630.58	$ -	121%
66	Select Trench Backfill	135	156.73		TON	29.00	$ 4,545.17	$ -	116%
67	Imported Pipe Trench Backfill	655	0		TON	27.00	$ -	$ -	0%
68	Temporary Water Pollution/Erosion Control	1	1.652045	1.652045	Eq. Adj.	2,000.00	$ 3,304.09	$ 3,304.09	165%
69	TESC Plan	1	1		LS	500.00	$ 500.00	$ -	100%
70	ESC Lead	10	4		Days	200.00	$ 800.00	$ -	40%
71	Inlet Protection	4	4		EA	83.92	$ 335.68	$ -	100%
72	Silt Fence Installation and Removal	700	350	50	LF	7.05	$ 2,467.50	$ 352.50	50%
73	Topsoil Type A	90	60	60	CY	75.00	$ 4,500.00	$ 4,500.00	67%
74	Lawn Sod	535	917	917	SY	28.00	$ 25,676.00	$ 25,676.00	171%
75	Bark Mulch	10	12	12	CY	890.00	$ 10,680.00	$ 10,680.00	120%
76	Gravel Landscape	45	0		SY	48.00	$ -	$ -	0%

Period Dates
Begin: Oct 21, 2015
End: Nov 2, 2015

ITEM NO.	ITEM DESCRIPTION	ESTIMATE QUANTITY	TOTAL QUANTITY	PERIOD QUANTITY	UNIT TYPE	UNIT COST	TOTAL COST	PERIOD COST	PERCENT EST. QTY.
77	Rockery Wall	30	30	30	LF	152.00	$ 4,560.00	$ 4,560.00	100%
78	Decorative Paver Steps	1	1	1	LS	2,457.20	$ 2,457.20	$ 2,457.20	100%
79	Miscellaneous Roadside Restoration	1	0		Eq. Adj.	2,000.00	$ -	$ -	0%
80	Exposed Aggregate Driveway	173	221.99		SY	75.00	$ 16,649.25	$ -	128%
81	Monument Type B (Modified)	2	2	2	EA	280.00	$ 560.00	$ 560.00	100%
82	Mailbox Support, Type 1	2	1	1	EA	900.00	$ 900.00	$ 900.00	50%
CO1-1	Removal of Existing Storm (North of CB-16)	1	1	1	LS	974.00	$ 974.00	$ 974.00	100%
CO1-3	Roadway Excavation inc. Haul	100	99.82		CY	26.50	$ 2,645.23	$ -	100%
CO1-4	Quarry Spalls	1	6.29	6.29	TON	60.00	$ 377.40	$ 377.40	629%

SCHEDULE TOTAL $ 112,899.33

Period Dates
Begin: Oct 21, 2015
End: Nov 2, 2015

CITY OF AUBURN
PROJECT SUMMARY

PAY ESTIMATE #3 & FINAL

	Original Contract Amount	Contract Change Orders	Total Payment	This Period	Percent/Contract
SCHEDULE A: Water Utility Improvements					
Contract	$ 265,769.90	$ 1,855.00	$ 243,285.38	$ 32,777.20	91%
Sales Tax (+9.5%)	$ 25,248.14	$ 176.23	$ 23,112.11	$ 3,113.83	
Bond in Lieu of Retaina			$ -	$ -	
SCHEDULE TOTAL	$ 291,018.04	$ 2,031.23	$ 266,397.49	$ 35,891.03	
SCHEDULE B: Storm Utility Improvments					
Contract	$ 297,481.27	$ 3,684.00	$ 291,287.58	$ 112,899.33	97%
Sales Tax (+9.5%)	$ 28,260.72	$ 349.98	$ 27,672.32	$ 10,725.44	
Bond in Lieu of Retaina			$ -	$ -	
SCHEDULE TOTAL	$ 325,741.99	$ 4,033.98	$ 318,959.90	$ 123,624.77	

TOTAL CONTRACT AMOUNT TO DATE (including Sales Tax)	$ 585,357.39		
TOTAL PAYMENT TO CONTRACTOR	$ 585,357.39	$	159,515.80
PAYMENT DUE CONTRACTOR:		$	159,515.80

Period Dates
Begin: Oct 21, 2015
End: Nov 2, 2015

CITY OF AUBURN **CO. NO. 15-05**
CP1109

PAY ESTIMATE # 3 & FINAL

CONTRACTOR:
Miles Resources, LLC
400 Valley Avenue NE
Puyallup, WA 98372
Phone: 253-383-3585

The undersigned has reviewed and approved this final pay estimate. I agree that it is a true and correct statement showing all monies due me from the City of Auburn under this contract; that I have carefully examined the final pay estimate estimate and understand it and that I hereby release the City of Auburn from any and all claims of whatsoever nature which I may have, arising out of this contract, which are not set forth in this estimate.

PAYMENT DUE TO CONTRACTOR = $ 159,515.80

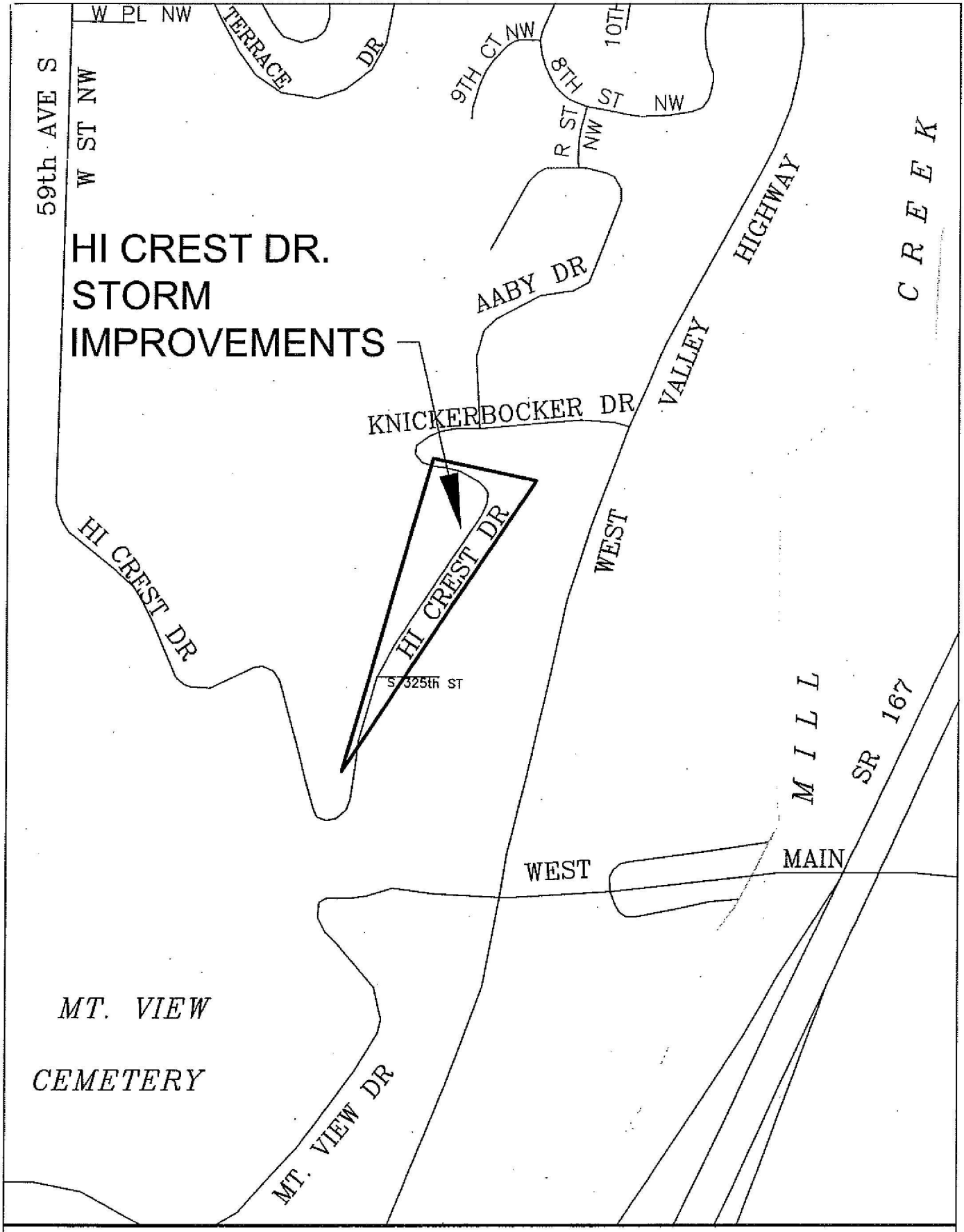
Signatures:

Contractor _____ Date 11/30/15

Inspector _____ for Rick Keely Date 11/30/2015

Project Manager _____ Date 11/30/15

City Engineer _____ Date _____



AUBURN STORM WATER UTILITY MAINTENANCE

HI CREST DRIVE STORM IMPROVEMENTS

VICINITY MAP

CITY OF AUBURN WASHINGTON

N

NOT TO SCALE

AGENDA BILL APPROVAL FORM

Agenda Subject:
Ordinance No. 6570, Second Reading

Date:
December 1, 2015

Department:
Finance

Attachments:
Memo
Ordinance No. 6570

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Ordinance No. 6570.

Background Summary:

Ordinance No. 6570 (Budget Amendment #3) amends the 2015-2016 Budget as presented in the attached transmittal memorandum and supporting attachments.

Reviewed by Council Committees:

Councilmember:

Staff: Coleman

Meeting Date: December 7, 2015

Item Number: ORD.A

CITY OF AUBURN WASHINGTON

Interoffice Memorandum

To: City Council

From: **Shelley Coleman, Finance Director**

CC: Nancy Backus, Mayor

Date: November 9, 2015

Re: Ordinance #6570 – 2015-2016 Budget Amendment #3

This amendment is the third budget amendment for the 2015-2016 biennium and the final amendment for calendar year 2015. All projects/programs are underway and a budget amendment is requested to ensure sufficient budget authority to meet anticipated expenditures by year end. Proposed amendments to the 2015 budget are as follows:

General Fund:

Parks Department	
• Tourism grants (Geocaching and Veteran's Day parade)	$ 10,000
• 4Culture grant for new light board	$ 3,500
• Mill Pond and PSE Walking Trail repairs	$ 21,000
Subtotal	$ 34,500
Human Resources Department	
• Increase charges from King County for District Court services	$ 336,400
Non-Departmental	
• Transfer cemetery debt service to the General Fund	$ 23,017
• Transfer excess from LID Guarantee Fund to the General Fund	$ 21,443
Subtotal	$ 44,460

Other Funds:

Hotel/Motel Tax Fund (F104)	
• Advertisements in Visit Seattle Visitor Guide and Travel Planners' Guide	$ 20,000
Arterial Streets Preservation Fund (F105)	
• Reflect Expected savings in annual Arterial Street Preservation program	($ 100,000)
LID Guarantee Fund (F249)	
• Close out LID 250 and transfer excess to General Fund	$ 20,994

LID 250 Fund (F250)

- Close out LID 250 $ 449

Capital Improvements Fund (F328)

- Purchase 41.5 acres of vacant land from PSE (per Resolution #5160) $ 92,955
- Demo of Liquidators building $ 35,000

Subtotal $ 127,955

Water Fund (F430)

- Replace cast iron main in conjunction with M St NE Storm Improvements $ 50,000

Cemetery Fund (F436)

- Transfer debt service to the General Fund ($ 23,017)

Facilities Fund (F505)

- Reverse BA#2 adj. moving budget from 2016 to 2015 for CH Atrium Repair ($ 300,000)

Council approval of proposed Ordinance 6570 would amend the 2015 budget as follows:

Table 1: 2015 Budget as Amended

2015 Budget as Amended	**$ 302,031,310**
Budget Amendment #3 (Ord #6570)	153,948
Budget as Amended	**$ 302,185,258**

Attachments:

- 1. Proposed Ordinance #6570 (budget adjustment #3)
- 2. Summary of proposed 2015 budget adjustments by fund and department (Schedule A)
- 3. Summary of approved changes to adopted 2015 budget by fund (Schedule B)

ORDINANCE NO. 6 5 7 0

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AMENDING ORDINANCE NO. 6533, THE 2015-2016 BIENNIAL BUDGET ORDINANCE, AS AMENDED BY ORDINANCE NO. 6558 AND ORDINANCE NO. 6563, AUTHORIZING AMENDMENT TO THE CITY OF AUBURN 2015-2016 BUDGET AS SET FORTH IN SCHEDULE "A" AND SCHEDULE "B"

WHEREAS, the Auburn City Council at its regular meeting of December 1, 2014, adopted Ordinance No. 6533 which adopted the City of Auburn 2015-2016 Biennial budget; and

WHEREAS, the Auburn City Council at its regular meeting of April 6, 2015, adopted Ordinance No. 6558 (BA#1) which amended Ordinance No. 6533 which adopted the City of Auburn 2015-2016 Biennial budget; and

WHEREAS, the Auburn City Council at its regular meeting of July 6, 2015, adopted Ordinance No. 6563 (BA#2) which amended Ordinance No. 6558 which amended the City of Auburn 2015-2016 Biennial budget; and

WHEREAS, the City of Auburn deems it necessary to appropriate additional funds to the various funds of the 2015 budget as outlined in this Ordinance (BA#3); and

WHEREAS, this Ordinance has been approved by one more than the majority of all councilpersons in accordance with RCW 35A.34.200.

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

Section 1. Amendment of the 2015-2016 Biennial Budget. The 2015-2016 Biennial Budget of the City of Auburn is amended pursuant to Chapter 35A.34 RCW, to reflect the revenues and expenditures as shown on Schedule "A" attached hereto and incorporated herein by reference. The Mayor of the City of Auburn, Washington is hereby authorized to utilize revenue and expenditure amounts shown on said Schedule "A" and Schedule "B". A copy of said Schedule "A" and Schedule "B" is on file with the City Clerk and available for public inspection.

Section 2. Severability. If any provision of this Ordinance or the application thereof to any person or circumstance is held to be invalid, the remainder of such code, ordinance or regulation or the application thereof to other person or circumstance shall not be affected.

Section 3. Implementation. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation.

Section 4. Effective Date. This Ordinance shall take effect and be in force five (5) days from and after its passage, approval and publication as provided by law.

FIRST READING: NOV 16 2015

SECOND READING: _____

PASSED: _____

APPROVED: _____

_____
NANCY BACKUS, MAYOR

ATTEST:

_____
Danielle E. Daskam
City Clerk

APPROVED AS TO FORM:

_____
Daniel B. Heid
City Attorney

PUBLISHED: _____

Schedule A
Summary of 2015 Budget Adjustments by Fund
Budget Amendment #3 (Ordinance #6570)

	Beg. Fund Balance	2015 Revenues	2015 Expenditures	Ending Fund Balance
General Fund (#001)				
2015 Amended Budget	19,360,131.89	58,822,400.78	64,663,126.24	13,519,406.43
Parks Department				
City of Auburn Tourism Grants (Geocaching and Veteran's Day Parade)	-	10,000.00	10,000.00	-
4Culture Grant for New Light Board	-	3,500.00	3,500.00	-
Mill Pond and PSE Walking Trail Repairs	-	25,600.00	25,600.00	-
Human Resources Department:				
Increase Charges from King County for District Court Services	-	-	336,400.00	(336,400.00)
Non-Departmental				
Transfer Cemetery Debt Service to the General Fund	-	-	23,017.00	(23,017.00)
Transfer Excess from LID Guaranty Fund to General Fund (per RCW 35.54.095)	-	21,443.24	-	21,443.24
TOTAL BA#3 (Ordinance #6570 - Proposed)	-	60,543.24	398,517.00	(337,973.76)
Revised 2015 Budget - Fund 001	19,360,131.89	58,882,944.02	65,061,643.24	13,181,432.67
Hotel/Motel Tax Fund (#104)				
2015 Amended Budget	166,895.66	94,040.00	86,000.00	174,935.66
Advertisements in the Visit Seattle Visitor Guide and the Travel Planners' Guide	-	-	20,000.00	(20,000.00)
TOTAL BA#3 (Ordinance #6570 - Proposed)	-	-	20,000.00	(20,000.00)
Revised 2015 Budget - Fund 104	166,895.66	94,040.00	106,000.00	154,935.66
Arterial Street Preservation Fund (#105)				
2015 Amended Budget	3,180,979.82	2,937,040.00	5,870,756.35	247,263.47
Reflect Expected Savings in Annual Arterial Street Preservation Program	-	-	(100,000.00)	100,000.00
TOTAL BA#3 (Ordinance #6570 - Proposed)	-	-	(100,000.00)	100,000.00
Revised 2015 Budget - Fund 105	3,180,979.82	2,937,040.00	5,770,756.35	347,263.47

Schedule A
Summary of 2015 Budget Adjustments by Fund
Budget Amendment #3 (Ordinance #6570)

	Beg. Fund Balance	2015 Revenues	2015 Expenditures	Ending Fund Balance
LID Guarantee Fund (#249)				
2015 Amended Budget	24,546.96	20.00	2,000.00	22,566.96
Close Out LID 250	-	449.41	-	449.41
Transfer Excess to General Fund (per RCW 35.54.095)	-	-	21,443.24	(21,443.24)
TOTAL BA#3 (Ordinance #6570 - Proposed)	-	449.41	21,443.24	(20,993.83)
Revised 2015 Budget - Fund 249	24,546.96	469.41	23,443.24	1,573.13
LID 250 Fund (#250)				
2015 Amended Budget	449.41	-	-	449.41
Close Out LID 250	-	-	449.41	(449.41)
TOTAL BA#3 (Ordinance #6570 - Proposed)	-	-	449.41	(449.41)
Revised 2015 Budget - Fund 250	449.41	-	449.41	-
Capital Improvements Fund (#328)				
2015 Amended Budget	9,680,897.36	3,359,630.48	6,341,296.00	6,699,231.84
Purchase of 41.5 Acres of Vacant Land from PSE (Resolution #5160 - July 2015)	-	92,955.00	92,955.00	-
Demolition of Liquidators Building	-	-	35,000.00	(35,000.00)
TOTAL BA#3 (Ordinance #6570 - Proposed)	-	92,955.00	127,955.00	(35,000.00)
Revised 2015 Budget - Fund 328	9,680,897.36	3,452,585.48	6,469,251.00	6,664,231.84
Water Fund (#430)				
2015 Amended Budget	14,027,405.35	20,828,757.69	27,170,653.80	7,685,509.24
Replace Cast Iron Main in Conjunction with M St SE Storm Improvement Project	-	-	50,000.00	(50,000.00)
TOTAL BA#3 (Ordinance #6570 - Proposed)	-	-	50,000.00	(50,000.00)
Revised 2015 Budget - Fund 430	14,027,405.35	20,828,757.69	27,220,653.80	7,635,509.24

Schedule A
Summary of 2015 Budget Adjustments by Fund
Budget Amendment #3 (Ordinance #6570)

	Beg. Fund Balance	2015 Revenues	2015 Expenditures	Ending Fund Balance
Cemetery Fund (#436)				
2015 Amended Budget	294,546.88	1,108,300.00	1,085,178.96	317,667.92
Transfer Cemetery Debt Service to the General Fund	-	-	(23,017.00)	23,017.00
TOTAL BA#3 (Ordinance #6570 - Proposed)	-	-	(23,017.00)	23,017.00
Revised 2015 Budget - Fund 436	294,546.88	1,108,300.00	1,062,161.96	340,684.92
Facilities Fund (#505)				
2015 Amended Budget	2,408,711.64	3,638,820.00	4,382,369.00	1,665,162.64
Reverse BA#2 Adjustment Moving Budget from 2016 to 2015 for CH Atrium Repair	-	-	(300,000.00)	300,000.00
TOTAL BA#3 (Ordinance #6570 - Proposed)	-	-	(300,000.00)	300,000.00
Revised 2015 Budget - Fund 505	2,408,711.64	3,638,820.00	4,082,369.00	1,965,162.64
Grand Total - All Funds				
2015 Amended Budget	116,724,068.61	185,307,241.43	223,278,568.46	78,752,741.58
TOTAL BA#3 (Ordinance #6570)	-	153,947.65	195,347.65	(41,400.00)
Revised 2015 Budget	116,724,068.61	185,461,189.08	223,473,916.11	78,711,341.58
		302,185,257.69		302,185,257.69

Schedule B
2015 Appropriations by Fund

Fund	2015 Adopted Budget	BA#1 (Ord #6558)	BA#2 (Ord #6563)	BA#3 (Ord #6570)	Total Amendments	2015 Revised Budget
General Fund (#001)	73,360,404	507,174	4,314,954	60,543	4,882,672	78,243,076
Arterial Street Fund (#102)	15,463,434	6,508,221	738,892	-	7,247,114	22,710,548
Local Street Fund (#103)	2,948,568	770,053	76,856	-	846,909	3,795,477
Hotel Motel Fund (#104)	234,031	-	26,905	-	26,905	260,936
Arterial Street Preservation Fund (#105)	2,656,610	2,659,063	802,347	-	3,461,410	6,118,020
Drug Forfeiture Fund (#117)	602,505	-	34,416	-	34,416	636,921
Housing and Community Development Grant Fund (#119	477,371	-	17,533	-	17,533	494,904
Recreation Trails Fund (#120)	43,847	-	(761)	-	(761)	43,086
Business Improvement Area Fund (#121)	96,272	-	(9,841)	-	(9,841)	86,431
Cumulative Reserve Fund (#122)	6,896,304	-	1,517,482	-	1,517,482	8,413,786
Mitigation Fees Fund (#124)	6,200,854	770,213	(675,666)	-	94,547	6,295,401
1998 Library Fund (#229)	279,500	-	-	-	-	279,500
2010 Annex A&B Bond Debt Fund (#230)	1,695,917	-	-	-	-	1,695,917
2010 C&D Local Revitalization Debt Fund (#231)	594,637	-	-	-	-	594,637
LID Guarantee Fund (#249)	24,569	-	(2)	449	447	25,016
LID #250 (#250)	-	-	449	-	449	449
LID #350 (#275)	15,121	-	1,995	-	1,995	17,116
Golf Course Debt Service Fund (#237)	389,195	-	-	-	-	389,195
Municipal Park Construction Fund (#321)	1,047,236	3,800,987	78,465	-	3,879,452	4,926,688
Capital Improvements Fund (#328)	10,785,236	853,000	1,402,291	92,955	2,348,247	13,133,483
Local Revitalization Fund (#330)	229,620	329,450	(881)	-	328,569	558,189
Golf Course Debt Service Fund (#417)	-	-	-	-	-	-
Water Fund (#430)	23,685,082	8,855,102	2,315,979	-	11,171,081	34,856,163
Sewer Fund (#431)	18,779,904	1,819,579	731,883	-	2,551,462	21,331,366
Storm Drainage Fund (#432)	20,815,381	5,297,080	1,012,848	-	6,309,928	27,125,309
Sewer Metro Fund (#433)	18,549,048	-	(346,911)	-	(346,911)	18,202,137
Solid Waste Fund (#434)	15,619,881	1,250	218,393	-	219,643	15,839,524
Airport Fund (#435)	1,743,117	165,950	8,461	-	174,411	1,917,528
Cemetery Fund (#436)	1,205,055	-	197,792	-	197,792	1,402,847
Golf Course Fund (#437)	-	-	-	-	-	-
Insurance Fund (#501)	1,614,131	-	40,926	-	40,926	1,655,056
Workers Compensation Self Insurance Fund (#503)	983,100	-	317,004	-	317,004	1,300,104
Facilities Fund (#505)	5,185,047	213,800	648,685	-	862,485	6,047,532
Innovation and Technology Fund (#518)	8,024,125	855,639	394,683	-	1,250,322	9,274,447
Equipment Rental Fund (#550)	8,534,744	783,953	806,463	-	1,590,416	10,125,160
Fire Pension Fund (#611)	2,656,481	-	28,981	-	28,981	2,685,462
Cemetery Endowment Fund (#701)	1,697,864	-	5,984	-	5,984	1,703,848
Total	**253,134,187**	**34,190,517**	**14,706,606**	**153,948**	**49,051,071**	**302,185,258**

AGENDA BILL APPROVAL FORM

Agenda Subject:
Ordinance No. 6571, Second Reading

Date:
December 1, 2015

Department:
Finance

Attachments:
Memo
Ordinance No. 6571
Schedule A
Schedule B

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Ordinance No. 6571, amending the 2016 budget.

Background Summary:

Ordinance No. 6571 (Budget Amendment #4) represents the fourth budget amendment for the 2015-2016 biennium and the first budget amendment for 2016. For details, see the attached transmittal memorandum and supporting materials.

Reviewed by Council Committees:

Councilmember:

Staff: Coleman

Meeting Date: December 7, 2015

Item Number: ORD.B

CITY OF AUBURN WASHINGTON

Interoffice Memorandum

To: City Council

From: **Shelley Coleman, Finance Director**

CC: Nancy Backus, Mayor

Date: November 9, 2015

Re: Ordinance #6571 – 2015-2016 Budget Amendment #4

The City's biennial 2015-2016 budget is approved by Council as two one-year appropriations. Budget Amendments #1 through #3 amended the budget for calendar year 2015. This amendment is the fourth budget amendment for the biennium and the first budget amendment for calendar year 2016. The purpose of this amendment is to 1) amend the 2016 budget for changes that occurred in 2015 for which there is an on-going fiscal impact; 2) to carry forward capital project budgets that are not anticipated to be completed in 2015; and 3) to establish budget spending authority for new programs and other changes in 2016. Proposed amendments to the 2016 budget are as follows:

Continuation of previously approved requests by Council. The following items (grouped by budget amendment) were previously approved by Council in 2015 and directly impact the 2016 budget. These include:

Budget Amendment #1, Ordinance #6558 (approved April 6, 2015)

• One-time budget adjustment for cp1412 – Community & Youth/Teen Center (moved from 2016 to 2015)	($ 3,200,000)
• Eliminate budget for photo enforcement program (ongoing cost reduction)	($ 600,000)
• Funding to repay interfund loan for the Airport Hangar Project (ongoing cost)	$ 40,102

Budget Amendment #2, Ordinance #6563 (approved July 6, 2015)

• Wage adjustments for non-benefitted part time employees (ongoing increase)	$ 52,875
• One-time adjustment for Police vehicle replacement (moved from 2016 to 2015)	($ 45,770)

Project Adjustments. This item includes requested project expenses that were previously approved in 2015 but will require carry forward to 2016 and increases of budget to align with the 2016-2020 Capital Facilities Plan (CFP) which is scheduled to be adopted in December. Please refer to the CFP for project revenue and expense budget changes in the Arterial Street Fund (#102), Arterial Street Preservation Fund (#105), Mitigation Fees Fund (#124), Parks Construction Fund (#321), Capital Improvements Fund (#328), Water Utility Fund (#430), Sewer Utility Fund (#431), Stormwater Utility Fund (#432), and the Equipment Rental Fund (#550).

Other Requests. Other items requested for funding in this budget amendment include:

Revenue Adjustments: Several revenue adjustments amending the 2016 budget are proposed as part of this budget adjustment. These adjustments include:

• Sales and Use Taxes	$ 500,000
• Property Taxes	$ 600,000
• Local Sales – Criminal Justice Tax	$ 150,000
• Criminal Justice High Crime Tax	($ 96,000)
• Electric and Natural Gas B&O Taxes	($ 545,000)
• Building and Plumbing Permit Revenues	$ 100,000
• Liquor Excise Tax	$ 50,000
• Revenues from the City of Algona for Services Provided	($ 30,000)
• Miscellaneous Revenues	$ 50,000
• Sales Tax from Construction	$ 160,000
• REET Revenues	$ 1,200,000

New staffing: The following new positions are being requested:

- Human Resources Coordinator, Human Resources Department (1.0FTE; $113,020): Funding is requested to hire a Human Resources Coordinator. The additional position will assist and coordinate in all functions of human resources.
- Parks Horticulturalist, Parks Department (1.0FTE; $100,681): Funding is requested to hire a second Horticulturalist to help keep up with the increased demands of six additional park spaces as well as numerous streets.
- Parks Special Events Coordinator (1.0FTE; $56,434 net cost): Funding is requested to hire a coordinator for Auburn Days, the Auburn Farmers Market, and private rentals, conferences, and other gatherings. The position will be partially funded from savings from the interim Farmers Market Manager position.
- Assistant Traffic Engineer, Public Works Department (1.0FTE, 138,514): This position would provide support to the Traffic Engineer and Street Systems Engineer, responding to increased workload caused by ADA design requirements, development review workload, and capital projects.
- Bicycle Officer, Police Department (1.0FTE, $122,140): Funding is requested for an additional bicycle officer to improve response times in the congested downtown corridor and to utilize the officer in a proactive function.
- Community Response Team Officer, Police Department (1.0FTE, $120,540): Funding is requested for a CRT Officer to increase collaboration between multi-family housing property owners/management and the City.
- Neighborhood Programs Coordinator, Administration Department (1.0FTE, $110,000 net cost): Funding is requested for a coordinator to manage Neighborhood Programs and to perform special projects at the direction of the Mayor. The position will be partially funded from savings.
- GIS Inventory Techs, Sewer and Storm Drainage Utilities (2.0FTE, $95,655 net cost): Funding is requested for two GIS inventory techs to support the Sewer and Storm Drainage utilities. These positions would be partially funded from savings in temporary help as well as a Department of Ecology Stormwater Capacity grant.
- Cemetery Office Assistant, Cemetery Fund (1.0FTE, $63,590 net cost): Funding is requested for an office assistant to improve customer service and internal controls of finances and office administration. The position will be partly funded from savings in temporary help.

Reserve Sales Tax Credit revenues ($1,500,000): This request would transfer $1.5 million from General Fund reserves to the Cumulative Reserve Fund. Transfer is for revenue stabilization purposes in 2018 and beyond when the credit will no longer be funded by the State.

King County District Court services ($336,400): Increase funding for District Court services as billed by King County.

Expenses and revenues related to the opening of the Auburn Community & Youth/Teen Center ($55,000 net cost): This represents the net cost associated with the operation of the facility for the period June 15 through December 31, 2016.

Cost Recovery Study – Development Fees ($50,000): Funding for a study to establish goals for the City's development-related fees.

SCORE contribution ($50,000): Increase funding for the City's contribution to SCORE to reflect increases in the SCORE budget.

Valley Communications charge ($265,000): Increase funding for the Valley Comm charge due to increased call volumes from the City of Auburn.

Police Department smart phones ($55,000): Funding is requested to pay for smart phone usage by the Police Department. These costs had been previously paid for by the Information & Technology Department but were not included in the 2015-2016 budget.

Transfer Cemetery debt service costs to the General Fund ($61,922): This change is needed to help keep the Cemetery Fund solvent over the long term.

Debt service costs on Public Works Trust Fund loans ($1,600): This change is needed to reflect increased debt service costs on outstanding PWTF loans in the Arterial Street Fund.

Transit partnerships with Pierce and King County ($110,000): This request would provide funding to ensure continuity of bus routes due to service cuts proposed by King County.

Tourism grants and advertising ($100,000): Add funding for new tourism grants and advertising.

Parks Maintenance budget ($200,000): Increase funding for professional services associated with root cutting and repairing asphalt damage affecting the park trail system.

Add budget for an outreach consultant ($75,000): Add funding for a consultant related to Low Impact Development.

Purchase of the King County Public Health building ($425,000): This represents the cost of purchasing the building from King County ($350,000) plus improvements and upgrades ($75,000).

Increase parking costs ($46,520): Increase funding for parking at the Stratford lot, per the recently signed agreement amending the existing parking agreement.

Council approval of proposed Ordinance 6571 would amend the 2016 budget as follows:

Table 2: 2016 Budget as Amended

2016 Budget as Adopted	**$ 240,237,155**
Budget Amendment #4 (Ord #6571)	13,912,960
Budget as Amended	**$254,150,115**

Attachments:

- 1. Proposed Ordinance #6571 (budget adjustment #4)
- 2. Summary of proposed 2016 budget adjustments by fund and department (Schedule A)
- 3. Summary of approved changes to the adopted 2016 budget by fund (Schedule B)

ORDINANCE NO. 6 5 7 1

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AMENDING ORDINANCE NO. 6533, THE 2015-2016 BIENNIAL BUDGET ORDINANCE, AS AMENDED BY ORDINANCE NO. 6558, ORDINANCE NO. 6563, AND ORDINANCE NO. 6570, AUTHORIZING AMENDMENT TO THE CITY OF AUBURN 2015-2016 BUDGET AS SET FORTH IN SCHEDULE "A" AND SCHEDULE "B"

WHEREAS, the Auburn City Council at its regular meeting of December 1, 2014, adopted Ordinance No. 6533 which adopted the City of Auburn 2015-2016 Biennial budget; and

WHEREAS, the Auburn City Council at its regular meeting of April 6, 2015, adopted Ordinance No. 6558 (BA#1) which amended Ordinance No. 6533 which adopted the City of Auburn 2015-2016 Biennial budget; and

WHEREAS, the Auburn City Council at its regular meeting of July 6, 2015, adopted Ordinance No. 6563 (BA#2) which amended Ordinance No. 6558 which amended the City of Auburn 2015-2016 Biennial budget; and

WHEREAS, the Auburn City Council at its regular meeting of December 7, 2015, adopted Ordinance No. 6570 (BA#3) which amended Ordinance No. 6563 which amended the City of Auburn 2015-2016 Biennial budget; and

WHEREAS, the City of Auburn deems it necessary to appropriate additional funds to the various funds of the 2016 budget as outlined in this Ordinance (BA#4); and

WHEREAS, this Ordinance has been approved by one more than the majority of all councilpersons in accordance with RCW 35A.34.200.

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

Section 1. Amendment of the 2015-2016 Biennial Budget. The 2015-2016 Biennial Budget of the City of Auburn is amended pursuant to Chapter 35A.34 RCW, to reflect the revenues and expenditures as shown on Schedule "A" attached hereto and incorporated herein by reference. The Mayor of the City of Auburn, Washington is hereby authorized to utilize revenue and expenditure amounts shown on said Schedule "A" and Schedule "B". A copy of said Schedule "A" and Schedule "B" is on file with the City Clerk and available for public inspection.

Section 2. Severability. If any provision of this Ordinance or the application thereof to any person or circumstance is held to be invalid, the remainder of such code, ordinance or regulation or the application thereof to other person or circumstance shall not be affected.

Section 3. Implementation. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation.

Section 4. Effective Date. This Ordinance shall take effect and be in force five (5) days from and after its passage, approval and publication as provided by law.

FIRST READING: NOV 16 2015

SECOND READING: _____

PASSED: _____

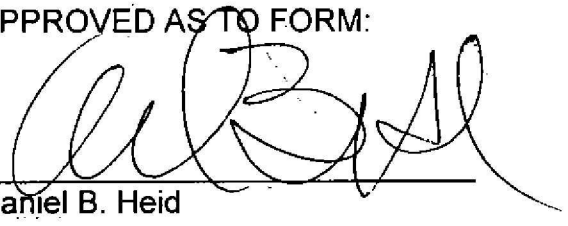
APPROVED: _____

_____
NANCY BACKUS, MAYOR

ATTEST:

_____
Danielle E. Daskam
City Clerk

APPROVED AS TO FORM:



_____
Daniel B. Heid
City Attorney

PUBLISHED: _____

Schedule A
Summary of 2016 Budget Adjustments by Fund
Budget Amendment #4 (Ordinance #6571)

	Beg. Fund Balance	2016 Revenues	2016 Expenditures	Ending Fund Balance
General Fund (#001)	-			
2016 Adopted Budget	10,547,126.00	59,354,240.00	64,735,529.00	5,165,837.00
BA#4 (Ordinance #6571, Proposed):	2,634,306.56	359,000.00	2,496,746.10	496,560.46
General Fund Revenues:				
Adjust Beginning Fund Balance for Budget Amendments in 2015	2,634,306.56	-	-	2,634,306.56
Increase Sales Tax Revenues	-	500,000.00	-	500,000.00
Increase Property Tax Revenues	-	600,000.00	-	600,000.00
Increase Local Sales - Criminal Justice Tax Revenues	-	150,000.00	-	150,000.00
Eliminate Criminal Justice High Crime Tax Revenues for 2016	-	(96,000.00)	-	(96,000.00)
Reduce Electric & Natural Gas B&O Tax Revenues	-	(455,000.00)	-	(455,000.00)
Increase Building and Plumbing Permit Revenues	-	100,000.00	-	100,000.00
Increase Liquor Excise Tax Revenues	-	100,000.00	-	100,000.00
Reduce Revenues from the City of Algona for Services No Longer Provided	-	(30,000.00)	-	(30,000.00)
Increase Miscellaneous Revenues (mostly PCard rebates)	-	50,000.00	-	50,000.00
Operating Revenues for Community & Youth/Teen Center	-	40,000.00	-	40,000.00
Human Resources Department:				
Increase Charges from King County for District Court Services	-	-	336,400.00	(336,400.00)
New FTE − Human Resources Coordinator (88%)	-	-	99,457.60	(99,457.60)
Parks Department:				
Operating Costs for Community & Youth/Teen Center	-	-	95,000.00	(95,000.00)
New FTE − Parks Horticulturalist	-	-	100,681.00	(100,681.00)
New FTE − Recreation Specialist	-	-	56,434.00	(56,434.00)
Wage Adjustment for Non-Benefitted Part Time Employees (from BA#2)	-	-	44,135.00	(44,135.00)
Public Works Department				
New FTE − Assistant Traffic Engineer (30%)	-	-	45,053.00	(45,053.00)
Streets Department				
Adjust Budget for Reclassification of ER&R Supernumerary Position	-	-	(2,500.00)	2,500.00
Community Development Department:				
Cost Recovery Study − Development Fees	-	-	50,000.00	(50,000.00)
SCORE:				
Increase Auburn Contribution	-	-	50,000.00	(50,000.00)

Schedule A
Summary of 2016 Budget Adjustments by Fund
Budget Amendment #4 (Ordinance #6571)

	Beg. Fund Balance	2016 Revenues	2016 Expenditures	Ending Fund Balance
Police Department:				
Eliminate Budget for Photo Enforcement Program (from BA#1)	-	(600,000.00)	(600,000.00)	-
Increase Valley Communications Charge	-	-	265,000.00	(265,000.00)
Increase Budget for Smart Phones	-	-	55,000.00	(55,000.00)
New FTE − Bicycle Officer	-	-	122,140.00	(122,140.00)
New FTE − CRT Officer	-	-	120,540.00	(120,540.00)
Administration Department:				
New FTE − Neighborhood Programs/Special Projects Coordinator	-	-	110,000.00	(110,000.00)
Non-Departmental:				
Transfer Cemetery Debt Service to the GF (from BA#3)	-	-	61,922.00	(61,922.00)
Reserve Sales Tax Credit Revenues (Transfer to F122)	-	-	1,500,000.00	(1,500,000.00)
General Fund (multiple departments):				
Reallocate Budget to Reflect Vacant Finance Position Move to CDPW (from BA#2)	-	-	(12,516.50)	12,516.50
Revised 2016 Budget - Fund 001	13,181,432.56	59,713,240.00	67,232,275.10	5,662,397.46
Arterial Street Fund (#102)				
2016 Adopted Budget	1,108,704.00	12,088,787.00	12,320,712.00	876,779.00
BA#4 (Ordinance #6571, Proposed):	920,324.35	2,781,537.00	3,450,392.00	251,469.35
Adjust Beginning Fund Balance for Budget Amendments in 2015	515,324.35	-	-	515,324.35
Adjust for Increased Debt Service Costs on PWTF Loan (Transfer in from F124)	-	1,600.00	1,600.00	-
New FTE − Assistant Traffic Engineer (10%)	-	-	13,355.00	(13,355.00)
Incr Budget for Transit Partnerships w/ King & Pierce Counties (T/F in from F328)	-	110,000.00	110,000.00	-
Adjust Grants per 2016 - 2021 CFP	-	265,573.00	265,573.00	-
Carry Forward Capital Projects per 2016 - 2021 CFP	405,000.00	-	405,000.00	-
Increase Budget for Capital Projects per 2016 - 2021 CFP (incl. T/F in from F124)	-	2,404,364.00	2,654,864.00	(250,500.00)
Revised 2016 Budget - Fund 102	2,029,028.35	14,870,324.00	15,771,104.00	1,128,248.35

Schedule A
Summary of 2016 Budget Adjustments by Fund
Budget Amendment #4 (Ordinance #6571)

	Beg. Fund Balance	2016 Revenues	2016 Expenditures	Ending Fund Balance
Local Street Fund (#103)				
2016 Adopted Budget	348,568.00	1,602,500.00	1,600,000.00	351,068.00
BA#4 (Ordinance #6571, Proposed):	76,856.12	160,000.00	40,053.00	196,803.12
Adjust Beginning Fund Balance for Budget Amendments in 2015	76,856.12	-	-	76,856.12
New FTE – Assistant Traffic Engineer (30%)	-	-	40,053.00	(40,053.00)
Increase Revenues from Sales Tax from Construction	-	160,000.00	-	160,000.00
Revised 2016 Budget - Fund 103	425,424.12	1,762,500.00	1,640,053.00	547,871.12
Hotel/Motel Tax Fund (#104)				
2016 Adopted Budget	148,031.00	94,940.00	86,000.00	156,971.00
BA#4 (Ordinance #6571, Proposed):	6,904.58	-	100,000.00	(93,095.42)
Adjust Beginning Fund Balance for Budget Amendments in 2015	6,904.58	-	-	6,904.58
New Grants and Advertising	-	-	100,000.00	(100,000.00)
Revised 2016 Budget - Fund 104	154,935.58	94,940.00	186,000.00	63,875.58
Arterial Street Preservation Fund (#105)				
2016 Adopted Budget	461,200.00	3,127,300.00	3,351,390.00	237,110.00
BA#4 (Ordinance #6571, Proposed):	(113,936.10)	(90,000.00)	(25,207.00)	(178,729.10)
Adjust Beginning Fund Balance for Budget Amendments in 2015	(113,936.10)	-	-	(113,936.10)
Reduce Transfer for 37th St SE/A St SE Traffic Signals (Transfer out to F102)	-	-	(65,260.00)	65,260.00
Reduce Electric and Natural Gas B&O Tax Revenues	-	(90,000.00)	-	(90,000.00)
New FTE – Assistant Traffic Engineer (30%)	-	-	40,053.00	(40,053.00)
Revised 2016 Budget - Fund 105	347,263.90	3,037,300.00	3,326,183.00	58,380.90
Drug Forfeiture Fund (#117)				
2016 Adopted Budget	298,057.00	97,100.00	273,028.00	122,129.00
BA#4 (Ordinance #6571, Proposed):	34,415.95	-	-	34,415.95
Adjust Beginning Fund Balance for Budget Amendments in 2015	34,415.95	-	-	34,415.95
Revised 2016 Budget - Fund 117	332,472.95	97,100.00	273,028.00	156,544.95

Schedule A
Summary of 2016 Budget Adjustments by Fund
Budget Amendment #4 (Ordinance #6571)

	Beg. Fund Balance	2016 Revenues	2016 Expenditures	Ending Fund Balance
Housing & Comm Develop Fund (#119)				
2016 Adopted Budget	37,371.00	450,000.00	440,000.00	47,371.00
BA#4 (Ordinance #6571, Proposed):	17,533.21	-	-	17,533.21
Adjust Beginning Fund Balance for Budget Amendments in 2015	17,533.21	-	-	17,533.21
Revised 2016 Budget - Fund 119	54,904.21	450,000.00	440,000.00	64,904.21
Recreation Trails Fund (#120)				
2016 Adopted Budget	43,847.00	7,130.00	-	50,977.00
BA#4 (Ordinance #6571, Proposed):	(760.74)	-	-	(760.74)
Adjust Beginning Fund Balance for Budget Amendments in 2015	(760.74)	-	-	(760.74)
Revised 2016 Budget - Fund 120	43,086.26	7,130.00	-	50,216.26
BIA Fund (#121)				
2016 Adopted Budget	41,272.00	55,060.00	55,000.00	41,332.00
BA#4 (Ordinance #6571, Proposed):	(9,841.37)	-	-	(9,841.37)
Adjust Beginning Fund Balance for Budget Amendments in 2015	(9,841.37)	-	-	(9,841.37)
Revised 2016 Budget - Fund 121	31,430.63	55,060.00	55,000.00	31,490.63
Cumulative Reserve Fund (#122)				
2016 Adopted Budget	6,238,304.00	14,200.00	1,917,084.00	4,335,420.00
BA#4 (Ordinance #6571, Proposed):	1,517,482.23	1,500,000.00	-	3,017,482.23
Adjust Beginning Fund Balance for Budget Amendments in 2015	1,517,482.23	-	-	1,517,482.23
Reserve Annexation Sales Tax Credit Revenues (Transfer in from GF)	-	1,500,000.00	-	1,500,000.00
Revised 2016 Budget - Fund 122	7,755,786.23	1,514,200.00	1,917,084.00	7,352,902.23

Schedule A
Summary of 2016 Budget Adjustments by Fund
Budget Amendment #4 (Ordinance #6571)

	Beg. Fund Balance	2016 Revenues	2016 Expenditures	Ending Fund Balance
Mitigation Fees Fund (#124)				
2016 Adopted Budget	2,614,431.00	994,890.00	1,221,827.00	2,387,494.00
BA#4 (Ordinance #6571, Proposed):	801,664.48	-	875,100.00	(73,435.52)
Adjust Beginning Fund Balance for Budget Amendments in 2015	(277,185.52)	-	-	(277,185.52)
Adjust for Increased Debt Service Costs on PWTF Loan	-	-	1,600.00	(1,600.00)
Increase Transfer of Impact Fees to Fund 102 per 2016 - 2021 CFP	-	-	334,650.00	(334,650.00)
Reduce Transfer of Impact Fees to Fund 102 per 2016 - 2021 CFP	-	-	(540,000.00)	540,000.00
Carry Forward Transfer of Impact Fees to Fund 102 per 2016 - 2021 CFP	1,078,850.00	-	1,078,850.00	-
Revised 2016 Budget - Fund 124	3,416,095.48	994,890.00	2,096,927.00	2,314,058.48
LID 350 Fund (#275)				
2016 Adopted Budget	7,874.00	7,256.00	7,246.00	7,884.00
BA#4 (Ordinance #6571, Proposed):	1,995.40	-	-	1,995.40
Adjust Beginning Fund Balance for Budget Amendments in 2015	1,995.40	-	-	1,995.40
Revised 2016 Budget - Fund 275	9,869.40	7,256.00	7,246.00	9,879.40
Parks Construction Fund (#321)				
2016 Adopted Budget	507,236.00	9,016,000.00	9,155,000.00	368,236.00
BA#4 (Ordinance #6571, Proposed):	28,166.33	(3,000,000.00)	(3,000,000.00)	28,166.33
Adjust Beginning Fund Balance for Budget Amendments in 2015	28,166.33	-	-	28,166.33
Adjust Budget for Auburn Comm & Youth/Teen Center (from BA#1) (T/F from F328)	-	(3,200,000.00)	(3,200,000.00)	-
Increase Budget for Root Cutting and Other Parks/Trails Safety Improvements	-	200,000.00	200,000.00	-
Revised 2016 Budget - Fund 321	535,402.33	6,016,000.00	6,155,000.00	396,402.33

Schedule A
Summary of 2016 Budget Adjustments by Fund
Budget Amendment #4 (Ordinance #6571)

	Beg. Fund Balance	2016 Revenues	2016 Expenditures	Ending Fund Balance
Capital Improvements Fund (#328)				
2016 Adopted Budget	8,627,868.00	1,756,036.00	5,561,324.00	4,822,580.00
BA#4 (Ordinance #6571, Proposed):	(1,963,636.22)	1,200,000.00	(1,255,000.00)	491,363.78
Adjust Beginning Fund Balance for Budget Amendments in 2015	(1,963,636.22)	-	-	(1,963,636.22)
Adj Budget for Auburn Community & Youth/Teen Center-from BA#1 (T/F to F321)	-	-	(2,200,000.00)	2,200,000.00
Adjust Budget for Expected REET Revenues	-	1,200,000.00	-	1,200,000.00
Transfer REET2 Funds to Fund 102 per 2016 - 2021 CFP	-	-	210,000.00	(210,000.00)
Purchase King County Public Health Building − REET1	-	-	425,000.00	(425,000.00)
Transfer Funds to F321 for Root Cutting and Parks/Trail Safety − REET2	-	-	200,000.00	(200,000.00)
T/F REET2 Funds for Transit Partnerships w/ King & Pierce Counties (T/F to F102)	-	-	110,000.00	(110,000.00)
Revised 2016 Budget - Fund 328	6,664,231.78	2,956,036.00	4,306,324.00	5,313,943.78
Local Revitalization Fund (#330)				
2016 Adopted Budget	-	-	-	-
BA#4 (Ordinance #6571, Proposed):	329,450.00	-	-	329,450.00
Adjust Beginning Fund Balance for Budget Amendments in 2015	329,450.00	-	-	329,450.00
Revised 2016 Budget - Fund 330	329,450.00	-	-	329,450.00
Water Fund (#430)				
2016 Adopted Budget	5,374,953.00	14,264,636.00	15,748,910.00	3,890,679.00
BA#4 (Ordinance #6571, Proposed):	510,045.51	3,050,000.00	2,572,199.18	987,846.33
Adjust Beginning Fund Balance for Budget Amendments in 2015	2,260,556.51	-	-	2,260,556.51
Adjust Budget Due to Reclassification of ER&R Supernumerary Position	-	-	(2,500.00)	2,500.00
Reallocate Budget to Reflect Vacant Finance Position Move to CDPW (from BA#2)	-	-	5,689.38	(5,689.38)
Reduce W/C Balance for Debt Not Issued in 2015	(1,850,000.00)	-	(1,850,000.00)	-
2016 Debt for Capital Projects per 2016 - 2021 CFP	-	3,050,000.00	3,050,000.00	-
Carry Forward Capital Projects per 2016 - 2021 CFP	99,489.00	-	99,489.00	-
Increase Budget for Capital Projects per 2016 - 2021 CFP	-	-	1,265,000.00	(1,265,000.00)
New FTE − Human Resources Coordinator (4%)	-	-	4,520.80	(4,520.80)
Revised 2016 Budget - Fund 430	5,884,998.51	17,314,636.00	18,321,109.18	4,878,525.33

Schedule A
Summary of 2016 Budget Adjustments by Fund
Budget Amendment #4 (Ordinance #6571)

	Beg. Fund Balance	2016 Revenues	2016 Expenditures	Ending Fund Balance
Sewer Fund (#431)				
2016 Adopted Budget	8,825,703.00	8,171,011.00	9,793,077.00	7,203,637.00
BA#4 (Ordinance #6571, Proposed):	726,460.61	-	39,374.18	687,086.43
Adjust Beginning Fund Balance for Budget Amendments in 2015	726,460.61	-	-	726,460.61
Reallocate Budget to Reflect Vacant Finance Position Move to CDPW (from BA#2)	-	-	5,689.38	(5,689.38)
New FTEs - Two GIS Inv Techs & Vehicle (partial funding; balance in Storm)	-	-	31,664.00	(31,664.00)
Adjust Budget Due to Reclassification of ER&R Supernumerary Position	-	-	(2,500.00)	2,500.00
New FTE − Human Resources Coordinator (4%)	-	-	4,520.80	(4,520.80)
Revised 2016 Budget - Fund 431	9,552,163.61	8,171,011.00	9,832,451.18	7,890,723.43
Storm Drainage Fund (#432)				
2016 Adopted Budget	7,781,286.00	9,576,161.00	9,784,730.00	7,572,717.00
BA#4 (Ordinance #6571, Proposed):	427,263.86	50,000.00	202,391.28	274,872.58
Adjust Beginning Fund Balance for Budget Amendments in 2015	427,263.86	-	-	427,263.86
Reallocate Budget to Reflect Vacant Finance Position Move to CDPW (from BA#2)	-	-	11,379.48	(11,379.48)
Adjust Budget Due to Reclassification of ER&R Supernumerary Position	-	-	(2,500.00)	2,500.00
Add Budget for Outreach Consultant Related to Low Impact Development	-	-	75,000.00	(75,000.00)
New FTEs - Two GIS Inv Techs & Vehicle (partial funding; balance in Sewer)	-	50,000.00	113,991.00	(63,991.00)
New FTE − Human Resources Coordinator (4%)	-	-	4,520.80	(4,520.80)
Revised 2016 Budget - Fund 432	8,208,549.86	9,626,161.00	9,987,121.28	7,847,589.58
Sewer Metro Sub Fund (#433)				
2016 Adopted Budget	2,492,148.00	16,333,387.00	16,317,200.00	2,508,335.00
BA#4 (Ordinance #6571, Proposed):	(346,911.06)	-	-	(346,911.06)
Adjust Beginning Fund Balance for Budget Amendments in 2015	(346,911.06)	-	-	(346,911.06)
Revised 2016 Budget - Fund 433	2,145,236.94	16,333,387.00	16,317,200.00	2,161,423.94

Schedule A
Summary of 2016 Budget Adjustments by Fund
Budget Amendment #4 (Ordinance #6571)

	Beg. Fund Balance	2016 Revenues	2016 Expenditures	Ending Fund Balance
Solid Waste Fund (#434)				
2016 Adopted Budget	2,858,461.00	13,427,400.00	13,040,602.00	3,245,259.00
BA#4 (Ordinance #6571, Proposed):	223,815.95	-	(5,689.62)	229,505.57
Adjust Beginning Fund Balance for Budget Amendments in 2015	223,815.95	-	-	223,815.95
Reallocate Budget to Reflect Vacant Finance Position Move to CDPW (from BA#2)	-	-	(5,689.62)	5,689.62
Revised 2016 Budget - Fund 434	3,082,276.95	13,427,400.00	13,034,912.38	3,474,764.57
Airport Fund (#435)				
2016 Adopted Budget	292,109.00	881,900.00	826,807.00	347,202.00
BA#4 (Ordinance #6571, Proposed):	(18,273.67)	-	40,101.72	(58,375.39)
Adjust Beginning Fund Balance for Budget Amendments in 2015	(18,273.67)	-	-	(18,273.67)
Funding for Repayment of Interfund Loan for Airport Hangar Project (from BA#1)	-	-	40,101.72	(40,101.72)
Revised 2016 Budget - Fund 435	273,835.33	881,900.00	866,908.72	288,826.61
Cemetery Fund (#436)				
2016 Adopted Budget	156,448.00	1,178,300.00	1,098,229.00	236,519.00
BA#4 (Ordinance #6571, Proposed):	184,237.35	-	8,131.94	176,105.41
Adjust Beginning Fund Balance for Budget Amendments in 2015	184,237.35	-	-	184,237.35
Wage Adjustment for Non-Benefitted Part Time Employees (from BA#2)	-	-	8,740.00	(8,740.00)
Reallocate Budget to Reflect Vacant Finance Position Move to CDPW (from BA#2)	-	-	(2,276.06)	2,276.06
Transfer Cemetery Debt Service to the General Fund (from BA#3)	-	-	(61,922.00)	61,922.00
New FTE – Office Assistant	-	-	63,590.00	(63,590.00)
Revised 2016 Budget - Fund 436	340,685.35	1,178,300.00	1,106,360.94	412,624.41
Insurance Fund (#501)				
2016 Adopted Budget	1,395,231.00	1,000.00	218,900.00	1,177,331.00
BA#4 (Ordinance #6571, Proposed):	40,925.67	-	-	40,925.67
Adjust Beginning Fund Balance for Budget Amendments in 2015	40,925.67	-	-	40,925.67
Revised 2016 Budget - Fund 501	1,436,156.67	1,000.00	218,900.00	1,218,256.67

Schedule A
Summary of 2016 Budget Adjustments by Fund
Budget Amendment #4 (Ordinance #6571)

	Beg. Fund Balance	2016 Revenues	2016 Expenditures	Ending Fund Balance
Workers' Comp Fund (#503)				
2016 Adopted Budget	166,499.00	863,100.00	854,310.00	175,289.00
BA#4 (Ordinance #6571, Proposed):	317,003.80	-	-	317,003.80
Adjust Beginning Fund Balance for Budget Amendments in 2015	317,003.80	-	-	317,003.80
Revised 2016 Budget - Fund 503	483,502.80	863,100.00	854,310.00	492,292.80
Facilities Fund (#505)				
2016 Adopted Budget	1,346,478.00	3,598,400.00	3,797,528.00	1,147,350.00
BA#4 (Ordinance #6571, Proposed):	618,684.61	-	46,520.00	572,164.61
Adjust Beginning Fund Balance for Budget Amendments in 2015	618,684.61	-	-	618,684.61
Increase Parking Costs for Stratford Lot (rent and taxes)	-	-	46,520.00	(46,520.00)
Revised 2016 Budget - Fund 505	1,965,162.61	3,598,400.00	3,844,048.00	1,719,514.61
Innovation & Technology Fund (#518)				
2016 Adopted Budget	1,828,866.00	5,639,465.00	5,582,583.00	1,885,748.00
BA#4 (Ordinance #6571, Proposed):	394,683.07	10,000.00	-	404,683.07
Adjust Beginning Fund Balance for Budget Amendments in 2015	394,683.07	-	-	394,683.07
Computers & Phones for New FTEs	-	10,000.00	-	10,000.00
Revised 2016 Budget - Fund 518	2,223,549.07	5,649,465.00	5,582,583.00	2,290,431.07
Equipment Rental Fund (#550)				
2016 Adopted Budget	3,184,883.00	3,669,480.00	4,638,014.00	2,216,349.00
BA#4 (Ordinance #6571, Proposed):	491,597.94	37,000.00	(1,046.06)	529,644.00
Adjust Beginning Fund Balance for Budget Amendments in 2015	491,597.94	-	-	491,597.94
Adjust Budget for Police Vehicle Replcmnt Moved from 2016 to 2015 (from BA#2)	-	-	(45,770.00)	45,770.00
Reallocate Budget to Reflect Vacant Finance Position Move to CDPW (from BA#2)	-	-	(2,276.06)	2,276.06
Increase Due to Reclassification of ER&R Supernumerary Position	-	-	10,000.00	(10,000.00)
New Vehicle for GIS Inventory Techs (Sewer and Storm)	-	37,000.00	37,000.00	-
Revised 2016 Budget - Fund 550	3,676,480.94	3,706,480.00	4,636,967.94	2,745,993.00

Schedule A
Summary of 2016 Budget Adjustments by Fund
Budget Amendment #4 (Ordinance #6571)

	Beg. Fund Balance	2016 Revenues	2016 Expenditures	Ending Fund Balance
Fire Pension Fund (#611)				
2016 Adopted Budget	2,486,300.00	76,000.00	170,659.00	2,391,641.00
BA#4 (Ordinance #6571, Proposed):	28,980.88	-	-	28,980.88
Adjust Beginning Fund Balance for Budget Amendments in 2015	28,980.88	-	-	28,980.88
Revised 2016 Budget - Fund 611	2,515,280.88	76,000.00	170,659.00	2,420,621.88
Cemetery Endowment Fund (#701)				
2016 Adopted Budget	1,697,864.00	34,200.00	-	1,732,064.00
BA#4 (Ordinance #6571, Proposed):	(24,015.99)	-	-	(24,015.99)
Adjust Beginning Fund Balance for Budget Amendments in 2015	(24,015.99)	-	-	(24,015.99)
Revised 2016 Budget - Fund 701	1,673,848.01	34,200.00	-	1,708,048.01
Grand Total - All Funds				
2016 Adopted Budget	70,939,707.00	169,297,448.01	185,515,187.63	54,721,937.00
TOTAL BA#4 (Ordinance #6571)	7,855,423.31	6,057,537.00	5,584,066.72	8,328,893.59
Revised 2016 Budget	78,795,130.31	175,354,985.00	191,099,284.72	63,050,830.59
		254,150,115.31		254,150,115.31

Schedule B
2016 Appropriations by Fund

Fund	2016 Adopted Budget	BA#4 (Ord #6571)	Total Amendments	2016 Revised Budget
General Fund (#001)	69,901,366	2,993,307	2,993,307	72,894,673
Arterial Street Fund (#102)	13,197,491	3,701,861	3,701,861	16,899,352
Local Street Fund (#103)	1,951,068	236,856	236,856	2,187,924
Hotel Motel Fund (#104)	242,971	6,905	6,905	249,876
Arterial Street Preservation Fund (#105)	3,588,500	(203,936)	(203,936)	3,384,564
Drug Forfeiture Fund (#117)	395,157	34,416	34,416	429,573
Housing and Community Development Grant Fund (#119)	487,371	17,533	17,533	504,904
Recreation Trails Fund (#120)	50,977	(761)	(761)	50,216
Business Improvement Area Fund (#121)	96,332	(9,841)	(9,841)	86,491
Cumulative Reserve Fund (#122)	6,252,504	3,017,482	3,017,482	9,269,986
Mitigation Fees Fund (#124)	3,609,321	801,664	801,664	4,410,985
1998 Library Fund (#229)	285,100	-	-	285,100
2010 Annex A&B Bond Debt Fund (#230)	1,688,444	-	-	1,688,444
2010 C&D Local Revitalization Debt Fund (#231)	592,472	-	-	592,472
LID Guarantee Fund (#249)	22,589	-	-	22,589
LID #250 (#250)	-	-	-	-
LID #350 (#275)	15,130	1,995	1,995	17,125
Golf Course Debt Service Fund (#237)	351,553	-	-	351,553
Municipal Park Construction Fund (#321)	9,523,236	(2,971,834)	(2,971,834)	6,551,402
Capital Improvements Fund (#328)	10,383,904	(763,636)	(763,636)	9,620,268
Local Revitalization Fund (#330)	-	329,450	329,450	329,450
Golf Course Debt Service Fund (#417)	-	-	-	-
Water Fund (#430)	19,639,589	3,560,046	3,560,046	23,199,635
Sewer Fund (#431)	16,996,714	726,461	726,461	17,723,175
Storm Drainage Fund (#432)	17,357,447	477,264	477,264	17,834,711
Sewer Metro Fund (#433)	18,825,535	(346,911)	(346,911)	18,478,624
Solid Waste Fund (#434)	16,285,861	223,816	223,816	16,509,677
Airport Fund (#435)	1,174,009	(18,274)	(18,274)	1,155,735
Cemetery Fund (#436)	1,334,748	184,237	184,237	1,518,985
Golf Course Fund (#437)	-	-	-	-
Insurance Fund (#501)	1,396,231	40,926	40,926	1,437,157
Workers Compensation Self Insurance Fund (#503)	1,029,599	317,004	317,004	1,346,603
Facilities Fund (#505)	4,944,878	618,685	618,685	5,563,563
Innovation and Technology Fund (#518)	7,468,331	404,683	404,683	7,873,014
Equipment Rental Fund (#550)	6,854,363	528,598	528,598	7,382,961
Fire Pension Fund (#611)	2,562,300	28,981	28,981	2,591,281
Cemetery Endowment Fund (#701)	1,732,064	(24,016)	(24,016)	1,708,048
Total	**240,237,155**	**13,912,960**	**13,912,960**	**254,150,115**

AGENDA BILL APPROVAL FORM

Agenda Subject:
Ordinance No. 6582, First Reading

Date:
November 30, 2015

Department:
CD & PW

Attachments:
Ordinance No. 6582

Budget Impact:
$0

Administrative Recommendation:

City Council introduce and adopt Ordinance No. 6582.

Background Summary:

Ordinance No. 6582 authorizes an amendment to Chapter 10.41.020, Restricted Parking Zones, of the Auburn City Code.

This code was first enacted in 2009 on a limited basis for the use of restricted parking zones within the City and was specifically used for D Street NW between Main Street and 3rd Street NW. In this situation, the properties along the roadway have a mixture of school, residential and commercial uses and the City desired to implement restricted parking hours along the roadway. However, there was also a desire to not detrimentally impact the residential properties with limited to no off street parking available.

With the implementation of 3-hour parking within the downtown area per the Council approved Parking Management Plan. There may be instances where the use of restricted parking zones outside of the D Street NW location would make sense to better serve the residents. The proposed code revisions removes language specific to D Street NW and allows the City Engineer to determine other locations that this parking option may be used.

Reviewed by Council Committees:

Councilmember:

Staff: Snyder

Meeting Date: December 7, 2015

Item Number: ORD.C

ORDINANCE NO. 6582

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AMENDING SECTION 10.41.020 OF THE AUBURN CITY CODE, ENTITLED "RESTRICTED PARKING ZONE ESTABLISHED" FOR THE PURPOSE OF REVISING CODE LANGUAGE TO CLARIFY INTENT

WHEREAS, a review of the current Auburn City Code provisions revealed a need to clarify the language regarding the applicability of the City's Parking Code within the City; and

WHEREAS, the original Code, as it could be read, could be construed to only apply to D Street NW, within the City; and

WHEREAS, the parking restrictions within the Auburn downtown area have been recently modified with the adoption of the City's Parking Management Plan; and

WHEREAS, the limitation of on street parking to 3 hour maximum may create unintended difficulties for single family residences within the downtown area; and

WHEREAS, it is appropriate for the City to have the flexibility to apply the restricted parking zones as needed to address residential concerns.

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

Section 1. AMENDMENT TO CITY CODE. That Section 10.41.020 of the Auburn City Code be, and the same hereby is, amended to read as follows:

10.41.020 Restricted parking zone established.

A. ~~A restricted parking zone is established on the east side of D Street Northwest between West Main Street and 3rd Street Northwest. Parking Monday~~

~~through Friday from 9:00 a.m. to 5:00 p.m. will only be allowed by permit.~~ The locations of restricted parking zones and the day and hours that the restricted parking zone is in effect shall be established by the city engineer.

B. ~~Each property located on the east side of D Street between Main Street and 3rd Street Northwest shall be allowed a maximum of three parking permits plus one visitor permit. Parking permits will be issued to property owners or occupants.~~ Each property located within a restricted parking zone shall be allowed a maximum of three parking permits plus one visitor permit. Parking permits will be issued to property owners or occupants

C. The permit shall be hung from the rearview mirror of the vehicle, with the permit number and expiration date clearly visible through the windshield. If there is no rearview mirror, the placard shall be placed on the dashboard of the vehicle on the driver's side of the vehicle, so that the permit number and expiration date are clearly visible through the windshield.

D. Motorcycles parked in the restricted parking zone are exempt from the permitting process.

E. The city engineer shall identify and make available for review maps of areas of the city in which the restricted parking zones are located. (Ord. 6267 § 1, 2009.)

Section 2. ADMINISTRATIVE IMPLEMENTATION. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this ordinance.

Section 3. SEVERABILITY. If any portion of this Ordinance or its application to any person or circumstances is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

Section 4. EFFECTIVE DATE. This Ordinance shall take effect and be in force five (5) days from and after its passage, approval and publication, as provided by law.

FIRST READING: _____

SECOND READING: _____

PASSED: _____

APPROVED: _____

_____

NANCY BACKUS, MAYOR

ATTEST:

_____

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

_____

Daniel B. Heid, City Attorney

PUBLISHED: _____

AGENDA BILL APPROVAL FORM

Agenda Subject:
Ordinance No. 6583, First Reading

Date:
November 30, 2015

Department:
CD & PW

Attachments:
Ordinance No. 6583

Budget Impact:
$0

Administrative Recommendation:

City Council introduce and adopt Ordinance No. 6583.

Background Summary:

Ordinance No. 6583 authorizes an amendment to Chapter 19.04.040, Assessment of Impact Fees, of the Auburn City Code.

The proposed amendment to the assessment of Traffic impact fees would allow applicants to pay the lowest rate in effect between the time that a building permit is submitted to the City and the time that the City issues the permit to the applicant. The City updates the Traffic Impact Fees annually. These updates can be either an increase or a decrease depending on the capacity projects included and the projected future growth of the city. In addition, the process to obtain a building permit from the City can vary depending on the complexity of the project and the number of other permits that may be required and can take a few weeks to several months and can span over the period of time the City may change the fee. The proposed code revision would allow an applicant to benefit from a reduction in the fee that may occur prior to their construction of any improvements.

Reviewed by Council Committees:

Councilmember:

Staff: Snyder

Meeting Date: December 7, 2015

Item Number: ORD.D

ORDINANCE NO. 6583

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AMENDING SECTION 19.04.040 OF THE AUBURN CITY CODE, ENTITLED "ASSESSMENT OF IMPACT FEES" FOR THE PURPOSE OF REVISING CODE LANGUAGE TO CLARIFY INTENT

WHEREAS, a review of the current Auburn City Code provisions revealed a need to clarify the language regarding the assessment of the traffic impact fees; and

WHEREAS, the City Council updates the traffic impact fees on an annual basis; and

WHEREAS, applicants may be within the building permit review process as the time of a change in the fees; and

WHEREAS, if the applicant has not begun construction of their project or paid the traffic impact fee they should be able to take advantage of a reduction in the fee amount; and

WHEREAS, it is appropriate for the City to have the flexibility to allow the lowest rate in effect between the application and issuance of a building permit.

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

Section 1. AMENDMENT TO CITY CODE. That Section 19.04.040 of the Auburn City Code be, and the same hereby is, amended to read as follows:

19.04.040 Assessment of impact fees.

A. Effective July 1, 2001, the city shall collect impact fees, based on the fee schedule of the city of Auburn, from any applicant seeking a building permit from the city for any development activity within the city.

B. Effective May 19, 2003, where a change in use increases the trip generation by more than one whole PM peak hour trip, the director shall calculate a transportation impact fee based on the increases in the trip generation rate.

C. The director shall apply a heavy truck adjustment factor to the transportation impact fees for industrial land uses, addressing the percentage of vehicle trips for such uses made by trucks of three or more axles and the street capacity used by such trucks in comparison to other vehicles.

D. The amount of impact fees shall be ~~determined at~~based on the lowest rate in effect between the time an applicant submits a complete application for a building permit and the time of permit issuance~~using the impact fee schedules then in effect~~, or pursuant to an independent fee calculation accepted by the director pursuant to ACC 19.04.050, and adjusted for any credits pursuant to ACC 19.04.060.

E. Payment of impact fees shall be made by the feepayer at the time the building permit is issued. The amount to be paid shall not be increased for any applicant that submitted a complete application for the building permit before the city established the impact fee rates.

F. Applicants that have been awarded credits prior to the submittal of the complete building permit application pursuant to ACC 19.04.060 shall submit, along with the complete building permit application, a copy of the letter or certificate prepared by the director pursuant to ACC 19.04.060 setting forth the dollar amount of the credit awarded. Impact fees, as determined after the application of appropriate credits, shall be collected from the feepayer at the time the building permit is issued.

G. The department shall not issue a building permit unless and until the impact fees have been paid or credit(s) awarded.

H. For complete single-family building permit applications for new development, redevelopment or a change in use, and prior to or at the time of issuance of any single-family residential building permit for a dwelling unit that is being constructed, the applicant may elect to record a covenant against title to the property on forms prepared and provided by the city that requires payment of transportation impact fees due and owing by providing for automatic payment through escrow of these transportation impact fees due and owing to be paid no later than at time of closing of the sale of the unit or at final inspection or issuance of certificate of occupancy or 18 months from the date of issuance of the original building permit, whichever comes first. Failure to pay shall result in the following:

1. If 30 days after the city has sent the responsible party written notification of its obligation to pay the charges established in this chapter the full amount remains unpaid, the responsible party shall be subject to the enforcement provisions of ACC 1.25.030 and 1.25.065. Written notification shall be by regular and certified mail and to the most current available contact information on file with the city. For the purposes of applying ACC 1.25.030 and 1.25.065, the responsible party shall constitute a property owner, the property(ies) for which a permit(s) has been issued shall constitute the property(ies) on which the violation is occurring, and the impact fee amount remaining unpaid shall constitute a violation occurring on the permitted property(ies) under these sections.

2. Any unpaid charges adopted by this chapter that are outstanding 30 days from the date the charges are due shall constitute a lien against the property(ies) for which a permit(s) has been issued in the amount of the unpaid charges. In addition to the actions authorized in subsection (H)(1) of this section, the city may record a lien against the permitted property(ies) in the amount of the unpaid charges and may immediately suspend any permits previously issued for the lot or unit associated with the current development activity and shall limit the granting of any future permits for the lot or unit until such time that all outstanding water, sanitary sewer and storm drainage development charges are paid in full.

3. The appeals process authorized in ACC 19.04.080 shall not apply to determinations made pursuant to this section.

I. For complete multifamily building permit applications for new development, redevelopment or a change in use, and prior to or at the time of issuance of any multifamily residential building permit that is being constructed, the applicant may elect to record a covenant against title to the property on forms prepared and provided by the city that requires payment of transportation impact fees due and owing by providing for automatic payment through escrow of these transportation impact fees due and owing to be paid no later than at time of closing of the sale of the unit or at final inspection or issuance of certificate of occupancy or 18 months from the date of issuance of the original building permit, whichever comes first. Failure to pay shall result in the following:

1. If 30 days after the city has sent the responsible party written notification of its obligation to pay the charges established in this chapter the full amount remains unpaid, the responsible party shall be subject to the enforcement provisions of ACC 1.25.030 and 1.25.065. Written notification shall be by regular and certified mail and to the most current available contact information on file with the city. For the purposes of applying ACC 1.25.030 and 1.25.065, the responsible party shall constitute a property owner, the property(ies) for which a permit(s) has been issued shall constitute the property(ies) on which the violation is occurring, and the impact fee amount remaining unpaid shall constitute a violation occurring on the permitted property(ies) under these sections.

2. Any unpaid charges adopted by this chapter that are outstanding 30 days from the date the charges are due shall constitute a lien against the property(ies) for which a permit(s) has been issued in the amount of the unpaid charges. In addition to the actions authorized in subsection (I)(1) of this section, the city may record a lien against the permitted property(ies) in the amount of the unpaid charges and may immediately suspend any permits previously issued for the lot or unit associated with the current development activity and shall limit the granting of any future permits for the lot or unit until such time that all outstanding water, sanitary sewer and storm drainage development charges are paid in full.

3. The appeals process authorized in ACC 19.04.080 shall not apply to determinations made pursuant to this section.

J. For nonresidential development composed of new development, redevelopment or a change in use and inclusive of commercial office and retail uses, light and heavy manufacturing uses, but excluding warehousing and

distribution uses, and institutional development including but not limited to public and private schools and colleges and hospitals, and prior to the issuance of any permit application and following the execution of a payment agreement on forms prepared and provided by the city, the applicant may elect to pay transportation impact fees due and owing, less any credits awarded, no later than prior to issuance of certificate of occupancy or 18 months from the date of issuance of the original building permit, whichever comes first. Failure to pay shall result in the following:

1. If 30 days after the city has sent the responsible party written notification of its obligation to pay the charges established in this chapter the full amount remains unpaid, the responsible party shall be subject to the enforcement provisions of ACC 1.25.030 and 1.25.065. Written notification shall be by regular and certified mail and to the most current available contact information on file with the city. For the purposes of applying ACC 1.25.030 and 1.25.065, the responsible party shall constitute a property owner, the property(ies) for which a permit(s) has been issued shall constitute the property(ies) on which the violation is occurring, and the impact fee amount remaining unpaid shall constitute a violation occurring on the permitted property(ies) under these sections.

2. Any unpaid charges adopted by this chapter that are outstanding 30 days from the date the charges are due shall constitute a lien against the property(ies) for which a permit(s) has been issued in the amount of the unpaid charges. In addition to the actions authorized in subsection (J)(1) of this section, the city may record a lien against the permitted property(ies) in the amount of the unpaid charges and may immediately suspend any permits previously issued for the lot or unit associated with the current development activity and shall limit the granting of any future permits for the lot or unit until such time that all outstanding water, sanitary sewer and storm drainage development charges are paid in full.

3. The appeals process authorized in ACC 19.04.080 shall not apply to determinations made pursuant to this section. (Ord. 6455 § 3, 2013; Ord. 6341 § 3, 2011; Ord. 6005 § 1, 2006; Ord. 5763 § 1, 2003; Ord. 5506 § 1, 2001.)

Section 2. ADMINISTRATIVE IMPLEMENTATION. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this ordinance.

Section 3. SEVERABILITY. If any portion of this Ordinance or its application to any person or circumstances is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

Section 4. EFFECTIVE DATE. This Ordinance shall take effect and be in force five (5) days from and after its passage, approval and publication, as provided by law.

FIRST READING: _____

SECOND READING: _____

PASSED: _____

APPROVED: _____

ATTEST:

_____

NANCY BACKUS, MAYOR

_____

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

_____

Daniel B. Heid, City Attorney

PUBLISHED: _____

AGENDA BILL APPROVAL FORM

Agenda Subject:
Ordinance No. 6584, First Reading

Date:
December 2, 2015

Department:
Community Development and Public Works

Attachments:
Exhibit 1 - Ordinance No. 6584
Exhibit 2
Exhibit 3
Exhibit 4
Exhibit 5
Exhibit 6
Exhibit 7
Exhibit 8
Exhibit 9
Exhibit 10
Exhibit 11
Exhibit 12
Exhibit 13

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Ordinance No. 6584.

Background Summary:

Background:

Chapter 36.70A.130 of the Growth Management Act (GMA) establishes a requirement that cities periodically review and update, if necessary, their comprehensive plans every 7 years. The deadline for updating the City of Auburn Comprehensive Plan was July 1, 2015. State and regional agencies have been supportive of the City's ongoing efforts to complete the comprehensive plan update, but have also indicated that it is important for the City to take final action prior to December 31, 2015.

RCW 36.70A.030 establishes the mandatory requirements for "elements" that must be included in a comprehensive plan. Those elements include land use, housing, capital facilities, utilities, transportation, economic development, and parks and recreation. Volumes 1 thru 7 are titled and organized to be consistent with the GMA requirements. Additionally, the City has opted to create a "Core Comprehensive Plan" which serves as the foundation for all of the mandatory elements.

Overview:

The Comprehensive Plan establishes the planning framework for Auburn out to the year 2035 and beyond. The Core Plan sets forth the City's vision, values, goals, broad policies, and actions that are necessary in order to achieve the stated objectives. Volumes 1 thru 7 are the policy documents that establish the details for how to achieve the objectives.

Process:

Exhibits 2 thru 10 constitute the City of Auburn Planning Commission's recommended Comprehensive Plan. The Planning Commission's recommendation concludes a public process that began in Q4 of 2013. In addition to the standard series of Planning Commission meetings and hearings, the public process included a citywide visioning exercise, several public workshops, numerous public presentations, continuous webpage updates, routine citywide email notifications and updates, and one citywide mailer. Appendix E of the Plan provides a detailed overview of all of the public outreach efforts.

In addition to the above described public outreach efforts, the City is also required to initiate State Environmental Policy Act (SEPA) review as well as delivery of materials through a formal notification process to the Washington State Department of Commerce and the Puget Sound Regional Council (PSRC). It is worth noting that both the State Department of Commerce and PSRC provided meaningful praise for the City's approach, efforts and the quality of the product. PSRC provided about a dozen relatively minor suggested edits which were incorporated into the appropriate planning documents and are reflected in the Planning Commission's recommendation.

Important Note: **Exhibits 2 thru 10 are the initial staff drafts for each document. These versions are being transmitted to City Council for first ordinance reading on December 7th because the Planning Commission will not deliberate and act on the materials until December 8th. In order to respect the Planning Commission's role and responsibility, staff is not transmitting their recommendation until December 9th which will be included in City Council's December 14th packet. Therefore, City Council's second reading on December 14th will likely include updated materials to reflect the Planning Commission's recommendation. This approach was used in order to ensure that City Council had an opportunity to consider adoption of the Plan before December 31, 2016.**

Following City Council action, CDPW intends to deliver the Comprehensive Plan for final professional formatting and editing. This will likely result in suggested technical corrections pertaining to grammar, punctuation, spelling, and other types of scrivener's errors. This effort will not result in any substantive change.

Plan Organization:

As indicated above, Exhibit 2 thru 10 constitute the Comprehensive Plan. However, there are several appendices that are “inputs” or reference documents that were used to develop the Plan (e.g. the 2014 Imagine Auburn Vision Report). Additionally, there are several “outputs” or extensions of the Plan that further implement the stated vision, goals and objectives (e.g. functional plan such as the specific utility plans). The Planning Commission’s recommendation includes a recommendation to adopt the listed appendices and the referenced functional plans. Exhibit 10 provides a specific list of the appendices and referenced functional plans that will be adopted as part of the adoption of Ordinance No. 6584.

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Exhibit 1: Proposed Ordinance No. 6584 adopting the 2015 City of Auburn Comprehensive Plan*
Exhibit 2: Core Comprehensive Plan
Exhibit 3: Volume 1 – Land Use Element
Exhibit 4: Volume 2 – Housing Element
Exhibit 5: Volume 3 – Capital Facilities Element
Exhibit 6: Volume 4 – Utilities Element
Exhibit 7: Volume 5 – Transportation Element
Exhibit 8: Volume 6 – Economic Development Element
Exhibit 9: Volume 7 – Parks and Recreation Element
Exhibit 10: Reference to Functional Plans and Appendices that are Adopted by Reference
Exhibit 11: Appendix J – Parks, Arts, and Recreation Open Space Plan
Exhibit 12: Public Outreach
Exhibit 13: Public and Agency Comments

*Exhibits 2 thru 9 are the elements that constitute the 2015 City of Auburn Comprehensive Plan

Reviewed by Council Committees:

Councilmember: **Staff:** Snyder

Meeting Date: December 7, 2015 **Item Number:** ORD.E

ORDINANCE NO. 6 5 8 4

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, ADOPTING THE 2015 CITY OF AUBURN COMPREHENSIVE PLAN

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 seven years; and

WHEREAS, over the course of the last two years, a substantial effort has been 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, this effort began with a community-wide visioning exercise at the end of 2013 which generated more than a thousand comments that have been used to help define a vision and value statement for the City; and

WHEREAS, in accordance with RCW 36.70A.106, the City of Auburn provided its draft Comprehensive Plan to the Washington State Department of Commerce on October 13, 2015; and

WHEREAS, the City of Auburn also provided its draft Comprehensive Plan to the Puget Sound Regional Council on October 13, 2015, in accordance with the procedural requirements outlined in the Puget Sound Regional Council Interlocal Agreement for Regional Planning in the Central Puget Sound Area; and

WHEREAS, the City of Auburn Planning Commission scheduled and held public meetings on May 21, 2014, January 6, March 17, April 7, April 14, April 21, May 5, June 2, October 20, November 4, and December 8, 2015, for the purposes of staff presentations and discussion on the various components of the plan; and

WHEREAS, the Planning Commission scheduled and held public hearings on April 7, April 14, April 21, June 2, November 4, and December 8, 2015, to receive public testimony on the proposed Plan; and

WHEREAS, on December 8, 2015, the Planning Commission recommended to the City Council adoption of the final draft Comprehensive Plan; and

WHEREAS, the Auburn City Council finds it appropriate and in the best interest of the City to adopt the Auburn Comprehensive Plan, which includes the Core

Comprehensive Plan, the Land Use Element, the Housing Element, the Capital Facilities Element, the Utilities Element, the Transportation Element, the Economic Development Element, the Parks and Recreation Element, the Appendices listed within the Core Comprehensive Plan, and the referenced functional plans listed in the Capital Facilities Element; and

WHEREAS, the Auburn City Council determines that the adoption of the Comprehensive Plan meets the criteria set forth in the Auburn City Code and all other applicable legal criteria; and

WHEREAS, the Auburn City Council determines that the Comprehensive Plan is consistent with the Growth Management Act, the King County and Pierce County County-Wide Planning Policies, and the Puget Sound Regional Council's Vision 2040; and

WHEREAS, the City of Auburn has reviewed its development regulations for consistency with the Comprehensive Plan and the Growth Management Act, and has determined that the City's adopted development regulations are consistent with the Comprehensive Plan; and

WHEREAS, by adoption of this ordinance, the City of Auburn has completed the mandatory periodic comprehensive plan review process that is set forth in RCW 36.70A.130.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, DO ORDAIN as follows

Section 1. Adoption of Comprehensive Plan. The City of Auburn 2015 Comprehensive Plan on file with the office of the City Clerk is adopted and is available for inspection therein.

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.

FIRST READING: _____

SECOND READING: _____

PASSED: _____

APPROVED: _____

_____

NANCY BACKUS, MAYOR

ATTEST:

_____

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

_____

Daniel B. Heid, City Attorney

PUBLISHED: _____

CITY OF AUBURN

CORE COMPREHENSIVE PLAN

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Acknowledgments

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- Volume 3 – Capital Facilities Policy Element
- Volume 4 – Utilities Policy Element
- Volume 5 – Transportation Policy Element
- Volume 6 – Economic Development Policy Element
- Volume 7 – Parks and Open Space Policy Element

Future Land Use Map

Appendices

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Introduction and Background

Auburn is in the midst of an exciting stage of its evolution. From the 1850's until the mid 1990's, Auburn has transitioned from a railroad and farming community to a small town. Since then, the dynamism brought upon by opportunities and challenges that come with growth and progress have drastically changed the City. With the annexations that occurred in the late 1990's and 2000's, the overall growth since the 2000's, and its anticipated growth over the next 20 years, Auburn is maturing into a City of local and regional significance with an operating budget in excess of a quarter billion dollars annually. This ongoing maturation has changed Auburn from a relatively insulated small town, nestled in the midst of many other similar communities that surround Seattle and Tacoma, to a City with its own complex identity and a myriad of dreams and dilemmas. At the time of settlement and for the next 100 years, the Auburn of 2035, with its 100,000 projected residents, would be hard to imagine.

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 the future challenges 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.

There were a variety of sources that shaped this Plan, but the single greatest influence is the people who live, work, and visit Auburn. The process for developing this Plan included input from more than 1,000 citizens 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 is an overview of 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, visitors and business owners. This effort alone provides a major source of influence for the Plan.

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- A substantial amount of demographic data was analyzed in order to understand the profile of our community and to identify trends in our community. These data provided a significant amount of information toward 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 provide direct input on how to promote a healthy lifestyle in Auburn and how to manage the diverse housing stock that exists 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 it will meander a bit. The world around us is constantly changing, so being flexible and open-minded allows us to better face the challenges that confront us.

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Executive Summary

The Auburn of 2035 will be an exciting, vibrant city where businesses want to locate and people want to live or 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, and citizens overwhelmingly believe that strong leadership and 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 there are many inputs that helped guide this process, the vision and resultant plan starts with the people who either live here or spend their time working here or visiting. That 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 is a list that captures many of the thoughts that were shared:

1. Citizens of Auburn share a tremendous pride in community – this is perhaps the most important building block for successful implementation of a Comprehensive Plan.
2. We are a community that delights in our history, which makes it hard to know the way forward in a way that embraces the new and unknown, while honoring the past – we need to overcome this paradox that slows 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 that are outside 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 deserve a healthy natural environment.
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.

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7. Auburn lacks complete non-motorized connections that join residential areas with commercial centers, recreational opportunities, or other residential neighborhoods – addressing this concern will create more opportunity to live a healthy lifestyle, use other modes of transport aside from cars, and build our sense of a connected community.
8. The presence of the Muckleshoot Indian Tribe offers great opportunity for partnership and to 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 ways to recreate - we need to continue our work to make downtown Auburn a destination to visit and a pedestrian-friendly, transit oriented location 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 are ideal conditions for ensuring efficient movement of goods and people – we need to better exploit our location advantage when trying 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 to live, work and play.
12. There is a high level of dedication, commitment and excellence at our local school districts and Green River College – we need to strengthen our partnerships with these institutions that are equally passionate about elevating Auburn to a premier community.
13. Auburn has a diverse mix of housing types, however that does not mean it is appropriately distributed throughout the City – while we have achieved or exceeded our goals for providing a mix of housing, there is a need to better disperse different types of housing throughout the City, while preserving existing housing stock.
14. Auburn already has a robust and diverse base of businesses, but there is a need to further diversify – 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 heavy trucks, or from design and construction standards based on previous jurisdictional requirements prior to their annexation into the City – we need to sustain revenue streams and to 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.

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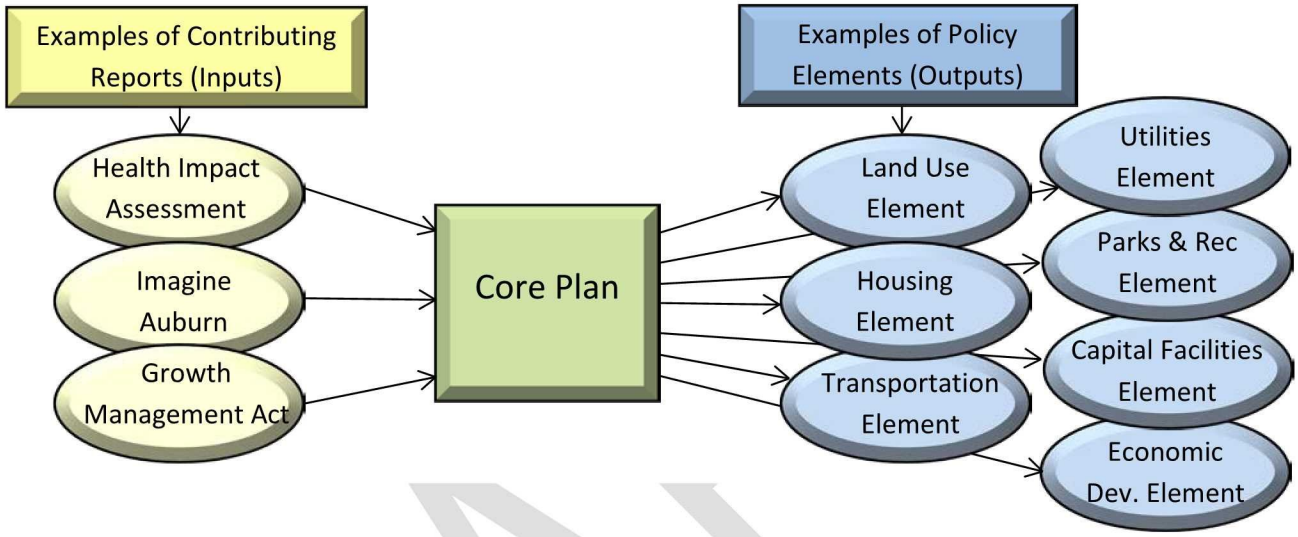
17. We are passionate about the extensive level of social and human services that exists in Auburn but believe that other communities need to follow our example rather than lean on us to take care of those in need – we struggle with how to provide local support within an overall balanced regional approach.
18. As a 124 year old City there are buildings and areas in Auburn that are tired in their appearance and function – we need to find ways to help energize the way those areas look and feel.

The Core 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.

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User's Guide

The Comprehensive Plan is comprised of the 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 that are included in the plan, how they are used, and their intended audience.



Core Plan: The Core Plan serves as the principal planning and guidance document used by City leadership in their efforts to implement the Community's vision. It is a document that is 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 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" into the Core 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 are provided by other government agencies that provide statewide or regional planning parameters.

Policy Elements: Policy Elements are "outputs" of the Core 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 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 to carry out other types of 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 or if a Policy Element does not provide enough guidance to resolve the conflict or ambiguity, the vision, values, and overarching policies of the Core Plan will be used to arrive at a final decision.

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Community Profile and Characteristics

Population Growth

As of 2014, Auburn ranks 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 counties) and is nearly equidistant from its two largest cities, Seattle and Tacoma. Proximity to both of these cities, and being in a central location within Puget Sound Region, has helped Auburn grow at a steady rate. Auburn's growth can be characterized in three eras. The 67 year settlement era of 1893 to 1950 saw the City grow to a size of 6,500 residents. The 40 year absorption era of 1950 to 1990 saw a substantial amount of infill development and the City increase at a rate of about 6,500 residents per decade to 33,000. Since 1990, the City has been going through an expansion era that has seen three significant annexations of areas that have substantial development potential.

Racial and Ethnic Characteristics

Auburn has seen significant demographic changes over the last decade. According to the 2010 U.S. 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 was roughly 90%. What this means is that Auburn has grown significantly more diverse in a 25-year period. As of 2014 estimates, the overall white population is just under 50,000 at 49,238. This means that approximately 68.5% of Auburn's population is white. If this trend continues, Auburn will become increasingly racially diverse.

Household and Income Characteristics

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

Age Characteristics

Auburn is a statistically a younger community than the state of Washington. The median age in Washington is 37 years; the median age in Auburn is 35.5. This is up from 34.1 years of age in 2000. While the median age has increased, the youth population remains significant. 7.4% of Auburn residents are under 5 years of age and 25.9% are under the age of 18 both of which are significantly higher than the state average. The percentage of people over the age of 65 is 10.2%, which compares similarly to the state of Washington figure of 12.3%. Demographic data suggests 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 the railroad freight terminals at the start of the 20th Century, Auburn has in many respects remained a "blue collar" community. This trend, however, is declining as local economies in Washington diversify. In 1990, one out of four of Auburn's residents worked in the manufacturing industry. Between 1990 and 2000, Auburn's resident labor force lost 1,000, or approximately one-fourth, of these manufacturing jobs. This trend of manufacturing job loss has been a nationwide trend, as companies relocate to other cities and states based on tax savings, and many other companies are increasingly outsourcing jobs overseas. In this ever-changing landscape, jobs continue to migrate into different sectors. This slow shift is evidenced by the lessened impact of major employers in Auburn. They no longer dominate the job market as small and medium-sized companies create more jobs. As recently as 2002, the top ten employers accounted for nearly 85% of the total city employment. In 2011, these same employers, which remained in the top ten, accounted for 55% of the total employment base. This illustrates that the number of total jobs has significantly increased and that the number of job providers or employers has also increased.

Generally, workers are tasked with finding jobs where compensation is most lucrative. Education and specialized skills typically play a large role in finding 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 income is significantly lower than the state average. These data suggest that there may be a skills under match between regional employer expectations and available workers in Auburn.

According to the Puget Sound Regional Council (PSRC) and the US Department of Labor, approximately 41,000 jobs are located in Auburn. This number has grown steadily since 2010; it is important to note that the number of jobs must be considered with an understanding of the massive loss of manufacturing jobs and the very slow national economic recovery since the economic downturn in 2008. Comparing the market sector distribution and number of jobs between 1995, 2000, 2010, and 2013 illustrates some changes that have taken place in Auburn's job market over the last 20 years. It also reflects nationwide trends based on the overall health of the economy, decline of manufacturing, and an increasing reliance on service. Important categories to note are:

a. Government and education, which have grown based on the increasing population of Auburn and the need to provide increased and better service to residents, as well as the success of Green River College

b. Trade, transportation, and utilities jobs (WTU) have more than doubled since 1995, also due to the relative growth of Auburn
c. Construction has nearly doubled since 1995; this is due in large part to the significant development that has been constructed in Auburn, such as Lakeland Hills; the dip in 2010 is due to the economic downturn that began in 2008
d. Retail and services are significantly more important to Auburn's current job outlook than in 1995; service is largely increased due to the overall nationwide trend of less manufacturing and more service-based jobs
e. Finance, insurance, and real estate have held steady over the last 20 years

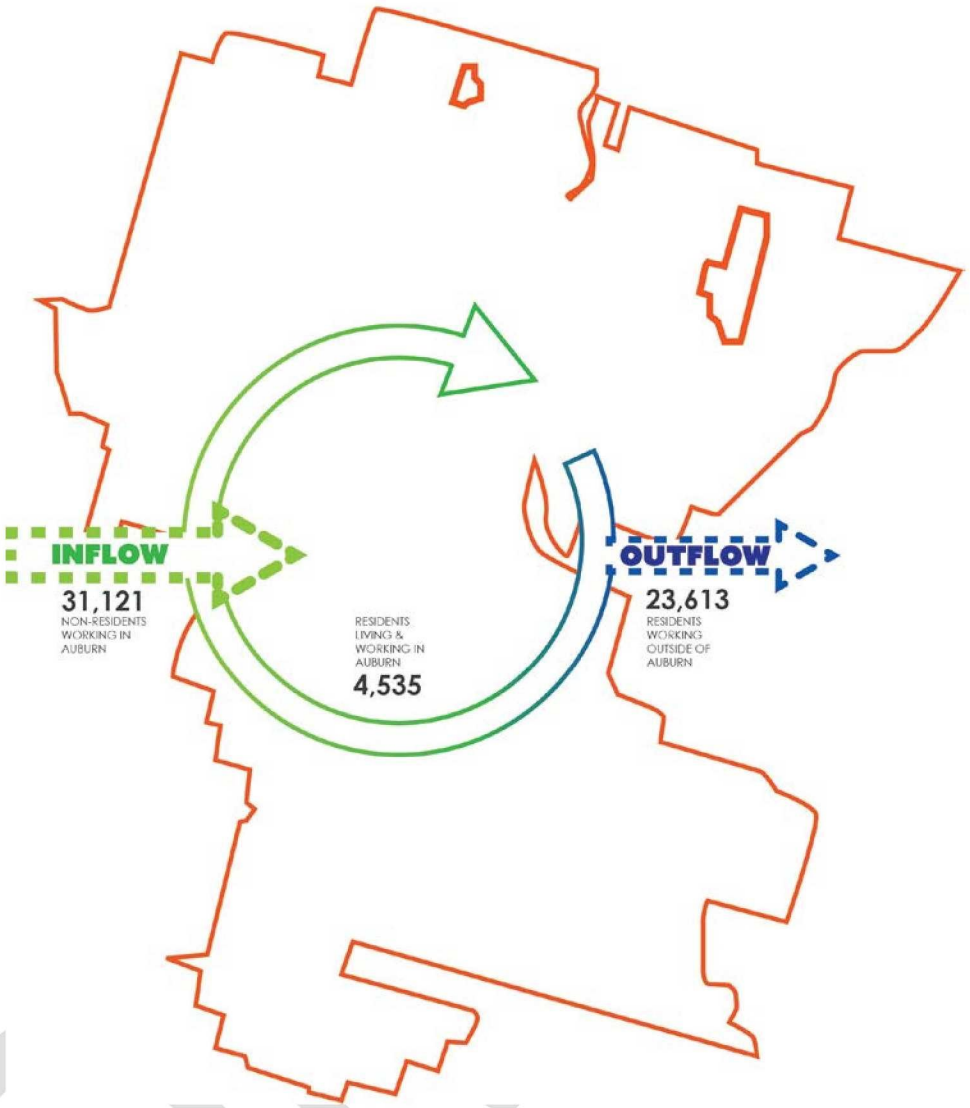
Table 1 - Job Distribution by Market Area – 1995 - 2013

	1995	2000	2010	2013
Const/Res	1,693	3,051	2,148	2,636
FIRE	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
WTU	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
Total	**28,663**	**38,742**	**37,370**	**40,964**

Daily Inflow and Outflow: The Auburn Commute

In 2013 the average daily commute from Auburn is 29 minutes, as of 2013 which is an increase since 2000. A more interesting issue than the length of people's commute is the number of people commuting out of and into Auburn. Both of these numbers far outstrip the number of people who live and work within Auburn. This number has been virtually unchanged over the last decade. The number of residents of Auburn, who also work in Auburn, has stayed at just over 4,000. The most promising data from the inflow and outflow is that there is a significant increase in the number of people commuting to Auburn for work. The influx of non-residents provides another pool of people that engage with the services, features, and resources in the City.

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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 the 20-30 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 be used to extrapolate future available housing units and employment growth.

The primary data tool for planning for future growth are County prepared buildable lands analysis. These reports establish the parameters around 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 County and Pierce County in determining growth projections, land supply, and the adequacy of urban services to serve future growth. The following description and data are taken from the King County and Pierce County Buildable Lands Analyses.

2014 King County Buildable Lands Analysis

After deducting for constraints, future right-of-way and public purpose needs, and after 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 during 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 the aggregated zoning type. This estimate shows a capacity of approximately 14,597 housing units in the King County portion of the City exists out to the year 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
Multi-Family - Vacant	120	85.4	1,156
Multi-Family - Redevelopable	50.0	36.3	460
Multi-Family/ Mixed Use - Vacant	16	12.9	1,822
Multi-Family/ Mixed Use - Redevelopable	117.2	94.7	4,574
TOTAL	**3,828.2**	**2,150.5**	**14,597**

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

Estimates of how much commercial and industrial square footage are available were also calculated. 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
TOTAL	**1,167.7**	**874.9**	**19,036**

(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
TOTAL	**95.35**	**31.72**	**922**

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

The Pierce County Buildable Lands analysis includes a 2030 employment target of 843 and an employment capacity of 595. This estimate was based on the likely employment generated by the commercial parcels located within Lakeland Hills South PUD and other vacant commercial lands along A St. SE.

Table 5 - Gross and Adjusted Net Acres and Capacity of Commercial and Industrial Land Supply (Pierce 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
TOTAL	**1,167.7**	**874.9**	**19,036**

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

Combined King County and Pierce County Projections and Allocations

Table 6 provides a city-wide summary of housing unit and employment allocations.

Table 6 - City of Auburn 2006-2030/31 Housing Unit and Employment Allocations (King and Pierce Counties)

	Housing Units	Employment
King County	9,004	19,200
Pierce County	3,634	843
TOTAL	**12,638 Units**	**20,043 Jobs**

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 55% by 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 7 - Job Distribution by Market Area – 2010 - 2040

	2010	2020	2030	2040	2010 to 2040 Change
Const/Res	2,488	4,747	4,704	5,822	134%
FIRE/Services	12,398	15,935	18,734	22,213	79.2%
Manufacturing/WTU	13,366	13,661	14,512	15,731	17.7%
Retail/Food Services	7,218	9,084	10,396	12,323	70.7%
Government	2,243	1,812	1,841	1,883	-16.1%
Education	2,137	3,143	3,466	3,815	78.5%
Total	**39,883**	**48,023**	**53,847**	**62,003**	**55.5%**

Table 8 illustrates that around 37,000 units will be available by 2030-31. This is nearly 10,000 more units 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 housing. Auburn is also prepared to consider pathways to meet the housing demand on less land, through higher density and by reconsidering zoning implementation and rules.

Table 8 - Population and Housing Forecasts – 2010 - 2035

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

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Community Vision and Values

In 2035 Auburn 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 and thrive.

In 2014, a substantial amount of time and energy was dedicated to developing a vision for Auburn in 2035. Discussions occurred in the community through the Imagine Auburn visioning process and amongst city council members. Many themes and messages surfaced about who we are and what we aspire to become. In the words of City Council, a 2035 Auburn will be a "premier community with vibrant opportunities". Participants of Imagine Auburn added ideas for what they thought this meant. 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 around which we discuss, debate, act, prioritize and lead our community to the vision we have created in this Plan. Identifying values and creating a description of what each of these values look like, what they mean, and how they 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, parks and open space plans, and implementing regulations and standards. These values are the core of how we make choices.

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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 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; a destination locale where citizens enjoy spending time, visitors look forward to returning to, and 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 an individual identity for the City and its neighborhoods.
- By looking for opportunities to keep Auburn attractive, safe, interesting and fun.
- By ensuring that new construction and redevelopment of all 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 impacts to 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, that we will have places that are cohesive, accessible, and interesting.

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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 that 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 that offer 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 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 connect the community, and investing in recreation amenities and safety features.
- By promoting and supporting programs in businesses, non-profits, 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 substandard 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

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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 making sure Auburn grows together.

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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 tax payers and rate payers, the City will construct and operate high quality infrastructure.
- 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 a long life, require fiscally sound and environmentally appropriate upkeep, conform to uniform standards, and are in the best interest of tax and rate payers.
- 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 infrastructure assets added to the City system are of the highest quality.
- By utilizing existing and emerging technologies to better communicate, interact and make available the full range of programs and services to all populations.
- By developing and implementing new and different citizen engagement methods including a citizen civics academy, community and business roundtables, and enhanced social media communications.
- By capitalizing on partnerships with the Muckleshoot Indian Tribe, businesses, developers, non-profits, faith-based organizations, transit agencies, school districts, Green River College, and other governmental agencies.

The City will be judicious with the resources given 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.

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Economy

We will provide a diverse and vibrant local economy with employment, retail and entertainment opportunities for citizens and a growing marketplace for local and regional-scale 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 that is conducive to success and corporate community participation.
- A wide compliment of retail, service and dining options will cater to local needs, attracts 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 that stay and grow in Auburn, while businesses from other cities, regions, and states are attracted to locate and invest here.
- Investments in physical amenities and an environment that attracts 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 the diversity and ability of employees to shop in the City.

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 policymaking 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 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 supporting that movement. The City will also develop policies that encourage 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.

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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, 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 city-wide and neighborhood initiatives.
- Auburn's future is shaped by a broader demographic cross section of its citizenry.
- Event programming ensures that there are opportunities for neighborhoods and cultures to celebrate their identity.

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, non-profits, 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 culture, 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 there is room for everyone.

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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 encouraging the appreciation of 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:

- Open spaces that are accessible to allow people to connect with the natural environment.
- Management of impacts to natural resources from new development are considerate of their sensitivity and importance.
- The City proactively implements fiscally prudent policies and procedures that are based on best practices and available science to mitigate and adapt to 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 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 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 current challenges of environmentally sensitive areas with property rights.

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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 citizens 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, business owners, government, non-profits, and a development community that promote and implement practices that contribute to an environmentally-responsible Auburn.
- City leaders and staff that 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 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 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 healthy Auburn for future generations, we must consider long-lasting effects of our actions on community health, economic viability, the environment, and issues of equity. This means embracing change through inclusivity and balancing current and future needs.

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Policy Elements

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 listed as follows:

Land Use Policy Element

Housing Policy Element

Capital Facilities Policy Element

Utilities Policy Element

Transportation Policy Element

Economic Development Policy Element

Parks and Open Space Policy Element

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

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Land Use Policy Element

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 so that there is less reliance upon the use of vehicles.
3. Service: Citizens 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: There is a robust mix of uses and options that make 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 sub area 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, crime prevention through environmental design, and other sustainable development practices.

Land Use Description:

The Land Use Policy Element is the focal element of this Plan that is then 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 has expanded in the last 20 years. The annexation of Lakeland Hills absorbed what became 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, where residents feel a stronger attachment to commercial centers located outside of Auburn. To the southeast, Auburn transitions into a community with an entirely different character. The area along Auburn

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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 auto centric commercial corridors, light industrial/warehousing, 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.

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 both perception and reality that commercial services are more expansive and convenient at these locations. The Bridges subdivision is an island in the middle of Lea Hill that is within the incorporated city limits of Kent.

(Insert Map)

West Hill: West Hill is bound by West Valley Highway, 51st Ave S, and permanently protected agricultural lands. It is comprised of 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 these locations.

(Insert Map)

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 is comprised of a Planned Unit Development (PUD) that has a commercial center and a mix of single family homes, townhomes, and some

apartments. Additionally, there are undeveloped areas of Lakeland Hills that are outside of the PUD that 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 amount of affordable housing, senior housing, and multi-family housing.

(Insert Map)

Downtown Auburn: Downtown Auburn is characterized by a traditional Main Street that is bisected by major corridors such as M Street, Auburn Way, Auburn Avenue, Division Street, C Street, and the Interurban Trail. It is comprised of 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 offers immense opportunity for a walkable, mixed-use center with easy access to Sound Transit. There are several public spaces that are interspersed throughout downtown that can be used for celebrations, events, and displays.

(Insert Map)

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 auto centric 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 of which are between 40 and 100 years of age, with a few recently developed subdivisions.

(Insert Map)

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 auto centric 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 Administration and Social Security Administration, 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.

(Insert Map)

Southeast Auburn: Southeast Auburn begins at the base of the hill where Auburn Way South climbs to the Muckleshoot Casino and extends out to the Auburn Adventist 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 auto-centric commercial uses, the corridor is flanked by a number of residential communities that are 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 traffic concerns during commute hours as people travel south towards Enumclaw. Citizens also expressed unease over the appearance of Auburn Way South.

(Insert Map)

Land Use Categories

Residential: The Residential land use category will include several types of residential zoning designations ranging from low density areas with significant environmental constraints or that lack urban infrastructure to high density multi-family designations where the goal is to intensify and densify population. Residential land use designations will be comprised of a diverse arrangement of multiple densities where a pattern of mixed densities are 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 design, greater neighborhood connectivity, compatibility with the natural environment, installation of community amenities, crime prevention through environmental design, and techniques that ensure compatibility between 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 auto-centric 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.

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 that these areas remain attractive in their appearance and that they be connected by adequate motorized, non-motorized and multi-modal 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 types of 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 a purpose that seeks 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 because there are extraordinary circumstances that warrant additional and specialized planning emphasis in a particular area of the City.

Land Use Policies:

1. Require building design standards for multi-family, mixed use, and non-residential structures to ensure unique and high quality architectural forms, shapes and materials.

2. Require site design standards for multi-family, 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 which include an emphasized level of planning, designing, improving, regulating, and maintaining those areas that provide 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 infrastructure that is fully connected.
6. Develop downtown Auburn into a safe, walkable community, that has attractive public plazas and buildings, and an engaging streetscape through planning, regulation, and capital improvements.
7. Identify, protect, preserve and restore Auburn’s environment and natural resources.
8. Implement measures to reduce greenhouse gas emissions.
9. Develop vehicular gateways into Auburn into well signed, attractive and prominent entry points.
10. 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 instead of poorly placed and designed signs.
11. Establish parking standards that limit the overall number of spaces and where landscaping and site layout softens the visual impact of large parking lots.
12. Incentivize good community design by allowing increased height, density, intensity and other standards.
13. Ensure harmonious transition between land uses and zoning designations through the use of setbacks, vegetation, building orientation, or architectural design.
14. Employ Crime Prevention through Environmental Design (CPTED) when designing communities and development proposals.
15. Support efforts and programs such as neighborhood watch, national night out, and other activities that bring residents together.

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Land Use Action Plan	Lead	Partners
Short Term (2016 thru 2018)		
1. 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
2. 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
3. Implement the recommendations of the Main Street Urban Design Plan.	CDPW - Community Development	Mayor's Office, CDPW – Public Works, Downtown Association, Chamber of Commerce, Business and Property Owners
4. Prepare an Auburn Way South Corridor Improvement Plan.	CDPW - Community Development, CDPW – Public Works	Mayor's Office, State Department of Transportation, Business, MIT, and Property Owners
5. 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
6. Update the City's Greenhouse Gas Inventory and Climate Action Plan	CDPW – Environmental Services	All City Departments
7. Develop a Sustainability Element of the Comprehensive Plan.	CDPW – Environmental Services	All City Departments
8. 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
Moderate Term (2019 thru 2025)		
9. Identify neighborhoods and develop strategies for promoting awareness.	CDPW - Community Development	Mayor's Office
10. Develop and implement a citywide greenhouse gas	CDPW –	All City Departments

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reduction plan.	Environmental Services	
11. In 2021, update Land Use Policy Element.	CDPW – Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
12. 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
Long Term (2026 thru 2035)		
13. In 2028, update Land Use Policy Element.	CDPW – Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
14. 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

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Housing Policy Element

Goals:

1. Character: Trails, public spaces and outdoor amenities are available which promote social interaction, safety, and healthy lifestyles.
2. Wellness: Buildings and properties are managed to provide a healthy environment and the surrounding landscape is maintained and feels safe.
3. Service: Social and human services that aid in the provision of housing for those in need are supported by the community.
4. Economy: Residential communities are well designed and connected to non-motorized paths and transit service so that residents can afford to shop and work close to home.
5. Celebration: Residents feel a sense of pride and neighborhood identity while promoting the idea of "One Auburn".
6. Environment: Housing is integrated into the natural environment.
7. Sustainable: Adequate and dispersed housing is provided to seniors, the disabled, low income, and all other individuals and families.

Housing Description:

A sustainable community offers a range of housing types by providing opportunities for people to choose and to afford to live near jobs, shopping, and services. This type of outcome enables shorter trips, the use of alternative transportation, reductions in traffic congestion, improved quality of life, and the economic benefit of residents choosing to spend their income in Auburn. Because we believe that 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 demonstrates 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 an increasing demand for senior housing. While Auburn already has a wide range of this housing type, it is not dispersed throughout the City. Specifically, there are very few senior, affordable, or lower income housing options in Lakeland Hills or West Hill, very few senior options on Lea Hill, and a concentration of senior and low income options in the Valley.

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The preservation and renewal of older neighborhoods is an important consideration for retaining a mix of housing types, as well as 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, there is a reality that some of the housing stock is at the end of its life. There must be a conscious effort to understand and identify which properties are at the end of useful life and which properties have renovation potential. Perhaps most importantly, the City must ensure that redevelopment and renovation does not result in a wholesale loss of affordable housing stock.

Auburn's average and median household size suggests that there is a need to provide housing for both small and large households. Auburn's average household size is 2.67 compared to 2.40 in King County and 2.59 in Pierce County, while our average family size is 3.22 as compared to 3.05 and 3.09 in King and Pierce Counties, respectively. While these average figures are higher than our neighbors, we also have a higher percentage of single parents with children. These data strengthen the conclusion that there is a need for less traditional housing, which include accessory dwelling units, cottage housing, townhouses, apartments, and condominiums. Housing data, national trends, and City experience also conclude that we will likely see increasing demands for larger houses that accommodate multi-generational families living together.

Housing Policies:

1. Residential neighborhoods and buildings will be designed and maintained to 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. Implement and promote measures that enhance public safety such as neighborhood watch, crime prevention through environmental design, and expanded access to law enforcement resources.
4. Organize actions that influence and incentivize the retention and maintenance of the existing housing stock and their surrounding environs.
5. Implement strategies that lead to the adequate provision of dispersed affordable housing for moderate, low, and very-low income households and residents in need.
6. Support efforts that are intended to connect human, health, and social services to residents in need.

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7. Develop and support programs that help inform residents of their options, available services, and rights to healthy and affordable housing.
8. Strengthen our partnerships with other agencies and communities to help bolster and steady the supply of housing options and supportive services so that there is greater equity in the region.
9. 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.

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Housing Action Plan	Lead	Partners
Short Term (2016 thru 2018)		
1. Develop a monitoring program that defines the tools and metrics that describe housing condition, supply, availability, location, crime rates, and housing type.	CDPW - Community Development	Police, King County, Pierce County
2. 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 - Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
3. Utilize the existing city rental housing business license program and requirements to educate multi-family property owners about Auburn's goals, policies and standards and that holds property owners and tenants accountable for adherence to its objectives.	CDPW - Community Development	CDPW – Business and Budget, Police, Multi-Family Property Owners
4. Continue the City's housing home repair program and seek ways to expand its use.	Administration – Neighborhood Services	CDPW – Community Development
Moderate Term (2019 thru 2025)		
5. 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 that are in need of specific housing types.	CDPW – Community Development	King County, Pierce County
6. Work with transit agencies to determine multi modal transportation needs, routes, funding and capital improvements necessary to serve priority areas.	CDPW – Public Works, CDPW – Community Development	Sound Transit, MIT, Metro, Pierce Transit
7. 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 – Community Development, MIT	City Council, Tribal Council, King County, Pierce County
8. In 2021, update Housing Policy Element based upon findings and data collected in the monitoring program.	CDPW – Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
9. In 2022, update city zoning regulations to be consistent with update to Housing Policy Element	CDPW – Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
Long Term (2026 thru 2035)		
10. In 2028, update Housing Policy Element based upon findings and data collected in the monitoring program.	CDPW – Community Development	City Council, Planning Commission, Mayor's Office, City Attorney
11. In 2029, update city zoning regulations to be consistent with update to Housing Policy Element	CDPW – Community Development	City Council, Planning Commission, Mayor's Office, City Attorney

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Capital Facilities Policy Element

Goals:

1. 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.
2. Wellness: Capital facility planning, budgeting, design and construction incorporate principles and concepts that promote a healthy lifestyle.
3. Service: Revenue sources and budget allocations have been identified that support both the construction, provision, and on-going high quality maintenance of capital facilities and public services.
4. Economy: Our capital facilities are a marketing asset that causes businesses and residents to seek opportunities to locate here.
5. 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.
6. Environment: Capital improvements are designed and constructed in a manner that employs a higher standard than the minimum required under the law.
7. Sustainable: We have fully implemented a capital investment philosophy that values the long term outcome over the short term expense.

Capital Facilities Description:

Capital facilities are those facilities that are owned and operated by the City. The Capital Facilities Policy 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 and Recreation Policy Element and the Transportation Policy 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

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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.

Capital Facilities Policies:

1. Development will only be permitted where there is a positive determination 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 on-going 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 there is a specific City Council action to accept and adopt.
5. The City will coordinate with solid waste providers and King County to ensure that there is adequate and mandatory waste and recycling service provided throughout Auburn. The City will continue to create, support, and implement efforts that expand recycling and re-use.
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 there is a specific City Council action to accept and 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 there is a specific City Council action to accept and 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.
11. The siting, design, construction, and improvement of all public facilities shall be done in full compliance with the Americans with Disabilities Act (ADA).

Capital Facilities Action Plan	Lead	Partners
Short Term (2016 thru 2018)		
1. 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 – Community Development
2. Implement 6-year Capital Improvement Plans for Transportation.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
3. Incorporate Low Impact Development (LID) into City Codes and Standards by January 1, 2017.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
Moderate Term (2019 thru 2025)		
4. 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 – Community Development
5. Implement longer term Capital Improvement Plans for Transportation	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
6. In 2021, update Capital Facilities Policy Element.	CDPW – Public Works, Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
7. In 2022, update city zoning regulations to be consistent with update to Capital Facilities Policy Element	CDPW – Public Works, Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development

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Long Term (2026 thru 2035)		
8. 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 – Community Development
9. In 2028, update Capital Facilities Policy Element.	CDPW – Public Works, Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
10. In 2029, update city zoning regulations to be consistent with update to Capital Facilities Policy Element	CDPW – Public Works, Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development

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Utilities Policy Element

Goals

1. Character: Utility corridors serve multi-purpose functions such as non-motorized connectivity and recreational amenities.
2. Wellness: The extension and provision of utility service extends throughout the entire community who has access to safe and reliable utility service.
3. Service: Residents and businesses have access to all forms of reliable utility service including communication, water, sewer, and storm systems.
4. Economy: Through planning, franchise agreements and partnerships, capital improvements are occurring in conjunction with development and redevelopment.
5. Celebration: Technology and amenities are in place that support community events and enhance awareness and accessibility that results in broader participation.
6. Environment: Utility users are leaders in the region and have embraced and deployed alternative energy solutions and conservation measures.
7. Sustainable: 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 avoids ratepayer subsidies.

Utilities 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 (PSE) 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 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 there are four main lines heading 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 providers. 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. There are several cellular service providers with customers and facilities in the City of Auburn. Regulation of cellular providers is provided by the Federal Communications Commission (FCC).

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 Century Link on a potential cable franchise.

Investor-owned utilities in the State of Washington are regulated by the Washington Utilities and Transportation Commission (WUTC). 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.

Utilities 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.

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4. When granting franchise agreements, right of way permits, and other city approvals to utility providers, evidence shall be provided that documents sustainable development practices that will be incorporated into construction activities.

Utilities Action Plan	Lead	Partners
Short Term (2016 thru 2018)		
1. Explore opportunities to enhance the use of franchise fees and taxes.	CDPW – Public Works, Finance	Mayor's Office, City Attorney, IT
2. 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 – Community Development
Moderate Term (2019 thru 2025)		
3. In 2021, update Utilities Policy Element.		City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
4. In 2022, update city zoning regulations to be consistent with update to Utilities Policy Element		City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
Long Term (2026 thru 2035)		
5. In 2028, update Utilities Policy Element.		City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
6. In 2029, update city zoning regulations to be consistent with update to Utilities Policy Element		City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development

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Transportation Policy Element

Goals

1. Character: Investments in developing and maintaining our pedestrian, non-motorized and street infrastructure have resulted in the creation of a community that is physically connected.
2. Wellness: Residents, visitors and workers increase utilization of non-motorized forms of transportation.
3. Service: Through partnership with other agencies, public transportation is an available option for navigating the City and connecting to other forms of transportation.
4. Economy: Street surfaces are in a state of good repair allowing people and goods to navigate into, through and out of Auburn.
5. Celebration: As a result of improvements to the transportation infrastructure, combined with modern design techniques, we experience a decreasing frequency and severity of collisions.
6. Environment: Through development of additional non-motorized infrastructure there are fewer vehicular trips per capita.
7. Sustainable: There is an adequate sustained source of financing for long term investment in our streets, sidewalks, public landscaping, and non-motorized corridors.

Transportation 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. Secondarily, 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 Policy 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.

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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 multi-modal, addressing multiple forms of transportation in Auburn including the street network, non-motorized travel, and transit. Evaluating all modes enables the City to address its future transportation needs in a comprehensive and balanced manner.

Transportation Policies:

1. Level of Service (LOS) 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 (LID) 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, bike-able connections to transit service.
6. Increase coordination and integration of land-use and transportation planning to reduce traffic congestion and protect the natural environment.
7. Provide transportation alternatives that meet the needs of seniors and those who are unable to drive.
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
Short Term (2016 thru 2018)		
1. Develop financial and capital programming standards that establish minimum budget targets for non-	CDPW – Public Works	CDPW – Community Development, Finance,

	motorized connection improvements.		Mayors' Office
2.	Develop a Neighborhood Connectivity Element of the Comprehensive Plan.	CDPW – Public Works	CDPW – Community Development
3.	Develop a citywide wayfinding plan with strategies and actions directed at both non-motorized and vehicle modes.	CDPW – Community Development	CDPW – Public Works, CDPW – M&O
4.	Implement the short-term actions outlined in the adopted Parking Management Plan	CDPW – Community Development	
5.	Identify and prioritize vehicular gateways into the City. Design and construct gateway entry points.	CDPW – Community Development	
Moderate Term (2019 thru 2025)			
6.	Implement the long-term actions outlined in the adopted Parking Management Plan.	CDPW – Community Development	
7.	In 2021, update the Transportation Policy Element.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
8.	In 2022, update city zoning regulations to be consistent with update to Transportation Policy Element	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
Long Term (2026 thru 2035)			
9.	In 2028, update Transportation Policy Element.	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
10.	In 2029, update city zoning regulations to be consistent with update to Transportation Policy Element	CDPW – Public Works	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development

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Economic Development Policy Element

Goals

1. Character: Our cultural diversity has been leveraged to bind our community, expand our market, and celebrate cultural traditions.
2. Wellness: We are a safe community with walkable commercial districts where there the perception and reality is that crime activity is low and public safety staffing meets or exceeds the community's expectations.
3. Service: Our economic development strategies focus on supporting the existing business community; as a result, recruitment is minimal because businesses desire to locate here.
4. Economy: We are able to measure and achieve defined targets for manufacturing, service, and retail jobs and revenues.
5. Celebration: We actively promote our local businesses and have been successful at making our citizens more aware of what is available locally as well as attracting visitors from beyond our City.
6. Environment: Our economy is growing and diversifying because of our efforts to protect our rivers, streams, wetlands, and other environmental resources.
7. Sustainable: Residents are staying in Auburn to work and shop and we are widely considered to be a regional dining, shopping and entertainment destination.

Economic Development 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 which 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.

Economic Development 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 comprised of 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
Short Term (2016 thru 2018)		
1. Adopt and implement a City 10 year Economic Development Strategic Plan		
Moderate Term (2019 thru 2025)		
2. In 2021, update Economic Development Policy Element.	Mayor's Office	City Council, Planning Commission, City Attorney, CDPW – Community Development
3. In 2022, update city zoning regulations to be consistent with update to Economic Development Policy Element	Mayor's Office	City Council, Planning Commission, City Attorney, CDPW – Community Development
Long Term (2026 thru 2035)		
4. In 2028, update Economic Development Policy Element.	Mayor's Office	City Council, Planning Commission, City Attorney, CDPW – Community Development
5. 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 – Community Development

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Parks and Open Space Policy Element

Goals

1. Character: There are a mix of small urban parks, natural areas, sports complexes, and community buildings that offer a full range of recreation service.
2. Wellness: Parks are well advertised, maintained, and are safe locations during all hours.
3. Service: Parks and park programming are accessible to all segments of the population.
4. Economy: Our parks and natural spaces are one of the major reasons that businesses and residents site why they chose to locate here and why they choose to stay.
5. Celebration: There are a mix of large and small parks that are being used for local, neighborhood, city-wide, and regional events.
6. Environment: Parks, open spaces, and natural areas are designated, designed and maintained in a manner that respects the environment and natural setting.
7. Sustainable: Park development and maintenance has an identified long term funding source that ensures that the system grows and improves.

Parks and Open Space 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.

Parks and Open Space 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.

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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. 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 and Open Space Action Plan	Lead	Partners
Short Term (2016 thru 2018)		
1. Establish Level of Service (LOS) standards for parks, open space, arts and service programs.	Parks	CDPW – Community Development
2. Establish a formal fee in lieu of program	Parks	CDPW – Community Development, City Attorney, Mayor's Office
3. Acquire additional properties for inclusion in the Auburn Environmental Park and develop a comprehensive management plan.	CDPW – Environmental Services	Parks
4. Complete and activate the Auburn Youth and Community Center	CDPW – Public Works, Parks	CDPW – Community Development, Police
5. Complete the Les Gove Community Campus Plan	Parks	City Council, Mayor's Office, Police, CDPW
Moderate Term (2019 thru 2025)		
6. Begin identification of acquisition needs based on Level of Service.	Parks	
7. 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 – Community Development
8. In 2021, update Parks and Open Space Policy Element.	Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
9. In 2022, update city zoning regulations to be consistent with update to Parks and Open Space Policy Element	Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development

Long Term (2026 thru 2035)		
10. In 2028, update Parks and Open Space Policy Element.	Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development
11. In 2029, update city zoning regulations to be consistent with update to Parks and Open Space Policy Element	Parks	City Council, Planning Commission, Mayor's Office, City Attorney, CDPW – Community Development

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Northeast Auburn

Auburn North Business Area

Downtown

Academy

Lakeland Hills

Lakeland Hills South

Residential

- Residential Conservancy
- Single Family
- Residential Transition
- Multi-Family
- Residential Mixed Use

Commercial

- Downtown Urban Center
- Neighborhood Commercial
- Light Commercial
- Heavy Commercial

Industrial

- Light Industrial
- Heavy Industrial

Public & Quasi-Public

- Institutional
- Open Space

Overlays

- Residential Transition Neighborhood Commercial

Regional

- Urban Separator
- Potential Annexation Areas

Special Planning Areas (Adopted)

DRAFT Comprehensive Land Use Map (10/13/15)

Appendices

Appendix A – The Auburn Community Vision Report

Appendix B – The Auburn Housing Needs and Characteristics Assessment

Appendix C – The Auburn Housing Element Checklist

Appendix D – The Auburn Health Impact Assessment

Appendix E – The Comprehensive Public Participation Plan

Appendix F.1 – The King County Buildable Lands Analysis

Appendix F.2 – The Pierce County Buildable Lands Analysis

Appendix G – Auburn Airport Master Plan

Appendix H – Auburn Community Profile

Appendix I – Auburn Greenhouse Gas Inventory

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AUBURN COMPREHENSIVE PLAN - VOLUME 1
Land Use Element

LAND USE ELEMENT VISION

Auburn is a community that 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 and offer a sanctuary for fish and wildlife to reside and people to visit so they may observe and learn about the environment. Residents have a strong association with their neighborhood and are engaged and involved in the decisions that steer Auburn into the future.

LAND USE CONDITIONS AND TRENDS SUMMARY

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 that parallel Highway 167, and a surrounding housing stock built primarily between 1910 and 1960. In the last 30 years the land use pattern of Auburn has changed primarily because of the incorporation of areas to the south, east, and west. Each of the newly incorporated areas 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 there are a myriad of different land use policies, regulations, infrastructure standards, and investments that have 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 non-residential 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 patter, previously approved sub area 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

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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.

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RESIDENTIAL LAND USE DESIGNATIONS

Character Sketch:

Residential uses will be comprised of 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 non-motorized connectivity.

Service - Through outreach and engagement, individual residents and homeowner's 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.

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

General Policies

Policy 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. Useable community amenities and spaces.

d. Environmental protection and preservation of natural features.

e. Preservation of areas that can support low impact development (LID) techniques.

f. Efficient and effective delivery of utility service.

g. Innovative design.

h. Crime prevention through environmental design (CPTED).

i. Long term maintenance considerations.

Policy LU- 2. 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.

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

Policy LU- 4. Public and institutional uses may be permitted as a conditional use if designed in a manner which 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.

Policy 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.

Policy 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 incentivize and promote preservation.

Land Use Designations

Residential Conservancy
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 which 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 Policy LU-7. Densities and activities shall be of a very low intensity and shall not compromise

	environmental and watershed resources.
Policy 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 non-residential activities may operate out of any type of permitted building, subject to intensity and use limitations.
Policy 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.
Policy 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.
Policy 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.
Policy 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.
Policy LU-13.	Public, institutional and resource extractive uses which are low-intensity and preserve the environment may be considered as conditional uses.

Single Family Residential

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 non-motorized 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 the King County Countywide Planning Policies.

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

Policies

Policy 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.

Policy LU-15. Home occupations, bed and breakfasts, day cares, and other appropriate uses should be encouraged as viable accessory uses.

Policy 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.

Policy LU-17. Provide a variety of housing typologies to suit the needs of various potential residents.

Policy LU-18. Density bonuses, outside of the Urban Separator Overlay, should be approved based on the 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

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 multi-family, single family and non-residential, multi-family and non-residential zones or development, are adjacent and meet the development parameters of the Residential Transition designation.

Implementing Zoning Designations

Residential Transition

Policies

Policy LU-19. Density bonuses and flexible development standards should be considered as an incentive for innovative neighborhood design.

Policy LU-20. Carefully developed low intensity office, or residentially related commercial uses (such as day care centers) can be compatible.

Policy 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.

Multi-Family

Description - This category shall be applied to those areas which 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 non-motorized 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 non-residential designations by the Residential Transition designation and meet the development parameters of the Multi Family designation.

Implementing Zoning Designations

Residential 20 (20 dwelling units per acre): All Multi-Family 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

Policy LU-22. Development regulations should include density bonuses and flexible development standards to incentivize innovative site and building design, incorporation of open space and public art, non-motorized 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.

Policy LU-23. Home occupations and shared housing should be allowed in this designation, however, given the 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.

Policy LU-24.	Live-work units are encouraged.
Policy LU-25.	Improve the quality of low income neighborhoods and implement programs which encourage rehabilitation of deteriorating structures and facilities the Downtown area, areas between lower density residential uses and more intense non-residential activities, and areas with high levels of transit service and available high-quality services.
Policy LU-26.	Multi-family 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 between ground floor spaces and entry ways with the streetscape, and connectivity to nearby non-residential hubs (e.g. shopping centers and schools).
Policy LU-27.	Provide a variety of housing typologies to suit the needs of various potential residents.
Policy LU-28.	Establish intensity limitations such as floor area ratios, density, building height, coverage ratios, setbacks, and other standards.
Policy LU-29.	Access to nearby amenities and health and human services should be considered when reviewing senior housing developments.
Policy LU-30.	Encourage development of permanent supportive housing to address the homeless population and those with special needs.
Policy LU-31.	Encourage adaptive reuse, particularly of historic properties.

Mixed Use

Description - This category shall be applied to those areas which 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 non-motorized connections to surrounding amenities and services, or have access to on-site non-residential amenities and services.

Designation Criteria

1. Previously developed high density residential; or
2. Properties that are connected to Single-Family and non-residential designations by the Residential Transition designation or are adjacent to the Multi Family designation, and meet the development parameters of the Mixed Use designation.

Implementing Zoning Designations

Mixed Use Residential

Policies

Policy LU-32.	Development regulations should include density bonuses and flexible development standards to incentivize innovative site and building design,

	incorporation of open space and public art, non-motorized 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.
Policy LU-33.	Live-work units are encouraged.
Policy LU-34.	Encourage adaptive reuse, particularly of historic properties.
Policy 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.
Policy LU-36.	Establish intensity limitations such as floor area ratios, density, building height, coverage ratios, setbacks, and other standards.

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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 be 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 compliment of retail, service and dining options will cater to local needs, attracts visitors and encourages 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.

Sustainable - 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

Policy LU-37. The commercial uses permitted must be carefully regulated in regards to performance criteria and design.

Policy LU-38. Permitted uses would consist of local-serving and community-serving retail trade, offices, personal services, and eating establishments.

Policy LU-39. Encourage uses that provide health and human services to the adjacent community.

Policy LU-40. Encourage adaptive reuse, particularly of historic properties.

Downtown Urban Center
Description - This category should be applied exclusively in Downtown Auburn. The area should be developed in a manner which is 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 the Business Improvement Area (BIA) boundaries.

Implementing Zoning Designations

Downtown Urban Center

Policies

Policy LU-41. 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 free standing commercial spaces may be established as an accessory use to a larger vertical mixed use development.

Policy LU-42. 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.

Policy LU-43. 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.

Policy LU-44. Encourage multiple family dwellings, particularly within the upper stories of buildings.

Policy LU-45. Drive-in windows should not be permitted to maintain the area's pedestrian environment.

Policy LU-46. Parking standards within the downtown should reflect the pedestrian orientation of the area, but also consider parking's impact for economic development.

Policy LU-47. Discourage uses which rely on direct access by vehicles or involve heavy truck traffic (other than for merchandise delivery).

Policy LU-48. Unsightly outdoor storage and similar activities should be prohibited.

Policy LU-49. The downtown should capitalize on opportunities for multi-modal transportation.

Policy LU-50. Encourage adaptive reuse, particularly of historic properties.

Neighborhood Commercial

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

Policy LU-51. 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.

Policy LU-52. Permitted uses would consist of small scale local-serving and community-serving retail trade, offices, personal services, and non-drive thru eating establishments.

Policy LU-53. Special emphasis will be directed at those accessory activities which 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.

Policy LU-54. Encourage adaptive reuse of existing residential buildings and historic properties.

Policy LU-55. Commercial uses will have an orientation that is directed towards adjacent public streets while also providing pedestrian and bike oriented access.

Policy LU-56. 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

Description - This category represents the prime commercial designation for small to moderate scale commercial activities. These commercial areas should be developed in a manner which is 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

Policy LU-57. 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.

Policy LU-58. 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.

Policy LU-59. Development incentives should be established that encourage the creation of electric car charging stations, use of sustainable building and/or operational practices, development of non-motorized infrastructure, and proximity and connection to public transit.

Policy LU-60. 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.

Policy LU-61. 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.

Policy LU-62. Large scale regional retail uses and uses which rely on direct access by vehicles or involve heavy truck traffic (other than for merchandise delivery) are not appropriate in this category.

Policy LU-63. Unsightly outdoor storage and similar activities should be prohibited.

Policy LU-64. Encourage adaptive reuse, particularly of historic properties.

Policy LU-65. 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
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 Policy LU-66. A wide variety of commercial services oriented 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. Policy LU-67. 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. Policy LU-68. Development incentives should be established that encourage the creation of electric car charging stations, use of sustainable building and/or operational practices, development of non-motorized 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 maintained.

Wellness - Risk to life and property from all hazards will be minimized. Properties and businesses are connected to non-motorized corridors which 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.

Sustainable - 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

Policy LU-69. A wide range of industrial uses may be permitted, subject to performance standards.

Policy LU-70. Outside storage shall be permitted subject to performance criteria addressing its quantity and location.

Policy 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 non-motorized infrastructure, and proximity and connection to public transit.

Light Industrial
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

Policy LU-72. 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.

Policy LU-73. 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.

Policy LU-74. 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 non-motorized corridor.

Policy LU-75. 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.

Policy LU-76. 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.

Policy LU-77. Uses involving substantial storage or processing of hazardous materials, as well as substantial emissions, should not be permitted in these areas.

Policy LU-78. A wide range of commercial activities may be allowed to provide increased

	opportunities for sales tax revenue.
Policy LU-79.	The Burlington Northern Santa Fe (BNSF) 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 reactivate 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.
Policy LU-80.	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
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. Is 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

Policy LU-81.	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.
Policy LU-82.	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.
Policy LU-83.	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 non-motorized corridor.
Policy LU-84.	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.

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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.

Sustainable - 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

Policy LU-85. The primary purpose of this designation is to address public needs while taking advantage of synergies with the adjacent areas where they are sited.

Policy LU-86. 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.

Policy LU-87. Increase visibility of resources through public information campaigns.

Policy LU-88. Appropriate uses include low intensity recreational uses, passive use open areas, protected environmental habitat, stormwater detention facilities, and similar low intensity uses.

Open Space
Description - This category shall be applied to areas which 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

Policy LU-89. Active parks that provide sports field, activity and community centers, cemetery's, and public buildings should not be designated as open space.

Policy LU-90. 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.

Policy LU-91. Increase distribution of open space and increase access to open space amenities throughout Auburn.

Policy LU-92. Enhance restoration, preservation and protection of natural resources and critical areas.

Policy LU-93. Seek out opportunities to develop recreation and education opportunities on public lands or through public-private partnerships.

Policy LU-94. 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.

Policy LU-95. 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

Description - This category includes those areas which 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 which 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

Policy LU-96. 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.

Policy LU-97. 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.

Policy LU-98. 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:

a. The appropriateness of new requests for this designation and the impacts that it may have on the surrounding community.

b. 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.

c. Site specific conditions that should be attached to development proposals that are designed to mitigate impacts on the surrounding community.

Policy LU-99. Coordination with other public or institutional entities is essential in the implementation of the institutional land use designation.

Policy LU-100. Industrial and commercial uses which 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.

Policy LU-101. For the Landing Field designation, an Airport Master Plan should be developed that establishes the vision, policies, and implementation strategies that govern uses, management principals, and future planning efforts. Uses and activities within and surrounding this designation must comply with the requirements of the Federal Aviation Administration (FAA).

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

General Policies

Policy LU-102. These land use designations must be consistent with the Growth Management Act (GMA), Puget Sound Regional Council, and countywide planning policies.

Policy LU-103. Any proposed changes to these designations must be pursued in coordination with applicable State, Regional and County agencies.

Urban Separator
Description - Urban separators are areas designated for low-density uses in the King County Countywide Planning Policies. They are intended to be "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 1. Areas designated through the process of annexation.
Implementing Overlay Designations Lea Hill Overlay West Hill Overlay Urban Separator Overlay
Policies Policy LU- 104. The City is obligated to maintain (and not re-designate) until at least the year 2022, pursuant to the Countywide Planning Policies and an annexation agreement with King County. Policy LU- 105. 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.

Potential Annexation Area
Description - 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 between all of the urban growth areas within the respective County.
Implementing Designations Potential Annexation Area
Policies Policy LU- 106. Auburn's Potential Annexation Area (PAA) is shown on Map XX. Map XX 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. Policy LU- 107. The Auburn City Council may revise the boundaries of the Potential Annexation Area in the future, in response to: a. Amendments to the King or Pierce County Urban Growth Area as specified in the King or Pierce County Countywide Policies b. Discussions between Auburn and adjacent jurisdictions regarding PAA boundaries c. Discussions with Pierce County concerning the designation of PAA boundaries d. Changed circumstances relating to population and employment growth and projections, urban service feasibility, or similar factors.

Transition Overlay
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 shows on the Comprehensive Plan land use map that are located between single family and multi family designations; between multi-family and non-residential designations; and between single family and non-residential designations.

Implementing Designations

Transition Overlay

Policies

Policy LU- 108. Between single family and multi-family:

a. Where a multi-family use is proposed to be located adjacent to a single family zone, the multi-family 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 multi-family development proposals.

b. Provide non-motorized 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 multi-family housing.

e. Rezones to the Residential Transition zone should not be allowed if it will result in the creation of a Residential Transition island.

Policy LU- 109. Between multi-family and non-residential

a. Where a non-residential use is proposed to be located adjacent to a multi-family zone, the non-residential 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 non-residential development proposals.

b. Provide non-motorized 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 multi-family housing.

d. Rezones to the Residential Transition zone should not be allowed if it will result in the creation of a Residential Transition island.

Policy LU- 110. Between single family and non-residential

a. Where a non-residential use is proposed to be located adjacent to a single family zone, the non-residential 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 non-residential development proposals.

b. Provide non-motorized 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 Overlays
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 the 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 Policy LU- 111. Best available science will be utilized for the specific designation criteria and the associated adopted protection standards and development regulations. Policy LU- 112. Reasonable use provisions will be included within the critical area regulations that ensure a property owner is not denied use of a pre-existing parcel, lot or tract. Policy LU- 113. 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 man made features, limited types of site investigation work, emergency activities, and certain types of invasive vegetation control. Policy LU- 114. 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 Areas
Description - "Special Planning Areas" are Districts, Sub-Areas, 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 there are a number of different 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 warrants 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 Racetrack.
- Neighborhoods in which a resident and merchant live and conduct daily business and leisure. Examples include Downtown, Lea Hill and Lakeland.
- Areas where there is a focused desire to create greater physical and economic cohesiveness. These may be large planned developments or clusters. Examples include 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 7 values that underscore the Comprehensive Plan. Examples include the need for multi-modal connections between West Hill and Lea Hill into 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 sub-areas. Additionally, districts are generally consistent with the geography of one of the eight "neighborhoods"[1] 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 #.#)		
West Hill	North Auburn	Lea Hill
Downtown	South Auburn	Plateau
Lakeland	Southeast Auburn	

2. **Sub Areas**: Sub-Areas are smaller in geography than a district. Though relatively large, multiple sub-areas may be located within a single district. Sub-areas allow for the refinement and recognition of existing unique characteristics within a district. Sub-areas are intended to

[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.

anticipate, support, and guide long-term growth and redevelopment though 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. Sub-Area planning emphasizes infrastructure development, appropriate land uses, connectivity throughout the planned area, and connections to multi-modal transportation opportunities outside of the planned area.

Thirty-two Sub-Areas currently exist (including the nine economic development strategy areas discussed below). These Sub-Areas are categorized as Identified Areas, Designated Areas, and Adopted Areas. Identified areas have been identified as a Sub-Area 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 Sub-Area Plan that is incorporated into the Comprehensive Plan and establishes the purpose of its designation, goals and policies, and implementation strategies. Sub-Areas 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, sub-area plans are intended to guide the future development of each respectively adopted sub-area on a planned basis. Uses and intensities within Special Planning Areas are determined for each area through individual planning processes. Each Sub-Area Plan must be consistent with the general goals, objectives and policies of the Comprehensive Plan. Key policies of the six Sub-Area Plans are listed below.

As an adopted document of the Comprehensive Plan, the Sub-Area 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 Sub-Area Plan will also include the review and, if necessary, a revision of zoning regulations and design standards. Updated and future Sub-Area Plans will either supplement existing goals, policies, and implement strategies, or replace existing Comprehensive Plan designations and policies.

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 sub-area plans of the Comprehensive Plan.

Sub-Areas (See Map #.#)		
Identified Areas		
Auburn Golf Course	GSA/Boeing	Green River College
Mary Olsen Farm	Les Gove Campus	Emerald Downs
Auburn High School		

Designated Areas		
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	Pike Street
Auburn Way South Corridor	Auburn Way North Corridor	8th Street NE
AWS/Auburn Black Diamond Rd.	NW Auburn Manufacturing Village	Lakeview
	Mt. Rainier	
Adopted Areas		
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)

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 Sub-Area, in which case, the Impression Corridor policies are additive to the Sub-Area Plan. Impression corridors enhance the areas in which residents, businesses, visitors move throughout the City. The benefit of an impression corridor is twofold: 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 include consist and 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 #.#)		
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 into 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 #.#)		
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.

Policy LU- 111. Through regulation, capital investment, and community planning, identify, promote and market district identity.

Sub Area Policies.

Policy LU- 112. Each sub area will contain its own vision, goals, policies and strategies.

Sub Area Plan Policies.

Policy LU- 113. Sub area plans are components of the Comprehensive Plan. Adoption or revision of a sub area 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.

Impression Corridor Policies.

Policy LU- 114. Create specific plans for each of the identified corridors that outlines 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.

Policy LU- 115. Coordinate corridor planning, design, construction, and maintenance with other agencies, such as BNSF, the Muckleshoot Indian Reservation (MIT), and the Washington State Department of Transportation (WSDOT). Where one agency may more effectively manage the corridor, management or ownership consolidation is appropriate.

Policy LU- 116. Promote the elimination or renovation of existing derelict or unmaintained structures, signs, fences, and properties along impression corridors through regulatory or enforcement mechanisms

Policy LU- 117. Work with private and public property owners to educate, incentivize, and enforce regulations that are intended to improve the overall appearance of identified corridors.

Policy LU- 118. 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.

Policy LU- 119. 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.

Policy LU- 120. Take advantage of opportunities to provide informational signs, wayfinding signs, and traffic control signs that are attractive, useful, and integrated into a larger city-wide signage plan or policy.

Policy LU- 121. 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.

Policy LU- 122. Design, construct, and enhance impression corridors to accommodate multi-modal uses.

Policy LU- 123. Design and construct vehicular access points in a manner that consolidates access points serving multiple uses.

Policy LU- 124. Signage, landscaping, and monument features should be used to establish prominent access points.

Policy LU- 125. Discourage aerial utilities.

Policy LU- 126. Invest in impression corridors by acquiring right of way, constructing and widening sidewalks, installing landscaping, building center medians, constructing parklets, providing street furniture, and other construction 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.

Policy LU- 127. Prioritize by rank all gateways and develop potential opportunities and designs for each location.

Policy LU- 128. Develop land use regulations that incorporate gateway priorities and concepts into private development proposals that are located at identified gateways.

Policy LU- 129. Coordinate with the Washington State Department of Transportation (WSDOT) to understand options and implement actions at gateway location. Many of the gateway locations are within the WSDOT right of way.

Policy LU- 130. 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.

Policy LU- 131. Maintain the established gateways.

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APPENDIX A

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.

Academy SPA Policies

1. All secondary uses must relate directly to the Academy's Mission Statement.
2. Both academic and industrial uses are to be located on specific, strategic locations on the site to properly address existing land use and to be consistent and compatible with adjoining uses.
3. Steep slopes along northern boundary of the Academy will be retained as a natural environment
4. All development must be driven by the Academy and its appearance shall be consistent with an overall open, campus-like environment.

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.

Auburn North Business Area SPA Policies

1. A mix of land uses, including light commercial and multifamily residential, are the principal uses. These uses are targeted to complement the CBD
2. Pedestrian-oriented development is advised
3. Automobile drive-in facilities, service stations, and automobile sales are not permitted

4. Buildings are designed to be pedestrian-friendly based on building siting, frontages, walkways, parking, and amenities

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.

Lakeland Hills SPA Policies

1. Higher residential densities and limited areas of commercial are oriented to the lower elevations of the area and along Oravetz Road
2. Higher elevations are reserved for single family residential neighborhoods
3. All commercial development must be integrated and compatible with the design of adjacent park and residential uses
4. Future developments must be designed as to minimize the potential severe erosion hazards

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 was 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.

Lakeland Hills South SPA Policies

1. Natural amenities, such as open spaces and sensitive environmental features, should be strategically preserved and conducive to affordable housing.
2. Affordable housing should be provided consistent with the Comprehensive Plan.
3. Development should be pedestrian-oriented and encourage the use of travel modes that are alternative to automobiles, such as walking, bicycling, and mass transit.

4. All development, including building architecture, landscaping, and site planning, shall be subject to design review.
5. Enhance parks and open spaces should be enhanced in accordance with the Parks Master Plan and Comprehensive Transportation Plan's non-motorized plan.

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 coexist 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.

Downtown (DUC) Policies

1. Auburn Comprehensive Plan Chapter 5, Section 5.X contains policies applicable to the downtown. land use designation
2. *Auburn Downtown Plan*, Section 1.4 contains policies applicable to downtown.
3. Find creative and innovative methods to adaptively reuse existing buildings for a variety of uses
4. Reduce regulatory barriers and increase incentives to encourage strategic development (i.e. "makers", small-scale manufacturing, creative enterprises, and micro-scale restaurants).
5. Coordinate with the Comprehensive Transportation Plan to address parking and multimodal transit options.
6. Seek out branding opportunities through signage, art projects, and cohesive design to help re-enforce Downtown character.
7. Implement improvement projects including the Main Street Corridor Project (20% design)

8. Implement the Downtown Façade Improvement Program, the Downtown Façade Improvement Program, and the Comprehensive Downtown Parking Management Plan (CDPMP).

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AUBURN COMPREHENSIVE PLAN – VOLUME 2

Housing Element

HOUSING ELEMENT VISION

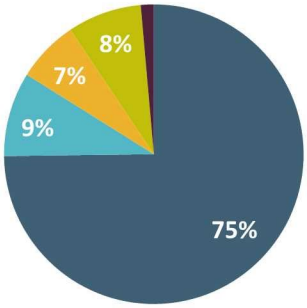
Auburn is a place our diverse community is proud to call home for a lifetime. Auburn provides opportunities for attainable housing in a variety of styles to meet the needs of all ages, abilities, cultures, and incomes. Our neighborhoods are safe and attractive, offer gathering places to meet friends and family, are connected by trails, streets, and transit, and well-kept. Our households are aware of 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.

HOUSING CONDITIONS AND TRENDS SUMMARY

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

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

Exhibit 1
Languages Spoken at Home in Auburn, 2008-2012 5-Year Average



Language Spoken at Home	Persons Age 5+ years	% of Total	% of Group Without English Proficiency
Speak only English	48,919	75%	--
Spanish or Spanish Creole	5,928	9%	48%
Other Indo-European languages	4,385	7%	44%
Asian and Pacific Island languages	5,245	8%	42%
Other languages	943	1%	32%
Total	**65,400**	**100%**	**11%**

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

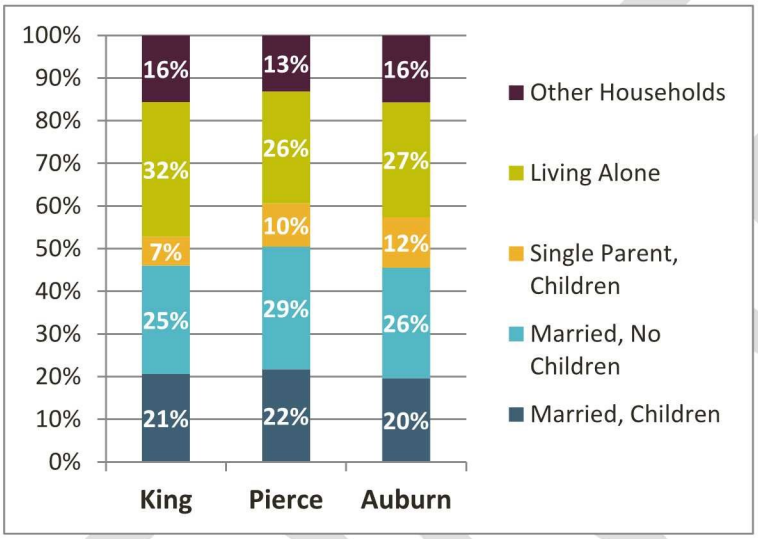
Auburn's diverse communities may have different housing preferences, and preferences for neighborhood amenities, and services. For example, outreach conducted with the Hispanic community in association with the Housing Element Update showed that most would recommend Auburn as a place

to live for family and friends and wanted their children to grow up and stay in Auburn, but desired improved security and traffic calming. The outreach participants desired to help improve their neighborhood and volunteer.

Auburn's household size trends show the City will need to ensure a variety of housing types are offered to match the needs of both small and large households. Auburn has a larger household size and average family size than King or Pierce Counties. However, household size composition information shows a significant proportion of single persons and two persons with no kids. Auburn also has a higher proportion of single parent households. The type of homes needed for smaller households may be different than for larger households. See Exhibit 2.

Exhibit 2
Household Composition and Average Household Size

Household Composition: Auburn, King County, and Pierce County



Average Household Size: Auburn, King County, and Pierce County

	Average Household Size	Average Family Size
Auburn	2.67	3.22
King County	2.40	3.05
Pierce County	2.59	3.09

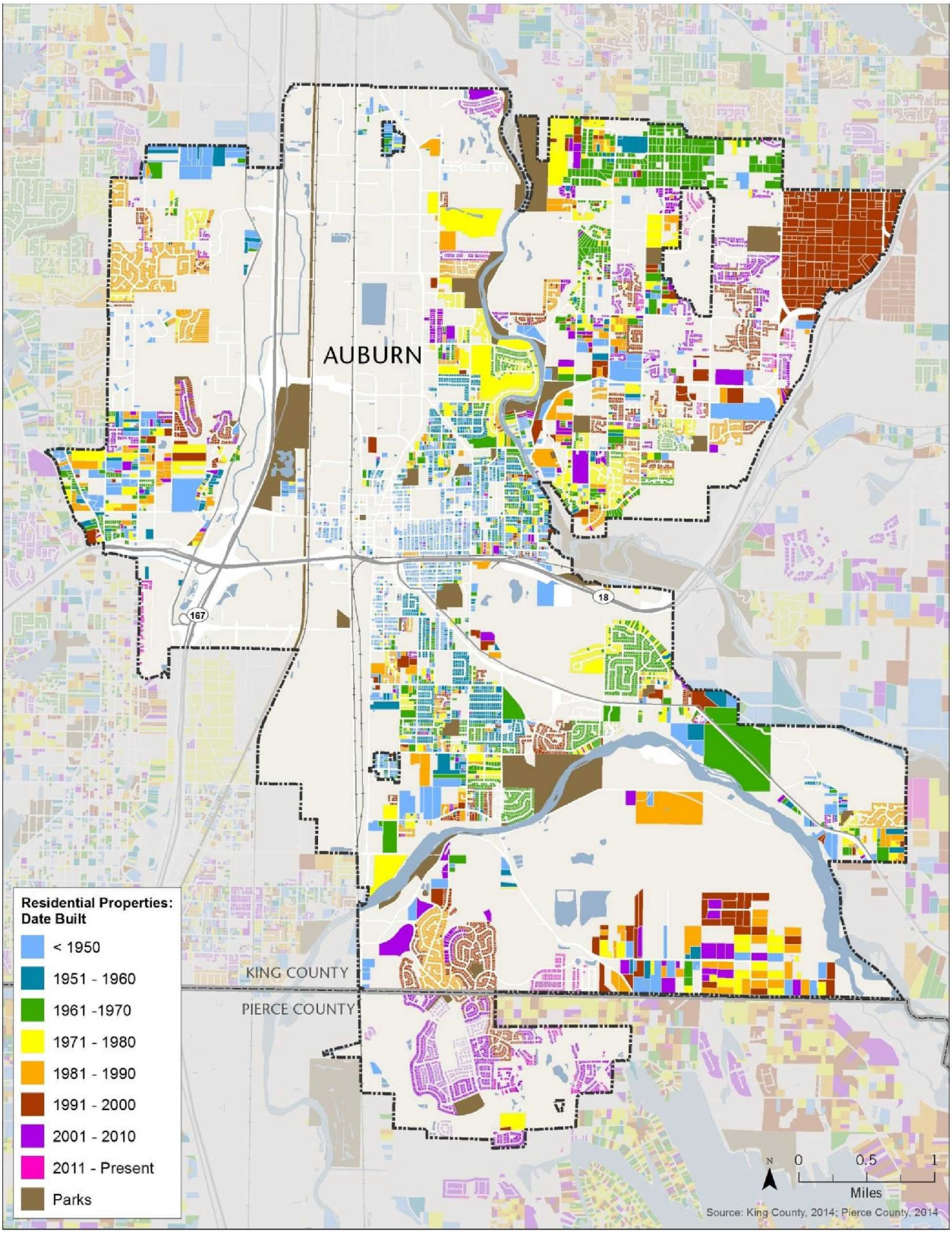
Source: 2008-2012 American Community Survey 5-Year Estimates; US Census, 2010.

Auburn is affordable. Auburn has a higher proportion of its population with lower incomes, and Auburn's housing is more affordable than the region. Rents are below King County Fair Market Rents, and the median sales price is at least $100,000 below the King County median sales price. Almost half of the City's households could afford the median priced home, and more than two thirds could afford the median priced condominium unit in Auburn.

Auburn's housing stock is older and much of the rental housing 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 near the end of their useful life.

See Exhibit 3 illustrating the Year Built information for the City showing older housing stock in the valley and West Hill and newer housing in Lea Hill and Lakeland Hills.

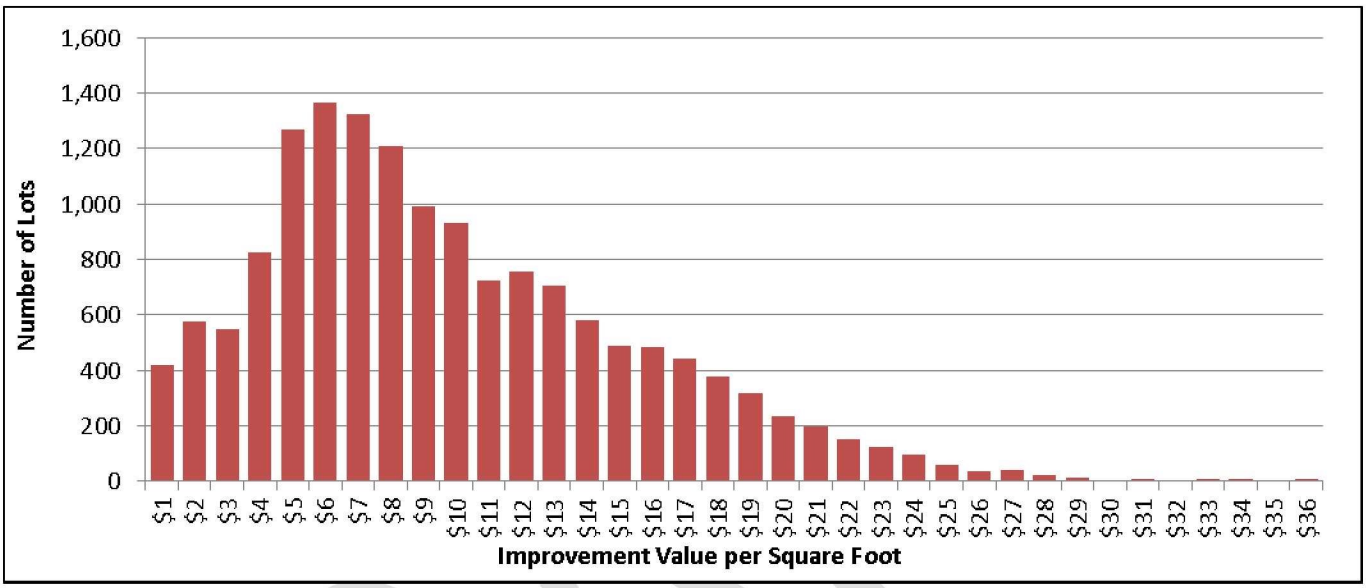
Exhibit 3
Year Built



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

Overall, the assessed improvement value per square foot in Auburn is relatively low; see Exhibit 4. This is likely owing to the age of much of Auburn's housing as well as its position in 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.

- There are approximately 1,600 units with no or very limited improvement value listed.
- There is a long tail stretching towards 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.

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, as well as to 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 attracting 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 (e.g. roads and sewer). Housing in proximity to a variety of transportation modes can increase a household's disposable income and savings by reducing the cost of transportation.
- Well designed and located housing can reduce energy and water consumption, and promote healthy lifestyles.

HOUSING GOALS AND POLICIES

Healthy Homes & Neighborhoods

Policy H-1. Recognize the important role of public improvements, facilities and programs in providing a healthy home environment within the community. [HO-4]

Policy 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]

Policy H-3. Promote safe and connected neighborhoods. [Element audit, needs assessment, outreach]

A. Continue to implement crime prevention programs such as neighborhood block watches.

B. Through the land use and building permit process, implement principles of crime prevention through environmental design.

C. Promote community volunteerism to increase residents' wellbeing and safety.

Policy H-4. Promote housing that meets the needs of Auburn's workforce, is located and designed to support affordable multimodal transportation options, and contributes to a regional jobs-housing balance. [Element audit, needs assessment, outreach]

Policy 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]

Policy H-6. Improve streetscapes in developed neighborhoods. Continue to repair and/or replace deteriorated sidewalks and remove barriers to pedestrian traffic. [HO-30]

Policy 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]

Policy H-8. Promote the City's neighborhood program. Connect residents to volunteer activities. [Element audit, needs assessment, outreach]

Policy H-9. When evaluating proposed developments, apply site and building design standards, require quality streetscape, landscape, onsite recreation and open space, and low impact development measures to improve community character and environmental quality. [Element audit, needs assessment, outreach]

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 non-motorized 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 esthetics, bring people together cross-culturally, and involve neighborhood youth.

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

Variety

Policy H-10. Provide a land use plan and zoning that offers opportunities to achieve a variety of housing styles and densities for private and non-profit housing providers. [Element audit, needs assessment, outreach]

Policy H-11. Promote opportunities for home ownership through single-family detached and semi-attached housing, fee-simple cottages and townhouses, and condominium apartments. [Element audit, needs assessment, outreach]

Policy H-12. Allow accessory dwelling units as an affordable housing strategy. [HO-19]

Policy H-13. Encourage residential development in Downtown, particularly housing that is integrated with commercial development. [HO-18]

Policy H-14. Implement incentives to develop underutilized parcels into new uses that allow them to function as pedestrian- oriented, mixed-use neighborhoods. Existing uses which are complementary, economical, and physically viable shall integrate into the form and function of the neighborhood. [HO-26]

Policy H-15. Use innovative zoning provisions to encourage infill development of underutilized parcels in zones which 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]

Policy H-16. Allow appropriately designed manufactured housing within single family neighborhoods, consistent with state law. [HO-13]

Policy H-17. Allow manufactured housing parks and multifamily housing in appropriately zoned but limited areas. [HO-14]

Quality

Policy H-18. Conserve Auburn's existing housing stock because it is the most affordable form of housing. [Objective 7.7]

Policy H-19. Inventory and map dilapidated properties. [public works, 2012]

Policy 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 non-profit organization. [public works, 2012]

Policy 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 non-governmental 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]

Policy 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]1

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]

Policy H-23. 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]

Policy H-24. Consider an Auburn Housing Authority. [Council Vision]

Attainability

Policy H-25. Promote affordable housing that meets changing demographic needs. [Element audit, needs assessment, outreach]

Policy H-26. Work in partnership with King County 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. [Element audit, needs assessment, outreach]

A. The King County countywide need for housing by percentage of Area Median Income (AMI) is:

- 50-80% of AMI (moderate) - 16% of total housing supply
- 30-50% of AMI (low) - 12% of total housing supply
- 30% and below AMI (very-low) - 12% of total housing supply

B. 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.

C. Meet Pierce County Countywide Planning Policies to provide opportunities for housing affordable to all incomes including low incomes.

D. Focus Auburn's efforts towards 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.

[1] public works, 2012, Preserving Rental Housing in Auburn

Policy H-27. 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]

Policy H-28. Seek, encourage and assist nonprofit organizations in acquiring depreciated apartment units for the purpose of maintaining and ensuring their long-term affordability. [HO-23]

Policy H-29. 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]

Policy H-30. 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]

Special Needs

Policy 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 disabled, seniors, single parent households, and the homeless. [broadened HO-1]

Policy 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]

Policy H-33. Continue to ensure that funding becomes available to support youth and social services in Auburn. [HO-31]

Policy 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]

Policy H-35. Provide opportunities for assisted living and retirement communities. [Element audit, needs assessment, outreach]

Policy 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

Policy 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]

Policy 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]

Policy H-39. Offer financial and homebuyer education to encourage household saving and budgeting to consider home ownership. [public works, 2012]

Policy H-40. Provide information and resources that educate and guide low-income persons toward affordable housing opportunities. Develop materials in multiple languages. [HO-16]

Policy 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]

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A. While Auburn will willingly accept its regional share of facilities which provide residential services, or influence residential location decisions, Auburn will expect other communities to accept their share as well.

B. 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.

C. 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

Policy 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, interjurisdictional housing and human services forums, and other efforts. [Element audit, needs assessment, outreach]

Policy H-43. Support national, state and especially regional efforts to address the housing and human service needs of the region and the City. [HO-7]

Policy H-44. 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]

Policy H-45. 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.

Policy H-46. 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]

Policy H-47. Monitor housing supply, affordability, and diversity in Auburn and its contribution to the countywide and regional housing need. [Element audit, needs assessment, outreach]

Policy H-48. Review and amend, a minimum every five years, local housing policies and strategies. [Element audit, needs assessment, outreach]

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HOUSING OBJECTIVES AND 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 non-profit 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 home-ownership 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, abilities, homeless	Community services programs Partnerships with non-profit 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 at time of new countywide planning policy housing targets

AUBURN COMPREHENSIVE PLAN - VOLUME 3
Capital Facilities Element

CAPITAL FACILITIES ELEMENT VISION

Capital Facilities in Auburn are planned, designed, and constructed in a manner that adequately supports future growth scenarios that are predicted in the City's Land Use Element and that meet the needs of residents, visitors and businesses. Sustainability is a principal that guides decisions for 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.

CAPITAL FACILITIES CONDITIONS AND TRENDS SUMMARY

Growth: The provision and sizing of public facilities such as streets or water 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, and only when and where such development can be adequately served by public facilities and services consistent with adopted level of service standards.

One of the key provisions 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 serves to place 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 for transportation facilities, though, if a jurisdiction desires, it can apply to other public facilities as well. Concurrency requires that facilities needed to maintain a locally adopted level of service be provided "concurrent" with development. With respect to transportation facilities, concurrent is defined within the Act as being provided at the time of or within six 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, funding must be available to construct the facility within the six year capital facilities plan.

Regardless of whether or not a local jurisdiction applies concurrency to public facilities other than transportation, there is still a need to coordinate new development 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 chapter provides an 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 chapter (Volume 4). Certain City plans and programs are further refined in other sections of this plan such as parks or transportation. Overall, however, this chapter acts as a reference to all of the various capital facility plans, including the City of Auburn Six-Year Capital Facilities Plan (which is a key component of, and is 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 detail on a particular Capital Facility or the City's overall Capital Facility Plan, see the most recent adopted version of the following:

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- City of Auburn Airport Master 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 landsape 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 non-motorized connections.

Service – City utilities and buildings are high in 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.

Sustainable – Our philosophy to designing, constructing and maintaining utilities and buildings embraces long term investment horizon over concepts that provide short term benefits and outcomes.

PLANNING APPROACH

To manage growth in a manner which 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.

Objective 1.1. To ensure that new development does not out-pace 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 which 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 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.

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 on-going 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 on-going 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 the public facility systems: first to determine the minimum amount 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 which is not supported by a minimum of facilities to support the development and which does not provide for a proportionate share of related system needs.

CITY UTILITIES

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 on 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 the development will be available at the time of development.

Water Service

The City provides water service to a total of 13,910 customer accounts as of the end of 2013. The City's sources of water include the Coal Creek Springs watershed, West Hill Springs watershed and is 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, Lakeland Hills and Lea Hill. For more background information see the Capital Facilities Plan or 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 regarding any threats to the quantity and quality of such sources. The Plan shall ensure that strategies for the protection of ground water sources used or likely to be used for public water supplies are established.

CF-15 Protection of the City's Coal Creek Springs, and West Hill watersheds, wells, and other 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 over sized improvements. Wherever any form of City finance is involved in a water 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-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 or similar fees.

CF-19 The City shall consider the impacts of new development within aquifer recharge areas of potable water sources as part of its environmental review process and require any appropriate mitigation

measures. Such mitigation may involve hydrogeologic studies, testing, and/or monitoring (including monitoring wells), spill response planning, spill containment devices, sanitary sewers, and 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 provides 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. There are significant areas within the City's service area which 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 Republic 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 accounts.

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

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 which 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 which 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 which 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 on-going 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 essential, as determined by the City Engineer, 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 multi-functional 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 which 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 subbasin or combination of subbasins.
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 multi-use 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 alternatives ability to reduce flood hazard impacts resulting 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 groundwater system as new and redevelopment occurs to minimize urbanization impacts to the hydrology of the natural river systems.

CF-52 The City shall evaluate the feasibility and opportunity to improve the water quality of its existing discharges to the river systems to enhance water quality in response to the Endangered Species Act.

CF-53 The City shall seek to minimize the impacts to the natural river system's hydrology by encouraging pre-treatment of surface flows of new development and re-introduction into the 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 development projects.

CF-55 The City shall explore new technologies that may present additional opportunities for the City to use its communications and data infrastructure to enhance its provisions of public services.

CF-56 To increase system-wide coordinated management of facilities, the City shall work towards 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 the City's 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.

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 services such as senior services, community center, library, museums, etc.

CF-60 City park buildings should be developed in accord with the Parks and Recreation 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 (ADA).

CF-62 Public and institutional facilities which attract a large number of visitors (City Hall, museums, libraries, educational, permit or license offices, and health or similar facilities, etc.) should be sited in areas which are accessible (within 1/4 mile) by transit.

CF-63 The City shall encourage other agencies to follow these siting principles in considering new sites for public buildings.

CF-64 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. City-wide facilities should be sited in visible and accessible locations.

CF-65 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-66 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 with their surroundings harmoniously. When sited within or adjacent to residential areas, special attention should be given to minimizing noise, light and glare impacts.

CF-67 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-68 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 take into account 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, private or non-profit organizations under contract to or with substantial funding from government agencies, or 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 which 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-69 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 which meets 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; and;

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 used for such a facility. Such criteria may include, but not be limited to, type and sufficiency of transportation access, co-location 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 using, but not 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 in 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, but not limited to, non-local sources of funding.

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 which 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 similar manner as with a traditional private development, 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 socio-economic group, and that there will not be a resulting concentration of similar facilities in a particular neighborhood, community, jurisdiction or region.

CF-70 The Director shall make a determination as to 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 the following:

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 not allowed in all appropriate areas. To help address this problem, Auburn shall allow essential public facilities in those zones in which 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-71 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 there is a determination 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-72 Essential public facilities should be equitably located throughout the City, county and state. No jurisdiction should absorb a disproportionate share.

CF-73 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 which generate a significant amount of truck traffic should be located on major arterial streets.

AUBURN COMPREHENSIVE PLAN - VOLUME 4
Private Utilities Element

PRIVATE UTILITIES ELEMENT VISION

Private Utilities in Auburn are planned, designed, and constructed in a manner that adequately supports future growth scenarios that are predicted in the City's Land Use Element and that meet the needs of residents, visitors and businesses. Sustainability is a principal 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.

PRIVATE UTILITIES CONDITIONS

Electricity and Natural Gas: Puget Sound Energy (PSE) provides electrical and natural gas service to the City of Auburn and its potential annexation area. 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. Facility technology for electricity transmission may change in the future in response to the need to create more efficient facilities and in response to various electromagnetic field and health concerns and diversification of resources. Utility policies should be updated in the future to take into consideration 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 Adventist Academy.

Telecommunications: Telecommunications include a wide range of services including conventional telephone, cellular telephone and cable television. Technology in the field of telecommunications continues to change rapidly.

Conventional Telephone

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

The facilities in which calls are switched are called central offices. Typically there are four main lines heading 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 providers. 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 the right of way. Cellular communication companies offer digital voice, messaging and high speed wireless data services to customers.

Cellular telephone service within the City and its potential annexation areas is provided by multiple private companies providing service throughout the Puget Sound region. Regulation of cellular providers is

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provided by the Federal Communications Commission (FCC). Technology and business practices in the area of telecommunications continues to change rapidly.

Cable Television

Cable television service is provided by Comcast through a combination of aerial and underground cables. The location 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 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 the serving utilities 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 5) of this comprehensive plan.

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

The primary responsibility for planning for private utilities rests with the utility providers. Clearly, however, this planning can not take place without open lines of communication between the City and the 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 effect their competitiveness or be considered to be proprietary. The utilities, however, must recognize that this 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 electircity, gas, and telecommunications

Service - Utility infrastructure and systems support the City's goals of providing accessible and transparent government servces and processes.

Economy - Businesses are served by utility infrastructure that meets or exceeds the needs for entry into the market 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.

Sustainable - When designing, constructing and maintaining utilities the long term investment horizon is favored over concepts that provide short term benefits and outcomes.

General 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 the serving utilities public service obligations.

Policies:

PU-1 Private utility companies are recognized as providers of important services necessary to maintain 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 there to be a cooperative posture towards coordinated and sensitive expansion of the 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.

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 the 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 determining the environmental impacts, if any, of the proposed facilities.

PU-8 The 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.

Comprehensive Transportation Plan

Adopted by Ordinance No. XXXX
December X, 2015

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CHAPTER 1.

INTRODUCTION



Auburn Station

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. Secondarily, 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.

1.1 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 multi-modal, addressing multiple forms of transportation in Auburn including the street network, non-motorized travel, and transit. Evaluating all modes enables the City to address its future transportation needs in a comprehensive and balanced manner.

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 non-motorized 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, multi-modal transportation system that addresses both local and regional needs.

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.

1.2 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, multi-modal 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

Public outreach is an important component of the ongoing needs assessment process. 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.

LOS 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.

1.3 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.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

The Washington State Department of Transportation (WSDOT) has jurisdiction over three major routes connecting Auburn to the region: SR-167, SR-18, and SR-164 (Auburn Way South). Auburn coordinates with WSDOT to study these corridors and implement roadway improvements. WSDOT also serves an important role as administrator of federal and state transportation funds.

SOUND TRANSIT

Sound Transit provides a variety of regional transit services for King, Snohomish, and Pierce counties. In Auburn, Sound Transit provides commuter rail and express bus service. Auburn Station also serves as a hub and transfer station for local transit service provided by King County Metro Transit and Pierce Transit.

The transit chapter provides more detail on current Sound Transit services, remaining needs for regional transit service, and the role Auburn plays in coordinating with the agency.

KING COUNTY

King County Metro Transit, a division of the King County Department of Transportation, provides local bus service for the Auburn area. Planned service for the City of Auburn is described in the Metro Strategic Plan for Public Transportation 2011-2021 and in Metro's Long Range Public Transportation Plan now under development and expected to be completed in 2016. The City has developed an employee Commute Trip Reduction (CTR) program in cooperation with Metro Transit. Details of the CTR program are summarized in the Non-motorized and Transit chapters of this plan.

Auburn partners with King County Metro Transit on the 497 bus route, which provides peak hour service from Lakeland Hills to the Auburn Station. Auburn and King County Metro Transit hope to continue this relationship and develop future partnerships to expand transit service in Auburn.

King County Road Services Division is responsible for maintaining and regulating the roadway network in King County, including the Totem and Klump portions of King County located inside the City limits. King County Road Services has a number of programs and plans in place that regulate development and other activities affecting their roadway network.

PIERCE COUNTY

Auburn partners with Pierce Transit on the 497 bus route, which provides peak hour service from Lakeland Hills to the Auburn Station. Auburn and Pierce Transit hope to continue this relationship and develop future partnerships to expand transit service in Auburn.

Auburn also participates in The Regional Access Mobility Partnership (RAMP), a regional coalition comprised of both public and private sector interests dedicated to improving mobility in the South Puget Sound and Washington State.

COUNTYWIDE PLANNING POLICIES

Under the Growth Management Act, King and Pierce Counties have adopted Countywide Planning Policies to guide development in both incorporated and unincorporated areas of their jurisdictions. The policies support county and regional goals to provide a variety of mobility options and establish LOS standards that emphasize the efficient movement of people and not just vehicles. The Countywide Planning Policies are also important because they provide direction for planning and development of potential annexation areas.

PUGET SOUND REGIONAL COUNCIL

The Puget Sound Regional Council (PSRC) sets policy for King, Pierce, Kitsap, and Snohomish counties through its long-range planning document, *Vision 2040*, and its regional transportation plan, *Transportation 2040*. Both documents encourage future growth to be concentrated in regional growth centers. They also seek to provide a multi-modal transportation system that serves all travel modes, actively encouraging the use of alternatives to single occupant vehicles. Another important policy theme is a focus on maximizing the efficiency of the transportation system through transportation demand management (TDM) and transportation system management (TSM) strategies, as well as completing critical links in the network.

Auburn's Transportation Plan is required to be consistent with PSRC's regional planning efforts.

ADJACENT CITIES

The City recognizes the importance of coordinated and strong inter-jurisdictional action because transportation impacts do not stop at local boundaries. The City works closely with neighboring cities and the Muckleshoot Indian Tribe to address transportation issues. These neighbors adopt goals and policies that directly impact Auburn. In developing this plan, analysis was undertaken to ensure that all transportation system improvements are compatible with neighboring jurisdictions.

CITY OF KENT

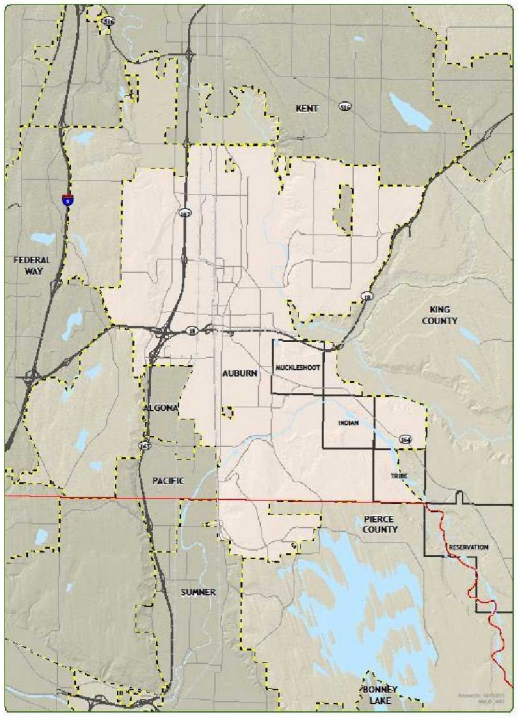
The City of Kent shares Auburn's northern border and several regional transportation corridors including S 277th Street, SR 167, and the West Valley Highway. Most recently, Auburn has completed coordination with Kent on the annexation of the S 277th Street from Auburn Way North to the Green River into the City of Auburn to allow the widening of S 277th Street between Auburn Way N and L Street NE.

CITY OF FEDERAL WAY

The City of Federal Way is located west of Auburn. Several roadways, most notably SR 18, connect Auburn and Federal Way. Auburn and Federal Way regularly coordinate on both motorized and non-motorized roadway improvements affecting both jurisdictions.

CITES OF SUMNER/ALGONA/ PACIFIC/BONNEY LAKE

The City partners with its southern neighbors in many respects, including street system planning, transit planning, and regional trail planning. Auburn is also working with Sumner, Pacific and Algona on roadway improvement projects, including the recent preservation of Boundary Boulevard in partnership with Algona, and financial support of Pacific's project to widen Stewart Road to the west of the White River. The City coordinates primarily with Bonney Lake for provision of water service in the Pierce County portion of the City. However, efforts to coordinate transportation systems and services will likely occur in the future. Partnerships with neighboring cities will continue to be an important factor in successful transportation planning.



Map 1-1 Adjacent Jurisdictions

MUCKLESHOOT INDIAN TRIBE

The Muckleshoot Indian Tribe (MIT) is situated in the southeastern portion of the City and in unincorporated King County, generally to the east of Auburn Way South (SR-164) and south of SR-18. The Muckleshoot Tribe operates two major attractions in or near Auburn: the Muckleshoot Casino and the White River Amphitheatre. Both of these activity centers generate a large number of vehicle trips. Commercial development on tribal lands is expected to increase in the future and must be evaluated during transportation planning efforts.

The City and tribe coordinate on a variety of transportation planning issues, both to accommodate the capacity needs derived from traffic generated by tribal land uses and to ensure the tribe has a functioning transportation system for its members.

The Muckleshoot Tribe has developed their own Comprehensive Land Use Plan. In addition, a Transportation Plan and a Tribal Transportation Improvement Program have been created to identify transportation needs and plan for the next seven generations. One theme that is emerging from this effort is the need to build a well-connected internal roadway system on the reservation. Currently, Auburn Way South is the primary route for drivers and pedestrians traveling within the reservation. This extensive internal network will increase transportation efficiency and most importantly improve safety along the Auburn Way South corridor. The Muckleshoot Indian Tribe and the City of Auburn have created a partnership to provide safety improvements along Auburn

Way South. These improvements are currently under construction and are anticipated to be complete in the Spring of 2017.

During July 2015, the State Legislature passed a transportation package which included a $15 million project to construct a new off-ramp from eastbound SR-18 to SR-164. At this time the scope and alignment of this new connection are not know, however, the City will be working with the MIT and WSDOT in the design process.

1.4 Accomplishments Since the Last Plan

Since 2009, the City has completed numerous transportation improvements, with an emphasis on providing new road capacity, improving pedestrian and bicycle safety, preservation of existing infrastructure, and providing better access to regional transit services including commuter rail.

Table 1-1 shows the key projects completed since the 2009 plan. The completed projects list includes the grade separation of M Street SE and the A Street NW corridor, which provides a parallel connection to Auburn Way N between downtown Auburn and S 272nd Street.

Table 1-1. Transportation Improvements Completed Since 2009

#	Project Name	Location	Type of Improvement
1	M Street SE Underpass	M St SE (3rd SE to 8th SE)	Roadway
2	A Street Corridor NW	New Road (3rd NW to 14th NW)	Roadway
3	ITS Improvements, Phase B	S 277th to City Hall	Signal and ITS
4	8th Street NE and R Street	8th St NE & R St NE	Signal & ITS
5	A Street SE Pedestrian Improvements	A St SE (3rd St SE to 6th St SE)	Non-Motorized
6	37th Street SE and R Street SE Pedestrian Connector	37th St SE (Olympic to R St SE)	Non-Motorized
7	SE 316th Place Traffic Calming Improvements	SE 316th Place (112th to 116th)	Safety
8	Terrace Drive Re-channelization	Terrace Dr. NW (15th to W St)	Safety
9	2009 Sidewalk Improvements	Citywide	Non-Motorized
10	2009 Citywide Arterial Pavement Patching	Citywide	Preservation
11	Citywide Guardrail Improvements	Citywide	Safety
12	F Street SE and 4th Street SE Traffic Signal	F St SE & 4th St SE	Intersection, Safety
13	West Valley Highway Improvements	WVH, W Main St to SR-18	Roadway
14	Citywide School Zone Flashing Beacons	Citywide	Safety
15	2010 Local Street Preservation	Citywide	Preservation
16	South Auburn ITS Improvements	C St SW, A St SE	Signal and ITS
17	S Division Street	Main St to 3rd St SE/SW	Roadway
18	8th Street NE Re-channelization	M St NE to 104th	Roadway
19	2010 Traffic Signal Improvements	Citywide	Signal & ITS
20	Auburn Way South & M St Improvement's	AWS & M St SE	Intersection, Safety
21	2011 Local Street Preservation	Citywide	Preservation
22	8th and 104th Signal Improvements	8th St NE & 104th Ave SE	Intersection, Safety
23	2011 Citywide Sidewalk Improvements	Citywide	Non-motorized
24	Auburn Way South Phase 1 –	Dogwood to Fir	Roadway
25	Auburn Way South Phase 2 –	Fir to Hemlock	Roadway
26	Lea Hill Safe Routes to School	116th Ave SE, SE 312th St	Safety
27	2011 Local Street Reconstruction	Citywide	Preservation
28	2012 Local Street Preservation	Citywide	Preservation
29	15th and WVH SW Repairs	15th St SW & WVH	Signal & ITS
30	Traffic Signal Battery Backup Improvements	BNSF Grade Crossings	Signal & ITS
31	Citywide Traffic Signal Safety Improvements	Citywide	Signal & ITS, Safety

#	Project Name	Location	Type of Improvement
32	2013 Local Street Preservation	Citywide	Preservation
33	West Valley Highway Preservation	WVH, 15th NW to 37th NW	Preservation
34	8th Street NE ITS Improvements	8th St NE (M St to 104th Ave SE)	Signal & ITS
35	2013 Sidewalk Repairs	Citywide	Non-Motorized
36	2013 Arterial Pavement Patching	Citywide	Preservation
37	37th and B Street Pre-Signal	37th St NW & B St NW	Signal & ITS, Safety
38	29th and A SE Repairs	29th & A St SE	Signal & ITS
39	E Main Signal Pole Replacement	E Main St & Auburn Way	Signal & ITS
40	East Valley Hwy Overlay	Peirce County Limits	Preservation
41	2013 Arterial Crackseal	Citywide	Preservation
42	2014 Traffic Signal Improvements	Citywide	Preservation
43	2014 Local Street Improvements	Citywide	Preservation
44	2014 Citywide Arterial Pavement Preservation	Citywide	Preservation
45	2014 Citywide Arterial Crackseal	Citywide	Preservation
46	R Street SE Bicycle Lanes	17th St SE to White River	Non-Motorized
47	B Street NW Bicycle Lanes	3rd St NW to 30th St NW	Non-Motorized
48	Terrace Drive NW Bicycle Lanes	15th St NW to W St NW	Non-Motorized
49	Dogwood Street SE Bicycle Lanes	21st St SE to Skyway Lane	Non-Motorized
50	West Valley Highway Bicycle Lanes	Main St to SR-18	Non-Motorized
51	14th Street NW Bicycle Lanes	B St NW to A St NE	Non-Motorized
52	116th Avenue SE Bicycle Lanes	SE 304th St to SE 312th St	Non-Motorized
53	124th Avenue SE Bicycle Lanes	SE 316th St to SE 320th St	Non-Motorized
54	132nd Avenue SE Bicycle Lanes	SE 304th St to SE 312th St	Non-Motorized
55	M Street SE Bicycle Lanes	4th St SE to 8th St SE	Non-Motorized
56	Evergreen Way SE*	New Roadway	Roadway
57	I Street NE*	New Roadway	Roadway

* These projects were constructed by others as part of private development projects

1.5 Plan Organization

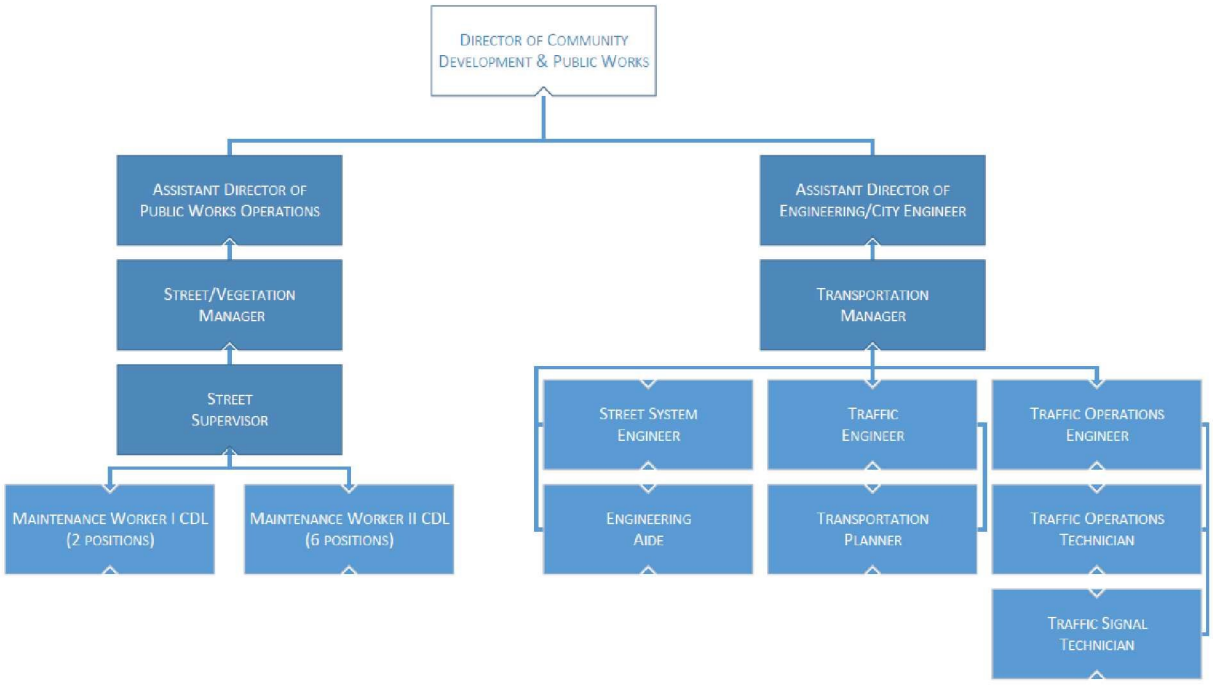
The following three chapters are organized according to the three primary transportation modes in Auburn: the ***street system*** (Chapter 2), the ***non-motorized system*** (Chapter 3), and the ***transit system*** (Chapter 4). Each chapter contains a needs assessment and discussion of the future system, including proposed projects or improvements.

The remaining chapters cover subjects pertaining to all three system types. Chapter 5 details the City's transportation objectives and policies. Chapter 6 discusses funding sources that can be used to finance future network improvements. Chapter 7 identifies a monitoring and evaluation strategy to ensure the document remains relevant and that progress is made towards implementation of the Plan.

1.6 Staff Resources

Implementation of the Comprehensive Transportation Plan requires numerous resources, including staff time. All departments play a role in executing the Plan, but the Community Development & Public Works (CDPW) Department is the implementation lead. The CDPW Department employs engineers, planners, technical and support staff, and maintenance and operations personnel to maintain and improve the City's transportation system. Nonetheless, staff performs many functions and dedicating sufficient resources to carry out the goals of this plan continues to present challenges. Figure 1-1 identifies the basic organization of the CPDW Department.

Figure 1-1 Transportation Program Staff Resources (2015)



Chapter 2.

THE STREET SYSTEM

The City is served by an extensive street network, which includes highways, arterials, collectors, and local streets. The Auburn transportation system is designed to accommodate all modes of travel. This chapter describes the network and how well it serves the City both existing and future.



Auburn Way S at M Street SE

2.1 Existing Street System

FUNCTIONAL CLASSIFICATION

The street system functions as a network. Functional classification is the hierarchy by which streets and highways are defined according to the character of service they provide. There are three main classes of streets in Auburn: arterials, collectors, and local streets. Existing street classifications are shown in Map 2-1. All streets have been classified using the Federal Functional Classification system guidelines. No significant changes have been made to the classification of City streets from the previous Comprehensive Transportation Plan.

The *Auburn Engineering Design Standards* identifies design standards for each type of City street, in conformance with WSDOT and AASHTO standards.

From a planning perspective, acknowledgment and proper designation of functional classifications allows for the preservation of right-of-way for future transportation corridors, whether the corridor provides access to car, HOV, transit, bike, or pedestrian use. Functional classification helps establish corridors that will provide for the future movement of people and goods, as well as emergency vehicle access. Proper designation is crucial to the planning effort; as development occurs, accommodation for the appropriate transportation corridors should be incorporated into development plans.

STATE HIGHWAYS

SR-18 – connects I-5 to I-90 through Auburn. Within the City limits, SR-18 has interchanges with SR-167, West Valley Highway, C Street, SR-164/Auburn Way S, Auburn Black Diamond Road, and SE 304th Street providing access to downtown Auburn and Lea Hill. It is classified as both a Highway of Statewide Significance (HSS) and a National Highway System (NHS) route for the entire corridor segment. SR-18 is a full control limited access highway, allowing access only at interchanges within the City limits.

SR-167 - also known as the Valley Freeway, serves as an alternative to I-5, connecting South King and north Pierce counties to the I-405 corridor to the north. SR-167 is designated as both HSS and NHS. Within the City limits, SR-167 has interchanges with SR-18, S 277th Street, 15th Street NW, and 15th Street SW. SR-167 is a full control limited access highway, allowing access only at interchanges within the City limits.

SR-164 - is a 15-mile roadway corridor beginning at the SR-18 interchange with Auburn Way S. The corridor is aligned southeast through the City, connecting with the Muckleshoot Tribal Reservation and White River Amphitheater, and unincorporated King County before terminating in the City of Enumclaw at its junction with SR-410. SR-164 is a City street which is part of a State Highway. It is classified as an urban minor arterial by WSDOT, and also a HSS. The City of Auburn classifies is as a principal arterial. SR-164 does not have the same access restrictions as found on SR-18 and SR-167.

ARTERIALS

Arterials are the highest level of City street classification. There are two types of arterials in Auburn.

Principal Arterials are designed to move traffic between locations within the region and connect with the freeway system. Design emphasis is placed on providing movement for both inter- and intra-city traffic. As such, these facilities typically carry the highest traffic volumes, experience the longest vehicle trips, and have the highest speed limits of all City streets.

Direct access to adjacent land uses is permitted, although these streets are most likely to have limited access, in an effort to enhance safety along these corridors, and increase capacity for through vehicles.

These arterials are the framework street system for the City and usually extend beyond the City limits, connecting with neighboring jurisdictions. They are typically constructed to accommodate five-lanes of traffic with speed limits of 30 to 45 mph. The design year average daily traffic (ADT) is greater than 15,000 vehicles per day. Principal arterials are heavily utilized as bus routes, carrying both local and regional service. Typically, on-street bicycle facilities are not appropriate for Principal Arterials and bicyclists are accommodated on adjacent separated trails or on parallel bicycle routes. Pedestrians are accommodated on sidewalks.

Minor Arterials interconnect and augment the principal arterial system by providing access to and from the principal arterials and freeways. They serve moderate length trips with slightly less mobility than principal arterials and distribute traffic to smaller geographic areas. Minor arterials may serve secondary traffic generators such as business centers, neighborhood shopping centers, major parks, multifamily residential areas, medical centers, larger religious institutions, and community activity centers. While minor arterials should not enter neighborhoods, they do provide access between neighborhoods. They are typically constructed to accommodate four to five lanes of traffic with speed limits of 30 to 35 mph and a design year ADT of 10,000 to 20,000 vehicles per day. Minor arterials are frequently utilized as bus routes, have sidewalks to comfortably accommodate pedestrians and may include bicycle lanes, as appropriate.

COLLECTORS

Collectors are a step below arterials in the City classification system. There are three types of collectors in Auburn.

Urban Residential Collectors are used to connect local streets and residential neighborhoods to community activity centers and minor and principal arterials. Urban Residential Collectors are typically constructed to accommodate two travel lanes with medians and turn pockets at intersections or two travel lanes with bicycle lanes. The posted speed limit is generally 30 mph and the design year ADT is 2,500 to 10,000 vehicles per day. Urban Residential Collectors have sidewalks and may be utilized for some transit service, including dial-a-ride transit and paratransit services.



Residential Collector, Urban

Rustic Residential Collectors are routes located in areas with less intensive land uses associated with the Residential Conservancy land-use designation. They carry traffic between local and arterial streets. Rustic Residential Collectors provide access to all levels of arterials, are typically constructed to accommodate two lanes with gravel shoulders on both sides, and have a speed limit of 30 to 40 mph. The gravel shoulder may be reduced on one side to provide a wider shoulder on the other for equestrian access or bicycle travel. Rustic Residential Collectors do not have sidewalks and generally do not carry transit services except for paratransit and possibly dial-a-ride-transit. The design year ADT is 1,000 to 5,000 vehicles per day.

Non-Residential Collectors provide intra-community access by connecting non-residential areas such as industrial and commercial areas to minor and principal arterials. They may serve neighborhood traffic generators such as stores, elementary schools, religious institutions, clubhouses, small hospitals or clinics, areas of small multifamily developments, as well as other commercial and industrial uses. Non-Residential Collectors are typically constructed to accommodate two lanes and a center two-way left-turn lane, with a speed limit of 30 mph and may include bicycle lanes. The design year ADT is 2,500 to 5,000 vehicles per day. Non-Residential Collectors have sidewalks and may be utilized for some transit service, including dial-a-ride transit and paratransit services.

LOCAL STREETS

Local Streets are the most common street type in the City. Local streets comprise all facilities not part of one of the higher classification systems. Local streets primarily provide direct access to abutting land and to the higher order streets. Service to through traffic is discouraged. There are four categories of local streets.

Urban Local Residential Streets provide access to abutting residential parcels. They offer the lowest level of mobility among all street classifications. The street is designed to conduct traffic between dwelling units and higher order streets. As the lowest order street in the hierarchy, the street usually carries minimal through traffic and includes short streets, cul-de-sacs, and courts. The speed limit is generally 25 mph and the design year ADT is 200 to 1,200 vehicles per day. Urban Local Residential Streets have sidewalks to accommodate pedestrians. Bicyclists may travel either on the sidewalk or within the travel lane depending on their level of comfort. Transit service is generally limited to dial-a-ride transit and paratransit.

Rustic Local Residential Streets serve areas associated with the Residential Conservancy zoning designation. They provide access to adjacent land and distributing traffic to and from the arterials, residential collectors, rustic, and local streets. Rustic Local Residential Streets are two-lane roadways with gravel shoulders and a speed limit of 25 mph. The design year ADT is 100 to 1,000 vehicles per day. Because these streets have low traffic volumes, bicyclists can comfortably share the travel lane with motorized vehicles. Since Rustic Local Residential Streets do not have sidewalks, pedestrians walk

along the shoulder of the road. Transit service is very infrequent and most likely limited to paratransit and possibly dial-a-ride-transit.

Local Non-Residential Streets provide direct access to higher order classification streets and serve primarily industrial and manufacturing land uses. They offer a lower level of mobility and accommodate heavy vehicle traffic. Typically they have two travel lanes with a speed limit of 25 mph and the design year ADT is 400 to 1,200 vehicles per day. Local Non-Residential Streets have sidewalks to accommodate pedestrians and bicyclists may travel on the shoulder of the road (Class IV bicycle facility), although bicycle travel may not be as comfortable as on Local Residential Streets due to a greater frequency of trucks and other heavy vehicles. Transit service is generally limited to dial-a-ride transit and paratransit.

Private Streets can be appropriate for local access in very limited usage. They provide direct access to City streets and should be limited to those streets accessing properties within a planned area and immediately adjacent properties. Private streets at a minimum are built to the same design and construction standards as a local residential street.

Alleys and Access Tracts

Alleys provide vehicular access to abutting properties, generally through the rear or side of the property. Alleys can be public or private and serve several purposes including access management and the alleviation of traffic problems on city streets. Alleys should provide through access to city streets or adequate turnaround space if through access is not feasible. Alleys shall be constructed to allow for general-purpose and emergency access at all times.

Access Tracts, sometimes referred to as shared driveways, provide vehicular access for lots that do not abut a street or alley. They are most common in panhandle lots or rear lots that do not have street or alley access. Access tracts are privately owned and maintained. They must provide for sufficient vehicular movement and turnaround space, be free of temporary and permanent obstructions, and provide for emergency access.

TRAFFIC VOLUMES

Average daily traffic counts were obtained from data collected during 2013. Map 2-2 shows the existing average weekday daily traffic volumes on City arterials.

A major contributor to the high traffic volumes on City arterials is traffic passing through the City. This pass-through traffic originates in surrounding jurisdictions and uses City streets to access the major regional highways, such as SR-18 and SR-167. Between 25 and 30 percent of all vehicle trips on the Auburn street system begin and end outside the City. The City is committed to working with WSDOT to improve the state highway system, thereby reducing the demand on the City street system.

SPEED LIMITS

The City designates speed limits as a means of alerting drivers to safe and appropriate travel speeds for a particular corridor segment. Typically, the higher the classification of roadway, the higher the posted speed limit. Except for school zones which are posted at 20 mph when children are present, speed limits in the City range from 25 mph (typically for local roads) to 45 mph on some principal arterials. The City routinely monitors corridors to ensure appropriate speed limits are in place. Unless otherwise posted the statutory legal speed limit in the City is 25 mph.

TRAFFIC SIGNALS AND SIGNS

Traffic signals, signs, and pavement markings are used to inform road users, thereby increasing the effective use of the roadway by moving traffic more efficiently and safely. The City uses the Manual of Uniform Traffic Control Devices (MUTCD) as guidance for design, construction, and placement of these design elements in the right of way.

FREIGHT

Auburn is an important freight hub in the Puget Sound region, and the efficient movement of freight, through and within the City, is critical to Auburn's economic stability. Both rail and truck freight, originating largely in the Ports of Tacoma and Seattle, pass through Auburn regularly.

RAIL

The Union Pacific Railroad (UP) and Burlington Northern Santa Fe Railway (BNSF) have rail lines running through Auburn. The UP line runs north-south, to the east of the Interurban Trail. BNSF has a double-track, federally designated, high-speed railroad line running north-south. BNSF and Sound Transit are planning to add a third track to this north-south line by 2016. This third track is being installed to handle increased commuter rail traffic and freight traffic. The BNSF Stampede Pass line runs east-west through downtown Auburn, entering Auburn at the east end of town near Auburn-Black Diamond Road and merging with the north-south line just south of the Auburn Station.

In addition, BNSF operates a rail yard between A Street SE and C Street SW, south of SR-18. In the future, this area may develop as a multi-modal rail yard, prompting the need to mitigate increased truck traffic through capacity improvements. BNSF also has plans to increase traffic on the Stampede Pass line, the east-west rail line running through Auburn. To accommodate this increase the City recently completed the grade separation of M Street SE. Both the BNSF north-south line and the Stampede Pass line are handling an increase in rail freight traffic. BNSF handles a number of unit (solid) coal trains traveling to terminals in northwest Washington state as well as unit oil trains carrying crude oil to northwest Washington state refineries. While loaded coal and oil trains are usually handled on the .north-south line, some of these empty trains return east to Wyoming or North Dakota via the Stampede Pass line.

The pavement at the crossing of the Union Pacific Railroad at 15th Street SW is in very poor condition. Rehabilitation of the pavement is a high priority for the City, and a project has been programmed to reconstruct 15th Street SW from C Street SW to the railroad tracks.

TRUCK

The City has designated truck routes for through freight movement in an effort to maximize the efficiency of and protect the roadway infrastructure. Current City of Auburn truck routes are shown in Map 2-3. Truck routes, established by City ordinance, are designated for roadways that incorporate special design considerations such as street grades, continuity, turning radii, street and lane widths, pavement strength, and overhead obstruction heights.

In addition, the Washington State Freight and Goods Transportation System (FGTS) is used to classify roadways, freight railroads and waterways according to the annual freight tonnage they carry as directed by RCW 47.05.021. Map 2-4 shows the 2013 classifications of City streets. The FGTS is primarily used to establish funding eligibility for Freight Mobility Strategic Investment Board (FMSIB)

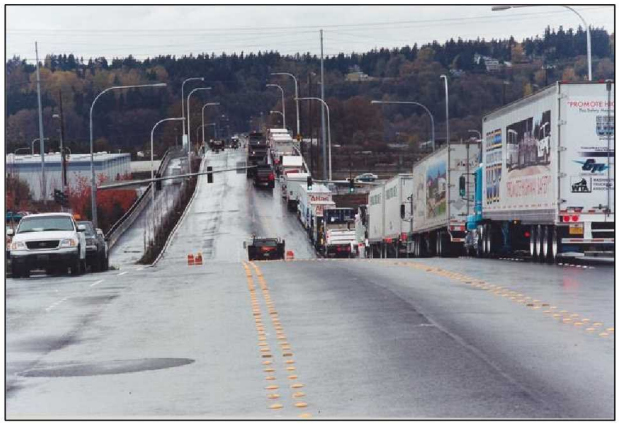
grants, fulfill federal reporting requirements, support transportation planning process, and plan for pavement needs and upgrades. The FGTS classifies roadways using the following categories:

- T1: more than 10 million tons per year
- T2: 4 million to 10 million tons per year
- T3: 300,000 to 4 million tons per year
- T4: 100,000 to 300,000 tons per year
- T5: at least 20,000 tons in 60 days and less than 100,000 tons per year

Truck freight tonnage values are derived from actual or estimated truck traffic counts and converted into average weights by truck type.

The City expects that the majority of regional truck trips will take place on state highways. However, recognizing that trips through the City are sometimes necessary, Auburn has designated a network of north-south and east-west corridors as truck routes, which are built to truck standards. In addition, the City has designated future truck routes, which will be designed and constructed to accommodate truck traffic, as opportunities arise. FMSIB has expressed an interest in these first and last mile connectors which provide access between these classified freight facilities and port, rail yard, distribution centers and truck terminals.

Auburn has significant industrial and commercial development throughout the City. The City encourages local delivery trucks to use the designated truck network as much as possible, but recognizes that trips on non-truck routes are necessary. The City is committed to supporting local industry, business, and residential needs and recognizes that the ability to ship and receive freight is essential to the success of many businesses. To implement this policy, the City will collaborate with local businesses to improve freight access, while maintaining the roadway infrastructure, whenever possible. This may include adopting City Code and updating the *Auburn Engineering Design* and *Construction Standards* in a manner that favors these priorities. However, in a limited number of key locations, trucks may be prohibited due to existing design elements which do not support trucks, protecting sensitive areas such as downtown and residential neighborhoods, and to extend pavement life.



Truck Traffic Using S 277th Street

SAFETY

The City places the highest priority on providing a safe transportation system for all travel modes. Continual efforts are made to make changes to the street system in a manner that improves safety and decreases the likelihood and severity of collisions. Pedestrian crossings and other non-motorized safety issues are discussed in the following chapters. At grade railroad crossings, emergency response needs and collisions related to the street system are discussed below.

At Grade Railroad Crossings

At grade railroad crossings create conflict points between vehicles and non-motorized road users and rail traffic. Auburn has several at grade railroad crossings: the Union Pacific tracks cross 44th St NW, 37th Street NW, 29th Street NW, West Main Street, and 15th Street SW. The BNSF tracks cross 37th Street NW, 29th Street NW, 3rd Street NW, W Main Street, and Auburn-Black Diamond Road.

With more than 60 trains passing through the City each day, the City has many at grade crossings, each with unique safety implications. The City coordinates with railroad operators and the State to upgrade the crossings whenever possible. For instance, the project to grade separate M Street SE at the BNSF Stampede Pass tracks by lowering M Street SE under the railroad overpass was completed during 2013.

Recent upgrades include the construction of a pre-signal where 37th Street NW crosses the BNSF tracks, to stop westbound vehicles on 37th Street NW to the west of the grade crossing in advance of the traffic signal at B Street NE. The pre-signal will prevent vehicles from stopping on the crossing.

BNSF is currently constructing a third rail mainline between Seattle and Auburn to improve service and reliability for passenger rail. The new mainline is located on the west-side of the existing tracks. The third mainline will reduce vehicle storage for westbound vehicles on W Main Street and 3rd Street NW between the tracks and traffic signals with C Street NW. The City is working with BNSF to upgrade the crossings to provide additional time to clear vehicles and pedestrians from these crossings before the gates come down.

Impacts at the remaining grade crossings are anticipated to worsen in the future due to increased vehicle demands at the crossings, combined with increased rail traffic, resulting in more frequent, and longer duration, closures.



BNSF Freight Train at West Main Street

Emergency Response and Management

Providing residents with quick responses in emergency situations is a high priority for the City. The City maintains a Comprehensive Emergency Management Plan and supporting plans which identify critical facilities that should be maintained as a first priority during catastrophic events. Critical transportation facilities, generally include Principal Arterials, bridges and major evacuation routes.

In addition, the City works to provide a street network that will ensure multiple alternate routes for emergency vehicles. Fire and police response vehicles are equipped with traffic signal controls that enable emergency vehicles to secure safe and rapid passage along signalized corridors. In addition, the City has mutual-aid agreements with nearby emergency response operators to ensure adequate coverage in case of road closures or other obstacles that would otherwise prevent timely emergency response.

Collisions

The City collects and reviews collision data to identify intersection and roadway locations where potential hazards exist. Potential safety problems are identified using the Safety Priority Index System (SPIS) methodology, an effective problem identification tool for evaluating locations with higher

collision histories. The SPIS score for a location considers three years of data and considers frequency, collision rate, and severity.

If a hazard is identified, corrective measures can then be identified and implemented as appropriate. While the City relies primarily on its own data, collision data from other sources, including neighboring jurisdictions and the State, is utilized whenever available.

2.2 Street Standards and Levels-of-Service

The Growth Management Act (GMA) requires the City to establish service levels for the street network and to provide a means for correcting deficiencies and meeting future needs. Transportation professionals use the term 'level-of-service' (LOS) to measure the operational performance of a transportation facility, such as a street corridor or intersection. This measure considers perception by motorists and passengers in terms of speed, travel time, freedom to maneuver, traffic interruptions and delays, comfort, and convenience.

The City currently uses a single-mode LOS system based upon vehicular travel. In the future, a multi-modal system which includes transit, pedestrians, and bicyclists should be developed and adopted.

The currently adopted LOS methodology gives letter designations from 'A' through 'F', with LOS A representing the best operating conditions, and LOS F representing the worst. LOS can be quantified in different terms, depending on the transportation facility. Definitions for each level-of-service and the methodologies for calculating the level-of-service for various facilities are contained in the *Highway Capacity Manual (Transportation Research Board, 2000)*. The City most commonly uses corridor level-of-service for accessing facilities. Generally, this is considered the most comprehensive way to determine vehicular traffic impacts. The following descriptions provide some guidance for interpreting the meaning of each LOS letter for corridor LOS on city streets.

- LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed (FFS) for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal. FFS is the average speed of vehicles on a given facility, measured under low-volume conditions, when drivers tend to drive at their desired speed and are not constrained by control delay. Control delay is the total elapse time from a vehicle joining the queue until its departure from the stopped position at the head of the queue. This includes the time required to decelerate into the queue and accelerate back to free-flow speed.
- LOS B describes reasonably unimpeded operations at average travel speeds, usually about 70 percent of the FFS for the street class. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.
- LOS C describes stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the FFS for the street class.
- LOS D borders on the range in which small increases in the number of vehicles may cause substantial increases in delay and decreases in travel speed. LOS D may be due to poor progression through the signalized intersections along a corridor, inappropriate signal timing, high

traffic volumes, or a combination of these factors. Average travel speeds are about 40 percent of FFS.

- LOS E is characterized by significant delays and average travel speeds of 33 percent or less or the FFS. Such operations are caused by a combination of adverse signal progression, close signal spacing, high volumes, extensive delays at critical intersections, and inappropriate signal timing.
- LOS F is characterized by urban street flow at extremely low speeds, typically one-third to one-fourth of the FFS. Intersection congestion is likely critical at signalized locations, with high delays, high volumes, and extensive queuing.

CITY LOS STANDARDS AND CURRENT LOS

It is necessary to define LOS standards for transportation facilities to enforce the concurrency requirements of the GMA. If development causes a facility to degrade below a defined LOS standard, concurrency requires that the development make improvement to restore operations to the LOS standard or better, or the permit for that development be denied.

Auburn defines unsatisfactory LOS as: an unacceptable increase in hazard or unacceptable decrease in safety on a roadway; an accelerated deterioration of the street pavement condition or the proposed regular use of a street not designated as a truck route for truck movements that can reasonably result in accelerated deterioration of the street pavement (typically addressed through the payment of the truck impact fee); an unacceptable impact on geometric design conditions at an intersection where two truck routes meet on the City arterial and collector network; an increase in congestion which constitutes an unacceptable adverse environmental impact under the State Environmental Policy Act; or the inability of a facility to meet the adopted LOS standard.

The City uses corridor LOS as its primary measurement of transportation system impacts. The City corridors typically used for analyzing LOS are shown in Map 2-5, although the City may require analysis of a different segment in order to assess the full LOS impacts. All arterials and collectors in Auburn have designated LOS standards. The LOS standard for these corridors is primarily LOS D with the exception of some corridors that may operate as LOS E or F, with a specified maximum travel time.

While the City uses a weekday PM peak hour based LOS system, weekday AM peak hour LOS impacts may be required to be analyzed in situations where unique conditions are likely to result in a LOS deficiency during the weekday AM peak hour.

Table 2-1 identifies Auburn's LOS Standards, as well as the 2014 corridor LOS. As indicated in the table, LOS was calculated for many of Auburn's street corridors using traffic count data collected during 2014.

Table 2-1 Corridor Level of Service – Existing 2014 Weekday PM Peak Hour

ID	Corridor	From	To	LOS Standard*	2014 LOS	
					NB/EB	SB/WB
1	Auburn Way N	15th St NE	S 277th St	D	C	C
2	Auburn Way N	E Main St	15th St NE	E	D	D
3	Auburn Way S	E Main St	M St SE	D	C	D
4	Auburn Way S	M St SE	Academy Dr SE	D	B	C
5	M St/Harvey	Auburn Way N	E Main St	E	D	D
6	M St/Harvey	E Main St	Auburn Way S	D	D	C
8	37th St NE/NW	West Valley Hwy	Auburn Way N	D	C	C
9	15th St NE/NW	West Valley Hwy	Auburn Way N	F**	D	D
10	Auburn Ave/A St	6th St SE	E Valley Access Rd	D	B	C
11	Main St	West Valley Hwy	R St	D	D	D
12	15th St SW	West Valley Hwy	C St SW	D	D	D
13	C St SW	Ellingson Rd	SR-18	D	B	C
14	West Valley Hwy	37th St NE	15th St NE	E	B	C
15	S 277th St	Frontage Rd	L St NE	E	C	C
16	R St SE/Kersey Way	Howard Rd	Lake Tapps Pkwy	D	B	B
17	Lake Tapps Pkwy	East Valley Hwy	Kersey Way SE	D	C	C
18	A St NW/B St NW	3rd St NW	S 277th St	D	C	B
19	8th St NE/Lea Hill Rd	Harvey Rd	124th Ave SE	E	C	B
22	SE 312th St/132nd Ave SE	124th Ave SE	SR-18	D	B	B
25	105th Pl SE/SE 320th St	Lea Hill Rd	124th Ave SE	D	A	C
26	Lakeland Hills Wy SE	Lake Tapps Pkwy	A St SE	D	D	C
27	29th St SE/Riverwalk Dr	A St SE	Auburn Way S	D	D	C
31	3rd St SW/Cross St	C St	Auburn Way S	E	F	E
33	41st St SE/Ellingson Rd	A St SE	C St SE	E	F	F
35	West Valley Hwy	15th St NW	15th St SW	E	D	E

* Corridor segments within Downtown Auburn may operate at LOS E in accordance with the Auburn Downtown Plan. All other arterial and collector corridors must operate at LOS D or better, unless otherwise indicated.
** Total travel time in the eastbound direction cannot exceed 1,000 seconds for this corridor to meet LOS standards.

As shown in the table, each of the corridor segments currently meets LOS standards except for eastbound Cross Street and both eastbound and westbound 41st Street SE, all of which currently operate at LOS F. The poor operations on these segments can be attributed to their short length, closely spaced signalized intersections, and limited storage lengths, combined with high volumes of turning traffic.

In the majority of cases it is the traffic operations at the intersections along a corridor which limit the capacity of the corridor, rather than the capacity of the roadway segments between intersections. This is especially true along corridors with closely spaced intersections, such as Cross Street and 41st Street SE, and corridors where two principal arterial roads intersect, such as Auburn Way S and M Street SE. Along other corridors where the number of intersections is limited and the distances between them are greater, the corridor LOS may not identify a bottleneck at one or more of the intersections along the overall corridor. An example of this is along the Kersey Way corridor, where the overall corridor operates at LOS B, but the intersection with 29th Street SE operates at LOS D, with the highest delays and longest vehicle queue associated with southbound traffic on Kersey Way.

STATE HIGHWAY LOS

Amendments to the GMA in 1998 added new requirements for local jurisdictions to address state-owned transportation facilities, as well as local transportation system needs in their comprehensive plans (RCW 47.06.140). House Bill 1487, adopted by the Washington State Legislature in 1998, requires that the transportation element of local comprehensive plans include the LOS standards for Highways of Statewide Significance (HSS). HB 1487 clarified that the concurrency requirement of the GMA does not apply to HSS or other transportation facilities and services of statewide significance. HB 1487 also requires local jurisdictions to estimate traffic impacts to state-owned facilities resulting from land use assumptions in the Comprehensive Plan.

THE WSDOT STANDARD

WSDOT has identified a LOS D standard for all urban Highways of Statewide Significance (HSS) according to the State Highway System Plan (HSP). All state highways within the City of Auburn, including SR-18, SR-167, and SR-164 are classified as urban Highways of Statewide Significance, and therefore have a LOS D standard.

LAND USE/TRANSPORTATION RELATIONSHIP

Land use and the transportation system are intertwined, each influencing the development of the other. Therefore, it is necessary to evaluate how the future transportation system can be improved to best support both existing and proposed land-uses.

In 2003 Auburn was designated as a Regional Growth Center by the Puget Sound Regional Council as part of the Vision 2040 plan. Designated regional growth centers are identified for housing and employment growth, as well as being eligible for regional transportation funding.

A broad overview of Auburn's Comprehensive Plan land use map's more intensive land use designations shows industrial (light and heavy) designations in the west side of the valley floor portion of the City, extensive commercial development (light and heavy) located along Auburn Way N, Auburn Way S, and A Street SE, and sizable heavy commercial designated areas near the SR-18 and 15th Street SW interchange (The Outlet Collection) and between 15th Street NW and 37th Street NW (Emerald Downs). Downtown Auburn is near the geographic center of the City, located generally east of the Interurban Trail, north of SR-18, west of F Street SE/NE, and south of 3rd Street NW/NE and 4th Street NE. Residential development generally exists along the east side of the valley floor and the surrounding hillsides of West Hill, Lea Hill, and Lakeland Hills. A major land use activity in Lea Hill to the east includes the Green River College located on SE 320th Street.

As with many cities in South King and North Pierce counties, especially those along the SR-167 corridor, the local land use plan is characterized by a predominance of industrial land use designations. The land use element identifies "Industrial" as the City's second most predominant zoning designation (residential being first). Consequently, the City's land use plan establishes a development pattern that has traffic generated by these industrial uses directed towards the State Highway System.

Another key feature in the Comprehensive Plan land use element is a "Heavy Commercial" designation at 15th Street SW, adjacent to SR-167 and SR-18. This commercial designation is the site of The Outlet Collection. The Outlet Collection attracts customers on a regional basis and impacts use of the State Highway System, even more than the downtown, or the commercial development along

Auburn Way and A Street SE. The same can also be said for Auburn Way N to the north of downtown which serves as an automall, which attracts both local and regional traffic.

Downtown Auburn contains a mix of land-uses including residential, commercial and industrial uses. Commercial uses in the Downtown are focused along Main Street, Auburn Way and A Street SE and tend to serve more local needs. Historically, this commercial development has served predominantly local needs. However, the presence of the Auburn Station, Multi Care, City Hall, and recent and proposed new development projects, combined with regulations and policies that encourage transit oriented developments, downtown commercial development will serve a broader range of needs in the future. Downtown Auburn also has the Cities most robust non-motorized infrastructure, including both extensive pedestrian and bicycle facilities. This provides the opportunity for both residents and employees to rely on proximate transit services at the Auburn Station, combined with a robust non-motorized transportation system for a portion of their transportation needs. The goal of this plan is to continue to grow and expand the non-motorized transportation system to provide the same transportation choices throughout the City.

The City's Comprehensive Plan land use map focuses residential development in the eastern portion of the valley and in the West Hill, Lea Hill, and the Lakeland Hills area. Access to the State Highway System in Lea Hill is limited to SR-18 at SE 304th Street. Future impacts on the State Highway System in the Lea Hill area will primarily be commuter traffic due to the predominance of residential comprehensive plan designations in that area, and continued growth of Green River College. The development of Lakeland Hills will also principally result in increased commuter traffic.

Future impacts to the State Highway System can generally be gauged by projected arterial link ADT volumes at or near state highway ramps. This is, at best, only a general estimate since not all traffic passing through these street segments is utilizing the State Highway System. Further, traffic using the arterial segment may be originating from outside Auburn, and may therefore not result from assumptions in Auburn's land use plan.

Several city arterials connect directly to SR-167 and SR-18. Some examples include C Street SW, West Valley Highway, and Auburn Way South connections with SR-18, and 15th Street NW and 15th Street SW connections with SR-167. These streets are among the most heavily used in the City, a function of their relationship to the State Highway System. SR-164 is also within the city limits. Year 2013 average daily traffic (ADT) volumes along SR-164 range from a low of 21,700 near the eastern city boundary up to 35,900 along Auburn Way South near SR-18. These volumes are forecast to continue to increase over the next 20 years. However, the growth is limited by the capacity of the roadway.

The State Highway System also impacts the City's local street system. A "pass-through" traffic pattern results in significant traffic volume increases on the local arterial street system. For example, many of Auburn's weekday PM peak hour trips are work to home trips originating *outside* of the Auburn area and destined for residential areas *outside* of Auburn, including Pierce County and the Enumclaw Plateau. This traffic exits state routes and travels through Auburn to avoid congestion on the State Highway System. This is evidenced by increases in traffic counts within the City that clearly exceed that which might be expected through anticipated growth and development patterns outlined in the City's land use plan, such as at SR-164 at the eastern City limit. The City may implement measures that encourage local traffic movements and discourage pass-through trips.

2.3 Future Street System

METHODOLOGY FOR EVALUATING FUTURE SYSTEM

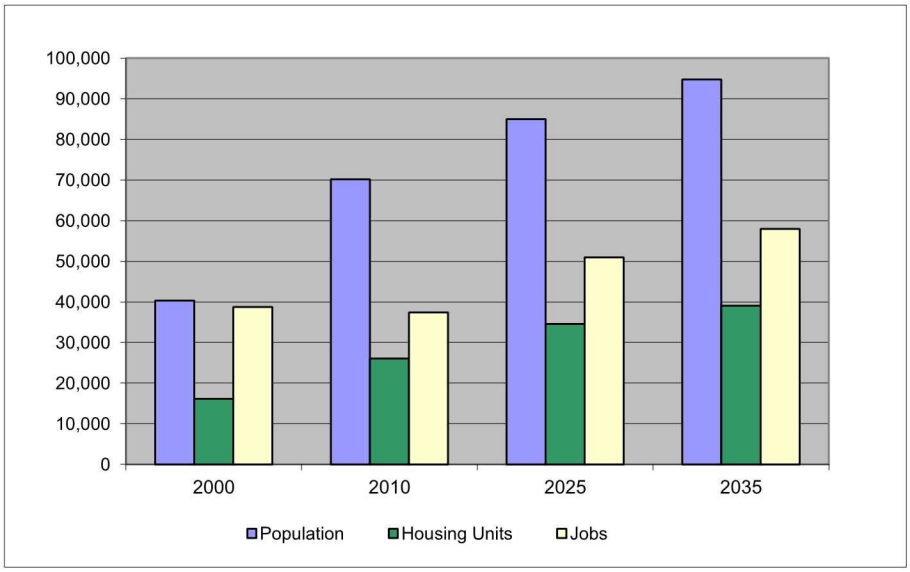
TRAVEL FORECASTS

HOUSING AND EMPLOYMENT GROWTH

Auburn has grown rapidly during the past decade, and housing and employment are expected to continue to increase significantly by 2035, with the population reaching approximately 95,000 residents, as shown in Figure 2-1. Much of the housing growth will come from higher density re-development in the downtown area and the rapidly growing Lakeland Hills and Lea Hill areas.

Figure 2-1. Population, Housing, and Job Growth

FOR CITY OF AUBURN 2000 – 2035



1 – Population and housing data for 2000 and 2010 taken from US Census.

2 – Population and housing projection for 2025 and 2035 from City of Auburn

3 – Covered employment data and estimates derived from PSRC.

TRAFFIC GROWTH

The City of Auburn relies on traffic forecasts using the VISUM travel demand model, which is based upon the land use plan and assumptions found in the land use element of the Comprehensive Plan. Puget Sound Regional Council (PSRC) household and employment forecasts are also used. The model is calibrated to include existing land uses and local knowledge, including large traffic generators such as Boeing, the Outlet Collection, Emerald Downs, Muckleshoot Casino, and White River Amphitheater.

Areas outside of the current city limits that are expected to significantly impact the City transportation system are included in the model. The model enables the City to conduct traffic forecasts for all arterial and collector streets based upon a number of if-then development and land use scenarios.

The more dramatic traffic increases are often caused by development outside the City, especially along the roadways serving the Enumclaw Plateau. Other areas of major traffic increase include A Street SE, M Street SE, and the West Valley Highway.

In order to address the growing traffic volumes and congestion levels on city streets, traffic operations were evaluated for a near term horizon year of 2022 and a long term horizon year of 2035. This approach was taken to help identify which improvement projects need to be included in the Transportation Improvement Program (TIP) to accommodate short term growth, vs. those longer term projects which are needed to accommodate additional growth forecast to occur between 2022 and 2035.

FUTURE 2022 CONDITIONS

City Projects

The current Transportation Improvement Program, adopted during 2015, identifies programmed projects for the years 2016 to 2021. Therefore, the analysis of 2022 traffic operations includes City projects which would increase capacity along both roadway segments and at intersections which are anticipated to be constructed by 2022. The included projects are listed in Table 2-2 and illustrated on Map 2-6. This includes a project programmed in the TIP that is not included in the travel demand model: a new crossing of the BNSF Rail yard between SR-18 and 41st Street SE (TIP #12). This is discussed in more detail in the Future System Recommendations section of this chapter and may be included in future updates to this plan.

Regional Transportation Projects

In addition to the City of Auburn projects identified above, a number of regional transportation projects are planned to be completed, predominantly WSDOT projects planned for the freeway system. However, none of these projects are anticipated to be completed by 2022.

Additional Projects

In addition to the projects identified in Map 2-6, four intersections outside of the City were identified as potential level-of-service concerns during the plan development. While the following intersections have not been analyzed in detail because they are situated outside of Auburn's jurisdiction, they should be evaluated by the appropriate jurisdiction and programmed for improvements as needed:

- 51st Avenue S/S 316th Street (King County)
- S 321st Street/46th Place (King County)

- S 321st Street/Peasley Canyon Road (King County)
- West Valley Hwy/Peasley Canyon Rd (WSDOT)

As mitigation for an adjacent development project located within the City of Auburn, the eastbound stop-controlled S 316th Street approach to 51st Avenue S is being widened to provide separate left- and right-turn lanes. This improvement was required to mitigate a development related impact to LOS at this intersection. The same development project also identified a traffic operations impact at the S 321st Street intersection with 46th Place S. As mitigation for that impact the development dedicated ROW to the City to allow the 46th Place S approach to S 321st Street to be realigned to the east to create two offset "T" intersections. This project is included in the City of Auburn TIP (TIP #9) and included in Table 2-2 below.

Table 2-2. Future Capacity Projects and Cost Estimates – 2022

Map No.	Location (corridor and segment)	Description	Total Cost (2015 dollars)
City Projects Included in the 2022 Analysis			
1	**Auburn Way S** Dogwood St SE to Fir St SE	Widen to 5-lanes, pedestrian improvements, and access control	$1,739,163
2	**I Street NE Corridor** 45th St NE to S 277th St	Construct 5 lane arterial	$6,763,892
3	**S 277th Street** AWN to Green River Bridge	Widen to 5 lanes total and install a Class 1 trail	$8,293,101
4	**A Street NW Phase 2** W Main St to 3rd St NW	Construct multi-lane arterial	$3,150,000
5	**F Street SE** 4th St SE to Auburn Way S	Add a center turn lane and non-motorized improvements	$2,457,620
6	**M Street NE** E Main St to 4th St NE	Widen to 4 lanes	$1,525,000
7	**8th Street NE** Pike St NE to R St NE	Add EB lane to south side of 8th Street NE	$1,450,000
8	**49th Street NE** Auburn Way N to I St NE	Construct multi-lane arterial connection	$3,350,000
9	**46th Place S Realignment** S 321st St and 46th Pl S	Realign 46th Place S to the east to create two new T intersections	$825,000
10	**124th Ave SE Corridor** SE 318th St to SE 312th St	Widen to 4 lanes and bike lanes	$4,000,000
11	**SE 320th Street** 116th Ave SE to 122nd Ave SE	Roundabout at 116th Avenue SE and safety improvements	$4,644,100
12	**Auburn Way S** Muckleshoot Plaza to Dogwood St SE	Additional turn lanes and vehicle storage, access control, and non-motorized improvements.	$2,892,550

City Projects Included in the 2022 Analysis (Continued)			
13	**W Valley Highway Improvements** 15th St NW to W Main St	Roadway widening, re-channelization, non-motorized improvements and ITS upgrades	$3,700,000
14	**W Main Street** W Valley Hwy to Interurban Trail	Re-channelization, non-motorized improvements, ITS upgrades	$4,444,938
15	**Auburn Way S** Fir St SE to Hemlock St SE	Widen to 5-lanes, signalize Hemlock St SE	$4,609,899
16	**M Street SE Corridor** 8th St SE to Auburn Way S.	Construct multi-lane corridor	$6,675,000
17	**Lea Hill Road Segment 1** R St NE to 105th Pl SE	Widen to 2 lanes each direction including widening of the Green River Bridge. Includes bike lanes and sidewalks.	$13,030,000
18	**Lea Hill Road Segment 2** 105th Pl SE to 112th Ave SE	Widen to 2 lanes each direction. Includes bike lanes and sidewalks.	$12,000,000
19	**Lea Hill Road Segment 3** 112th Ave SE to 124th Ave SE	Widen to 2 lanes each direction. Includes bike lanes and sidewalks.	$4,000,000
20	**W Valley Highway** SR-18 to 15th St SW	Re-channelization, non-motorized improvements, ITS upgrades	$3,100,000
21	**R Street SE** 17th St SE to M St SE	Construct a new roadway connection	$10,000,000
22	**M Street SE at 12th Street SE**	Install a new traffic signal	$625,000
23	**M Street SE at 29th Street SE**	Install a new traffic signal	$450,000

City Projects Included in the 2022 Analysis (Continued)			
24	**124th Avenue SE at SE 284th Street**	Safety and capacity improvements	$700,000
25	**Lake Tapps Parkway** Lakeland Hills Wy to E Valley Hwy	Add ITS system	$1,005,000
26	**29th Street SE at R street SE**	Increase intersection capacity	$1,800,000
27	**A Street SE at 37th Street SE**	Install a traffic signal and southbound u-turn for future access management	$934,500
28	**I Street NE at 22nd Street NE**	Construct a new roundabout	$1,425,000
		Subtotal for City Projects	**$109,589,763**

Non-City Projects included in the 2022 Analysis	
51st Avenue S 288th Street	Add signal

2022 Levels of Service

Weekday PM peak hour levels of service were calculated for 2022 conditions using the same methodology used to calculate the 2014 levels of service shown previously. The same corridors were analyzed in both cases. The 2022 levels of service account for the growth forecast to occur between 2014 and 2022 and the capacity improvement projects identified above. The 2022 levels of service are shown in Table 2-3. Is should be noted that without the projects shown in Table 2-2, the traffic operations presented in Table 2-3 would be significantly worse, with additional corridors operating below adopted LOS standards.

Table 2-3. Corridor LOS – Future 2022 Weekday PM Peak Hour

ID	Corridor	From	To	LOS Standard*	2022 LOS	
					EB/NB	SB/WB
1	Auburn Way N	15th St NE	S 277th St	D	C	D
2	Auburn Way N	E Main St	15th St NE	E	D	D
3	Auburn Way S	E Main St	M St SE	D	C	E
4	Auburn Way S	M St SE	Academy Dr SE	D	C	C
5	M St/Harvey Rd	Auburn Way N	E Main St	E	D	D
6	M St/Harvey Rd	E Main St	Auburn Way S	D	D	D
8	37th St NE/NW	West Valley Hwy	Auburn Way N	D	C	C
9	15th St NE/NW	West Valley Hwy	Auburn Way N	F**	D	D
10	Auburn Ave/A St	6th St SE	E Valley Access Rd	D	C	C
11	Main St	West Valley Hwy	R St	D	C	D
12	15th St SW	West Valley Hwy	C St SW	D	D	D
13	C St SW	Ellingson Rd	SR-18	D	B	D
14	West Valley Hwy	37th St NE	15th St NE	E	B	C
15	S 277th St	Frontage Rd	L St NE	E	C	C
16	R St SE/Kersey Way	Howard Rd	Lake Tapps Pkwy	D	B	C
17	Lake Tapps Pkwy	East Valley Hwy	Kersey Way SE	D	C	C
18	A St NW/B St NW	3rd St NW	S 277th St	D	C	B
19	8th St NE/Lea Hill Rd	Harvey Rd	124th Ave SE	E	C	B
22	SE 312th St/132nd Ave SE	124th Ave SE	SR-18	D	B	B
25	105th Pl SE/SE 320th St	Lea Hill Rd	124th Ave SE	D	B	B
26	Lakeland Hills Way SE	Lake Tapps Pkwy	A St SE	D	D	D
27	29th St SE/Riverwalk Dr	A St SE	Auburn Way S	D	C	C
31	3rd St SW/Cross St	C St	Auburn Way S	E	E	E
33	41st St SE/Ellingson Rd	A St SE	C St SE	E	F	F
35	West Valley Hwy	15th St NW	15th St SW	E	D	C

* Corridor segments within Downtown Auburn may operate at LOS E in accordance with the Auburn Downtown Plan. All other arterial and collector corridors must operate at LOS D or better, unless otherwise indicated.
** Total travel time in the eastbound direction cannot exceed 1,000 seconds for this corridor to meet LOS standards.

As shown in the table, all of the evaluated corridors would meet LOS standards in 2022 with the inclusion of the improvements identified above with the following exceptions:

- Southbound Auburn Way S between E Main St and M St SE;
- Eastbound 41st Street SE between A St SE and C St SW; and
- Westbound 41st Street SE between A St SE and C St SW.

In order to be able to meet LOS standards on these corridor segments additional improvements beyond those already included in this analysis are required. A review of the segment of Auburn Way S between E Main St and M St SE shows that traffic operations through the SR-18 interchange and at the intersection with M St SE cause the overall corridor segment to degrade to LOS E. The interchange area is constrained by the existing SR-18 overpass, the configuration of the SR-18 on- and off-ramps, and the close spacing of the ramp intersections which provide limited vehicle storage. As a result the ability to increase capacity along this section of the corridor is limited. It is possible that the construction of the new eastbound off-ramp from SR-18 to SR-164 in the vicinity of the Muckleshoot Casino could draw traffic away from this area; however the scope of this project has not yet been

determined so it was not accounted for in this analysis. It may also be appropriate, as with certain other corridor sections, for the City to consider changing the LOS standard for this corridor to reflect that the existing corridor is built-out and further improvements are neither desirable nor cost effective.

Similar circumstances exist for Corridor #33, 41st Street SE/Ellingson Road. This corridor is forecast to operate at LOS F in both the eastbound and westbound directions in 2022. This corridor is constrained by the BNSF bridge, the close spacing of the C Street SW and A Street SE signalized intersections, and the limited storage space between the two intersections. Providing additional capacity would likely require the BNSF bridge to be reconstructed, an expensive proposition, with a limited increase in capacity. It is possible that other capacity projects may reduce traffic volumes on this by constructing additional capacity on alternate routes. These include the crossing of the BNSF railyard to the north which would provide another east-west connection across southern Auburn, and the completion of the improvements to Stewart Road to the south, including the replacement of the White River bridge, which would provide additional capacity between SR-167 and the Lakeland Hills area. The BNSF railyard crossing project is included as project #12 in the TIP, however construction is shown beyond 2021, so this project was not included in the analysis of 2022 conditions. Completion of the Stewart Road capacity improvements are being planned by the Cities of Sumner and Pacific. The City of Auburn supports these improvements, and has programmed the project in the TIP as project #73, which will provide the City of Pacific with some funds to support construction of their portion of the project. Construction of these improvements is not anticipated until beyond 2022, so this was not accounted for in this analysis. Another potential option could be to revise the LOS standard for this corridor to reflect that the existing corridor is built-out and further improvements may not be cost effective.

The transportation system can be compared to a three legged stool in terms of the improvement strategies which are available to reduce congestion. The three options are to construct improvements to add capacity, make better use of the existing infrastructure which is available, and to manage demand. The analysis presented above accounts for the construction of additional capacity, and making better use of the available capacity through expansion of ITS infrastructure and the optimization of signal timing. The analysis does not account for demand management strategies which could result in improvements to traffic operations through the use of such things as:

- Road Pricing (Tolling)
- Parking Management and Parking Pricing
- Car Sharing
- Pay-as-You-Drive Insurance
- Ridesharing and HOV Lanes
- Transit Incentives
- Transit and non-motorized Improvements
- Telecommute, compressed work week, off-peak schedule

Many of these solutions have been implemented at the state level, with additional consideration being given to expanding the options which are currently in use.

Decisions need to be made regarding how these three potential congestion management tools are balanced to provide the most cost effective solutions. It is unlikely that the City will be able to

implement all of the capacity projects documented above by 2022 due to the cost of the project portfolio being in excess of available funding. Therefore, the focus should be on the most cost effective projects which reduce congestion at locations where it is a recurrent problem, and improving the efficiency of the existing system. Transportation system management and transportation demand management are included in the future system recommendations section at the end of this chapter.

FUTURE 2035 CONDITIONS

City Projects

In addition to the projects identified above which were included in the 2022 analysis, a number of additional projects were included in the analysis of 2035 conditions. These additional projects include those which are included in the TIP but which are not anticipated to be constructed until beyond 2022, and the longer term projects included in the previous Comprehensive Transportation Plan. The included projects are listed in Table 2-4 and illustrated on Map 2-6.

This includes a project programmed in the TIP that is not included in the model: the crossing of the BNSF Rail yard. This is discussed in more detail in the Future System Recommendations section of this chapter and will likely be included in future model runs and updates to this plan.

Regional Transportation Projects

In addition to the City of Auburn projects identified above, a number of regional transportation projects were included in the development of the forecast volumes. These are predominantly WSDOT projects planned for the freeway system. Table 2-4 summarizes the included projects, along with planning level cost estimates.

Additional Projects

Another future project with significant area-wide impacts is the addition of the Auburn Bypass connecting SR-18 to SR-164. A draft *Bypass Feasibility Report* (September 2009) was prepared in partnership with WSDOT, the City of Auburn, the Muckleshoot Indian Tribe, and other regional partners. While a preferred alternative for the bypass has not yet been developed, the Washington State Legislature included funding in the 2015 transportation budget for the design and construction of this new connection. It is anticipated that the new roadway will include an eastbound off-ramp from SR-18 to SR-164 in the vicinity of the Muckleshoot Casino, no additional details regarding the project have been determined. Therefore, this was not accounted for in the traffic forecasts. The impacts of this project will be identified and mitigated as part of the process to determine the ultimate alignment. The project will be included in future updates of the Comprehensive Transportation Plan.

Table 2-4. Future Capacity Projects and Cost Estimates – 2035

Map No.	Location (corridor and segment)	Description	Total Cost (2015 dollars)
Additional City Projects Included in the 2035 Analysis			
29	**SR-164** Hemlock St SE to Academy Dr SE	Widen road to two lanes each direction plus a center two-way left turn lane. Upgrade the intersection of Auburn Way South and Dogwood Street to accommodate Bypass traffic.	$61,000,000
30	**R Street Bypass** M St SE to SR-18	Construct a new bypass road	$6,200,000
31	**S 312th Street** 112th Avenue SE	Add NB right turn lane, EB right turn lane, WB left turn lane, and signal. Provide sidewalks and bike lanes on all legs.	$1,720,000
32	**SE 304th Street** 112th Avenue SE	Add signal and NB left turn lane. Include sidewalks and bike lanes both sides.	$1,300,000
33	**GRCC Improvements at 124th Ave SE** SE 318th St to SE 320th St	Construct 500' section from SE 320th to SE 318th Way with three SB lanes and one NB lane. The southbound lanes will be two left turn into GRCC and one right turn onto SE 320th. Bike lanes and sidewalks included.	$510,000
34	**A Street Loop** A St SW to A St SE	Add one-way (EB) road with unsignalized free right turn at A Street SE. Include sidewalks both sides of new road.	$1,700,000
35	**A Street SE/C Street SW** Ellingson Road	Coordinate signals at A and C Street together. At A Street, add additional WB through lane; At C Street, restripe to allow SB left turn lane. Include sidewalks on all legs of both intersections.	$1,500,000

Additional City Projects Accounted for in the 2035 Analysis (continued)			
36	**SE 284th / SE 288th St** 124th Ave SE to 132nd Ave SE	Construct new collector linking 284th Street at 124th Ave. to 288th Street at 132nd Ave. Road will be one lane each direction with bike lanes and sidewalks.	$7,700,000
37	**51st Avenue** S 296th S	Provide protected SB left turn phase and signal and SB left turn lane; Include bike lanes and sidewalks on all legs	$1,400,000
38	**108th Avenue/112th Avenue SE** S 277th St to S 286th St	Realign / improve radius at doglegs (SE 281st St) for safety, and realign intersecting streets to improve site distances. Widen to 4 lanes north of 284th Street. At 286th Street, widen to allow for turn pockets. Include bike lanes and sidewalk both sides of 108th/112th Ave SE.	$7,700,000
		Subtotal for City Projects	**$90,730,000**
Additional City Projects NOT Accounted for in the 2035 Analysis (continued)			
39	**BNSF Yard Grade Separation** TBD	Construct road across BNSF yard	$32,125,000
40	**Auburn Way S Bypass** **Riverwalk Dr to SR-18 at R St SE**	Construct an Auburn Way S Bypass between Riverwalk Dr and R St SE with new connection to SR-18 at R St SE	$60,450,000

Non-City Projects included in the 2035 Analysis	
SR-167 I-405 to SR-509	From I-405 to SR-18, add one NB and one SB general purpose lane; From SR-18 to SR-161, add one NB HOT lane and one SB HOT lane; Add direct NB/SB HOV/HOT lane connection ramps between SR-167 & I-405; Add NB and SB auxiliary lanes between I-405 and S 180th Street; Add NB and SB auxiliary lanes between SR-516 and S 277th Street; Extend SR-167 from SR-161 to SR-509.
SR-18 at SR-167	Complete ramp from EB SR-18 to SB SR-167 and eliminate SR-18 access from West Valley Highway near Peasley Canyon.
SR-167 15th Street NW to 8th Street E	Add HOV lane each direction
Stewart Road SR-167 to East Valley Highway	Widen to 2 lanes each direction and center turn lane in the Cities of Sumner and Pacific. Includes widening of the White River bridge.

2035 Levels of Service

Weekday PM peak hour levels of service were calculated for 2035 conditions using the same methodology used to calculate both the 2014 and 2022 levels of service. The 2035 levels of service account for the growth forecast to occur by 2035 and the capacity improvement projects identified above. The 2035 levels of service are shown in Table 2-5. As shown in the table, all of the evaluated corridors would meet LOS standards in 2035 with the inclusion of the improvements identified above with the following exceptions:

- Southbound Auburn Way N between S 277th St and 15th St NE;
- Southbound Auburn Way S between E Main St and M St SE;
- Northbound M St between E Main St and Auburn Way S;
- Eastbound 37th St between W Valley Hwy and Auburn Way N;
- Westbound 15th St SW between W Valley Hwy and A St SE;
- Southbound Lakeland Hill Way SE between Lake Tapps Pkwy and A St SE;
- Eastbound 3rd St SW/Cross St between C St and Auburn Way S;
- Westbound 3rd St SW/Cross St between C St and Auburn Way S; and
- Westbound 41st Street SE between A St SE and C St SE.

The additional traffic anticipated by 2035 is expected to degrade a number of additional corridors below adopted level of service standards relative to the analysis of 2022 conditions.

There are two locations where corridors would operate at improvement levels of service in 2035 relative to 2022 conditions:

- Eastbound 41st Street SE between A St SE and C St SE, which would improve from LOS F to LOS E, the result of the improvements identified above, combined with the planned improvements to the Stewart Road corridor and SR-167 which would attract traffic currently using the 41st Street SE/Ellingson Road corridor to access A Street/East Valley Highway to the south.
- Southbound West Valley Highway between 15th Street NW and 15th Street SW, which would improve from LOS D to LOS C. This is also likely due to improvements to SR-167, which would reduce the use of West Valley Highway as a parallel bypass route.

Table 2-5. Corridor Levels of Service - Future 2035 Weekday PM Peak Hour

ID	Corridor	From	To	LOS Standard*	2035 LOS	
					NB/EB	SB/WB
1	Auburn Way N	15th St NE	S 277th St	D	D	E
2	Auburn Way N	E Main St	15th St NE	E	D	D
3	Auburn Way S	E Main St	M St SE	D	C	F
4	Auburn Way S	M St SE	Academy Dr SE	D	D	C
5	M St/Harvey Rd	Auburn Way N	E Main St	E	D	E
6	M St	E Main St	Auburn Way S	D	E	D
8	37th St NE/NW	West Valley Hwy	Auburn Way N	D	E	C
9	15th St NE/NW	West Valley Hwy	Auburn Way N	F**	E	E
10	Auburn Ave/A St	6th St SE	E Valley Access Rd	D	C	C
11	Main St	West Valley Hwy	R St	D	D	D
12	15th St SW	West Valley Hwy	C St SW	D	D	E
13	C St SW	Ellingson Rd	SR-18	D	C	D
14	West Valley Hwy	37th St NE	15th St NE	E	B	C
15	S 277th St	Frontage Rd	L St NE	E	E	C
16	R St SE/Kersey Way	Howard Rd	Lake Tapps Pkwy	D	B	C
17	Lake Tapps Pkwy	East Valley Hwy	Kersey Way SE	D	C	C
18	A St NW/B St NW	3rd St NW	S 277th St	D	C	C
19	8th St NE/Lea Hill Rd	Harvey Rd	124th Ave SE	E	C	B
22	SE 312th St/132nd Ave SE	124th Ave SE	SR-18	D	B	B
25	105th Pl SE/SE 320th St	Lea Hill Rd	124th Ave SE	D	C	C
26	Lakeland Hills Way SE	Lake Tapps Pkwy	A St SE	D	D	E
27	29th St SE/Riverwalk Dr	A St SE	Auburn Way S	D	C	C
31	3rd St SW/Cross St	C St	Auburn Way S	E	F	F
33	41st St SE/Ellingson Rd	A St SE	C St SE	E	E	F
35	West Valley Hwy	15th St NW	15th St SW	E	C	C

* Corridor segments within Downtown Auburn may operate at LOS E in accordance with the Auburn Downtown Plan. All other arterial and collector corridors must operate at LOS D or better, unless otherwise indicated.
** Total travel time in the eastbound direction cannot exceed 1,000 seconds for this corridor to meet LOS standards.

In order to be able to meet LOS standards on these corridor segments additional improvements beyond those already included in this analysis may be required. However, it may not be cost effective to construct the additional capacity needed along all of these corridor segments. However, it may be

possible to improve traffic operations at key intersections along these corridors to reduce congestion. However, these improvements may not be sufficient to improve operations to below adopted LOS standards.

The City, and the broader region, will need to identify strategies and adopt policies, including transportation demand management, transportation system management, and public-private partnerships, to be able to manage congestion while reaching projected growth targets.



West Main Street, Downtown Auburn

FUTURE SYSTEM RECOMMENDATIONS

FUTURE STREET IMPROVEMENTS

The proposed future street plan consists of a combination of city street and regional transportation improvements, described in Table 2-3 and shown in Map 2-6. The City cannot adequately solve traffic congestion by making City street improvements alone. Partnerships with WSDOT, King and Pierce Counties, and other agencies are essential to implementing the future street system in Auburn. The following actions are proposed:

1. Implement street projects prioritized in the City's TIP and CFP;
2. Program and seek additional funding for street capacity projects not currently identified in the TIP and CFP;
3. Work collaboratively with WSDOT and other partner agencies to implement roadway improvements to the regional highway network; and
4. Work to implement TSM, TDM and non-motorized improvements.

DOWNTOWN CIRCULATION PLAN

Auburn's Downtown is undergoing considerable growth and transition to a higher density, mixed-use town center. Major redevelopment, including the Trek Building and Merrill Gardens mixed-use projects is occurring to the south of Main Street.

The transformation of downtown Auburn will include many changes to the public right-of-way and streetscape. The *Downtown Circulation Plan* will accommodate the many types of travelers that will be using downtown streets including pedestrians, bicyclists, transit users, truck operators, and personal vehicle users. An improved pedestrian and bicycle environment will need to be designed into the fabric of downtown Auburn. At the same time, there are several major north-south corridors which traverse the downtown, so accommodation for high traffic volumes and the potential repercussions of modifying the existing street system will need to be considered in the development of the *Downtown Circulation Plan*.

ENVIRONMENTAL PARK DISTRICT

In the vicinity of the Environmental Park, to the west of downtown Auburn, the City is evaluating the use of low impact roads and projects that add sidewalks, trails, and additional connectivity between Clay Street and Western Avenue. This area will be examined in more detail for transportation improvements as the concept for the Environmental Park District is further refined.

41ST STREET SE/ELLINGSON ROAD BETWEEN A ST SE AND C ST SW

The area around 41st Street SE/Ellingson Road between A Street SE and C Street SW continues to be a bottleneck for Auburn drivers, especially with additional development in the Lakeland Hills PUD and the Pierce County cities to the south. The close spacing of these two intersections, coupled with the numerous business and residential accesses in the area warrant a more in depth study of the area. This study will likely also include the entire A Street SE and C Street SW corridors, and an evaluation of the BNSF rail yard crossing projects discussed below.

BNSF RAIL YARD CROSSING

The City has identified the need for a new east/west grade separated crossing of the BNSF rail yard between C Street SW and A Street NE.

There are a variety of criteria that the City will consider to determine the alignment of the crossing, including potential development of the BNSF property as a multi-modal rail yard, commercial development on Auburn Way S and A Street SE, re-development of the GSA property, funding feasibility, neighborhood impacts, transportation impacts, and engineering feasibility. The crossing project was not accounted for in the 2035 traffic model. Therefore, it is difficult to access the specific impacts of the crossing project. However, it is anticipated that the project could significantly improve east-west mobility in southern Auburn, relieving the existing bottlenecks at 3rd Street SE and 41st Street SE, by providing an additional alternative for the residential neighborhoods to the east of the rail yard to connect with the commercial and retail land-uses and SR-167 to the west of the yard. One potential impact of the crossing project, depending on the alignment selected, could be an increase in traffic through the Terminal Park neighborhood.

AUBURN BYPASS

Another future project with significant area-wide impacts is the addition of the Auburn Bypass connecting SR-18 to SR-164. A draft *Bypass Feasibility Report* (September 2009) was prepared in partnership with WSDOT, the City of Auburn, the Muckleshoot Indian Tribe, and other regional partners. While a preferred alternative for the bypass has not yet been developed, the Washington State Legislature included funding in the 2015 transportation budget for the design and construction of a portion of this new connection. It is anticipated that the new roadway will include an eastbound off-ramp from SR-18 to SR-164 in the vicinity of the Muckleshoot Casino, no additional details regarding the project have been determined. Therefore, this was not accounted for in the traffic forecasts. The impacts of this project will be identified and mitigated as part of the process to determine the ultimate alignment. The project will be included in future updates of the Comprehensive Transportation Plan.

TRANSPORTATION SYSTEM MANAGEMENT

Transportation system management (TSM) techniques, which make more efficient use of the existing transportation facilities, can reduce the need for costly system capacity expansion projects. These

techniques can also be used to improve LOS when travel corridors reach adopted LOS standards. TSM techniques used by the City include:

- Re-channelization/restriping, adding turn lanes, adding /increasing number of through lanes;
- Signal interconnect and optimization;
- Turn movement restrictions;
- Access Management; and
- Intelligent Transportation Systems (ITS).

The City will continue to use these TSM techniques to maximize the efficiency of the existing street network. Of the various TSM strategies available, the City continues to invest in and expand its ITS infrastructure as a cost effective means of increasing system capacity. The ITS system enables the City to change traffic signals in real-time, thereby accommodating unexpected increases in traffic or traffic obstacles such as event related traffic and collisions. For example, ITS has proven to be a useful tool in helping to manage the impact of event traffic traveling south on Auburn Way South, often during the PM peak, to the White River Amphitheatre. The City will continue to roll out ITS capabilities on corridors around the City, as referenced in Map 2-7 and detailed in the ITS policies included in Chapter 5.

In addition to TSM strategies, the City strives to provide viable alternatives for travelers, to ensure freedom of choice among several transportation modes, including transit, biking and walking as alternatives to the automobile. The City will prioritize the development of pedestrian-friendly environments such as bicycle routes and pedestrian paths as the non-motorized system expands.

TRANSPORTATION DEMAND MANAGEMENT

Reducing congestion includes strategies to reduce demands on the transportation system. The State of Washington emphasized the importance of transportation demand management (TDM) by adopting a Commute Trip Reduction law. That law requires all major employers, with over 100 employees arriving between the hours of 6:00 and 9:00 AM, to develop programs and strategies to reduce the number of commuter automobile trips made by their employees. Transportation demand management reduces demand on the street system. While TDM and TSM employ a different suite of strategies, they share many of the same benefits. Both increase the efficiency of the transportation system, reduce the need for costly capacity expansions, help improve LOS, and contribute to an enhanced quality of life for those who use and benefit from the transportation system. TDM strategies include:

- ride-sharing through vanpools and carpools;
- preferential parking for high-occupancy vehicles;
- car sharing programs;
- transit use incentives;
- parking management to discourage single occupant vehicle (SOV) travel;
- telecommuting;
- alternative work schedules to compress the work week or shift the commute outside the typical commute hours; and
- urban design encouraging non-motorized travel through design features.

The City of Auburn will continue to encourage drivers of single occupancy vehicles to consider alternate modes of travel such as carpools, vanpools, transit, non-motorized travel, and alternative work schedules.

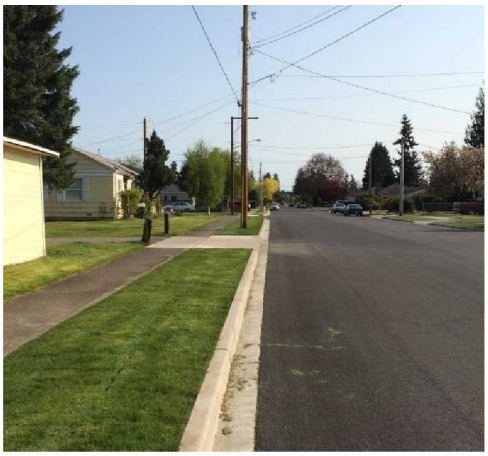
STREET MAINTENANCE & REHABILITATION

The City is responsible for maintaining the physical structure of the roadway system. However, pavement maintenance is expensive, and adequate funding is generally not available. Recognizing this dilemma, Auburn residents approved Proposition 1, the "Save Our Streets" (SOS) Program, in November 2004. The SOS program created a dedicated local street fund for repair, rehabilitation, and maintenance of local roadways from property tax revenues. In 2013, after the original programs tax increases ended, the City Council modified the funding source for this program to be from sales tax on construction.

The City has created a similar program to fund the repair and maintenance of arterials and collector streets. The program is funded through a one percent utility tax. While the available funding through this program is limited, which makes prioritizing projects challenging, the City has been able to maximize the value of the available funds by using them to leverage grant funds, enabling significantly more arterial and collector street repair and maintenance to be completed.



Local Residential Street Before SOS Rebuild



Local Residential Street After SOS Rebuild

NEIGHBORHOOD NEEDS

Transportation systems and facilities can impact adjacent neighborhoods. Potential impacts result from increased traffic resulting from drivers seeking alternate routes to congested arterials, in an effort to save time. These impacts can include higher vehicle speeds resulting in potential safety concerns, and associated air and noise pollution. Neighborhoods throughout the City are concerned with these traffic impacts and want to discourage cut-through traffic.

City policies discourage through traffic in neighborhoods. The City also has a traffic calming program that addresses the pedestrian, bicycle, and automobile traffic safety concerns that impact neighborhoods. The traffic calming program is a community-based program with the goal of identifying potential problems and development of solutions to help mitigate these impacts. The

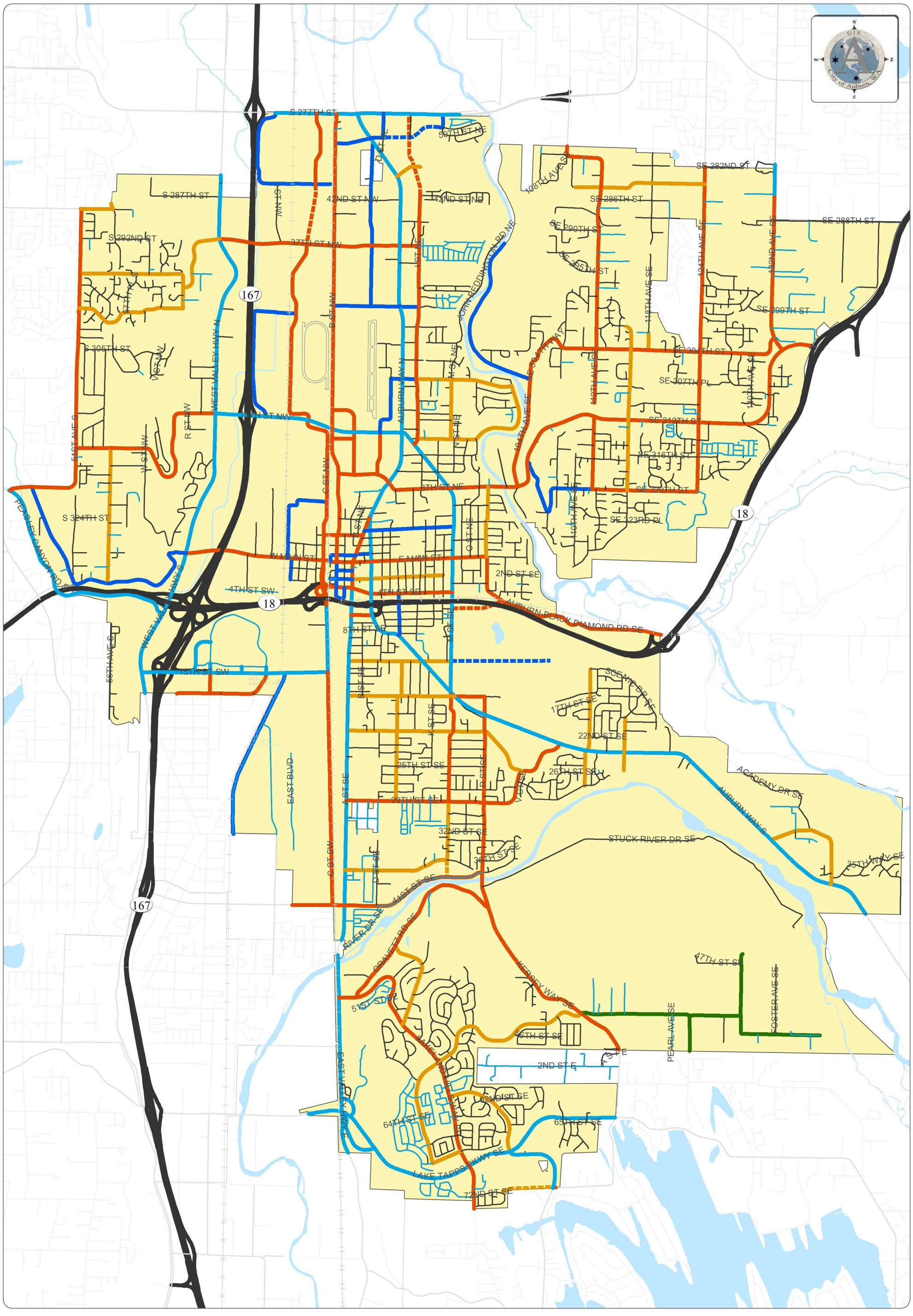
program raises public awareness of traffic safety issues and ways that people can help minimize traffic problems in their own neighborhoods.

INTERGOVERNMENTAL COORDINATION

The Growth Management Act (RCW 36.70A.070) provides that comprehensive plans should include a discussion of intergovernmental coordination efforts, including "an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions." Auburn works closely with neighboring cities, the Muckleshoot Indian Tribe, and state and regional agencies to ensure coordinated efforts are made in developing all modes of the transportation system.

Auburn Transportation Plan

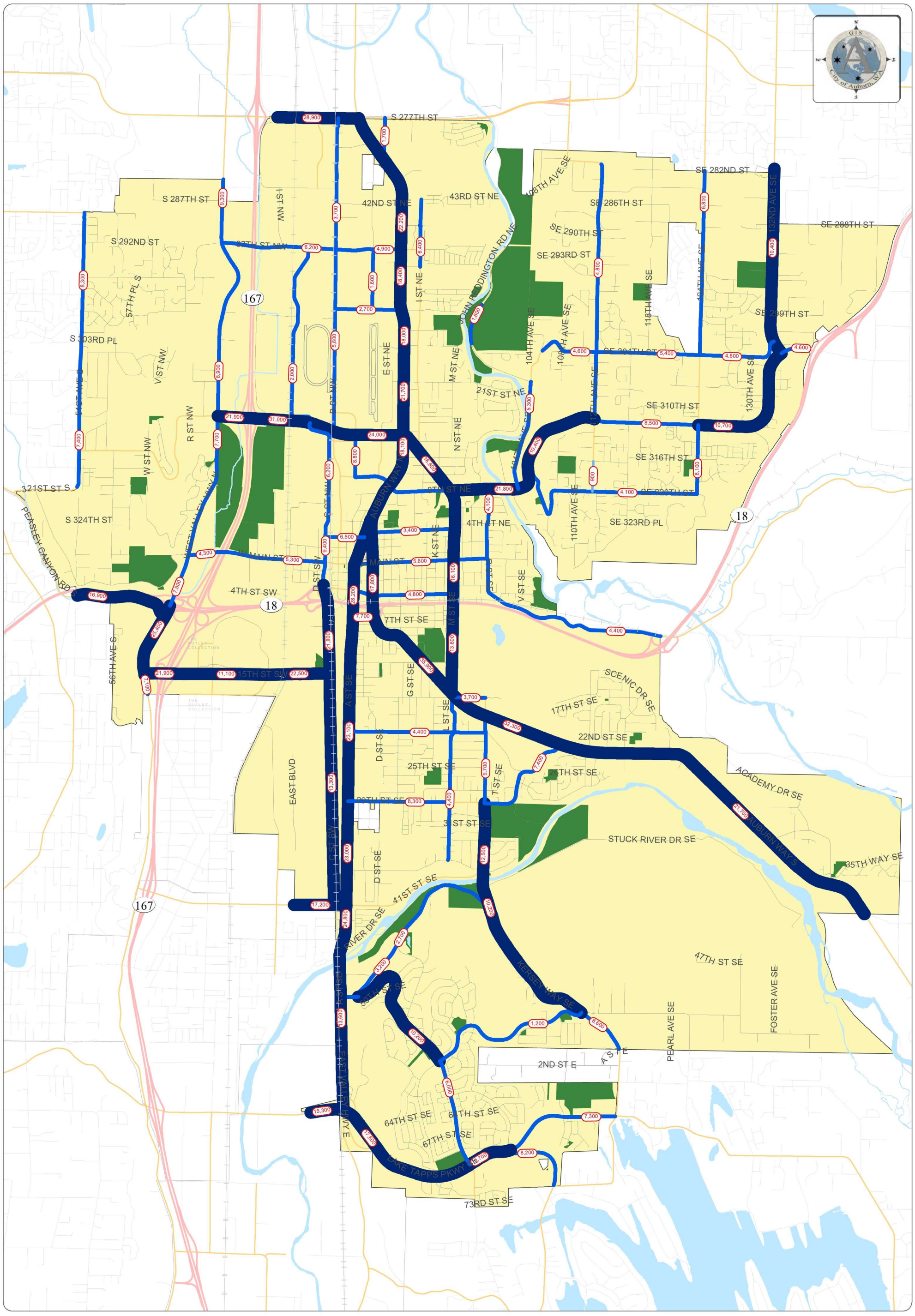
Functional Roadway Classification



Map 2-1

Source: City of Auburn GIS Department

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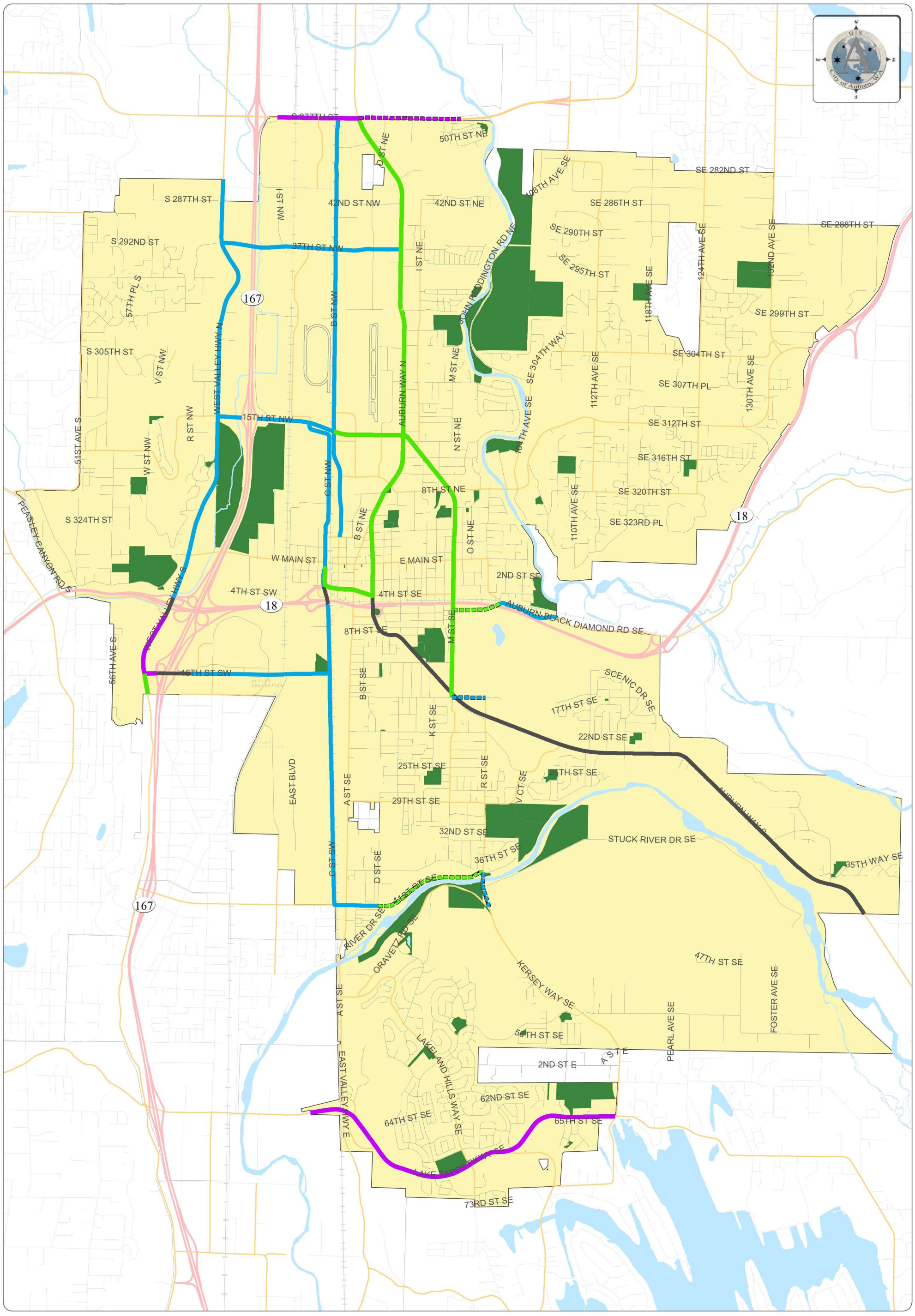
Auburn Transportation Plan

Average Daily Traffic Volumes (2013)

Map 2-2

Source: City of Auburn GIS Department

Printed On: 10/6/2015 Map ID: 4592



Priority 1
- Current Local Truck Routes
- Future Local Truck Route
- Current Through Truck Route
- Future Through Truck Route

Priority 2
- Current Local Truck Route
- Future Local Truck Route

- WSDOT
- Parks
- City of Auburn

0 1
Miles

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Auburn Transportation Plan

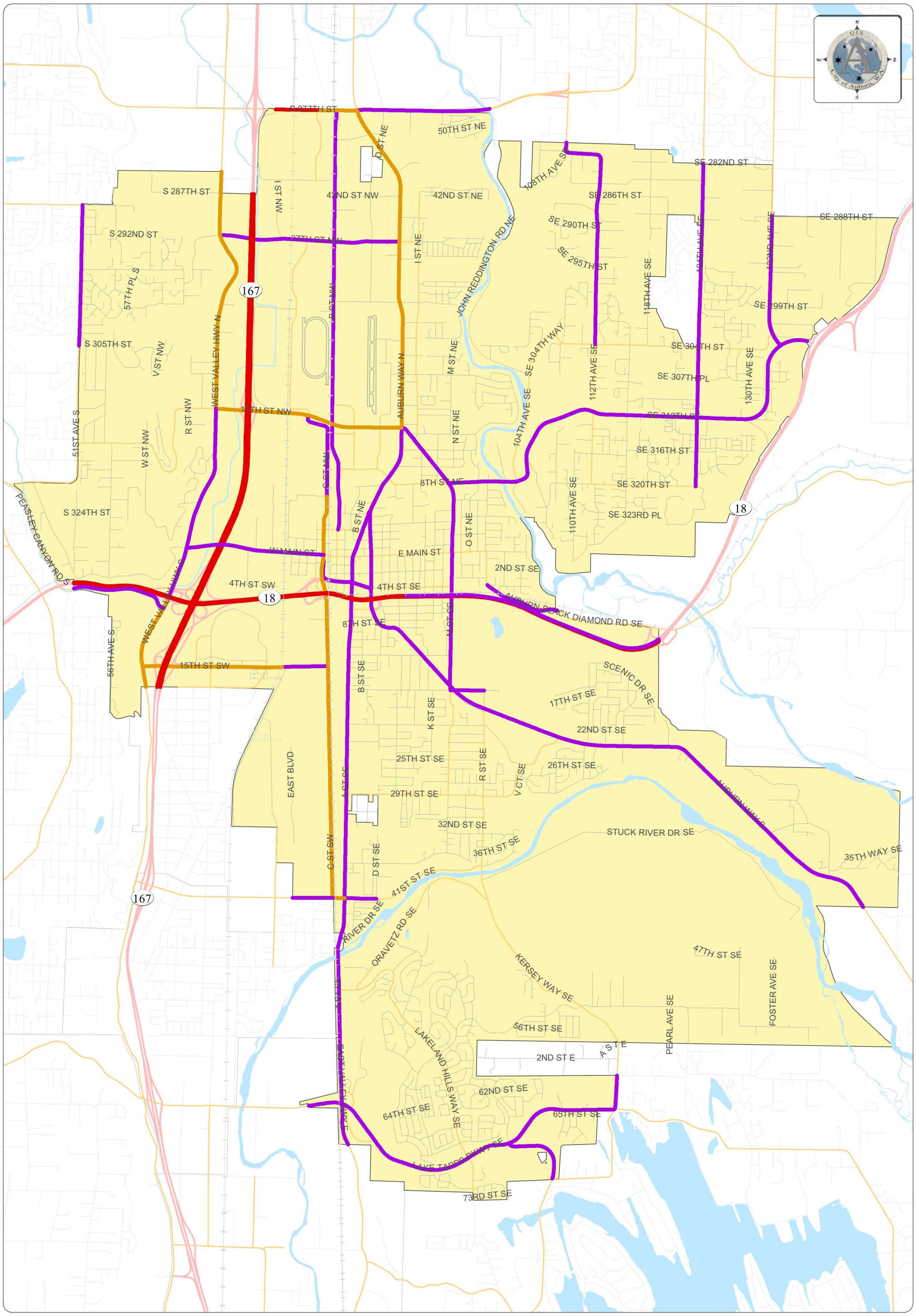
Truck Routes

Map 2-3

Source: City of Auburn GIS Department

Printed On: 10/6/2015

Map ID: 4681



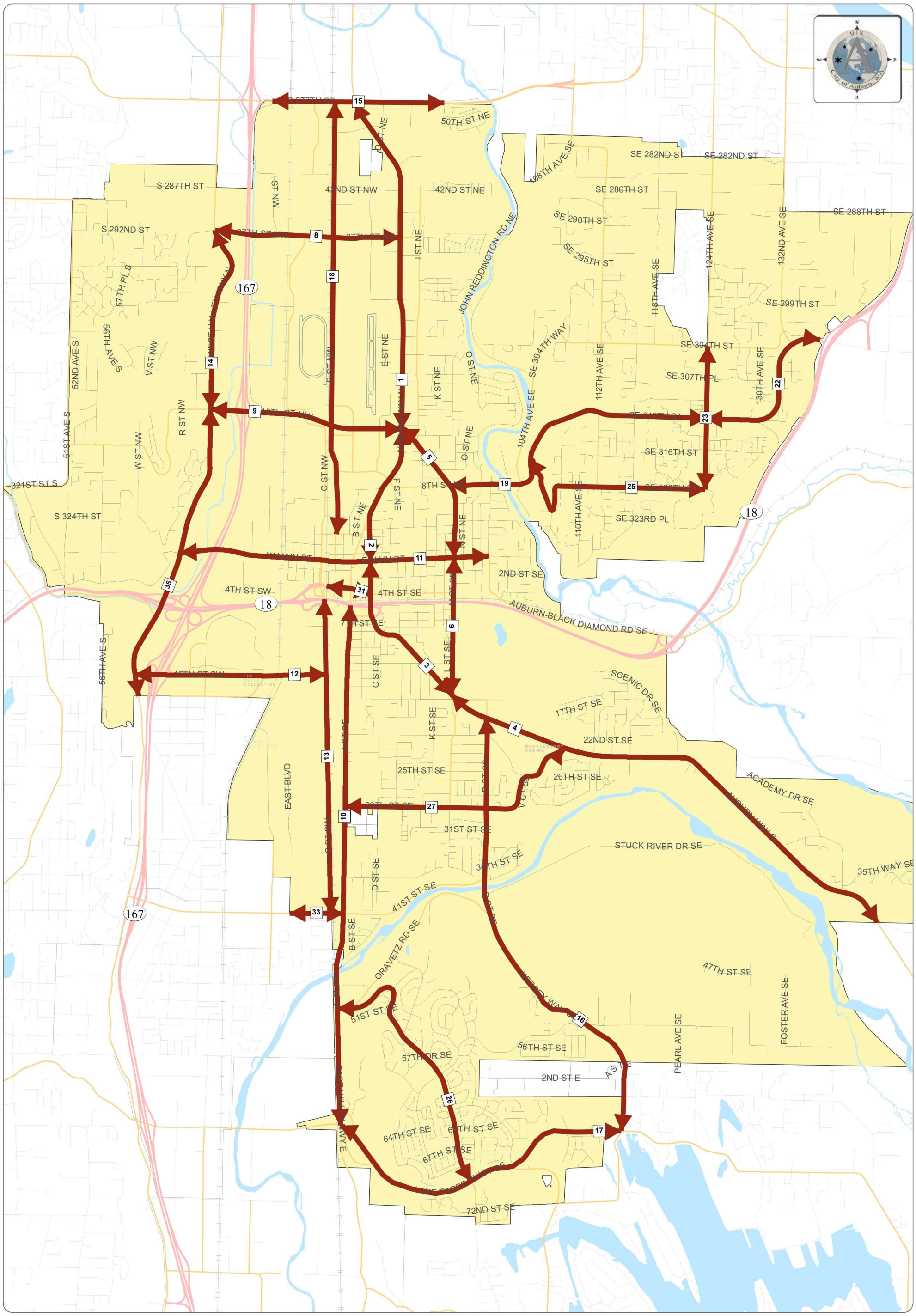
Auburn Transportation Plan

Freight Routes Classification Map
Class T-1 to T-5
Annual Tons (in thousands)

Map 2-4

Source: City of Auburn GIS Department

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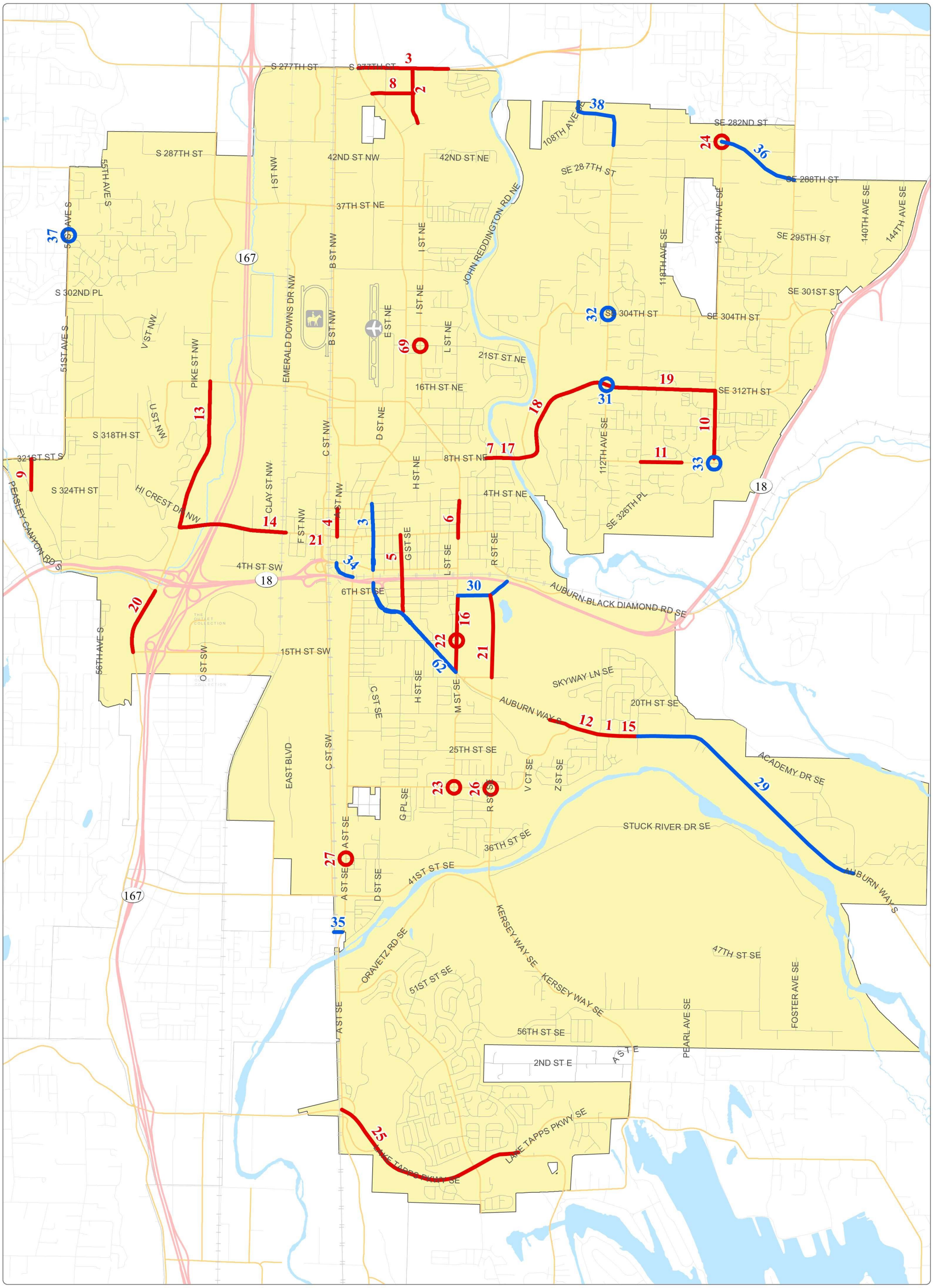
Auburn Transportation Plan

Auburn LOS Corridors

Map 2-5

Source: City of Auburn GIS Department

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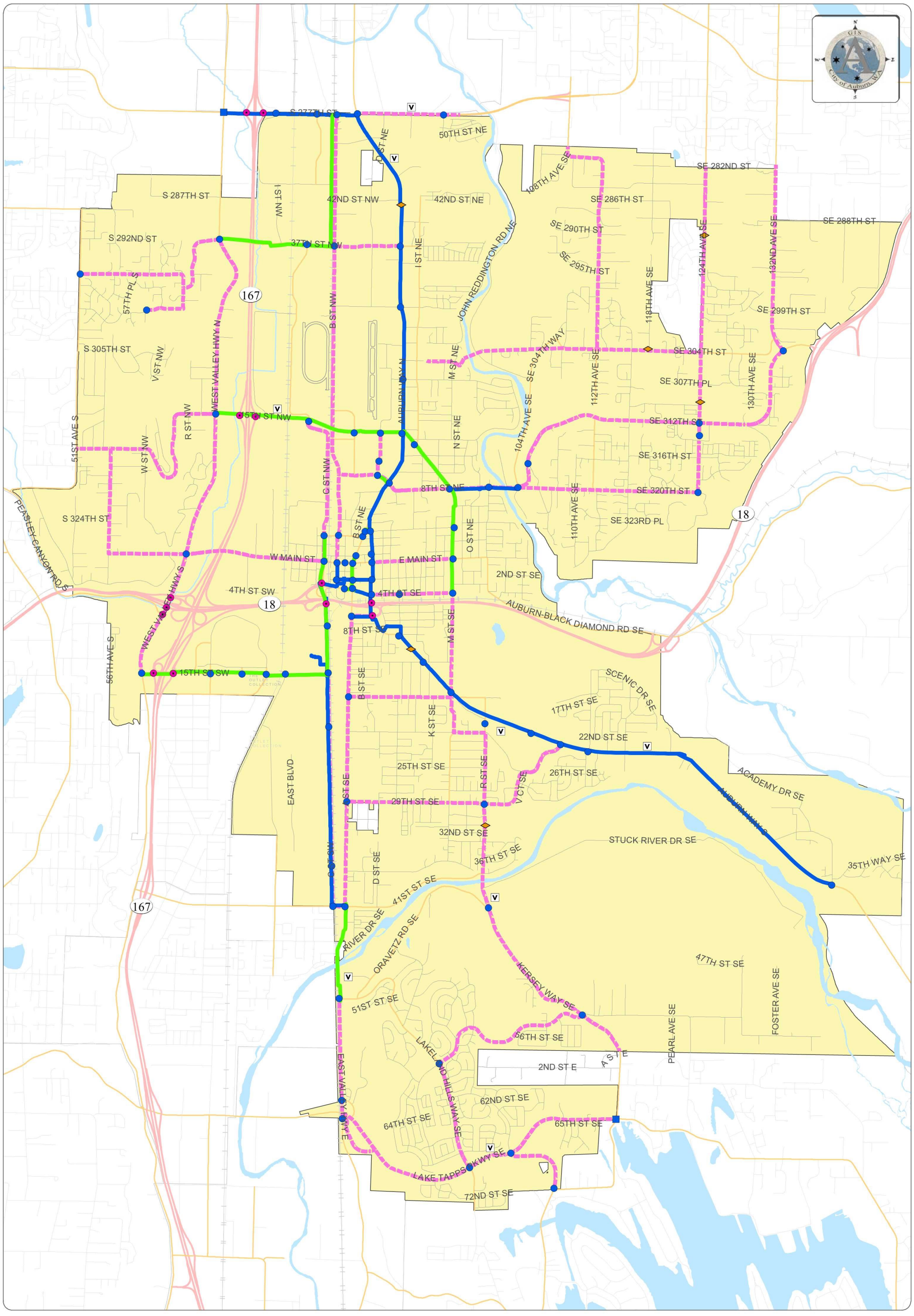
Auburn Transportation Plan

Transportation Improvement Projects

Map 2-6

Source: City of Auburn GIS Department

Printed On: 10/13/2015 Map ID: 4682



City of Auburn
Future Variable Message
City Signal
PED Signal
County Signal
WSDOT
ITS Copper
ITS Fiber
Future ITS Corridor

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Miles

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Auburn Transportation Plan

Intelligent Transportation Systems

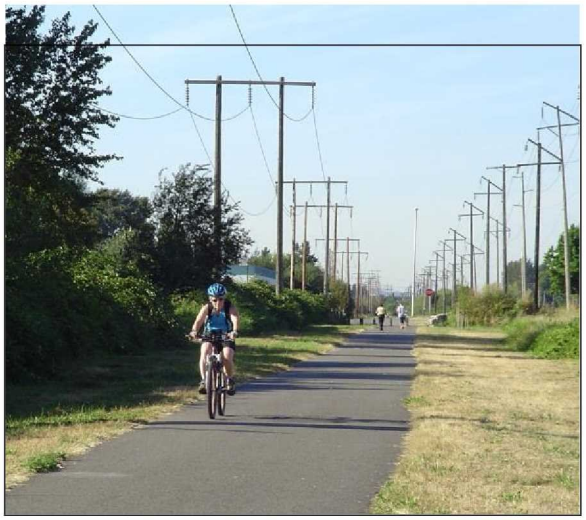
Map 2-7

Source: City of Auburn GIS Department

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CHAPTER 3.

NON-MOTORIZED TRANSPORTATION



Riding on the Interurban Trail

Non-motorized transportation is an integral component of Auburn's transportation system. Non-motorized travel includes walking, bicycling, and equestrian travel. The City seeks to enhance the non-motorized travel environment both for recreational travel and trips that might otherwise be taken via a car or bus in order to improve mobility and environmental health.

The City recognizes that the evolution of the transportation system has prioritized the automobile as the primary travel mode. A side effect of this process has been the erosion of conditions favorable to non-motorized travel. This chapter seeks to redress the balance by enhancing conditions in which non-motorized modes are a realistic and attractive travel option.

Planning and developing a strong non-motorized network supports several state and national acts including Washington's Growth Management Act, Commute Trip Reduction Act, the federal Clean Air Act, the Americans with Disabilities Act (ADA), MAP 21 (Federal Surface Transportation Bill) and its successors. Supporting the non-motorized system helps ensure compliance with these initiatives and the healthy community principles espoused by PSRC through Vision 2040. It also increases funding opportunities for City projects. Improving the non-motorized system also helps address the findings of the citywide Health Impact Assessment process which recommended that the City improve sidewalk connectivity, improve the pedestrian environment, eliminate natural and man-made mobility barriers for pedestrian and bicyclists, improve transit access, improve traffic safety, pedestrian safety and personal security.

This chapter is divided into three subsections: pedestrian travel, bicycle travel, and equestrian travel. Each subsection contains an assessment of existing conditions and needs, followed by guidelines for development of the future system.

3.1 Pedestrian Travel

As a Regional Growth Center, the City encourages transportation planning that emerges from a clear land-use plan based on a community vision and the values expressed in Imagine Auburn. In this vision, Auburn supports higher density housing in the downtown; neighborhood commercial districts; and landscaped, pedestrian-oriented street and sidewalk design. This pattern of development reinforces a positive pedestrian environment.



New Pedestrian Crossing at Green River College on S 320th Street

NEEDS ASSESSMENT

Auburn has many assets, which contribute to a welcoming pedestrian environment, most notably a pedestrian-scaled downtown and an extensive network of trails. The needs assessment highlights these existing assets and identifies improvement needs.

EXISTING PEDESTRIAN ENVIRONMENT

As a whole, Auburn's urban fabric in the downtown has remained intact and supports a positive pedestrian environment. Businesses, shops, and single-family homes front streets with sidewalks and street trees. However, some of the older sections of sidewalks need repair or replacement.

Since adoption of the *2009 Transportation Plan*, there have been sidewalk, ADA and lighting improvements to Main Street, S Division Street Promenade, City Hall Plaza and Plaza Park and behind the shops on East Main Street. New growth in the downtown core has or will result in the development of multi - story residential and office buildings and senior housing, helping renew the pedestrian infrastructure and creating a need for continued effort to maintain and improve the sidewalk system. In addition, the Sounder commuter rail station and transit hub at West Main Street and C Street SW provide pedestrians more options for connecting to regional destinations. These improvements contribute to a more hospitable environment for pedestrians. The city has an annual sidewalk repair program which focuses on ADA improvements, responding to complaints, repairing identified hazards, and improving areas with high pedestrian use.

Commercial development outside the downtown exists primarily along arterials and is dominated by strip development and auto-oriented businesses. Although sidewalks are provided on most arterials, pedestrians may feel exposed to the traffic. Surface parking lots border the sidewalks, and driveways interrupt the continuity of the sidewalk system. The heavy volumes of vehicular traffic and wide streets along arterials, such as Auburn Way, pose a barrier for pedestrians walking along or crossing the roadway.

Sidewalk Inventory

A sidewalk inventory was conducted as part of the Plan update in 2005. A subsequent inventory was conducted in 2008 to collect sidewalk data for the West Hill and Lea Hill where a large scale annexation into the City took place in 2007. The inventory identifies sidewalks in the City, and rated their condition. This inventory continues to serve as a guide to help the City identify problem areas and program improvements according to prioritization guidelines, outlined later in this chapter.

The older residential neighborhoods tend to have sidewalks on both sides of the street, but they vary widely in condition and construction standards. Some residential areas, such as southwest Lea Hill, were built under King County's jurisdiction and sidewalk construction was not required. Breaks in the sidewalk network require pedestrians to maneuver around parked cars, into private yards, or into the street. In newer neighborhoods such as Lakeland Hills, sidewalks built to the city standards applicable at the time of their construction are provided on both sides of the street.

The sidewalk survey of the Lea Hill and West Hill annexation areas revealed a sporadic and often disconnected sidewalk system. Several of the newer residential developments have sidewalks, but many of the older residential areas and arterial streets are missing large segments of sidewalk, resulting in an inconsistent pedestrian environment. Map 3-1 illustrates the existing and proposed sidewalk network within the City.

Trail Network

Auburn's developing trail network provides local and regional connections for both recreational use and commuting. Currently the only regional trails that have been developed include the Interurban and portions of the Green River and White River Trails. The Lakeland Hills Trail network provides connections to neighborhood parks, community center, and to the City of Sumner via a tunnel under the BNSF railway. Map 3-2 illustrates the existing and proposed trail network within the City.

SCHOOL ACCESSIBILITY

School safety is a major concern for parents, students, the school districts, and the City alike. The Auburn School District, working with an advisory committee, has established a safe walking area for each elementary and middle school based on the presence of sidewalks, walking paths, and safe neighborhood streets, as well as the availability of safe street crossings and the traffic conditions in the surrounding neighborhoods. All routes within the safe walking areas are designated as 'Safe Routes to School'. Occasionally, individual schools will notify parents and students of preferred walking routes within each area.

Since the last major update of the comprehensive plan the following Safe Walking Routes improvements have been made throughout Auburn;

- School Zone Flashing Beacons were installed at all elementary and middle schools.
- Rectangular Rapid Flashing Warning Beacons were installed at the existing crosswalk at E St NE and 4th St NE for Washington Elementary.
- A new crosswalk with warning signage and ADA pedestrian ramps was installed at K St SE & 23rd St SE for Pioneer Elementary. This also improved drainage on the street.
- Rainier Middle School received improved crosswalks, signage, and ADA pedestrian ramps along 116th Ave SE.
- Lea Hill Elementary received 600 feet of sidewalk, curb and gutter, and ADA pedestrian ramps on the south side of SE 312th Street as well as pedestrian push buttons and countdown pedestrian signal heads at the intersection of SE 312th Street and 124th Ave SE.
- The new Auburn High School created all new sidewalk and crosswalks with bulb outs on both East Main Street and 4th Street NE.
- New crosswalks with warning signage, ADA pedestrian ramps, and curb bulb outs were added at Terminal Park Elementary.
- New curb, gutter, ADA pedestrian ramps and pavement was constructed on H St SE between 17th and 21st St SE for Olympic Middle School.

Some of these improvements were made possible by a Safe Routes to School grant. The flashing beacons have been funded through a combination of grant programs and City resources.

Despite the progress that has been made over the past several years, there are still areas of need. The following needs were identified to enhance and improve the safety for school children in and around the school safe walking areas.

Pioneer Elementary School

Curb & gutter, sidewalks and ADA ramps along K St SE between 21st St SE and 25th St SE.

Cascade Middle School

The crossing at M Street NE and 24th Street NE experiences heavy traffic. The City and school district continue to cooperate to increase the safety of this crossing near the school.

Dick Scobee Elementary School

The City will continue to coordinate with the School District in exploring ways to improve access to surrounding neighborhoods to increase the school's designated safe walking area.

Terminal Park Elementary School

Curb gutter, sidewalks, and ADA ramps along B St SE between 12th St SE and 17th St SE.

Evergreen Heights Elementary School

Curb, gutter, sidewalks, and roadway improvements along S 316th between 51st Ave S and the eastern boundary of the school. This includes access and circulation improvements to the school and intersection improvements at 56th Ave S.



Safe Walking Route to School

Hazelwood Elementary School

Sidewalk and ADA curb ramp improvements along SE 304th Street between 112th Ave SE and 116th Ave SE and along 118th Ave SE from SE 304th to the north.

Lea Hill Elementary School

Sidewalks and ADA ramps along both sides of 124th Ave SE between SE 304th St and SE 312th St.

Mountain View High School

Sidewalks along 124th Ave SE between SE 284th St and SE 304th St, and along 132nd Ave SE between SE 288th St and SE 299th St.

Riverside High School & Ilalko Elementary

Pedestrian crossing of A Street SE and the BNSF Railway would greatly benefit students at these two schools. A 2015 study identified a preferred crossing alternative for future development.

Lakeland Hills Elementary

Encouraging increased walking and biking to this school would provide the greatest benefit for easing traffic congestion and safety concerns. Additionally an onsite parking and access redesign would further reduce school pick up and drop off related congestion.

Chinook Elementary

Sidewalks along Auburn Way South between Hemlock St SE and Academy Dr SE. Additionally intersection improvements have been identified to reduce conflicts and improve circulation for buses.

Accessible Routes of Travel

The Americans with Disabilities Act (ADA) requires that all new public, commercial and institutional developments meet ADA standards. Furthermore, existing public buildings, public outdoor facilities, and public rights-of-way shall be retrofitted to achieve accessibility. An accessible route of travel is designated to accommodate the needs of many different people, including those who are blind, using wheelchairs, pushing a stroller or cart, or injured. The law requires that municipalities have a transition plan in place to address ADA issues. The City of Auburn is in the process of completing that plan and ADA design specifications can be found in the *Auburn Engineering Design Standards* manual.

Site Design

Pedestrian conditions should be evaluated at the earliest stage of new development. The zone between the development and the public right-of-way needs to contribute to pedestrian network connectivity and continuity. In addition to the public right-of-way, the interior of the site ought to be examined for suitable pedestrian circulation, and how the two are connected. Wherever possible, walkways should be placed along the most direct routes to connect buildings, parking, bus stops, and other attractions. In some cases, walking trails that link residential streets to collectors or arterials can provide a more direct pedestrian connection than travel along the sidewalk network, particularly in neighborhoods without a street grid system, specifically those with cul-de-sacs.

FUTURE SYSTEM

This section describes the City's vision for the future pedestrian system and identifies programs and initiatives that will enable it to achieve this vision.

Downtown

The downtown is historically the social heart of the community, a place for people to interact. It is considered one of the primary pedestrian-oriented areas in the City. Important existing pedestrian downtown linkages include connections from W Main Street to the transit hub and commuter rail station, and between W Main Street and the Multicare Auburn Medical Center. The *Downtown Plan*, a special area plan adopted in 2001 as part of the City's *Comprehensive Plan*, anticipates high pedestrian oriented developments in this area, particularly around the Auburn Station. The *Downtown Plan* also identifies W Main Street, A Street SW, Division Street, and the alley south of Main Street as high priority pedestrian corridors. In addition, several recently completed projects have helped improve non-motorized access to the downtown and transit station, including the City

Hall Plaza and Plaza Park project completed in 2010, the Division Street Promenade Project completed in 2012 and the A Street NW Extension project, opened in June 2013.

Auburn Station has created demand for new mixed-use development, including commercial and residential elements. The City is committed to focusing new commercial and residential development adjacent to the Auburn Station and has been working on partnerships to bring several mixed-use developments to Downtown. These developments include pedestrian friendly design and streetscape improvements.

A vital pedestrian network that extends beyond downtown is a key element in the revitalization of the downtown core.

Commercial Corridors

The City should encourage major employers to locate near transit routes and stops. Furthermore, pedestrian connections from residential areas to commercial corridors can be enhanced through site design policies that encourage more direct non-motorized connections to major retail locations. Future planning along commercial corridors should also include amenities such as landscaping adjacent to the sidewalk, improved pedestrian crossings, and enhanced bus stops at high use locations.

Auburn has several commercial corridors, most notably Auburn Way North and South, that are frequently traveled by pedestrians. While most of these areas have sidewalks, there is the opportunity to enhance the pedestrian environment by providing additional protected crossings, making improvements to lighting, completing remaining sidewalk gaps and eliminating ADA accessibility barriers. For instance, pedestrian crossing issues arise because pedestrians often cross at uncontrolled or mid-block locations rather than walking to the nearest signalized crossing. This dynamic is partially attributable to the location of bus stops in relation to employment centers. Hence, efforts should be made to locate bus stops so commuters crossing to the opposite side of the road are dropped off and picked up near a signalized intersection.

Residential Neighborhoods

Investment in Auburn's neighborhoods is an essential component of providing a comprehensive and functional pedestrian network. As noted in the needs assessment, sidewalk conditions vary throughout the City. This plan acknowledges the need to retrofit the pedestrian network in many areas of the City and incorporate pedestrian facilities into new development. Financial mechanisms to help accomplish this goal are described later in this chapter.

High Priority Pedestrian Corridors

Map 3-1 identifies High Priority Pedestrian Corridors that are currently lacking a complete sidewalk system. Some of the corridors have sidewalks on one side or for portions of the corridor. Others are missing sidewalks altogether.

These High Priority Pedestrian Corridors were selected based on the following criteria: pedestrian volumes; proximity to schools, parks, transit routes and commercial areas; and where missing gaps can be completed.

The High Priority Pedestrian Corridors are roadway corridors where the City intends to target investment in pedestrian facilities. The City's current half street policy requires sidewalk to be constructed by developers whenever significant improvements are made to a property. This has proven to be an effective means of building out the sidewalk network. However, it is a slow process because it relies on new development or redevelopment to occur, making it difficult to complete whole corridors. By programming specific pedestrian corridors for investment, the City can leverage grant dollars and other resources to more strategically complete gaps in key pedestrian corridors.

The High Priority Pedestrian Corridors identified in Map 3-1 are regularly reviewed for inclusion in the City's Six-Year Transportation Improvement Program and for grant funding opportunities.



Auburn Multi-Use Trail

NON-MOTORIZED TRAILS

The Auburn Parks, Recreation & Open Space Plan is currently being updated and will identify specific projects for the development of local and regional trails. Thus far the long term list includes:

The Auburn-Pacific Trail provides a multi-use path that improves access from the White River to the Interurban Trail. A planned pedestrian crossing, under the BNSF railroad tracks just north of the BNSF Stuck River Bridge (over the White River), will improve the regional trail system by providing a connection between the City of Pacific and Auburn's White River Trail connection to A Street SE.

Funding is still needed for the Auburn section of the Green River Trail. Planning efforts are also focused on the Auburn Environmental Park and connecting the park to the Interurban Trail. This unique park project shows residents the diversity of the ecosystem along the Mill Creek corridor.

Additional trail planning is underway for connecting the Fenster Natural Park to the Green Valley Road area.

An important component of Auburn's trail system includes trailheads. Trailheads should be inviting to users and provide amenities such as parking, bicycle racks, information kiosks, restroom facilities, water fountains, trash receptacles, and seating facilities. Trailheads should be constructed and improved as Auburn's trail system further develops. See Map 3-2 for existing and proposed trails and trailhead locations.

FUNDING MECHANISMS

Sidewalk Improvement Program

The City of Auburn has an Annual Citywide Sidewalk Repair and Improvement Program to repair damaged sidewalks, tripping hazards, and to complete small missing links in the sidewalk network.

These funds are essential for promoting non-motorized travel and can be used to leverage other funding sources, such as state and federal grants or other city capital projects.

Auburn has identified three principal areas in which sidewalk improvements should be prioritized: corridors that provide access to and within the ***downtown***, ***school zones***, and ***parks*** with a focus on addressing potential hazards and areas of known complaints. Additional criteria for priority access improvement could include, but are not limited to, areas with high concentrations of senior citizens or disabled citizens, areas with high volumes of pedestrian-transit interaction, areas where private improvements such as trees have damage the public infrastructure and areas where property owners are willing to financially participate in the construction of sidewalk improvements through a local improvement district (LID). In considering projects, staff also review existing street deferral agreements to determine if the improvements previously allowed to be deferred are now needed and should be completed by the private party.

"Save Our Streets" Program

In November 2004, Auburn residents approved Proposition 1, "Save Our Street" Program, which created a dedicated local street fund. This money was set aside for repair and maintenance of local roadways which can sometimes also include sidewalk repair and rebuild. In 2013, the city council modified the funding source for this program to be from Construction Sales Tax revenues and no longer from property taxes.

"Arterial Preservation" Program

The City also currently implements the annual arterial street preservation program funded by a 1% utility tax. Pedestrian, ADA, and safety improvements are included in many of the arterial improvement projects funded by this program.

Sidewalks will be prioritized:

- Where hazardous conditions are present;
- On school walk routes;
- Where extensive improvements are needed in a single neighborhood;
- Along streets with curb and gutter;
- Along Downtown pedestrian corridors;
- Where curb ramps are missing; and
- Where they will complete a missing link in a pedestrian network.
- Where property owners are willing to financially participate in the construction of sidewalk improvements through an LID.

Local Improvement Districts

Local Improvement Districts (LID) enable city investment in a specified area by leveraging city funds with contributions from property owners in the district. LID's use limited city resources to improve neighborhood quality and can be used to finance new sidewalks.

Safety Education and Enforcement

Awareness of pedestrian safety issues should be promoted through educational programs and enforcement efforts. This combination helps reinforce key safety issues such as safe pedestrian crossings and speeding. The City will proactively work to identify problem areas and issues. The following list contains examples of some techniques that can be employed in these efforts.

- Maintaining non-motorized travel information kiosks at key City destinations (e.g. Main Street, Outlet Collection, Emerald Downs, trails).

- Displaying educational information in City publications, on the website, and on TV.
- Maintaining and expanding wayfinding signage to direct pedestrians and bicyclists.
- Partnering with the School District to teach children safe walking and biking behaviors.
- Launching public information campaigns for problematic locations and partnering with the Police Department to provide enforcement.
- Increasing driver awareness of vehicle speeds through the presence of radar speed signs where appropriate.

  Enforcing pedestrian, bicyclist, and driver infractions.

3.2 Bicycle Travel

Bicycle facilities are an important component of Auburn's transportation and recreational infrastructure. Bicycling provides an environmentally friendly travel mode and helps citizens to maintain a healthy lifestyle. It also helps improve traffic congestion and air quality by providing an alternative to driving. Increasingly, bicycle commuting is becoming a more popular alternative, and the City must take steps to provide a more functional and attractive network for commute cyclists, in addition to recreational cyclists.

NEEDS ASSESSMENT

Existing Conditions

The topography in the Auburn Valley is flat and conducive to cycling for a range of skill levels. Areas along the Green and White Rivers provide recreational opportunities for multi-use trails that accommodate bicyclists, pedestrians and equestrians. The Interurban Trail is part of a major north-south regional trail system. The Green River trail is also an extension of a north-south regional trail. Therefore, Auburn has a good network of existing or planned north-south recreational trails. However, there are few existing cross-town connections and new connections onto the West Hill and Lea Hill are needed.

Cross-town bike connections to the West Hill and Lea Hill areas of Auburn are more challenging due to steep topography. Yet investing in these connections is important because a significant number of Auburn residents live in these areas. Building these connections would improve bicycle access to regional transit, local employment the regional trail system, and to downtown Auburn. Recreational and commuter cyclists travel along the Interurban Trail to areas north and south of Auburn. Cyclists also frequently ride along S 277th Street to the east side of Green River Road, and down along the Green River to 8th Street NE, or down R Street NE to SE Auburn Black Diamond Road. SE Auburn Black Diamond Road and SE Green Valley Road are popular routes for accessing areas east of Auburn. However, these roads are characterized by challenging cycling conditions and are not suitable for inexperienced cyclists. Once in Auburn, there is especially a need to increase the number of east-west bicycle facilities. Investing in trail connections to improve bicycle access in these areas should also be a priority.

Bicycle lanes are limited on city arterials and collectors, making it difficult both for regional and local riders to navigate for any reasonable distance through the City. Limited bicycle storage is also a hindrance to cyclists. Map 3-2 identifies existing and planned trails and bike facilities in the City.

Auburn Bicycle Task Force

In March 2010, the city formed the City of Auburn Bicycle Task Force. It was intended that the Bicycle Task Force would further refine the City's goals and policies for its bicycle transportation system. The Task Force was comprised of a broad cross section of community members and interested parties that were charged to develop recommendations on bicycle facilities, issues and opportunities centered on the following three principles:

- ***Connections*** – for example, how do bicycle riders get from the north end to the south end of the City or from Lakeland to Lea Hill?
- ***Recreation Opportunities*** – for example, how does the City further build and capitalize on a bicycle network to support and enhance the recreation options for its citizens?
- ***Economic Development*** – for example, how does the City capitalize on the Interurban Trail as a conduit of customers for existing and new businesses?

Bike Improvements Completed and Planned in the Near - Term Future

The work of the task force has informed and guided city decisions on future bike lane and trail improvements and connections. Its work is directly reflected in improvements already made as well as the future bike lanes and trail improvements shown in Map 3-2.

Since 2009 bike lanes have been added to 124th Ave SE, and SE 320th Street near Green River College on Lea Hill, a new bike lane connection has been created by the construction of the new A Street NW corridor. Bikes lanes have been added as part of the new M Street SE BNSF underpass project and sharrows (share the road with bike symbols) have been added to East Main Street.

Bike lanes are part of the new planned West Main Street project and the F Street SE project includes development of a Bicycle Boulevard and Bike Share Program.

Bicycle Facility Classification

The American Association of State Highway Transportation Officials (AASHTO) has developed classifications for bicycle facilities and parking. Bicycle classification is based on the design and exclusiveness of use.

Bicycle Facility Classification

- Separate Facility (Class I) – A non-motorized two-way paved facility, that is physically separated from motorized vehicular traffic by an open space or barrier.
- Bike Lane (Class II) – An exclusive on street one way lane for bicyclists delineated with signing and striping
- Shared Lanes (Class III) – A lane shared by vehicles and bicycles. Wider lanes that may be delineated with shared use markings and signage.
- Bicycle Boulevard– A bicycle focused roadway designated with enhanced signage and special pavement markings and bicycle-friendly design standards such as wide curb lanes and bicycle safe drain grates. Typically designed to connect key bicycle destinations.

Existing Class I multi-use trails in the City include S 277th St, Interurban Trail, White River Trail, and Green River Trails.

Class II bicycle lanes added since the last major update include;

- Terrace Drive NW (15th to W St)
- A ST NW/B ST NW (3rd to 30th)
- 14th St NW (A NW to A NE)
- R St SE (17th to White River)
- M St SE (3rd to 8th)
- 116th Ave SE (SE 304th to SE 312th)

Class III shared facilities were tested on R St NE/SE, Auburn Black Diamond Road and E Main St. They were well received by the cycling community and continue to be maintained. Shared facilities will continue to be implemented on other appropriate roadways.

Bike parking facilities are classified by length of use: long term, medium term, and short term. The longer bikes are to be stored, the more durable the facility's design must be.

Long term bike storage facilities are available at Auburn Station. The City currently provides short term bike storage throughout the downtown core.

Improvement Needs

Cyclists desire safe routes that make connections throughout the City and to regional points of interests. The existing facilities while being continuously improved still fall short of creating a well-connected bicycle network in Auburn. The City plans to build out the bicycle network shown in Map 3-2 and provide better east-west connections. Upgrading bicycle facilities on city streets is a very important component of this plan.

Auburn shall make greater efforts in the future to encourage bicycle use, particularly for commuting purposes, as a form of transportation demand management (TDM). One mechanism of doing so is to ensure that bike lanes and trails which serve major employers are prioritized. The City needs to take a more aggressive role in programming implementation of the future bicycle network identified in this chapter, ensuring that eventually all residents of and employees in Auburn feel comfortable commuting on bike. In addition, Auburn should seek outlets, including the City's website, to provide up-to-date information on bicycling options within the City and to regional destinations. The Commute Trip Reduction (CTR) program provides a formal mechanism for encouraging these practices and is required by state law for employers with 100 or more employees arriving at a single location during the AM peak. Auburn's CTR program calls out bicycle storage facilities, lockers, changing areas, and showers as measures employers can take to meet CTR goals. In addition, Auburn can use the SEPA process to encourage development of these facilities at the time of new development or tenant improvements.

The *Downtown Plan* also discusses the need for improving bicycle facilities in the area. On-street bicycle facilities will be sought in association with planned roadway improvements. In addition, the City should investigate providing bicycle storage and other amenities on City owned properties.



The Work is Easier when Shared

FUTURE TRAVEL

The future bicycle network includes corridors for ***regional***, ***recreational***, and ***cross-town connections***. The regional corridors will provide connections to the Valley communities as well other areas of King and Pierce Counties. Local biking groups have identified the Interurban Trail and Green River Trail as important regional connections. Other planned regional connections will link Auburn to attractions around the Puget Sound.

The Green and White River corridors are multi-functional, providing recreational opportunities for regional and local bicycle trips. Therefore, the City has prioritized the completion of both these trail systems. Also, Auburn will seek to enhance portions of City trail systems whenever possible, by providing amenities for non-motorized travelers such as rest areas, as well as safety improvements including warning signage and grade separated trails. As shown in Map 3-2, the bicycle routes identified for future development will consist of a mix of interconnected local trails and on- street bike facilities linking Auburn's neighborhoods.

The future Bonneville Power Trail will be a separated, hard surfaced trail crossing the Lea Hill area and connecting to the Interurban Trail and West Hill via on-street bicycle facilities. This new bike route is planned from Lea Hill through Isaac Evans and Dykstra Park to connect to downtown Auburn via the new A Street NW corridor. Numerous other on-street bicycle facilities and trails are planned.

The selection of bike facility projects will be based upon safety, route continuity and connectivity. In addition to new bicycle corridors, spot safety improvements are an important component of the City's future bicycle network. Improvements including flashing beacons have already been made at the Interurban Trail crossing of 15th Street SW and are planned at the Interurban Trail crossing of West Main Street and C Street SW and Ellingson. In addition, safe access to downtown Auburn and onto West Hill, Lea Hill and Lakeland are a priority for the City.

Typical bicycle route improvements along a Class I facility include purchasing the right-of-way, designing the trail, and constructing the trail and trailhead. For a Class II pathway, improvements include striping lanes, installing warning and directional signage, and painting bike symbols on the pavement. For a roadway where bikes will share the lane with vehicles it may include the installation of shared use markings and signage.

As this plan is updated in the future, emphasis should continue to be placed on developing a safe and convenient bicycling environment for both recreational and commuter cyclists of all experience levels.

3.3 Equestrian Travel

Auburn citizens have a long history of supporting the planning and development of equestrian facilities. The City intends to increase its network of soft-surface, multi-use trails in more rustic locations with appropriate facilities suitable for equestrian use.

NEEDS ASSESSMENT

EXISTING CONDITIONS

Auburn's equestrian trail system is quite limited. The Parks Department currently manages a two-mile, soft-surface trail, along the White River at Roegner and Game Farm Wilderness Parks. Otherwise, there are no formal equestrian trails in Auburn.

Horse owners do have informal access to the soft-surface path adjacent to the Interurban trail, as well as large open spaces in the rustic area just south of the White River and east of Kersey Way in southeast Auburn. To reach the open areas, many ride along the edge of roads such as 53rd and 56th Streets SE. These are narrow roads with gravel shoulders. Drainage swales run parallel to many

portions of these roads, and while conditions vary, typically there is a narrow unpaved shoulder or grassed area alongside the road where horses can walk.

IMPROVEMENT NEEDS

The lack of equestrian trail miles in the City and connectivity to regional equestrian facilities are two areas that need improvement. As indicated by Table 3-1, there are currently two-miles of formal equestrian trails in the City. This is a barrier to most equestrians, particularly those bringing horses via trailer. In order to become a more equestrian friendly community, Auburn must undertake planning initiatives to expand the current network.

Table 3-1 Existing Equestrian Facilities

Facility	Potential Primary Users	Within Auburn City Limits
Soft-surface Trail	Equestrians Off-road Cyclists Pedestrians	2.17 miles

Auburn, as a regional growth center, has elected to become increasingly urbanized. As the City continues to urbanize, it will seek opportunities to include equestrian planning in its infrastructure improvements. Special consideration for equestrian facilities should be given to southeast Auburn and Lea Hill as both have existing equestrian communities.

Loop trail development is one strategy that can be employed to increase the length of equestrian trails in Auburn. Loop trails can be linked to existing linear facilities, thereby increasing network miles.

Opportunities to expand the equestrian trail system should be considered in all future infrastructure planning and development. Features such as busy arterial streets, steep slopes and narrow bridges are barriers to equestrian travel. Hence, equestrian trail planning should go hand in hand with other planning activities the City is undertaking. When planning equestrian trails, other facilities such as trailer parking and directional signage should be accommodated.

FUTURE SYSTEM

The southeast Auburn area, south of the White (Stuck) River and east of Kersey Way, should be designated as an Equestrian District. Future development in this area should be consistent with that designation. Southeast Auburn is particularly suitable as an Equestrian District because it contains a City watershed, shorelines of statewide significance, and numerous critical areas. Equestrian trails may be situated near some of these features, whereas more intense development may be unsuitable. Equestrian trails may also be appropriate for parts of Lea Hill, and should be evaluated. When locating equestrian trails along rustic roads, it may be appropriate to maximize trail potential by constructing a wider shoulder able to accommodate equestrian travel on one side of the road.

Members of the equestrian community in Auburn have emphasized the desire for a trail connection between Roegner Park and southeast Auburn. One potential alignment would be along a route roughly parallel to Kersey Way and 53rd Street SE. The Parks Plan identifies this future trail as the

Williams Trail. Potential obstacles include critical area impacts and right-of-way acquisition. The topography along Kersey Way includes steep hillsides and large drainage swales. As trail planning progresses to a more detailed level, other alignments should be evaluated.

The equestrian routes identified for future development are concentrated along the White River, the Green River, and in the properties in southeast Auburn. These routes are identified as soft-surface, multi-use trails that are suitable for riding and walking but do not meet the requirements of the Americans with Disabilities Act. Construction costs and the extent of clearing needed are much less for soft-surface trails than for paved trails. Some of the soft-surface trails are proposed to occur in conjunction with a paved trail. Summaries of trails that are appropriate for equestrian use are listed in Table 3-2. Design specifications for equestrian trails will be incorporated into the *Auburn Engineering Design Standards* manual.

3.4 Future Non-motorized System

Auburn's future non-motorized system consists of an interconnected network of sidewalks, bike lanes, multi-use trails, and equestrian paths. The list of proposed projects in Table 3-2 is developed for planning purposes. Map 3-2 identifies the location of the trail projects identified in Table 3-2 and maps the future trail and bicycle network.

Table 3-2 Future Trail Projects

Trail Name	Description	Potential Users
Green River Trail	This paved trail will be part of a regional recreational corridor. King County is the lead administrator of the project but will work in collaboration with the City for the portion of the trail in Auburn. The trail alignment will extend along the west bank of the Green River from S. 277th St., south to Brannan Park. From Brannan Park, the trail will then run south along M Street SE to 22nd Street NE, where it will turn east towards Dykstra Park. It will then cross the river at the Dykstra foot bridge to the east bank of the river. It will then parallel Green River Road and 104th Ave SE. Once across Lea Hill Road SE the trail will follow 104th PL. SE to the dead end. From the dead end the trail will follow the wooded bluff until it reaches a point opposite of Fenster Nature Park. At the alignment of 2nd St. SE the trail will cross at a future bridge location to the west side of the river and into Fenster Nature Park. The trail will continue south through the park and into the King County owned Auburn Narrows area where it will end near the intersection of Auburn Black Diamond Rd. and Green Valley Road.	Bicyclists Equestrians Pedestrians
Auburn Environmental Park Loop	This looped recreational path spurs off the Interurban Trail and will go through the Auburn Environmental Park.	Off-road Cyclists Pedestrians Equestrians, possibly
White River Trail	The White River Trail runs along the south side of the White River from Roegner Park to the eastern edge of Game Farm Wilderness Park. Future extensions of the trail are planned from A Street SE to Roegner Park, across the White River via the future BNSF Railroad underpass, on the south side of the river within the City of Pacific, and from Game Farm Wilderness Park to southeast Auburn along the White River.	Bicyclists Equestrians Off-road Cyclists Pedestrians

Trail Name	Description	Potential Users
Williams Trail	These recreational trails are intended to use public or quasi-public lands, including utility corridors. A variety of loop trails may be possible within this large area.	Bicyclists Equestrians Off-road Cyclists Pedestrians
Bonneville Power Trail	This east-west trail will extend from Lea Hill to Dykstra Park Street, where it will connect to downtown Auburn and West Hill via an existing and planned series of bike lanes. There are topographical and environmental challenges that will need to be addressed during the design phase.	Bicyclists Pedestrians Equestrians
Academy Trail	The portion of Academy Drive from SR 164 to Green Valley Road is currently closed due to slope failures.	Bicyclists Pedestrians Equestrians
Lakeland Hills Trail	This trail serves the Lakeland community and links Sunset Park and Dorothy Bothell Park via a meandering sidewalk path along Lakeland Hills Way SE. k.	Pedestrians

This network will provide local and regional connections for a variety of non-motorized modes. The completed portions of the Interurban and Green River Trails connect pedestrians, cyclists, and equestrians to areas north and south of Auburn, while the White River Trail provides for east-west travel. Additional bike lanes and completion of the paved trail network will guide cyclists safely to points of interests and through congested areas of the City.

The establishment of an equestrian district and trails in the southeast portion of the City permits more opportunities for equestrian travel in scenic areas.

Pedestrians will be able to travel more safely and comfortably with upgrades and expansion of the sidewalk network, new crossings and street lighting, and better street design near schools and frequently traveled pedestrian locations. The addition of a BNSF undercrossing, just north of the White River and west of A Street SE, will provide safe passage for pedestrians. A new trail connection along C Street SW will provide pedestrians and cyclists with a safer connection to downtown and Auburn Station.



White River Trail
Multi-Use Path

PROMOTING HEALTHY COMMUNITIES

The City of Auburn envisions a transportation system that will help promote healthy community principles by coordinating land use, the non-motorized transportation system, and transit in a manner that encourages walking and bicycling. The Puget Sound Regional Council has identified several elements, which contribute to the desirability of walking, bicycling, and transit use.[1]

- Concentrating complementary uses such as restaurants, retail and grocery stores proximate to residences and employment.
- Linking neighborhoods by connecting streets, sidewalks, and trails.
- Designing for safe and welcoming pedestrian and bicycle facilities.
- Enhancing transit opportunities and non-motorized connections to transit facilities.
- Reducing and mitigating the effects of parking.

These principles, many of which can be promoted by thoughtful transportation systems planning, encourage healthier communities by increasing physical activity and decreasing air pollution caused by vehicle emissions. Auburn has historically planned for a transportation system that incorporates many healthy community principles, such as transit facility planning and regional trail planning. In addition, the Downtown Plan calls for a mixed-use, high density, pedestrian oriented downtown. Improving the non-motorized system also helps address the findings of the citywide Health Impact Assessment process which recommended that the City improve sidewalk connectivity, improve the pedestrian environment, eliminate natural and man-made mobility barriers for pedestrian and bicyclists, improve transit access, improve traffic safety, pedestrian safety and personal security.

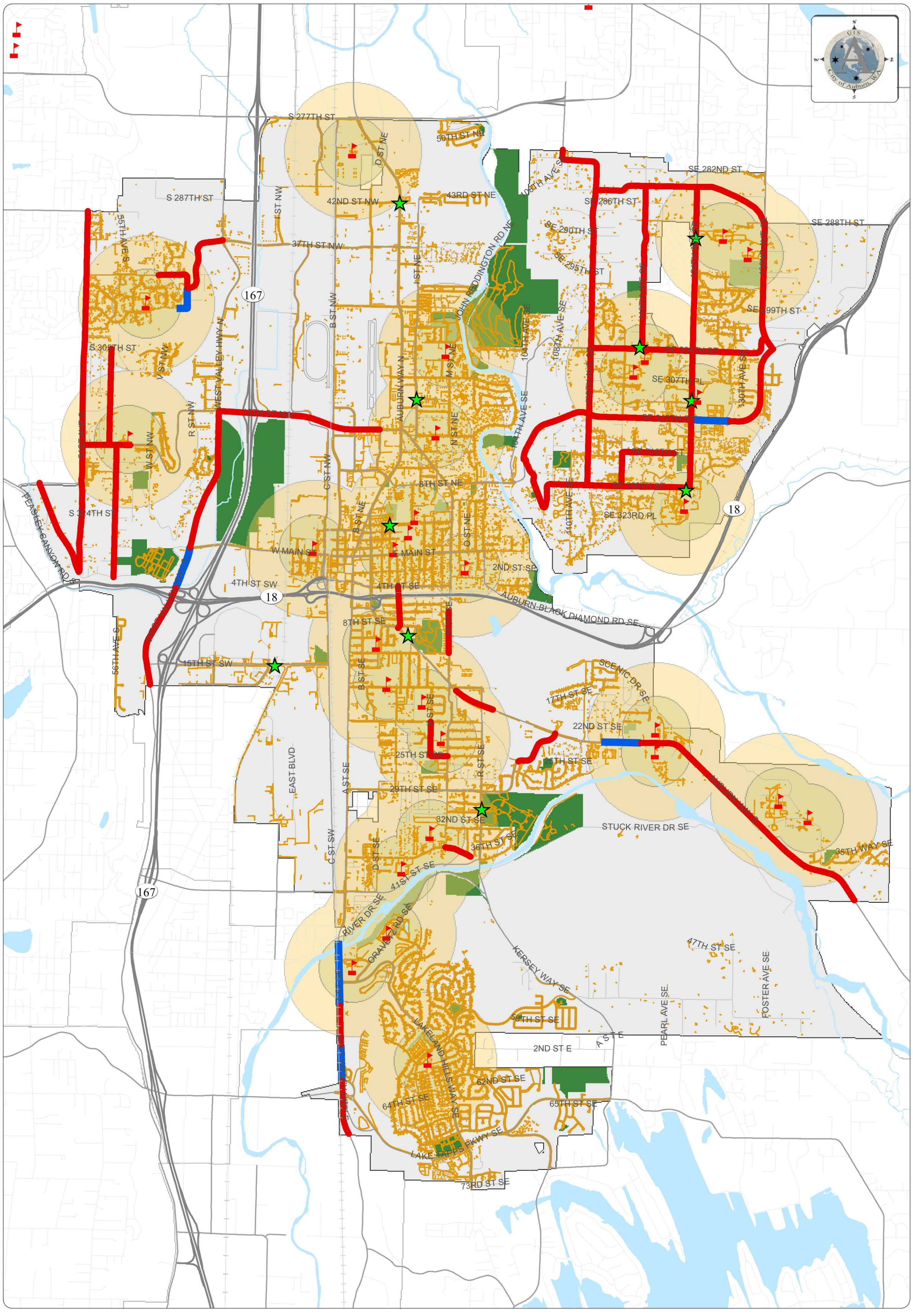
In the future, Auburn shall continue to promote these principles through long-range planning efforts, capital facility improvements, development review, and community activities involving active lifestyle elements.

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[1] Vision 2040 Update Issue Paper on Health: What's Health Got to Do with Growth Management, Economic Development and Transportation?, Puget Sound Regional Council, December 2nd, 2004.

IMPLEMENTATION TOOLS

The City has developed policies and identified funding strategies that will help implement the future non-motorized network. They can be found in Chapters 5 and 6, consecutively, of this plan. The planning direction outlined in this chapter shall be used as the foundation for implementing the non-motorized policies and securing funding.



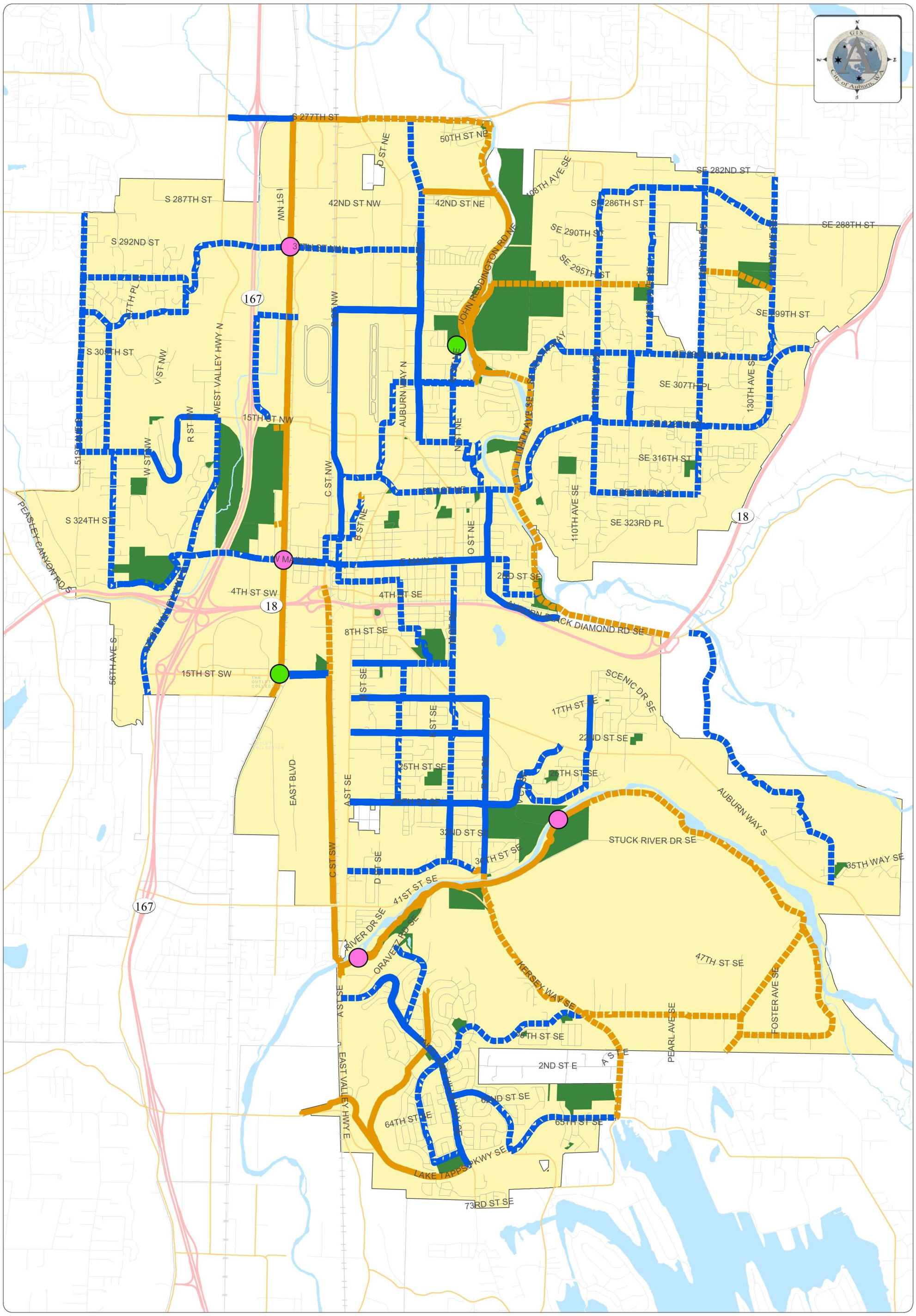
Auburn Transportation Plan

Existing Sidewalks and Future Priority Sidewalk Corridors

Map 3-1

Source: City of Auburn GIS Department

Printed On: 10/6/2015 Map ID: 4587



Auburn Transportation Plan

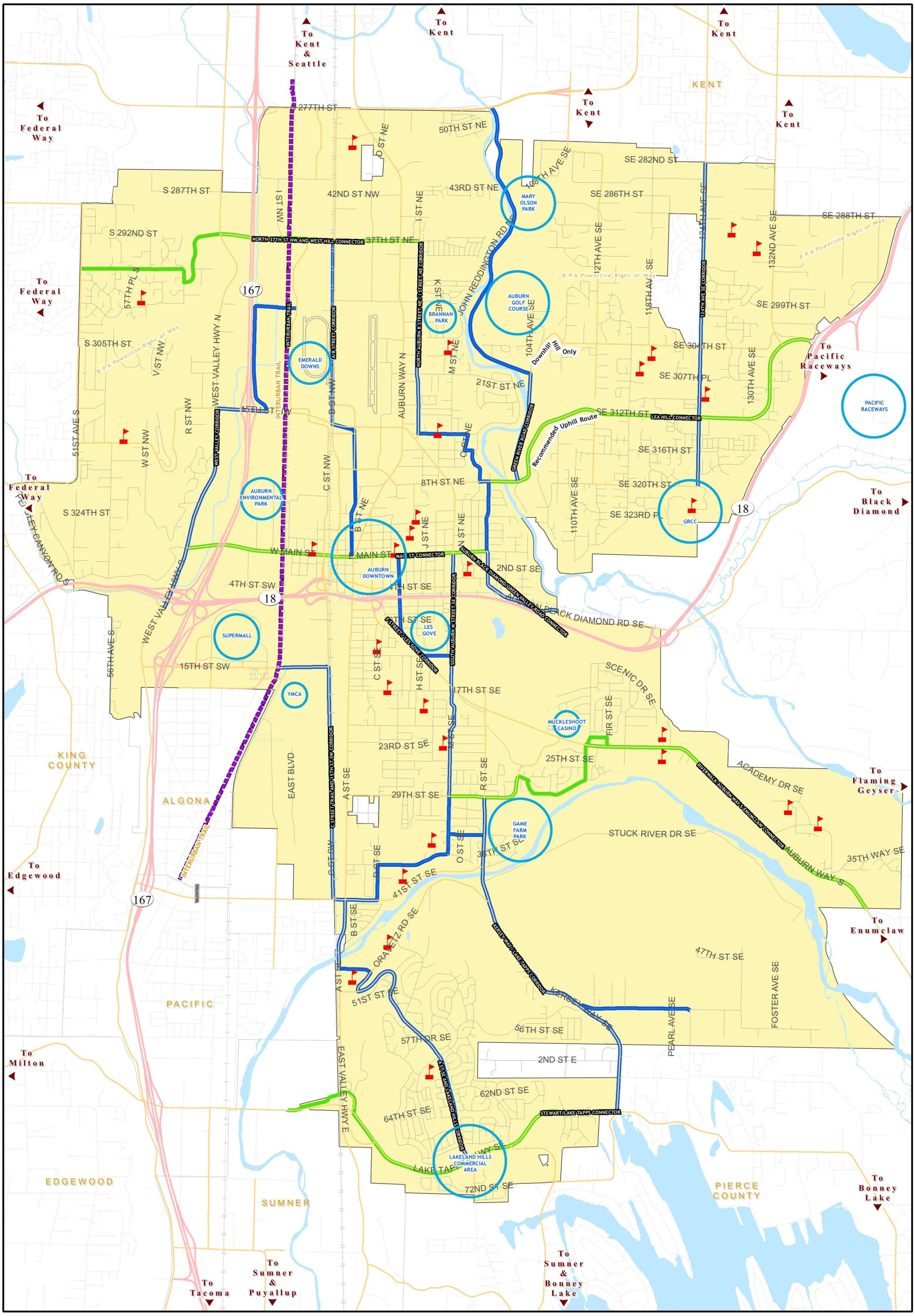
Existing and Future Bicycle Facilities and Multi-Use Trails

Map 3-2

Source: City of Auburn GIS Department

Printed On: 10/6/2015

Map ID: 4604



ORD.E

Auburn Transportation Plan

Bicycle Corridors and Connectors

Map 3-3

Source: City of Auburn GIS Department

Printed On: 10/6/2015 Map ID: 4593

CHAPTER 4

TRANSIT



Auburn Station

Transit service is a key component of Auburn's transportation system, providing mobility within the City and access to and from the City. Unlike the street and non-motorized systems, Auburn does not directly administer transit service. Rather, the City works with local transit agencies to coordinate service in Auburn. The transit agencies are publicly funded and are responsible for providing transit service within their service boundaries.

Today, Auburn is served by local and regional bus, as well as a commuter rail line that runs between Seattle and Tacoma/Lakewood.

4.1 NEEDS ASSESSMENT

EXISTING TRANSIT SERVICES

The following section provides a brief summary of the public transportation services offered in Auburn. Existing transit service for the Auburn area is identified in Map 4-1 at the end of this section.

KING COUNTY METRO TRANSIT

Bus Service

Metro Transit provides local bus services linking destinations within the community and providing regional connections to the Auburn Station and the 15th Street NW Park-and-Ride. Metro Transit offers the following services in Auburn:

Route 154 provides weekday service between the Auburn Station, the 15th Street NW Park-and-Ride, the Kent Station, Boeing in Kent, the Tukwila Park-and-Ride, Boeing Field, and the Federal Center South in Seattle.

Route 164 provides regional service between Kent, Auburn and the Green River College. It connects with the Route 181 at Green River College.

Route 180 provides service daily between southeast Auburn, Auburn Station, and Kent Station, connecting to Route 150, with service to Seattle. Route 180 also serves Sea-Tac Airport and the Burien Transit Center.



Metro Transit Hybrid Articulated Bus

Courtesy: Metro Transit

Route 181 provides daily service between the Twin Lakes Park-and-Ride, Sea-Tac Mall, Federal Way Transit Center, the Outlet Collection, Auburn Station, and Green River College.

Route 186 provides weekday peak hour service between the Auburn Station and Enumclaw via

Auburn Way South. The service is scheduled to meet Sounder Commuter Rail trains at the Auburn Station.

Route 915 provides weekday midday service and some weekend service between the Auburn Station and Enumclaw via Auburn Way South. The route also includes a small portion of Dial a Ride Transit (DART) service with limited, variable routing in response to rider requests.

Route 917 provides weekday and Saturday service between A Street SE, 41st Street SE, Algona, the Outlet Collection, and the Auburn Station. Peak hour weekday service is also provided between the Auburn Station and the Social Security Administration and the General Services Administration (GSA). The route offers DART service (limited variable route) in portions of Pacific.

Route 952 is a weekday AM and PM peak hour route specifically designed to serve the Boeing Everett facility. It operates from the 15th Street NW Park and Ride to the Boeing Everett Plant.

Route 910 is a DART route which was inaugurated in October 2010 in a partnership between Auburn and King County Metro Transit, and functions as a community shuttle circulator service. The route provides weekday and Saturday service between north central Auburn, the I Street NE corridor, downtown Auburn and the Outlet Collection/YMCA on 15th Street SW.

Due to financially driven cuts by Metro Transit, Route 919 was recently discontinued. This was a community focused route, which operated fixed route and some dial a ride service between downtown Auburn, the Library, Senior Center, Les Gove Park and southeast Auburn in the Dogwood area where it interchanged with the Muckleshoot Tribal Shuttle. Although service to the area is still available on the Routes 186 and 915, Route 919 operated during the off-peak hours filling gaps in the service offered by the Routes 186 and 915.

ACCESS

ACCESS Transportation is a King County Metro paratransit service, providing door-to-door, shared-ride van transportation within most of King County. The Americans with Disabilities Act (ADA) requires curb-to-curb paratransit service for persons whose disabilities prevent use of accessible non-commuter, fixed route bus service. This service is intended to offer a comparable level of service to that provided by regular bus service.



DART Vehicle

Courtesy: City of Kent

Vanpool Services

Metro Transit sponsors vanpool services that serve residents and employees in Auburn. Vanpool is a shared-ride service that provides group transport for commuters with proximate origins and destinations. Vanpool is a popular and flexible service that provides commuters with an alternative to driving alone and fixed-route transit service. Vanpool will continue to be an important strategy for mitigating peak period congestion throughout Auburn and the region.

Metro Transit Facilities

Metro Transit owns and operates the Auburn 15th Street NW Park-and-Ride with 244 surface parking stalls. Metro also operates into the Auburn Station managed by Sound Transit. Additionally, Metro maintains approximately 177 other bus stops in Auburn, 42 of which contain passenger shelters.

Commute Trip Reduction (CTR)

Under state law, the City is required to administer a Commute Trip Reduction program for all employers in Auburn with at least 100 employees arriving during the peak morning commute hours. The City of Auburn contracts with Metro Transit to provide CTR support services for the CTR affected local employers. Currently, there are 10 CTR employers in Auburn with a total of 5,500 employees. Metro Transit assists employers in complying with state law by providing rideshare support and a host of other incentives aimed at reducing single occupant vehicle travel.

PIERCE TRANSIT

Route 497 is operated by Pierce Transit in partnership with the City of Auburn, and King County Metro Transit. It operates peak hour weekday service between Lakeland Hills and the Auburn Station. As a morning and evening service meeting Sounder trains the 497 is a commuter - oriented route, but is open to all riders. In the future, the City hopes to expand the Route 497 to serve all peak hour Sounder trips. Because Route 497 primarily serves Sounder passengers and because it significantly reduces the demand for commuter parking at the Auburn Station parking garage managed by Sound Transit the city is seeking financial participation from Sound Transit in operating this route and making this a permanent route.

Vanpool Services are provided by Pierce Transit similar to those offered by King County Metro Transit.

SOUND TRANSIT

Sound Transit is the regional transit provider for Puget Sound. It provides limited stop, transit services linking Auburn to major regional destinations in King and Pierce Counties. The agency offers both Sounder commuter rail and regional express bus services in Auburn.

Sounder Commuter Rail

Sound Transit operates the Sounder commuter rail service on the Lakewood-Tacoma – Seattle route via the BNSF Railway. Sound Transit provides weekday peak hour trips northbound to Seattle in the AM and southbound from Seattle to Tacoma - Lakewood in the PM. Reverse direction trips are also provided in each peak hour with mid-day service being planned for future years. Some



Sounder Train

Courtesy: Sound Transit



Sound Transit Regional Express Bus

Courtesy: Sound Transit

connections are available between south line Sounder trains which terminate in Seattle and north line Sounder trains from Everett to Seattle. Additional special event service to and from Seattle for Mariners, Seahawks and Sounders games and the Emerald Downs racetrack in Auburn is offered on some weekends.

Currently, eight trains operate northbound to Seattle in the morning peak and return southbound during the PM peak. Two trains operate southbound to Tacoma/Lakewood in the morning and northbound to Seattle in the early evening.

Regional Express Bus Service

Route 566/567 offers daily weekday, limited stop service between the Auburn Station the Kent Station, the Renton Transit Center, the Bellevue Transit Center, and the Overlake Transit Center.

Route 577/578 offers daily limited stop service between Puyallup, Sumner, Auburn, Federal Way and Seattle. The 577 provides service between the Federal Way Transit Center and Seattle during the peak periods when the Sounder trains are in operation. The 578 provides service between Puyallup and Seattle during the off-peak hours when train service is not currently provided.

Transit Facilities

Sound Transit owns and operates the Auburn Station located in downtown Auburn. This full service multi-modal facility provides parking for a total of 633 vehicles in a 6-story parking garage and a surface parking lot. The facility currently handles approximately 470 daily bus trips. Approximately 3,000 passengers ride bus service to/from the station on a daily basis. Boardings at Auburn on Sounder commuter rail are 1,300 per day. The facility draws numerous transit riders from outside Auburn including many from outside the Sound Transit taxing District, the geographic area where residents contribute tax revenue to fund Sound Transit.

4.2 Transit User Needs

DEMOGRAPHICS

People use public transportation for two reasons: because they have to ride or because they choose to ride. Carrying the choice rider, such as commuters, often has the greatest positive impact on the transportation system by helping control peak hour traffic demand. But providing a "safety net" of adequate transportation to those who absolutely depend on it is, arguably, public transportation's most important role.

There are a number of ways to identify "transit dependency" but the most effective way is to identify locations with high concentrations of residents who have no vehicle available in their household. An examination of the most recent year 2000 Census data available from the Bureau of the Census shows that some areas of Auburn have a surprisingly high number of households with no vehicle available. This remains the most recent information available with the level of detail necessary to identify needs on a block level. As a comparison baseline, 9 percent of Auburn households have no vehicle available; this percentage is consistent with that of King County (9 percent) and slightly higher than that of Pierce County (8 percent). For the purpose of this analysis, block groups with significant concentrations of residential development in which over 12 percent of households have no vehicle available are considered transit dependent areas. There are eleven census block groups in Auburn in which over 12 percent of households have no vehicle available, nine of which have significant concentrations of residential development and are therefore identified as transit dependent areas. It is also notable that four of the nine block groups with large concentrations of residential development have at least 20 percent of households with no vehicle available. The nine block groups comprising the transit dependent areas had a total of 3,698 households in 2000, 771 (21 percent) of which had no vehicle available. Map 4-2 shows the transit dependent areas and overlays the existing transit service in order to identify if adequate transit service is available to these highly transit dependent neighborhoods.

Comparing the neighborhoods in question to the transit route structure, it is apparent that the vast majority of Auburn's most transit dependent population lives within ¼ miles of a fixed route bus – the distance standard most often identified by the transit industry as a reasonable walking distance to transit. An exception to that rule is the area near Dogwood Street SE north of Auburn Way South where many of the transit dependent residents are located more than ¼ mile from fixed route bus service.

In the future, it will be critical to ensure these areas continue to be well covered by transit service, both in terms of route and schedule coverage.

SERVICE COVERAGE

Generally speaking, local transit service coverage in Auburn is well planned and well operated. Even so there are some areas of the community that do not have adequate local service coverage, as well as some important regional bus links and commuter rail services that have yet to be fully developed.

Local Bus Service

Some of Auburn's most populated neighborhoods are deficient in local bus service, including the West Hill, Lakeland Hills during the non-peak hours, and parts of east and north Auburn. The least served residential area of Auburn is West Hill, an area with approximately 5,000 residents with no transit service. Lakeland Hills, a planned residential community with approximately 3,800 homes has peak hour service to downtown Auburn but lacks all day service. Lea Hill, a predominantly residential community on Auburn's east hill, does have two transit routes, which predominantly serve Green River College, leaving a large portion of the residents unable to walk to a transit route. In 2014, a license plate survey of the Auburn Station garage indicated a substantial number of Lea Hill residents utilize transit service at Auburn Station. This suggests that a commuter oriented shuttle serving Lea Hill, similar to the Route 497 shuttle implemented in Lakeland Hills, could be successful.

Additionally, residential areas of east Auburn, east of M Street NE and south of 8th Street NE, and parts of northeast Auburn, east of I Street NE, are also located more than ¼ mile from fixed route bus service. It is difficult for these areas to access transit, both for local and regional trips.

The design of King County Metro's local bus routes in Auburn should be reviewed in relation to future changes in Sound Transit's Sounder commuter rail and regional express bus services to identify opportunities and priorities for productive improvements to transit coverage, frequency, and hours of operation.

Regional Bus Service

The most important unmet regional transit need is for all day, express bus and commuter rail service between Auburn, Tacoma/Lakewood and Seattle. While the original *Sound Transit Regional Express Bus Service Plan* contained a direct link between Auburn and Tacoma/Lakewood, the connection was discontinued in Sound Transit's later service plans.

Sounder Commuter Rail

Sounder Commuter Rail, a highly popular and attractive service, operates bi-directionally in the peak periods. Most of the trips are operated in the peak direction; northbound during the weekday AM peak and southbound during the weekday PM peak. No midday, evening or weekend regular service is currently provided. These services are needed as is additional capacity on some of the currently most popular runs.



Auburn YMCA - Major trip generator

Intercity Passenger Rail

Auburn is an ideal location for a future stop on the Pacific Northwest Rail Corridor, which runs from Vancouver, BC to Eugene, OR. A former intercity passenger rail stop and Amtrak city, Auburn is centrally located in South King County at the intersection of SR-18 and SR-167 and is a 10 minute drive from I-5. The Auburn Station is the only facility in King or Pierce County with direct freeway access and currently serves over 3,000 bus passengers and 1,300 commuter rail passengers and is centrally located within 10 miles

of 500,000 people. Amtrak should implement more intercity rail stations in the high density and traffic congested areas of Puget Sound such as at Auburn Station. A new Auburn stop would have great ridership benefits since it is at a station with available overnight parking and is in close proximity to hundreds of thousands of potential new customers. Furthermore the projected schedule impacts of a stop in Auburn could be largely absorbed in the overall route schedule.

TRANSIT SCHEDULING

The scheduling of transit service is often as important as route alignment and coverage in determining the success of the service.

Scheduling to Successfully Serve Employers

One of the most overlooked aspects of transit system design is scheduled transit arrival times versus major employer shift times. While a transit system can physically serve the front door of a business, its actual scheduled arrival times will often determine if anyone rides the system. It is not the intention of this effort to conduct an exhaustive employer shift time analysis of the community. However, an example of the challenge can be found in examining one of Auburn's major employers, the Boeing Company with over 6,000 employees. The company's primary morning shift time arrival occurs at 6 AM, the earliest southbound Sounder train from Seattle, arrives in Auburn at 6:41 AM. The first run of the day for the Metro Route 181 from Federal Way and Lea Hill arrive near Boeing at approximately 6 AM, making it difficult for employees to meet the shift time. The first runs of the Route 917 which serve the nearby GSA and SSA offices arrive after the Boeing shift time as well. None of the existing bus routes stop close enough to the Boeing facility to allow employees to walk to the facility. This shows how it would be beneficial to coordinate with major employers to offer alternate transit options that can meet various shift times such as dedicated Vanpools or Vanshares.

The lack of transit schedule synchronization with key employers in a community can also negatively impact other opportunities. The City of Auburn in partnership with Metro Transit was the first agency in Puget Sound to create the concept of 'Van Share', a specialized transit service in which vanpools carry employees to their employer's front door from regional transit centers. Where the schedules work, such as in providing a direct link between Boeing's Renton facilities and the Tukwila Station, the concept has been highly successful. On the other end of the trip, the Van Share concept can be successfully implemented to transport employees between their homes and the Transit Station, saving capacity on the roadway and at the Auburn Station parking facilities.

Due to the fact that Auburn's major employer shift times sometimes don't match Sounder and regional bus transit arrival times, Van Share has not yet achieved its full potential in Auburn. However as Sounder and bus service to the Auburn Station increase this option may become more viable for major employers in Auburn.

To maximize the investment in public transit service in Auburn, it is recommended that both Sound Transit and Metro Transit conduct an evaluation of their schedules with a focus on improving service to major employers in the Auburn area.

Transit Capacity

A second consideration in scheduling service is ensuring that enough service is available to meet the demand.

Sounder Commuter Rail has also been immensely popular, indicating that increased service is supported by the ridership demand. Daily Sounder boardings at south end stations total around 6,000 riders, the equivalent of a lane of traffic on SR 167 or I-5, emphasizing the importance of expanding Sounder service.

The Auburn Station is a highly successful component of the Sounder service. Total rail boardings at the Auburn Station today average over 1,300 riders per day making Auburn one of the busiest stations on the Sounder route.

URBAN DESIGN

The design of the build environment has direct implications on the quality and availability of transit service. Urban design can either encourage or inhibit the provision of local transit service. Some inhibitors to providing neighborhood service include inadequate street geometry and construction, lack of a satisfactory location for a terminal at the end of the route, absence of a street grid that could be used to turn around a bus, and the absence of a connected sidewalk network. Ideally, new residential developments should be laid out with future transit route alignments in mind and supporting transit facilities. Likewise, retrofits of the existing street network should accommodate transit design considerations.

IMPROVING LOCAL SERVICE

Preserving the Route 910

Since 2010 Auburn and Metro Transit have partnered through the Transit Now initiative to implement community shuttle circulator service. The Route 910 shuttle serves Northeast Auburn commercial and activity areas. The service has become steadily more popular, doubling in productivity since its inception. This partnership route between, Auburn and King County Metro has now been extended until 2020.

Add Service to Replace the Terminated Route 919

Currently, a planned expansion of service to the Metro Route 915 is expected to begin in March 2016. This will increase service to hourly, midday on some of the alignment of the former Route 919. The city should continue to look for opportunities to improve service along the route of the former 919.

Preserve and Expand Commuter Connection Bus Routes

Auburn should work with Pierce Transit, Metro Transit and Sound Transit to add service to the Route 497 to meet all existing and future Sounder trains and to encourage Sound Transit to fund a portion of the Route 497.

Auburn should explore the concept with Metro Transit and Sound Transit of adding a new commuter bus service to Sounder from Lea Hill and the west hill of Auburn and encourage Sound Transit to fund a portion of the routes. Similar to the Route 497, these routes would be

timed to meet Sounder trains and operate on a direct route and express schedule after leaving the Lea Hill or west hill areas.

TRANSIT FACILITIES

One type of transit facility improvement stands out as the most important ongoing need: parking. Comparing the number of current Sounder daily boardings (1,300) to the available number of parking stalls at the Auburn Station (633) and the number of passengers who transfer daily from bus to Sounder (approximately 150) shows there is a lack of parking for Sounder at the Auburn Station. Additional train trips are currently being planned, including three new round trips, and these will attract more ridership (and result in more parking needs) in downtown Auburn.

Although there is always a desire to have as many people as possible access commuter rail without parking, the reality of the service is that it is usually used by customers who want to start and end their day with a direct, fast trip to and from the station. Only the Route 497 is specifically designed to link commuters to Sounder. It accounts for the majority of transfers between bus service and rail service. Given the strength of the demand for Sounder and the location of many of its users, other lifestyle choices (bike, pedestrian or TOD) will also not be sufficient to ultimately negate the continued demand for more parking.

So, for the foreseeable future, parking will be a continuing challenge at the Auburn Station and even more will be needed as three more Sounder roundtrips are added, as scheduled in 2016 and 2017.

Building the infrastructure to accommodate commuter parking demand is an essential component of making transit an attractive option for commuters. In order to do so, action is essential to clearly identify the future demand and acquire the land needed to build the parking. The plans created in ST2 and ST3 (ST2 is the Sound Transit Plan approved by voters during 2008, ST3 is a proposed ballot measure for voters to consider in 2016) to build parking should be followed. If this is not done, neighborhoods within walking distance of Auburn Station, particularly those bordering W Main Street, will experience an increase in on-street commuter parking, making it difficult for residents to find parking during the day and early evening. To combat this issue, the City has established a restricted parking zone for residents to the west of C Street NW, however the problem may begin in other locations. Sound Transit should also examine the usage of the Auburn Station garage by people who live outside the Sound Transit Taxing District. The agency should consider requiring those users to pay to park in the Auburn Station garage. In a 2014 survey of the vehicles parked at the Auburn facility over 90 vehicles (15 percent of the parking supply) were registered at addresses outside the Sound Transit Taxing District.

King County Metro Transit is responsible for installing new and maintaining existing bus shelters in Auburn. Both the City and agency should continue to prioritize potential improvements to shelters, benches, pads, bus zones, customer information and pedestrian access. Currently, about 20 Metro bus stops that meet warrants for the installation of shelters have not received them yet and City staff is focused on working with Metro to accomplish that installation.

Pedestrian improvements around existing or planned transit stops, including enhanced crosswalks and pedestrian refuges, should also be examined by the City. The placement of bus stops is driven

by a variety of criteria including transit system operating and design standards, professional engineering field evaluation, and public input.

4.3 Transit System Recommendations

This section contains the recommendations derived from the transit needs assessment, as discussed in the first part of this chapter. Recommendations are organized by lead agency, with the understanding that implementation of any major system improvement will require the collaboration of many agencies.

KING COUNTY METRO TRANSIT

Maintain the operation of the Route 910 in partnership with Metro Transit. Explore partnering with Metro Transit and the Muckleshoot Indian tribe to create a new route combining the best features of the former Route 919 and the MIT tribal shuttle to provide better transit service to the city and the Reservation.

Work with Metro Transit to create new, limited stop AM and PM peak transit services designed for commuters from Lea Hill and west hill to and from the downtown Auburn Station.

Conduct an evaluation of transit schedules; improve service to major employers.

Work with Metro Transit to add service to the Route 497 to meet more Sounder trains.

Explore, assist and encourage the implementation of commuter Vanpool and Van Share linking Boeing to the Auburn Station. To meet Sounder and Regional bus routes.

Work with Sound Transit and Metro Transit to create additional parking at or near the Auburn Station.

PIERCE TRANSIT

Work with Pierce Transit to add service to the Route 497 to meet more Sounder trains.

SOUND TRANSIT

Work with Sound Transit to add service to the Route 497 to meet more Sounder trains and fund a portion of the Route.

Work with Sound Transit to add new commuter bus service to the Sounder from Lea Hill and West Hill and fund a portion of the routes.

Institute midday Sounder service to and from Tacoma/Lakewood and Seattle and plan for evening and weekend service in the near future.

Address the loss of existing parking at the Auburn Station due to the use of the overcrowded Sounder parking facility by Sounder riders who live outside the Sound Transit taxing district and pay nothing for the facility.

Begin working with the City of Auburn to create additional parking near the Auburn Station, as specified in ST2 and included in ST3, which is scheduled to be on the November 2016 ballot.

CITY OF AUBURN

Continue the operation of the Route 910 in partnership with Metro Transit.

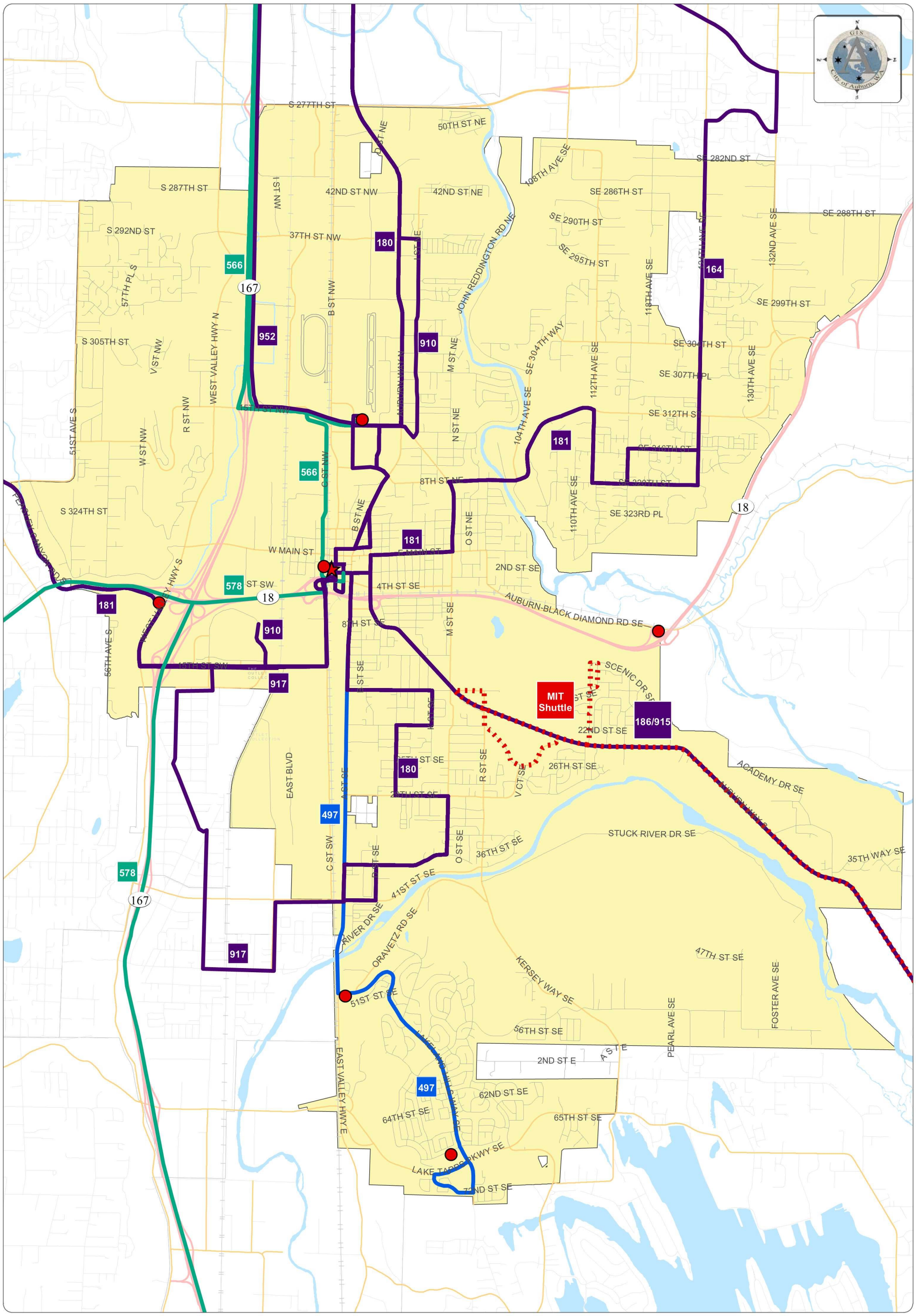
Explore partnering with the Muckleshoot Indian Tribe to create a new route combining the best features of the former Route 919 and the MIT tribal shuttle to provide better transit service to the City and the Reservation.

Work with Metro Transit and Sound Transit to create a new, limited stop AM and PM peak transit service for commuters from Lea Hill and west hill to and from the Auburn Station.

Work with Pierce Transit and Metro Transit to add service to the Route 497 to meet more Sounder trains and encourage Sound Transit to fund a portion of the Route 497 to continue the route in service for multiple years beyond 2016.

Work with Sound Transit to address the loss of existing parking at the Auburn Station due to the use of the overcrowded Sounder parking facility by Sounder riders who live outside the Sound Transit taxing district and pay nothing for the facility.

Begin working with Sound Transit and Metro Transit in partnership to create additional commuter parking at or near the Auburn Station.


S 277TH ST
50TH ST NE
S 287TH ST
42ND ST NW
42ND ST NE
108TH AVE SE
SE 282ND ST
SE 286TH ST
S 292ND ST
37TH ST NW
SE 290TH ST
SE 288TH ST
SE 295TH ST
SE 299TH ST
S 305TH ST
SE 304TH ST
SE 307TH PL
SE 312TH ST
S 324TH ST
W MAIN ST
E MAIN ST
2ND ST SE
4TH ST SE
AUBURN-BLACK DIAMOND RD SE
8TH ST SE
SCENIC DR SE
22ND ST SE
26TH ST SE
ACADEMY DR SE
STUCK RIVER DR SE
35TH WAY SE
36TH ST SE
41ST ST SE
ORAVETZ RD SE
47TH ST SE
KERSEY WAY SE
51ST ST SE
56TH ST SE
2ND ST E
62ND ST SE
64TH ST SE
65TH ST SE
72ND ST SE
LAKE TAPPS PKWY SE
EAST VALLEY HWY E
WEST VALLEY HWY N
WEST VALLEY HWY S
JOHN REDDINGTON RD NE
AUBURN WAY N
104TH AVE SE
112TH AVE SE
118TH AVE SE
130TH AVE SE
132ND AVE SE
110TH AVE SE
PEARL AVE SE
FOSTER AVE SE
A ST NW
B ST NW
C ST NW
I ST NW
M ST NE
N ST NE
O ST NE
B ST NE
A ST SE
B ST SE
C ST SW
O ST SE
R ST SE
V CT SE
A ST E
51ST AVE S
56TH AVE S
57TH PL S
V ST NW
W ST NW
R ST NW
15TH ST NW
15TH ST SW
180
181
910
917
952
497
578
566
164
186/915
MIT Shuttle
167
18
Auburn Transit Station
Park & Ride
City of Auburn
Metro Transit Routes
Pierce Transit Routes
Sound Transit Routes
Muckleshoot Shuttle Routes
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Auburn Transportation Plan
Auburn Transit Routes
and MIT Shuttle Route
Map 4-1
Page 269 of 751
Source: City of Auburn GIS Department
Printed On: 10/6/2015
Map ID: 4510

Auburn Transportation Plan

Auburn Transit Routes and Transit Dependent Areas

Map 4-2

0 1 Miles

ORD.E

- Auburn Transit Station
- Park & Ride
- City of Auburn
- Transit Dependent Areas
- Metro Transit Routes
- Pierce Transit Routes
- Sound Transit Routes
- Muckleshoot Shuttle Routes

Source: City of Auburn GIS Department

Printed On: 10/8/2015 Map ID: 4684



Public Art on West Main Street

CHAPTER 5.

POLICIES

Transportation objectives and policies establish the framework for realizing the City's vision of its transportation system. Policies provide guidance for the City, other governmental entities and private developers, enabling the City to achieve its goal in accordance with the City's Comprehensive Plan. The policy framework presented below is a guideline, which the City will use to evaluate individual projects and address its infrastructure needs.

The objectives and policies are organized according to five broad headings. The first heading, *Coordination, Planning and Implementation*, addresses the system comprehensively, detailing policies that pertain to the planning and implementation of the system as a whole. The subsequent four headings list policies specific to the following systems: *Street system, Non-motorized system, Transit system*, and *Air transportation*. The analysis of the transportation system, as well as any individual proposals, shall consider all modes of transportation and all methods of efficiently managing the network.

GOAL

To plan, expand, and improve the transportation system in cooperation and coordination with adjacent and regional jurisdictions to ensure concurrency compliance with the growth management act, and to provide a safe and efficent multimodal system that meets the community needs and facilitates the land use plan.

5.1 Coordination, Planning and Implementation

OBJECTIVE: COORDINATION

To be consistent with regional plans and the plans of neighboring cities, to encourage partnerships, and not to unreasonably preclude an adjacent jurisdiction from implementing its planned improvements.

POLICIES:

Coord-01: Coordinate transportation operations, planning and improvements with other transportation authorities and governmental entities (cities, counties, tribes, state, federal) to address transportation issues. These include:

- Improvement of the state highway network through strong advocacy with state officials, both elected and staff, for improvements to state highways and interchanges;
- Improvements to roadways connecting Auburn to the surrounding region, including SR 167, SR 18, SR 181/West Valley Hwy, SR 164, and S 277th Street;
- Improved access to the Interstate 5 corridor and regional employment centers;
- Transit connections to the Regional Growth Centers;
- Establishing the Auburn Station as a center for multi-modal transportation connections to proposed future intercity rail service;
- Strong advocacy with US congressional members to provide funding to mitigate transportation problems connected to interstate commerce; and
- Proactively pursuing forums to coordinate transportation project priorities among other governmental entities, including proposed future intercity rail service.

OBJECTIVE: LONG-RANGE PLANNING & PROGRAMMING

To continue to plan for the future of the multi-modal transportation system through long-range planning, programmatic planning, and financial planning, in compliance with the Growth Management Act.

POLICIES:

Plan-01: The *Comprehensive Transportation Plan* shall be evaluated and amended annually to ensure it is technically accurate, consistent with state, regional, and other local plans, and in keeping with the City's vision of the future transportation system.

Plan-02: The *Six-Year Transportation Improvement Program* (TIP) and *Capital Facilities Plan* (CFP) shall be updated annually to reevaluate project priorities, develop a plan to fund capital improvement projects, and ensure consistency between project priorities and financing plans. Project evaluation criteria shall foster economic development, maximize utilization of city financing to match transportation grants, promote safety, integrate planning of other projects requiring disturbance of pavements, promote mobility, and optimize the utilization of existing infrastructure.

OBJECTIVE: SAFETY

To provide a transportation system that is safe for all users.

POLICIES:

Safety-01: A safe and efficient transportation system shall be prioritized over driving convenience.

Safety-02: Utilize education to increase awareness of existing traffic laws and safety issues, especially as they relate to pedestrians and bicyclists.

Safety-03: Engage the community in transportation issues through public involvement and partnerships with organizations such as the Auburn School District.

Safety-04: Identify areas with persistent traffic violations and address these violations, in part, through Police Department enforcement.

Safety-05: Emphasize enforcement of the "rules of the road" for pedestrians, bicyclists and motorists whose actions endanger others. Conduct

enforcement in a manner that reinforces the messages found in non-motorized education & safety programs.

Safety-06: Recognize the potential effects of hazards on transportation facilities and incorporate such considerations into the planning and design of transportation projects, where feasible.

OBJECTIVE: CONNECTIVITY

To provide a highly interconnected network of streets and trails for ease and variety of travel.

POLICIES:

Connect-01: An efficient transportation system seeks to spread vehicle movements over a series of planned streets. The goal of the system is to encourage connectivity while preventing unacceptably high traffic volumes on any one street. Ample alternatives should exist to accommodate access for emergency vehicles. For these reasons the City will continue to plan a series of collectors and arterials designed to national standards to provide efficient service to the community.

Connect-02: Encourage the use of trails and other connections that provide ease of travel within and between neighborhoods, community activity centers, and transit services. Development patterns that block direct pedestrian access are discouraged. Ample alternatives should exist to accommodate non-motorized transportation on arterials, collectors, and local roads.

OBJECTIVE: ENVIRONMENTAL PROTECTION

Minimize the environmental impacts of all new transportation projects and transportation related improvements.

POLICIES:

Environ-01: Thoroughly evaluate the impacts of all transportation projects and apply appropriate mitigation measures in conformance with SEPA, the Critical Areas Ordinance, and other city, county, state, and federal regulations.

Environ-02: Identify and consider the environmental impacts of transportation projects at the earliest possible time to ensure planning and decisions reflect environmental values, to avoid delays later in the process, and to reduce or avoid potential problems that may adversely impact the environment and project outcome.

Environ-03: Incorporate Low Impact Development (LID), green technology, and sustainability practices into transportation improvements as primary alternatives whenever feasible.

Environ-04: Support efforts to improve air quality throughout the Auburn area and develop a transportation system compatible with the goals of the Federal and State Clean Air Acts.

Environ-05: Require air quality studies of future major development to assess impacts created by site generated traffic.

OBJECTIVE: LEVEL-OF-SERVICE (LOS) THRESHOLD

To ensure that new development does not degrade transportation facilities to below LOS standards.

POLICIES:

LOS-01: New development shall not be allowed when the impacts of the new development on the transportation system degrades the LOS to below the adopted LOS standard, unless the impacts are mitigated concurrent with the development as described in Chapter 2.

LOS-02: The term "below level-of-service" shall apply to situations where traffic attributed to a development likely results in any of the following.

a. An unacceptable increase in hazard or an unacceptable decrease in safety at an intersection or on a roadway segment.

b. An accelerated deterioration of the street pavement condition or the proposed regular use of a street not designated as a truck route for truck movements that can reasonably result in accelerated deterioration of the street pavement.

c. An unacceptable impact on geometric design conditions at an intersection where two truck routes meet on the City arterial and collector network.

d. An increase in congestion which constitutes an unacceptable adverse environmental impact under the State Environmental Policy Act.

e. An increase in queuing that causes blocking of adjacent land uses or intersections.

f. A reduction in any of the four (4) LOS standards below.

1. Arterial and Collector Corridor LOS: The level-of-service standard for each arterial and collector corridor is "D", unless otherwise specified in Chapter 2 of this plan. The City may require a development or redevelopment to examine a shorter or longer corridor segment than is specified in Chapter 2, to ensure a project's total LOS impacts are evaluated.

2. Signalized Intersection LOS: The level-of-service standard for signalized intersections is "D", with the following exceptions; for signalized intersections of two Arterial roads the level-of-service standard during the AM and PM peak periods is "E" for a maximum duration of 30 minutes and for signalized intersections of two Principal Arterial roads the level-of-service standard during the AM and PM peak periods is "E" for a maximum duration of 60 minutes. The City may require a development or redevelopment to examine individual signalized or roundabout intersections for LOS impacts to ensure a project's total LOS impacts are evaluated.

3. Two-Way and All-Way Stop Controlled Intersection LOS: The level-of-service standard for two-way stop controlled and all-way stop controlled intersections, is "D". If LOS falls below the standard, analysis and mitigation may be required in a manner commensurate with the associated impacts. This may include, among other requirements, conducting a traffic signal warrant analysis and installing or financing a signal or roundabout.

4. Roundabout Intersection LOS: The level-of-service standard for roundabout controlled intersections is "D". The City may require a development or redevelopment to examine to examine roundabout intersections for LOS impacts to ensure a project's total LOS impacts are evaluated.

LOS-03: Establish a multi-modal level-of-service system in the future.

LOS-04: PM level of service is the city standard. AM level of service may need to be analyzed in situations where specialized conditions exist that disproportionately impact AM traffic.

OBJECTIVE: CONCURRENCY

To ensure transportation facilities do not fall below the adopted level-of-service standard, as required by the Growth Management Act.

POLICIES:

GMA-01: Require developments to construct or finance transportation improvements and/or implement strategies that mitigate the impacts of new development concurrent with (within 6 years of) development, as required by the Growth Management Act.

GMA-02: New development that lowers a facility's level-of-service standard below the locally adopted minimum standard shall be denied, as required by the Growth Management Act. Strategies that may allow a development to proceed include, but are not limited to:

- Reducing the scope of a project (e.g. platting fewer lots or building less square footage);
- Building or financing new transportation improvements concurrent with (within 6 years of) development;
- Phasing/delaying a project;
- Requiring the development to incorporate Transportation Demand Management strategies; or
- Lowering level-of-service standards.

GMA-03: The denial of development in order to maintain concurrency may be grounds for declaring an emergency for the purpose of amending the *Comprehensive Plan* outside of the annual amendment cycle.

GMA-04: Evaluate city transportation facilities annually to determine compliance with the adopted level-of-service standards and, as necessary, amend the *Six-Year Transportation Improvement Program* (TIP) and *Capital Facilities Plan* (CFP) to remedy identified deficiencies.

GMA-05: Coordinate transportation improvements with the State, Counties, and neighboring jurisdictions to encourage through trips to occur on state facilities, reducing stress on the city street network.

OBJECTIVE: FINANCE

To finance the transportation systems necessary to serve new development, while ensuring the City has the capability to finance general transportation needs.

POLICIES:

Funding-01: Require developments or redevelopments to construct transportation infrastructure systems needed to serve new developments.

Funding-02: Actively pursue the formation of Local Improvement Districts (LID) to upgrade existing streets and sidewalks and construct new streets to the appropriate standard.

Funding-03: Improvements that serve new developments will be constructed as a part of the development process. All costs will be borne by the developer when the development is served by the proposed transportation improvements. In some instances, the City may choose to participate in this construction if improvements serve more than adjacent developments.

Funding-04: Revenues for street transportation improvements should primarily provide for the orderly development of the City's transportation system in compliance with the *Comprehensive Transportation Plan*. The basic criterion for such funding should be the degree to which that project improves the overall transportation system and not the benefit that might accrue to individual properties. Where it is possible to establish a direct relationship between a needed improvement and a development, the development should be expected to contribute to its construction.

Funding-05: Encourage public/private partnerships for financing transportation projects that remedy existing and anticipated transportation problems, or that foster economic growth.

Funding-06: Aggressively seek and take advantage of federal, state, local, and private funding and lending sources that help implement the City's *Comprehensive Transportation Plan.*

Funding-07: Maintain a traffic impact fee system based on the Institute of Traffic Engineers (ITE) guidelines, as modified by the City Council, as a means of enabling development to mitigate appropriately for associated traffic impacts.

Funding-08: Reassess the land use element of the Comprehensive Plan if funding for transportation facilities is insufficient to maintain adopted level-of-service standards.

OBJECTIVE: QUALITY OF LIFE

To improve the quality of life for Auburn residents and businesses through design of the transportation system.

POLICIES:

QOL-01: Enhance the livability of Auburn through a variety of mechanisms, including the innovative design and construction of roadways, non-motorized facilities, and associated improvements. Apply design standards that result in attractive and functional transportation facilities.

OBJECTIVE: TRANSPORTATION SYSTEM MANAGEMENT (TSM)

To efficiently operate the existing transportation system through Transportation System Management (TSM) strategies, thereby maximizing resources and reducing the need for costly system capacity expansion projects.



Moving Traffic More Effectively with Intelligent Transportation Systems

POLICIES:

TSM-01: Use TSM strategies to more efficiently utilize the existing infrastructure to optimize traffic flow and relieve congestion. Examples include:

- Re-channelization/restriping, adding turn lanes, adding /increasing number of through lanes
- Signal interconnect and optimization;
- Turn movement restrictions;
- Access Management; and
- Intelligent Transportation Systems (ITS).

TSM-02: Support Intelligent Transportation Systems (ITS) implementation in coordination with Map 2-7. Future ITS corridors will be prioritized using the following criteria.

- Grants, loans, or partner funding can be leveraged to expand the ITS system on a specific corridor(s).
- There is existing infrastructure that would make it easier and more cost efficient to implement ITS elements.
- The corridor(s) completes a logical segment or missing link in the citywide ITS network.
- Significant travel-time savings can be achieved with ITS implementation.
- Corridor supports other City communication and technology needs.
- ITS implementation would have significant safety benefits, including reducing the need for police flaggers in intersections during events.

TSM-03: ITS elements include but are not limited to:

- Operational improvements such as traffic signal coordination;
- Traveler information including traffic alerts and emergency notification;
- Incident management; and
- Traffic data collection.

TSM-04: Require development to contribute its share of ITS improvements as mitigation.

TSM-05: Program signal timing to encourage specific movements and the use of travel routes that are underutilized.

OBJECTIVE: TRANSPORTATION DEMAND MANAGEMENT (TDM)

To utilize transportation demand management strategies to lessen demand for increased street system capacity, help maintain the LOS standard, and enhance quality of life for those who use and benefit from the transportation system.

POLICIES:

TDM-01: Encourage the use of high-occupancy vehicles (buses, carpool, and vanpool) through both private programs and under the direction of Metro and Pierce Transit.

TDM-02: Promote reduced employee travel during the daily peak travel periods through flexible work schedules and programs to allow employees to work part-time or full-time or at alternate work sites closer to home.

TDM-03: Encourage employers to provide TDM measures in the workplace through such programs as preferential parking for high-occupancy vehicles, car sharing, improved access for transit vehicles, and employee incentives for using high-occupancy vehicles.

TDM-04: In making funding decisions, consider transportation investments that support transportation demand management approaches by providing alternatives to single-occupant vehicles, such as transit, bikeways and pedestrian paths.

TDM-05: Recognize emerging TDM strategies such as tolling, variable-priced lanes, and car sharing may be effective in certain situations.

TDM-06: Coordinate with Metro and other jurisdictions to enhance Commute Trip Reduction (CTR) programs for CTR employers in Auburn.

TDM-07: Lead by example through implementation of a thorough and successful Commute-Trip Reduction (CTR) Program for City employees.

OBJECTIVE: PARKING

To ensure adequate coordination of parking needs with traffic and development needs and support development of a regional park-and ride lot system by Metro Transit, Pierce Transit, Sound Transit, and the Washington State Department of Transportation.

POLICIES:

Parking-01: On-street parking should be allowed only when consistent with the function of the street and with traffic volumes.

Parking-02: New developments should provide adequate off-street parking to meet their needs.

Parking-03: Develop and maintain regulations, which foster a balance between meeting the need for public parking and ensuring developers provide adequate parking to meet the demand generated by new development.

Parking-04: In certain cases, such as in the Regional Growth Center and in areas with high pedestrian and transit use, it may be appropriate to reduce the developer parking obligation to achieve other community benefits or employ innovative parking strategies such as the use of "park & walk" lots, where people could park their vehicles and walk to nearby destinations.

Parking-05: The City shall evaluate new residential subdivisions with constrained space for driveways, utility services, street lights, street trees, and fire hydrants and the resultant impact on the provision of adequate on-street parking. Where appropriate, the City shall require the subdivision to provide dispersed locations of on-street parking (or street accessible parking) to meet their needs in addition to the zoning code required off-street parking.

Parking-06: Encourage park & ride lots on sites adjacent to compatible land uses with convenient access to the Auburn Station, SR 18, SR 167, and all regional transportation corridors.

Parking-07: Work proactively with Sound Transit, WSDOT, Metro Transit, and Pierce Transit to ensure the adequate supply of park & ride capacity in Auburn.

OBJECTIVE: RIGHT-OF-WAY

To retain and preserve existing right-of-way, and identify and acquire new right-of-way as needed to achieve the City's objectives.

POLICIES:

ROW-01: The acquisition and preservation of right-of-way is a key component of maintaining a viable transportation system. Methods used to acquire and preserve right-of-way include:

- Requiring dedication of right-of-way as a condition of development;
- Purchasing right-of-way at fair market value; and

- Acquiring development rights and easements from property owners.

ROW-02: Preserve and protect existing right-of-way through the issuance of permits such as ROW Use permits and franchise and public way agreements, by monitoring and responding to right-of-way encroachments and safety impacts, and by limiting vacations of public right-of-way.

ROW-03: Vacate right-of-way only when it clearly will not be a future need or to support economic development.

OBJECTIVE: MAINTENANCE AND PRESERVATION

To maintain the City's transportation system at a level that is comparable with the design standards applied to new facilities.

POLICIES:

Prsrv-01: Establish programs and schedules for the level and frequency of roadway and non-motorized system maintenance.

Prsrv-02: In order to help ensure the long term preservation of the city street system, the City shall prohibit non-local trip heavy vehicles from traveling on city streets , unless the City permits such travel via the issuance of a temporary haul permit that requires appropriate mitigation.

Prsrv-03: Establish standards of street repair and seek to obtain sufficient financing to attain and maintain a safe system in good condition.

Prsrv-04: Continue to implement the "Save Our Streets" program for maintenance and rehabilitation of local streets.

Prsrv-05: Continue to implement the arterial/collector streets maintenance and rehabilitation program.

Prsrv-06: Develop and implement operations and maintenance procedures to ensure ongoing effectiveness of LID infrastructure.

Prsrv-07: In order to help ensure the long term preservation of the city street system, the City may prohibit trenching or cutting into newly constructed or newly overlaid pavements for a period of 5 years. Overlays of up to the full roadway width of affected pavement surface should be required as mitigation in the event cuts into new pavements cannot be avoided.

Prsrv-08: City shall notify and coordinate with all private and public utilities within the City limits when planning to complete pavement overlay's or reconstruction.



Save Our Streets - Patching Treatment



Save Our Streets - Overlay

5.2 Street System

OBJECTIVE: COMPLETE STREETS

Ensure Auburn's transportation system is designed to enable comprehensive, integrated, safe access for users of all ages and abilities including pedestrians, bicyclists, motorists, transit riders and operators, and truck operators.



Helping those with Special Needs

POLICIES:

Street-01: Plan for and develop a balanced transportation system, which provides safe access and connectivity to transportation facilities for users of all ages and abilities including pedestrians, bicyclists, motorists, transit users and operators, and truck operators.

Street-02: Plan for, design, and construct all transportation projects, whether City led or development driven, to provide appropriate accommodation for bicyclists, pedestrians, and transit users in a manner consistent with the Comprehensive Plan, except in situations where the establishment of such facilities would be contrary to public health and safety or the cost would be excessively disproportionate to the need.

Street-03: Ensure the transportation system meets the requirements outlined in the Americans with Disabilities Act (ADA).

Street-04: The *Auburn Engineering Design Standards* is the primary vehicle for executing the Complete Streets Objective and should include standards for each roadway classification to guide implementation.

Street-05: Context and flexibility in balancing user needs shall be considered in the design of all projects and if necessary, a deviation from the *Auburn Engineering Design Standards* may be granted to ensure the Complete Streets Objective and supporting policies are achieved.

OBJECTIVE: STREET NETWORK

To provide an integrated street network of appropriate classes of streets designed to facilitate different types of traffic flows and access needs.

POLICIES:

Street-06: The city street system shall be made up of three classes of streets:

a. Arterials - a system of city, county, and state streets designed to move traffic to or from major traffic and activity generators. Arterials should be adequate in number, appropriately situated, and designed to accommodate moderate to high traffic volumes with a minimum of flow disruption.

b. Collectors - a system of city streets that collect traffic and move it from the local street system to the arterial street system.

c. Local streets - a system of city streets, which collect traffic from individual sites and conveys the traffic to the collector and arterial systems.

Street-07: The Functional Roadway Classifications Map shall serve as the adopted standard for identifying classified streets in the City of Auburn and the potential annexation areas.

Street-08: Ensure all eligible streets classified in the Comprehensive Transportation Plan are federally classified.

Street-09: Street standards shall be developed, modified, and implemented that reflect the street classification system and function. The design and management of the street network shall seek to improve the appearance of existing street corridors. Streets are recognized as an important component of the public spaces within the City and should include, where appropriate, landscaping to enhance the appearance of city street corridors. The standards should include provisions for streetscaping.



Principal Arterial: 15th Street NW

Street-10: The classification standards adopted in the *Auburn Engineering Design Standards* are considered the City's minimum standards for new streets. In cases in which the City attempts to rebuild an existing street within an established right-of-way, the City Council reserves the authority to determine if additional right-of-way should be obtained in order to realize the improvement. Preservation of neighborhood continuity and cohesiveness will be respected.

Street-11: The standards for residential streets may be modified in cross section to provide better relationships between the different components of the street including, but not limited to, on-street parking, the landscape strip, and the sidewalk. Among other objectives, this may be done to balance the need to provide adequate parking and buffer pedestrians from traffic.

Street-12: These minimum standards do not limit or prevent developers from providing facilities that exceed the City's standards.

Street-13: Encourage King and Pierce counties to develop and implement a similar system of arterial designations within Auburn's potential annexation area.

Street-14: Designate new arterials to serve developing areas concurrent with approval of such development. Arterials shall be spaced in compliance with good transportation network planning principles, and support the importance of overall system circulation.

Street-15: Encourage King and Pierce counties to develop and implement a similar system of collector designations within Auburn's potential annexation area.

Street-16: Designate new collectors to serve developing areas concurrent with approval of such development. Collectors shall be spaced in compliance with good transportation network planning principles, and support the importance of overall system circulation.

Street-17: Access Tracts may be permitted, as long as emergency access can be guaranteed at all times.

Street-18: The local street network shall be developed to maximize the efficiency of the transportation network in residential areas and minimize through traffic in neighborhoods.

- The internal local residential street network for a subdivision should be designed to discourage regional through traffic and non-residential traffic from penetrating the subdivision or adjacent subdivisions.
- Where possible, streets shall be planned, designed and constructed to connect to future development.
- When applicable, non-motorized paths shall be provided at the end of dead end streets to shorten walking distances to an adjacent arterial or public facilities including, but not limited to, schools and parks.
- Residential developments should be planned in a manner that minimizes the number of local street accesses to arterials and collectors.
- To promote efficient connectivity between areas of the community, existing stub end streets shall be linked to other streets in new development whenever the opportunity arises and the resulting traffic volumes are not likely to exceed acceptable volumes as identified in the *Auburn Engineering Design Standards*.

OBJECTIVE: PRIVATE STREETS

To discourage the development of private streets and ensure, if they are permitted by the City, they are constructed and maintained according to City standards.

POLICIES:

Street-19: Private streets are discouraged, but may be permitted on a discretionary basis, as regulated by city code and the *Auburn Engineering Design Standards*.

Street-20: If a private street is permitted, it must be built to public street standards as identified in the *Auburn Engineering Design Standards* and *Construction Standards* manuals.

Street-21: Private streets must provide for emergency vehicle access and be privately maintained by an approved association or business. The City does not maintain private streets.

OBJECTIVE: ACCESS MANAGEMENT

To limit and provide access to the street network in a manner which improves and maintains public safety and roadway capacity.

POLICIES:

Street-22: Seek consolidation of access points to state highways, arterials, and collectors. This will benefit the highway and city street system, reduce interference with traffic flows on arterials, and discourage through traffic on local streets. To achieve this level of access control, the City:

- Adopts and supports the State's controlled access policy on all state highway facilities;
- May acquire access rights along some arterials and collectors;
- Adopts design standards that identify access standards for each type of functional street classification;
- Encourages consolidation of access in developing commercial and high density residential areas through shared use of driveways and local access streets; and
- Will establish standards for access management, develop a planning process to work with the community and implement access management solutions on arterial corridors.

Street-23: Strive to prevent negative impacts to existing businesses, without compromising safety, when implementing access management.

OBJECTIVE: THROUGH TRAFFIC

To accommodate through traffic in the City as efficiently as possible, with a minimum of disruption to neighborhoods.

POLICIES:

Street-24: Continue to coordinate with the Washington State Department of Transportation to facilitate the movement of traffic through the City.

Street-25: Encourage the State and Counties to develop through routes, which minimize the impact of through traffic on Auburn's residential neighborhoods.

Street-26: Actively solicit action by the State and Counties to program and construct those improvements needed to serve Auburn to the state and county arterial and freeway systems.

OBJECTIVE: TRAFFIC CALMING

To employ traffic calming techniques to improve safety and neighborhood quality.

POLICIES:

Street-27: Implement the City's traffic calming program to improve neighborhood safety and quality.

Street-28: The traffic calming program shall require a technical analysis of existing conditions and appropriate treatments before actions are taken to fund and implement traffic calming measures.

Street-29: The traffic calming program shall incorporate neighborhood involvement and seek community support.

Street-30: New construction should incorporate traffic calming measures, as appropriate.

OBJECTIVE: FREIGHT MOVEMENTS

To facilitate the movements of freight and goods through Auburn with minimal adverse traffic and other environmental impacts.

POLICIES:

Freight-01: The movement of freight and goods is recognized as an important component of Auburn's transportation system.

Freight-02: The movement of freight and goods which serve largely national, state, or regional needs should take place in such a way so that the impacts on the local transportation system are minimized. These movements

should take place primarily on state highways, Interstates, or on grade-separated rail corridors in order to minimize the local impacts.

Freight-03: Seek public and private partners to leverage funds for freight improvement projects and associated mitigation.

Freight-04: Continue to work with the Freight Mobility Roundtable, FAST, FMSIB, and other local and regional groups to ensure regional needs are met, and local impacts are mitigated.

Freight-05: All through truck trips and the majority of local trips shall take place on designated truck routes, as identified on the truck route map, Map 2-3, of the *Comprehensive Transportation Plan*. This policy shall not apply to developments and uses operating under existing right-of-way use permits, traffic mitigation agreements or equivalent agreements directly related to the regulation of permitted haul routes.

Freight-06: If the City is unable to acquire funding to maintain existing truck routes to a Pavement Condition Index Standard of 70 on a segment of roadway, that route may be restricted or closed to truck travel.

Freight-07: Work towards designing and constructing future truck routes, as identified on the truck route map in Chapter 2 of the Comprehensive Transportation Plan, to sustain routine truck traffic.

Freight-08: Local truck trips that have origins and/or destinations in Auburn may have to sometimes use routes not designated as truck routes. The City may approve the use of alternate routes not currently designated as truck routes for truck traffic, with appropriate mitigation. Approval may be made through issuance of right-of-way use permits, traffic mitigation agreements or equivalent agreements.

Freight-09: Development shall be required to mitigate the impacts of construction generated truck traffic on the City's transportation system, based on the City's LOS standard.

Freight-10: Temporary haul routes for overweight or oversized vehicles shall be permitted under circumstances acceptable to the City and with

appropriate mitigation. A temporary haul permit must be obtained prior to the hauling of oversized or overweight freight.

Freight-11: Truck traffic in residential neighborhoods shall be prohibited, except for local deliveries within said neighborhood, unless no other possible route is available, in which case mitigation may be required.

OBJECTIVE: LATECOMER POLICY

To enable private investors to recover a portion of improvement costs for transportation facility improvements that benefit other developments.

POLICIES:

LC-01: The City may enter into latecomer agreements where substantial transportation investments are made by one party that legitimately should be reimbursed by others, such as, when the infrastructure improvement will benefit a future development. Such agreements will be at the discretion of the City Council. Latecomer agreements do not apply to situations in which a property owner is required to construct improvements per an existing city code provision, such as in the case of half-street and other frontage improvements.

OBJECTIVE: ROUNDABOUTS

To seek air quality, safety, and capacity benefits by promoting the use of roundabouts over traffic signals.

POLICIES:

RB-01: Intersections controlled with roundabouts are preferred over signalized intersections whenever feasible and appropriate due to the benefits achieved with roundabouts including reduced collision rate for vehicles and pedestrians, less severe collisions, smoother traffic flow, reduced vehicle emissions and fuel consumption, lower long-term maintenance costs, and improved aesthetics.

RB-02: Developments required to signalize an intersection as mitigation for a project may be required to install a roundabout instead of a traffic signal. The feasibility of acquiring the land needed for a roundabout will be considered as a factor in this requirement.

5.3 Non-motorized System

OBJECTIVE: PLANNING THE NON-MOTORIZED SYSTEM

To plan a coordinated, interconnected network of non-motorized transportation facilities that effectively provide access to local and regional destinations, improve overall quality of life, and support healthy community and environmental principles.

POLICIES:

NM-01: Implement land use regulations and encourage site design that promotes non-motorized forms of transportation.

NM-02: Include the role of non-motorized transportation in all transportation planning, programming, and if suitable, capital improvement projects.



Interurban Trail at W Main Street

NM-03: Plan for continuous non-motorized circulation routes within and between existing, new or redeveloping commercial, residential, and industrial developments. Transportation planning shall seek to allow pedestrians and bicyclists the ability to cross or avoid barriers in a manner that is safe and convenient.

NM-04: Actively seek to acquire land along corridors identified for future trail development in the *Comprehensive Transportation Plan* and *Auburn Parks, Recreation, & Open Space Plan 2005* and subsequent Park plans.

NM-05: Schedule, plan and co-sponsor events that support recreational walking and bicycling. These events should emphasize their recreational and health values and introduce people to the transportation capabilities of bicycling and walking.

NM-06: Improve and protect the non-motorized transportation system through the establishment of level-of-service goals for non-motorized facilities.

OBJECTIVE: DEVELOPING THE NON-MOTORIZED SYSTEM

To build a safe, attractive, and inter-connected non-motorized transportation system.

POLICIES:

NM-06: Develop and maintain the non-motorized system, including bike routes, walkways and equestrian paths, to encourage significant recreational use.

NM-07: Develop and maintain the non-motorized system, including bike routes, sidewalks, and multi-use paths in a manner that promotes non-motorized travel as a viable mode of transportation.

NM-08: Develop the non-motorized system to accommodate appropriate alternative forms of non-motorized transport, as well as medically necessary motorized transport.

NM-09: Appropriate street furniture, lighting, signage, and landscaping should be installed along non-motorized routes to increase safety and to ensure that facilities are inviting to users.

NM-10: Clearly sign and mark major non-motorized routes to guide travelers and improve safety.

NM-11: Non-motorized routes shall be constructed to accommodate emergency vehicle access and be amenable to law enforcement.

NM-12: Locate and design non-motorized transportation systems so that they contribute to the safety, efficiency, enjoyment and convenience of residential neighborhoods.

NM-13: The development of facilities supporting non-motorized transportation should be provided as a regular element of new construction projects. Improvements shall be secured through the development review process.

NM-14: Minimize hazards and obstructions on the non-motorized transportation system by properly designing, constructing, managing, and maintaining designated routes in the system.

OBJECTIVE: PEDESTRIAN TRAVEL

To enhance and encourage pedestrian travel in Auburn.

POLICIES:

Ped-01: Promote pedestrian travel within the city and connections to adjacent communities with emphasis placed on safety and on connectivity to priority destinations such as schools, parks, the downtown, and other pedestrian-oriented areas. Pedestrian-oriented areas are those areas with high pedestrian traffic or potential and are identified in this plan. These areas and streets shall encourage pedestrian travel by providing enhanced pedestrian improvements or controls on motorized traffic.

Ped-02: Focus investments on and aggressively seek funding for the high priority pedestrian corridors, identified in Map 3-2.

Ped-03: Require developers to incorporate pedestrian facilities into new development and redevelopment in conformance with the Auburn City Code.

Ped-04: Continue to construct new and rehabilitate existing sidewalks through a sidewalk improvement program.

Ped-05: Seek ways to provide pedestrian amenities such as streetlights, trees, seating areas, signage, and public art along all major pedestrian travel routes.

Ped-06: Work towards buffering pedestrian walkways from moving traffic, particularly in areas with high levels of pedestrian movements, such as near

schools and commercial areas, and along corridors with heavy vehicular traffic.

Ped-07: Pedestrian crossings shall be developed at locations with significant pedestrian traffic and designed to match pedestrian desire lines.

Ped-08: Encourage the formation of LIDs to develop pedestrian pathways and other non-motorized amenities throughout the City. Partner with the local school districts to improve Safe Walking Routes to School.

OBJECTIVE: BICYCLE TRAVEL

To improve Auburn's bicycling network.

POLICIES:

Bike-01: Develop programs and publications, and work with local employers to encourage citywide bicycle commuting.

Bike-02: Designate, develop, and maintain high priority bicycle routes, in conformance with Map 3-4, that create an interconnected system of bike facilities for local and regional travel, including on-street bike routes, and multi-purpose trails.

Bike-03: During the development review process, ensure projects are consistent with the Non-motorized chapter of the Comprehensive Transportation Plan by requiring right-of-way dedications and other improvements as needed to develop the bicycle network.

Bike-04: Focus investments on and aggressively seek funding for the high priority future bicycle corridors, identified in Map 3-4 and corridors and connectors, as applicable, specified in Map 3-5.

Bike-05: Encourage the inclusion of convenient and secure bicycle storage facilities in all large public and private developments.

Bike-06: Continue to develop and implement Sharrows and associated Share the Road signage in residential and some non-residential areas of City.

Bike-07: Continue installation of bike lanes in parts of City where there is existing/adequate right-of-way.

Bike-08: Develop an Auburn specific bicycle signage program to highlight corridors, connectors and in-city/out of city destinations.

Bike-09: Make improvements to existing Interurban Trail – signage, pavement conditions, vegetation maintenance, grade crossings, and upgrades to user facilities at Main Street crossing.

Bike-10: Develop a capital improvement program project with cost estimate for the design and construction of bicycle/pedestrian bridge at southern terminus of M St. west of existing Stuck River Vehicle Bridge.

Bike-11: Develop a capital improvement program project with cost estimate for the design and construction of innovative and safe pedestrian/bicycle crossing at M St./Auburn Way South intersection.

Bike-12: Install one or more bike boxes through a pilot program approach to test effectiveness and public response. Focus pilot program efforts at key intersections such as the West Main Street and C Street intersection, the M Street and Auburn Way South intersection and the Ellingson Road and A Street intersection.

Bike-13: Continue to install bicycle/pedestrian crossing warning systems along Interurban Trail at all crossing locations consisting of S 277th Street, 37th Street NW, and W Main Street.

Bike-14: Develop and maintain an official Auburn Bicycling Guide Map.

Bike-15: In coordination with the City Council, Mayor's Office, Auburn Area Chamber of Commerce, Auburn Tourism Board and appropriate City departments develop strategies and actions for the implementation of the bicycle oriented economic development recommendations of the Auburn Bicycle Task Force.

OBJECTIVE: EQUESTRIAN TRAVEL

To improve Auburn's equestrian environment.

POLICIES:

Eq-01: Strive to incorporate equestrian facilities into the design of trail and transportation facilities, where possible and appropriate. These efforts

should be concentrated south of the White River in Auburn's southeast corner and in Lea Hill, but considered for other areas of the City.

Eq-02: Transportation projects, and other public and private projects, in lower-density neighborhoods should be evaluated, and where possible, planned, designed and constructed to be compatible with equestrian use.

Eq-03: Create an interconnected system of safe equestrian trails and provide adequate equestrian amenities adjacent to those trails.

5.4 Transit System

OBJECTIVE: TRANSIT SERVICES

To encourage the continued development of public transit systems and other alternatives to single occupant vehicle travel, to relieve traffic congestion, to reduce reliance on the automobile for personal transportation needs, to improve route coverage and scheduling, and to ensure transit is a convenient and reliable mode option for both local and regional trips.

Transit-01: Partner with WSDOT, Metro Transit, Pierce Transit, Sound Transit, Muckleshoot Indian Tribe, and private businesses to achieve Auburn's transit and passenger rail objectives.

Transit-02: Work with local and regional transit agencies to serve new and existing trip generators in Auburn, such as colleges, commercial areas, and community facilities.

Transit-03: Encourage Sound Transit, Metro Transit, and Pierce Transit to expand transit to underserved areas of Auburn.

Transit-04: Partner with WSDOT, Amtrak, and Sound Transit to establish an intercity passenger rail stop at the Auburn Station.

Transit-05: Consider both the transit impacts and the opportunities presented by major development proposals when reviewing development under the State Environmental Policy Act.

Transit-06: Encourage the inclusion of transit facilities in new development when appropriate.

Transit-07: Encourage bus stops to be located at well-lit and accessible areas.

Transit-08: Work with transit providers and regional agencies to develop a transit system that is fully accessible to pedestrians and the physically challenged, and which integrates the access, safety, and parking requirements of bicyclists.

Transit-09: Identify areas of concentrated transit traffic and impose design and construction standards that accommodate the unique considerations associated with bus travel, such as street geometry and pedestrian linkages.

Transit-10: Work with transit providers to create new commuter – oriented transit routes and maintain existing commuter routes linked with Sounder commuter rail.

Transit-11: Develop rider information packages that inform users of commuter, transit, rail, trail, and air transportation opportunities.

5.5 Air Transportation

OBJECTIVE: AIR TRANSPORTATION

To provide an efficient municipal airport, serving light general aviation aircraft, as an integral part of the City's transportation system.

POLICIES:

Air-01: Continue to develop the Auburn Municipal Airport in accordance with the *Airport Master Plan*.

Air-02: The airport shall be managed as a general aviation facility; the use of jet aircrafts and helicopters that create noise and land use conflicts shall be evaluated, in conformance with FAA regulations.

Air-03: The siting of new airport facilities shall consider neighborhood impacts such as increased noise generated from the use of those facilities.

Air-04: Use of the airport by non-conventional aircraft such as ultra lights shall be discouraged, in conformance with FAA regulations.

Air-05: The City's zoning ordinance and other appropriate regulatory measures shall enforce the airport clear zones as regulated by the Federal Aviation Administration (FAA). The impact of development on air safety

shall be assessed through SEPA review, and appropriate mitigation measures shall be required by the City.

Air-06: Minimize or eliminate the potentially adverse effects of light and glare on the operation of the Auburn Airport.

CHAPTER 6.

FUNDING

The ability to finance the maintenance and enhancement of the transportation system is critical to the implementation of this plan and the success of the future transportation system. This chapter details the financial planning tools and funding mechanisms available to accomplish these goals.

6.1 Financial Planning and Programming

The City updates its financial plan annually in order to ensure programmed transportation improvements are financially feasible and prioritized in accordance with available funds. The *Transportation Improvement Program* and *Capital Facilities Plan* are the two financial planning documents the City uses to identify its financial strategy for implementing transportation improvements.

TRANSPORTATION IMPROVEMENT PROGRAM

The *Transportation Improvement Program* (TIP) is a six year plan which lists programmed transportation improvements in the following categories: roadway improvement projects, intersection improvement projects, non-motorized and transit projects, preliminary engineering and miscellaneous projects, and preservation projects. Transportation needs are identified by examining the latest information concerning safety and accident history, growth trends, the traffic model, traffic studies, and the Comprehensive Transportation Plan. The City adopts a six-year *Transportation Improvement Program* (TIP) annually, including a revenue forecast and analysis of available funding. Projects are then prioritized according to a number of factors including safety, capacity needs, access needs, and the likelihood of securing funding. The first three years of the TIP must be financially constrained, but project programming is often limited due to funding limitations.



Auburn City Hall

The TIP is an important tool for identifying funding needs and developing a financial plan for project implementation. It also feeds into the *Capital Facilities Plan*.

CAPITAL FACILITIES PLAN

The *Capital Facilities Plan* (CFP) is the *Comprehensive Plan* element which identifies the financial plan for implementing all capital improvements in Auburn. Transportation improvements are included

in the *Capital Facilities Plan*, which is amended annually. The *Capital Facilities Plan* enables the City to fulfill the GMA requirement of having a multiyear financing plan based on identified transportation needs. It also enables the City to make informed decisions about its investment of public dollars and make timely decisions about maintaining levels-of-service in accordance with the Comprehensive Plan standards.

6.2 Funding Sources

The City uses a combination of public and private funding sources to implement transportation improvements in Auburn, both for maintenance activities and capital improvements.

GENERAL TAX REVENUES

The City receives tax revenues from a variety of state, regional, and local sources including the real estate excise tax, sales tax, and the motor vehicle fuel tax. Despite these revenues, the City has numerous maintenance and capital improvement needs that cannot be met by existing tax revenues alone.

Recognizing the need to raise additional revenues for the local street system, Auburn residents approved the 'Save Our Streets' (SOS) program in 2004 for specific funding from property taxes, and in doing so, created a funding program to help rehabilitate Auburn's residential streets. In 2013, the City Council modified the funding source for the program to be from Construction Sales Tax instead of property taxes.

With the success of the 'Save Our Streets' program, the City intends to pursue a program that will help fund arterial and collector street maintenance. The City does have an Arterial Street Fund; however, these funds have proven inadequate in addressing all the maintenance and capital needs of the arterial system.

In addition, the City has also created an Arterial Street Preservation Program to preserve and rehabilitate the pavement on these classes of streets. The program is funded through a one percent utility tax which was adopted by City Council during 2008.

GRANTS

The City has an active grant program and continually seeks grants, both private and public, to improve Auburn's transportation system. The following is a list of some of the grants the City has historically applied for and will likely apply for again in the future.

FEDERALLY FUNDED PROGRAMS

The Moving Ahead for Progress in the 21st Century Act (MAP-21) replaced the Transportation Enhancement (TE) Activities with the Transportation Alternatives Program (TAP). The original TE activities remain eligible for TE funds that were previously apportioned until the TE funds are obligated, rescinded, or lapse. MAP-21 funds projects designed to strengthen the cultural, aesthetic, and environmental aspects of the inter-modal transportation system. The program provides for the implementation of a variety of non-traditional projects, including the restoration of historic transportation facilities, the construction of bicycle and pedestrian facilities, landscaping and scenic beautification, and the mitigation of water pollution from highway runoff.

The **Surface Transportation Program (STP)** provides flexible funding that may be used by states and localities for projects on any public road, non-motorized improvements, bridge projects, and transit capital projects.

The **Safety Program** is a federal program targeted at reducing accident rates at intersections and along corridors, particularly at those locations with higher than average fatality and injury rates. Funds come from the Highway Safety Improvement (HSIP) Program included in MAP-21. HSIP requires that states program and spend safety funds according to their Strategic Highway Safety Plan. Washington State's plan is called Target Zero.

The **Congestion Mitigation and Air Quality (CMAQ)** program is a federally funded program administered through PSRC. CMAQ funds projects and programs in air quality non-attainment and maintenance areas, which reduce transportation related emissions.

In addition to the aforementioned programs, the federal government has an annual appropriations bill. Auburn may apply through the offices of Washington senators and congressional members for funding for specific projects. This funding source has historically been a successful means of financing some of the City's more expensive capital improvement projects.

FEDERAL LEGISLATION

President Obama signed MAP-21 (P.L. 112-141) into law on July 6, 2012. This major transportation law provided $105 billion for the nation's surface transportation programs over a two-year period. MAP-21 replaced the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which was enacted in 2005 with an expiration date of 2009. Congress had passed nine short-term extensions to SAFETEA-LU before finally agreeing the two-year MAP-21 almost three years later. After a series of extensions, MAP21 is now set to expire October 29, 2015. Efforts are currently underway in Congress to reauthorize the Moving Ahead for Progress in the 21st Century Act (MAP-21).The 2009 *American Recovery and Reinvestment Act* also dedicates funding to numerous programs, many of which can be used to help finance the City's programmed transportation improvement projects.

STATE FUNDED PROGRAMS

The **Safe Routes to Schools Program** is a state and federally funded program that aims to protect children from traffic related deaths and injuries and promotes a healthy lifestyle by encouraging bicycling and walking to school.

The **Pedestrian and Bicycle Safety Grant** is a state funded program that funds non-motorized safety improvements.

The **Transportation Improvement Board (TIB)** administers annual grant programs that fund roadway and non-motorized projects that improve safety, mobility, capacity, and promote economic development. The TIB offers several programs, each of which emphasizes different funding criteria.

The **Community Economic Revitalization Board (CERB)** is a state funded program that provides low-cost financing for public facility improvements. Public entities are eligible to apply for and receive loans and grants for public facilities linked to economic development outcomes

such as private business investment and job creation. CERB also finances site-specific studies and plans.

LOANS

Low-interest loans are also available to municipalities. For example the Washington State Department of Commerce Public Works Board offers low-interest loans for local governments to finance public infrastructure construction and rehabilitation. Eligible projects must improve public health and safety, respond to environmental issues, promote economic development, or upgrade system performance. Roads, streets and bridges are eligible for these loans. The loans can be strategically employed to leverage grant funding by providing a local match, enabling the City to compete for funding for public infrastructure projects. In addition, the City has the option of issuing bonds for public infrastructure projects.

PRIVATE SECTOR CONTRIBUTIONS

The City has an established traffic impact fee system based on the Institute of Traffic Engineers (ITE) guidelines, as amended by the City Council. The fee system estimates the amount of traffic each development is anticipated to create, based on the land use type and size. Traffic impact fees compensate the City for the capacity improvements needed to accommodate the new trips generated by new development. In turn, the City uses the revenues to expand the street network through the capacity projects included in the TIP. The fees are based on the costs of the capacity project included in the TIP and forecast growth throughout the City. The fees are updated annually following the adoption of the TIP by City Council. Payment of the impact fee does not relieve developers of their codified obligation to construct half-street improvements, nor the need to mitigate project impacts identified through the SEPA process, which may include the construction of an identified TIP project (and a credit for the impact fee contribution towards that project).

The City also charges a truck impact fee for certain land-use types which are associated with significant truck traffic generation, such as commercial and industrial uses. These fees are used to address impacts on the City's truck routes and other truck-related infrastructure.

FUNDING PARTNERSHIPS

The City has successfully formed several funding partnerships, which have enabled it to leverage its resources in implementing transportation improvements.

LOCAL IMPROVEMENT DISTRICTS

Local Improvement Districts (LID) enable city investment in a specified area by leveraging city funds, when available, with contributions from property owners in the district. In essence, LID's are a means of using limited city resources to improve neighborhood quality through improvement of streets, sidewalks, and other features of the roadway.

FAST (FREIGHT ACTION STRATEGY TEAM)

FAST is an innovative partnership composed of transportation agencies, ports, cities, economic development organizations, trucking, rail, and business interests. One of FAST's primary objectives is to obtain funding for projects that improve freight mobility. FAST helped fund the S

277th Street Grade Separation, the 3rd Street SW Grade Separation, and the M Street Underpass project.

FMSIB (Freight Mobility Strategic Investment Board)

The mission of the Freight Mobility Strategic Investment Board (FMSIB) is to create a comprehensive and coordinated state program to facilitate freight movement to local, national, and international markets. FMSIB is also charged with lessening the impact of freight movements on local communities. FMSIB obtains funding directly from legislative appropriations and has contributed funds to the 3rd Street SW Grade Separation, the S 277th Street Grade Separation and the M Street Underpass projects.

FUTURE FINANCING POSSIBILITIES

As the transportation system evolves, so will the range of financing options available to the City. In general, the financing options currently available under state law fall short of meeting current and anticipated transportation improvement needs. Hence, the City will continue to seek fair and sustainable strategies for funding the maintenance activities and capital improvements needed to preserve the City's transportation network. Among other strategies, the implementation of a street utility may be employed to fund many of the City's transportation needs.

Transportation Benefit District

In 1987, the State Legislature created Transportation Benefit Districts (TBDs) as an option for local governments to fund transportation improvements. Chapter 36.73 of the Revised Code of Washington provides for the establishment of TBD by cities and counties to levy and impose various taxes and fees to generate revenues to support transportation improvements within the district. A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the district. In 2005 and 2007, the Legislature amended the TBD statute to expand its uses and revenue authority, including the ability to authorize a $20 annual vehicle license fee (VLF), and up to an additional $80 of VLF, if approved by voters within the district. The state legislature provided local governments with these tools because inflation has eroded the local share of gas tax and a series of statewide ballot initiatives passed over the last 12 years have eliminated other traditional sources of funding for local transportation needs.

The City of Auburn created a TBD in 2011. The TBD is currently considering the implementation of the $20 annual vehicle fee, possible local sales tax increase and how the revenue raised could be best used to achieve the goals of the TBD.

Street Utility

A street utility would be used similarly to how sewer and water utility fees are now collected. A monthly or annual fee would be charged to residents and businesses in Auburn, for example via a flat fee or through a pro-rated fee based on anticipated usage.

The implementation of a street utility would require a change in state law. The street utility system is one in which all residents and businesses would pay their fair share of funding street maintenance and repair. If implemented, a street utility would undoubtedly be combined with the suite of other financing strategies the City currently employs.

6.3 Funding Strategies and Project Prioritization

The City uses a variety of criteria to prioritize transportation projects, including safety, mobility, and overall community benefit. In addition, the City also considers the availability of funding and the ability to leverage City dollars to raise addition funds. For example, grants are often available for specific types of capital investments, whereas they are more limited for maintenance/preservation. Hence, the City often needs to budget for maintenance/preservation through tax revenues. Capital improvements may be financially secured through a combination of public and private investment. Hence, project prioritization for capital improvements is often partially dependent on the ability to secure outside funding. Likewise, maintenance and preservation is highly dependent on the limited tax revenues available to the City. In the future, the City will need to continue lobbying for its share of federal, state, and county tax revenues, seek creative avenues for securing private investment dollars and grant funds, and potentially implement new funding strategies such as tolling and street utility fees.



Auburn Time
Auburn Station Clock

CHAPTER 7.

MONITORING AND EVALUATION

The Comprehensive Transportation Plan, a long-range plan with the horizon year 2035, predicts the needs and conditions of the future transportation system, enabling the City to anticipate its future needs. Nonetheless, the transportation network is dynamic, constantly evolving due to circumstances beyond the scope and influence of this plan. Hence, regular updates are necessary to ensure the Plan remains current and relevant.

7.1 Annual Updates

The Comprehensive Transportation Plan can be amended annually as part of the City's regular Comprehensive Plan amendment cycle, which ensures proposed changes go through a public review process before the amended plan is adopted by the City Council at the end of the calendar year. In preparation for the annual amendment cycle, the City will review the plan and propose updates as needed. These proposed updates may be due to changes to City priorities, the availability of new information, or the relevance of certain plan components.

RE-EVALUATION

The annual re-evaluation process provides an opportunity for the City to identify progress made in implementing the Plan, as well as identify new needs that have arisen since the previous update. The update will consider the street, non-motorized and transit systems, and assess whether the Plan adequately addresses the implementation strategies necessary to ensure the transportation infrastructure continues to grow in line with the City's objectives.

As part of this process, the City will review its future projects list and update the *Transportation Improvement Program* and the *Capital Facilities Plan* as appropriate. It will also review and update the Policies and Funding chapters, in order to remain consistent with the City's vision and current with potential funding strategies.

TECHNICAL INFORMATION

The Comprehensive Transportation Plan contains a range of technical data, much of which informs other elements of the Plan. As part of the annual amendment cycle, technical information, such as traffic volumes, existing levels-of-service, roadway classifications, and transit route and ridership information will be updated as appropriate. Updated information will inform

much of the evaluation process, enabling the City to quantify system changes over time and make appropriate decisions in planning the future system.

MODEL UPDATES

The City's traffic model shall be updated on a regular basis, every few years, as new land use, employment, and housing data becomes available. Model updates are important as they ensure the City has an accurate understanding of how land use patterns, employment, and other factors impact future transportation conditions, enabling the City Council to make informed policy decisions. The model also provides an understanding of the impacts associated with different projects, allowing the City to devise a revised list of future projects to improve capacity and safety, as well as achieve other priorities.

COMPREHENSIVE PLAN CONSISTENCY

The annual evaluation process is an opportunity to ensure the Comprehensive Transportation Plan is consistent with other elements of the City's *Comprehensive Plan*, including the land-use element, economic development element, *Auburn Parks, Recreation and Open Space Plan*, *Transportation Improvement Program*, and *Capital Facilities Plan*. Hence, as part of the annual amendment cycle, the City will ensure these plan components are consistent with and supportive of each other.

7.2 Multi-Year Updates

The City has the opportunity to preform annual updates to the Comprehensive Transportation Plan on an as needed basis to account for significant changes which have occurred during the previous year. A more exhaustive process is periodically necessary, hence, a thorough rewrite of the Plan shall be conducted every five to eight years. This endeavor will include a broad public outreach effort with input from neighboring jurisdictions, state and regional agencies, and Auburn residents and businesses. Much like the process for the 2009 update, it will present an opportunity to holistically examine the current transportation system and lay the framework for development of the future system.

AUBURN COMPREHENSIVE PLAN - VOLUME 6
Economic Development Element

ECONOMIC DEVELOPMENT ELEMENT VISION

Auburn is a community that has a robust and diverse economy where businesses seek to locate, people desire to visit, and 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.

ECONOMIC DEVELOPMENT CONDITIONS AND TRENDS SUMMARY

Historic 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 located outside the community and by changing retail trends. At the same time, Auburn's importance as the home of large industrial and warehousing operations increased. 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 located in the community.

The development of the SuperMall (now called The Outlet Collection) in the 1990's 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 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 (GSA) and numerous warehouse and distribution facilities. Multicare and the 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 being sought by other communities. 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 46%. While historically manufacturing jobs were the largest category, the 2010 Census indicates that service jobs have are most dominant followed by manufacturing. The remaining job categories all experienced job growth. Retail jobs increased substantially along with jobs in warehousing, transportation, and communication industries.

It is expected that Auburn's employment base will continue to grow into the future. To the year *2031*, the King and Pierce County Countywide Planning Policies have assigned Auburn's job base to increase by just over 20,000 jobs. It should be noted that this number is not a maximum, but the City's most recent assigned share of future projected growth in the County.

DRAFT

Retail Sales: Auburn's business community is keeping pace with both Auburn's population growth and its increase in more affluent households. Between 2005 and 2008, retail sales in Auburn increased 7% or roughly 8% per year. With the 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 (SST) legislation in 2008. Prior to SST, sales tax collection in Washington State was based on the site of origin, rather than on the site of delivery. Under the SST tax structure, sales tax is collected at the site of delivery rather than from those areas from which they were shipped. This change in tax structure has put Auburn at a disadvantage and negatively impact 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 comprises 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 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 31st 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 which 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 is 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 citizens 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.

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

General Policies

GOAL 17. ECONOMIC DEVELOPMENT

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 which matches the aspirations of the community.

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

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 which are based on the assessment of local needs and the availability of transportation and other infrastructure required to serve it.

ED-4 Development of industrial areas should be based on performance standards appropriate for the site and 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 the site in accordance with modern design standards and industrial/commercial uses.

ED-6 Uses which 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 polices and economic development strategies that provide long-term and stable employment, increase per capita income and reduce the tax burden of Auburn residents.

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 region.

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 to specifically identify the types of businesses 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.

b. The City should implement its economic development strategy through a partnership with the private sector.

c. Identified in the 2005 Economic Development Strategies documents are six strategy areas along with two additional strategy areas. These economic development strategy areas are targeted for population and employment growth to meet the City's 20-year (2031) growth target. Sub-area 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 special needs of economically disadvantaged citizens 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 take into consideration 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 to these economic development strategy areas.

ED-15 Warehouse and distribution land uses are not a preferred long-term economic development and land use priority for industrial zoned areas in 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 Increases in manufacturing and industrial land uses should be the City's preferred economic development and land use priority for industrial zoned areas of the City currently dominated by warehouse and distribution land uses. The City should promote and incentivize new manufacturing and light industrial uses and 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 and warehouse land uses that abut existing commercial retail areas and could take advantage of this proximity to realize substantive value by changing to commercial

retail uses should be considered for changes in comprehensive plan and zoning designations that would facilitate the conversion of these properties to commercial retail land uses.

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

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

ED-19 Economic development programs should be viewed as a way to shape the character of the City's future economy rather than merely respond to market trends as they occur.

ED-20 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 use of appropriate industrial subdivision standards.

b. The City should identify and resolve any environmental constraints affecting such land by means of the 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.

ED-21 Integrate the Auburn Environmental Park (AEP) into the City’s economic development efforts by encouraging compatible high tech businesses to locate in its vicinity.

ED-22 Utilize the future extension of I Street NE as an economic development opportunity. Development of I Street NE should establish it as 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 and whose impacts can be adequately mitigated should be supported.

ED-23 Use the M Street SE underpass and development of M Street SE and R Street SE bypass connection as an opportunity to create and encourage the clustering of complementary business and services in that area.

AUBURN COMPREHENSIVE PLAN - VOLUME 7
Parks and Recreation Element

PARKS AND RECREATION 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. Non-motorized 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 to those who reside outside of Auburn.

Celebration - Our parks and open spaces are used to promote our history, our diversity, and the arts.

Environment - Parks and open space are designed and operated in a manner that protects and preserves the environment.

Sustainable - Park facilities incorporate low impact development and sustainable development and operation practices.

General 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.

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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 non-motorized 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 (LOS) 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 severe or very severe erosion potential, 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 which provide significant environmental or social value. Such open space shall be managed to conserve and improve the natural, visual, historic 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, in general, be non-intensive 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 not necessarily be 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 outright purchase of the 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, 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.

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2015 COMPREHENSIVE PLAN

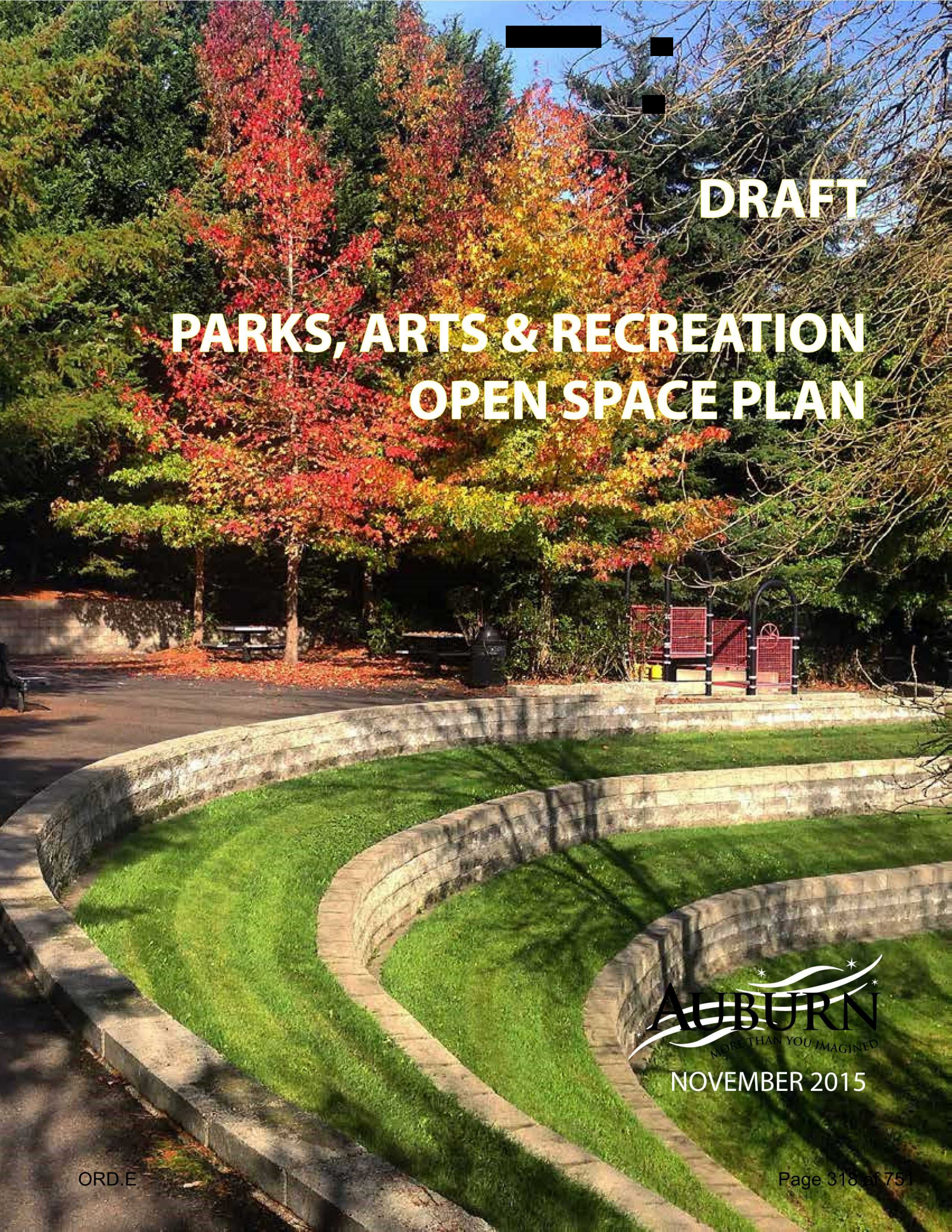
REFERENCED DOCUMENTS AND APPENDICES

Referenced Documents

- Auburn Comprehensive Water Plan
- Auburn Comprehensive Sewer Plan
- Auburn Comprehensive Storm Drainage 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

Appendices: All Documents On File with the Auburn City Clerk's Office and at - http://www.auburnwa.gov/doing_business/community_development/planning/comprehensive_plan/draft_comp_plan.htm

- Appendix A – Auburn Community Vision Report
- Appendix B – Auburn Housing Needs and 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 – Auburn Parks, Arts and Recreation Open Space Plan



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PARKS, ARTS & RECREATION OPEN SPACE PLAN

AUBURN
MORE THAN YOU IMAGINED

NOVEMBER 2015

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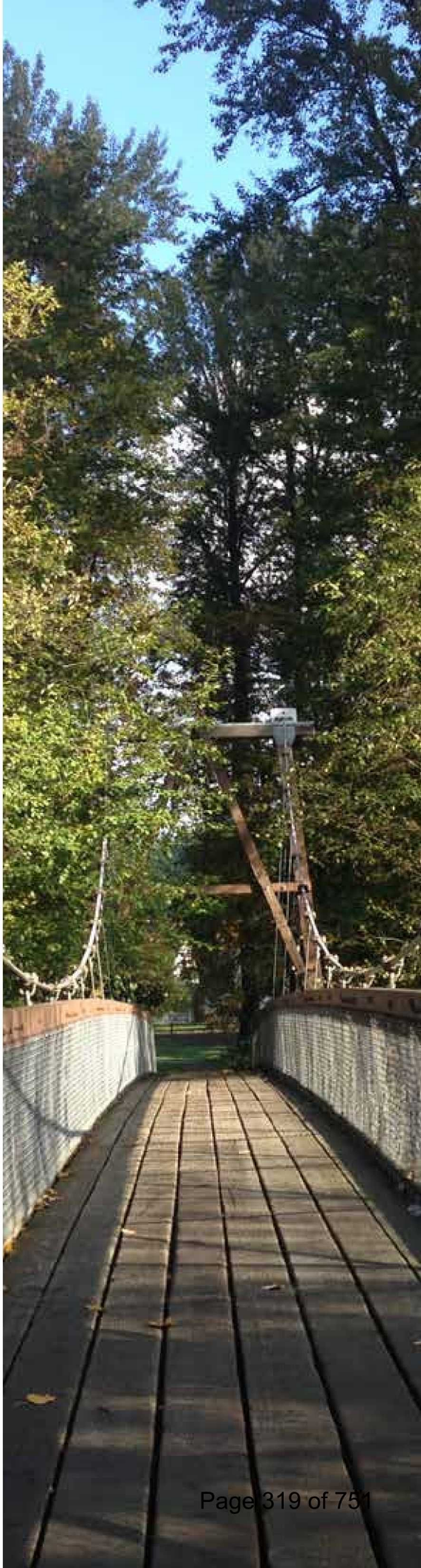
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Chapter 1: Who Are We; What is a Parks Plan?

Chapter 1
Who are We

What is a Parks Plan?
The complex puzzle of the Parks and Recreation Department properties, programs and people are demanding jobs. It is accomplished through the joint efforts of six citizen boards, 50 permanent City staff members, approximately 50 seasonal workers, more than 100 part-time or contract instructors, coaches and recreation support staff, and more than 500 volunteers. The following pages describe each of these groups. Working together, they see our parks are attractive and well-maintained and the programs meet the needs of Auburn residents.

The Auburn Parks and Recreation Department
From a modest two person staff in 1969, the Parks and Recreation Department has developed a comprehensive program of recreation, heritage and cultural arts activities, park maintenance and new park development keeping a full-time staff of over 50 very busy. The Parks Department consists of eight divisions, each of which is responsible for a specific type of task. The divisions are:

Administration
Golf Course
Arts and Events
White River Valley Museum and Mary Olson Farm
Mountain View Cemetery
Park Facilities and Maintenance
Recreation Programs
Senior Activity Center

A short synopsis of the responsibilities of each division follows; some of these are described in more detail in other sections of the Park Plan.

Administration
The Administrative staff consists of the Parks and Recreation Director, the Parks Planning and Development Manager and administrative staff. The Director oversees the activities of the entire department, and reports directly to the Mayor.

Golf Course
The Auburn Golf Course is a full service 18-hole golf facility nestled along the Green River and situated on 150 acres. City services include a full service pro shop, tournament and league organization and scoring, golf club and power cart rentals, professional instruction and lessons, tournaments and leagues. The City of Auburn leases out the beautiful restaurant and banquets

facility to an outside concessionaire. The concessionaire provides a full service restaurant and bar menu as well as a overseeing a banquets/event space that hold up to 150 persons. The concessionaire also operates the beverage carts on the golf course. The City of Auburn employees 8 full time employees and approximately 10 temporary workers to assist with the overall operation.

Arts and Events

Arts programming includes five major programs and events. These are community art programs, access, facilities, education, and resources for artists and organizations. The Cultural Programs Manager, with the assistance of the Cultural Programs Coordinator and part time arts assistant, manages this expanding program. A substantial group of volunteers assists at performances, major events, and support.

White River Valley Museum and Mary Olson Farm

The White River Valley Museum is the City's central site for heritage and arts enrichment and educational programming. It is located in the Auburn Community Campus in Les Gove Park. The Museum is managed through a partnership of the City of Auburn and the White River Valley Historical Society. The Museum was built and furnished by the White River Historical Society. The City pays the wages of a fulltime Museum Director, a .5 FTE Curator of Collections, a fulltime Curator of Education and a ¾ FTE Assistant Educator. The Director is responsible for the overall administration of the facility and reports to the Director of Parks Arts and Recreation. The Historical Society earns revenue to pay for a .4 FTE Volunteer and Facility Coordinator, a .75 FTE Bookkeeper. Volunteers and volunteers provide much of the help needed to maintain the collection and provide visitor services.

Since 2001 the Historical Society has leased the built environment of the Mary Olson Farm (a City of Auburn Park) for the purposes of restoration and programing. Through this partnership the Farm is now fully restored and open summer weekends for drop in visitors. It is the site of an extensive fieldtrip program wherein 1000s of students learn about stream ecology and food production.

Mountain View Cemetery

This public cemetery is well-known for its lovely site and outstanding views of Mount Rainier and the Green River Valley. Cemetery staff maintain the 30-acre site and are responsible for an average of 275 urn and 275 full burials a year. Five full-time staff and three seasonal workers maintain and operate the Cemetery.

Park Facilities and Maintenance

The Maintenance division is responsible for the care and renovation of 38 City park properties, more than 30 street right-of-way beautification areas, and the grounds at all Municipal Buildings including City Hall, the Justice Center, Parks and Recreation Administration Building,

Museum, Les Gove Multi-Purpose Building, Veterans Park Kitchen Building, Senior Activity Center, and the Auburn Valley Humane Society. In the downtown Auburn business area they maintain the grounds of 8 City owned parking lots, 144 hanging baskets and all of the landscape beds along Main Street and Division. This division employs 15 full-time staff with an additional position to be added in 2016, and 12 seasonal workers.

Recreation
Auburn's Recreation Division provides opportunities for the public to participate in diverse recreational programs and activities designed to meet the needs of the community. These programs include preschool, youth, teen, and adult leisure programs; youth, teen, and adult athletics; fitness and wellness programs; programs designed to provide social and recreational opportunities to senior citizens and those with special needs, and a host of special events suitable for the entire family and community at large. The division also offers a gymnasium for open gym and organized activities, and several options for facility rentals, including buildings, picnic shelters, and fields. The Recreation Division is under the direction of one manager, five Recreation Coordinators, one Recreation Specialist, a Recreation Clerk, dozens of temporary staff and contracted instructors, and hundreds of volunteers.

Senior Activity Center
The Senior Activity Center provides recreation, education, health, nutrition and outreach services and legal information to citizens, age 50 and older. This is accomplished with 3.5 full-time staff, and more than 20,000 hours of volunteer assistance using approximately 180 volunteers.

Public Input to the Parks & Recreation Department

Seven committees, comprised of Auburn residents, provide input to the Department on a regular basis. These are the Parks and Recreation Board, the Senior Center Advisory Council, the Urban Tree Board, the Cemetery Board, and the Auburn Arts Commission, and the White River Valley Museum Board. Additionally, the Library Board, the Auburn Youth Council, the Men's and Women's Clubs at the Golf Course give direct input to the Department regarding its divisions. These committees provide the public voice ensuring activities carried out by the Department meet the needs of a broad-based constituency.

Park and Recreation Board
Advises the Mayor and City Council on planning, development, acquisition and management of City parks, recreation facilities and programs. The Parks and Recreation Board consists of seven members who serve three-year terms.

Regular meetings are held the Tuesday following the first Monday of each month at 5:30 PM at the Auburn Senior Activity Center located at 808 9th St SE, Auburn.

Senior Activity Center Advisory Council

The Senior Activity Center Advisory Council is a 17-member committee appointed by the Senior Center Supervisor. It serves as a sounding board, helping staff to make decisions on Center services and activities and on general operation of the facility. The group meets monthly to evaluate recent activities, give input on current and future programs, and review suggestions from Center participants. Members serve a two-year term with half of the group rotating out each year to allow continuity in the group.

The Senior Center Advisory Board normally meets the third Tuesday of each month at 10:00 AM at the Senior Activity Center, 808 Ninth St. SE.

Urban Tree Board
Through education and involvement, the Tree Board of the City of Auburn provides information and advocacy for "choosing the right tree for the right place," helping Citizens understand the value of proper pruning techniques and in managing an urban forest that is ever changing and needs to fit into the environment of this community. Board emphasis is on trees in public rights-of-way and on City-owned property. The Board is made up of five members who serve three-year terms. Regular meetings of the Board are held the first Tuesday following the first Council meeting of the month in the Parks Admin Building at 910 9th St. SE, Auburn.

Cemetery Board
Advises the Mayor and City Council on policy matters relating to long range planning, capital improvements, fee structure, cemetery expansion, rules and regulations, and budget for the cemetery. The Board consists of five members who serve five-year terms.

Regular meetings of the Board are held the second Tuesday of each even-numbered month at 2:00 PM at Mountain View Cemetery located at 2020 Mountain View Drive, Auburn.

Arts Commission
Within its funds appropriation, the Arts Commission may, alone or in cooperation with any other private, civic or public body of any city, county or the State of Washington, initiate, sponsor or conduct programs calculated to further public awareness of and interest in the visual, cultural and performing arts. The Board consists of twelve members who serve three-year terms.

Regular meetings of the Commission are held the first Tuesday of the month at 4:30 PM in Conference Room 1 located on the first floor of the City Hall Annex, One Main Building.

White River Historical Society Board
Develops policies for White River Valley Museum operations and management of collections, long-term plans for the Museum, and docent programs and other volunteer activities. Board membership is comprised of nine members elected by the general membership of the Historical Society, and eight members are appointed by the Mayor and confirmed by the City Council.

Regular meetings of the Board are held the third Wednesday of each month at 1:30 PM at the White River Valley Museum Muckleshoot Room, located at 918 H Street SE, Auburn.

Why a Park Plan?
The Growth Management Act (GMA) establishes goals for cities and counties to assure that their quality of life is sustained as their communities grow. One of these goals is to "retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreational facilities" (RCW 36.70A.020(9)).

Every few years the City of Auburn looks at its parks and its recreation programs and evaluates how well they're working and how they can be improved. The last plan was written in 2005, and many changes have occurred in Auburn since then. Between 2004 and 2014 (Population data for 2014 is an estimate) our population grew by nearly 40%, and constructed over 3,938 new homes and apartments. The demand for recreational space increases with the population. In addition, more flexible work schedules mean the parks are no longer just a weekend destination. Our city parks are used from dawn to dusk, seven days a week, by people of all ages. All these things continue to add up to a system of parks that are heavily used and enjoyed. Periodic improvements and renovations of existing parks, as well as additions to the park system, are necessary to meet the needs of new and old users alike. This plan is intended to update the current Parks, Recreation and Open Space Plan and assess recreation trends and needs of our residents and user groups. It will focus on what can be achieved over the next six years, and will be tied to the City's Capital Facilities Plan. This will enable park project funding and development to be coordinated with other City and Community projects.

There are four objectives to be achieved through the production of this plan:
1. Provide guidance for the Parks and Recreation Department
2. Provide input to the citywide Capital Facilities Plan (CFP)
3. Maintain funding eligibility for grants
4. Comply with the Growth Management Act

1. **Provide guidance for the Parks and Recreation Department in the following areas:**
   - **park and open space land acquisition**
   - **recreation facility development, and**
   - **recreation program development**

The planning process used in this document evaluates the property for which the Parks Department is responsible and the recreational programs it sponsors. The Plan makes specific recommendations for the present and near future, and general recommendations for the longer term. Information gained in this process will determine whether additional parks are needed, where future demand is expected to occur, and where land should be acquired to meet current and future needs. It will also provide information about the changing general recreation interests of Americans, and Auburn residents specifically. This process provides direction for the continuing success of our many recreation programs.

2. Provide input to the citywide Capital Facilities Plan (CFP).
The City of Auburn maintains, and periodically updates, a coordinated plan for providing and financing major public facilities. These are projects that require a substantial investment of money and planning to complete. The construction of all new parks, and the substantial renovation of any existing parks, are included in the CFP where they are evaluated against other City needs, such as construction of new sewer lines or development of a new fire station. Based on available budget and urgency of need, each project in the CFP is given a priority and assigned a date when it is anticipated to be accomplished. The Park Plan prioritizes the large scale investments needed for parks and open spaces for the years to come.

3. Maintain funding eligibility for grants.
Most sources of county, state and federal funding for parks and recreation facilities require funded projects be reflected within an up-to-date park plan. This ensures such funds are used efficiently and for projects with clearly recognized benefits. Examples of such funding sources include the Washington State Recreation and Conservation Office (RCO), and the King County Conservation Futures Fund. The continued ability to successfully compete for outside funding is critical to our ability to provide an excellent park system.

4. Comply with the Growth Management Act (GMA)
The Growth Management Act passed in 1991 recommends cities and counties develop recreation plans that complement the expected land development pattern of the community. The Land Use element of the Comprehensive Plan requires the identification of existing and future public facilities, such as parks and trails. The Growth Management Act also requires us to "identify open space corridors within and between urban growth areas." They include lands useful for recreation, wildlife habitat, trails, and connection of critical areas."

5. Develop Implementation & Funding Strategy
The Plan outlines the needed park, art, and recreation facilities for the future in the City of Auburn. Funding strategies of the current sources and those needed in the future are noted in

the Plan. The Implementation section of the Plan guides park development and improvements by answering the questions of; where, when, and estimated costs as they relate to the CIP. Currently only developments over 50 units provide park land or fee in lieu of park land.

Real Estate Excise Tax (REET) dollars, State and Federal grants, and donations provide the only funding sources for parks acquisition and development. Potential Funding sources for parks and programming include:

- Capital Improvement Plan
- Special Serial Levy
- General Obligation Bond
- Revenue Bond
- HUD Block Grants
- Park Impact Fees
- Park Mitigation Fees
- Certificate of Participation
- Private Utility Tax
- Councilmanic Bond
- Donations
- Public Land Trusts
- Lifetime Estates
- Exchange of Property
- Joint Public/Private Partnership
- Private Grants and Foundations
- Urban Forestry Grants
- National Tree Trust
- Parks, Arts, and Recreation Organizations
- Municipal Art Fund
- Miscellaneous Grants Managed by RCO
- Land and Water Conservation Fund
- Aquatic Lands Enhancement Account
- Washington State Arts Commission Grant
- National Endowment for the Arts
- Hotel/Motel Tax
- Conservation Futures

Strategy

The Park and Recreation Board, and the City Council will implement a priority list for establishing funding for the next 6 years of this Park Plan.

What's Happened Since 2005?

Over the course of the last decade the City's inventory of parks properties has expanded. The list of parks and park properties that have been added include West Auburn Lake, 104th Ave SE

property along the Green River, 21st Street Playground, Dorothy Bothell, Kersey A, Kersey B, Riversands, and Lakeland Nature Area. In addition Lea Hill Park and the Discovery Playground were constructed since the last Park Plan update.

Notable redevelopment efforts and renovations have taken place at the Auburn Golf Course, Brannan Park, Fulmer Fields, Game Farm Park, GSA Fields, Isaac Evans Park, Dykstra Park, Indian Tom Park, Cedar Lanes Park, Rotary Park, Terminal Park, Veteran's Memorial Park, Roegner Park, and Les Gove Park, and Mountain View Cemetery,.

How This Plan is Organized

Updating the existing Park and Recreation Plan is not difficult due to the good ground work done in past years by the City Council, the Parks and Recreation Board and parks and recreation staff, its complexity arises due to the many facets which must be examined and digested in order to produce a useful document.

Major Findings of this Plan

Although this plan and its recommended actions are fairly detailed, it can be summarized in a few major points:

1. Take care of our existing inventory of parks and facilities;
2. Expand our park system to meet the needs of our growing population,;
3. Ensure open spaces are maintained, both for the quality of life that they add to our community, and their environmental and wildlife value;
4. Continue to strive to meet the varied recreation needs of all segments of the population; and
5. Prioritize and find funding sources to maintain the current level of services that the Parks Department provides prior to taking on new facilities.

The following items look at each goal in slightly expanded detail. The remainder of the Plan can be referred to for more in-depth coverage of each topic.

1. Continuing Care for Existing Parks: Auburn residents overwhelmingly felt existing parks should receive highest priority. Chapter 5, Our Park System Today, discusses each park individually and provides recommendations for improvement. The review of existing parks finds our park system is reaching an age when both minor and major renovations are needed. The Federal Americans with Disabilities Act (ADA) requires the City of Auburn make parks accessible to all persons. Maintaining aesthetics and keeping up with the times were strong factors in determining the recommended renovations in this plan. These include improvements such as landscaping, water conservation irrigation systems, and new site furnishings.

2. New Parks and Facilities: To help assess the wants and needs of the citizens of Auburn we conducted an online Parks, Recreation and Open Space Survey of 600 Auburn residents in Spring 2015. Although there is some similarities between different communities, standards are individualized to meet the unique needs and interests of the local population. The standard for park acres currently in the City of Auburn is 6.03 acres per 1000 residents. This will maintain our

neighborhood, community and linear parks at their current level. Although Auburn has some of the best recreation facilities in the area, our recent population growth are placing pressure on existing resources. A critical lack of indoor facilities is restricting the City's ability to provide a complete range of recreation programs and opportunities. The plan and staff recommends minimum development of the following recreation facilities to meet current demand:

- 119 Acres of Community Park space
- 11 Softball and youth baseball fields
- 2 Soccer/Football fields
- 10 gymnasiums
- Recreation/transportation trails to connect the different planning areas of the City (i.e. West Hill, East Hill, and SE Auburn).

All standards and descriptions of current and future needs for parks and the facilities are fully detailed in Chapter 3, The Community Attitude & Interest Citizen Survey and Park Board and staff recommendations.

3. Open Space: The topic of open space is included in the City of Auburn Parks, Recreation and Open Space Plan. This is partially in response to the Growth Management Act, which requires we plan for open space, but is also in response to local interest in maintaining green spaces and environmentally sensitive areas. The plan for open space outlined in Chapter 7 and proposes a new Open Space Program that would seek to conserve significant natural resources, and in some cases acquire and manage land as open space. A system of greenbelts which interconnect and provide travel corridors for people and/or wildlife is recommended.

4. Meeting the Recreation Needs of All Residents:

The City can offer a broad range of classes, activities, league sports and community events appealing to persons of all ages and abilities. An overview of the recreation programs currently offered by the City reveals an excellent series of programs hampered by a lack of space. The construction of a community center, which will be completed in Summer 2106, is critical to the continued development of recreation programming in Auburn.

A few of the identified recreational needs for the community include improved programming for youth, a wider selection of adult classes and activities, and expanded programs for the diverse needs of retirees and senior citizens, who now range from age 55 to 95. Space needs are also high on the list:

- Activity areas for teens, multipurpose space for classrooms, and exercise rooms for aerobics/fitness
- Gallery space, studio space, rehearsal space, and small performance areas
- Community meeting rooms/classrooms
- Walking and running areas

The Challenge Ahead

Accomplishing the tasks laid out in this Parks, Recreation and Open Space Plan are a continuation of the existing Parks, Recreation and Open Space Plan. Many of the actions recommended are already underway.

The key to achieving the large vision is to continue to identify what needs to be done, and to begin methodically executing those tasks. This plan begins to identify and prioritize the tasks.

The recommendations and conclusions found in Chapters 3 through 8 are compiled and summarized in Chapter 9, and for some this will be a logical starting point. Others may want to know the whys and hows of the plan's development and then the conclusions. It is recommended you read straight through the plan.

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Chapter 2: Our Auburn Community

Chapter 2
Our Auburn Community

Parks —- Creating Community through People, Parks and Programs

In making decisions about the future direction of our parks, open spaces, and recreation programs, it is vital to know something about who we are. The age of our citizens, where they live, their hobbies and recreational interests, and our predicted population growth—all of these facts and trends inform us how our recreational spaces and programs can be designed to serve the city's diverse population. This chapter concentrates on two of Auburn's most important resources: its people and its land. Both are vital to the decision making process. Who our citizens are will influence their preferences and expectations for recreational opportunities. And the geographic setting serves as the "canvas" upon which we can design our system of parks and open spaces.

Planning Area

The plan for this study includes all areas within the city limits of Auburn. Parks located in nearby unincorporated areas are discussed briefly in order to understand how the City's system fits into the broader context of the region, however development of these parks do not usually occur outside the existing City limits.

Community Profile and Population Changes

Population Estimates (chart)

Population figures for 1990, 2000 and 2010 are based on actual counts of persons in each household. In each of the intervening years our population figures are estimates reviewed by the Washington State Office of Financial Management. Population numbers are not updated each year for the various categories discussed in the remainder of this section, therefore 2010 figures will be used to discuss who our residents are.

Auburn	
1990	*33,102*
2000	*40,314*
2010	*70,180*
2014	*76,347**
2025	*84,948**
2030	*89,868**
2035	*94,788**

**projected estimates*

Every ten years the U.S. Bureau of the Census performs a detailed population count of all residents of the United States. Data from the 2010 Census reveals a great deal of information

about who we are. One of the most basic pieces of data provided by the Census, which is useful to cities, is the overall population count. For example, the Census shows Auburn's population increased from 40,314 in 2000 to 76,347 in 2014. (See note about population estimates in side-bar) Recent growth, as well as projected growth, is attributable mainly to annexations and/or the construction of new housing in the recently annexed areas. If Auburn continues to grow at its current rate, and if it incorporates its potential annexation areas as planned, then by the year 2035, its population will be approximately 94,788 people. Other 2010 Census data relevant to this Park Plan, which will be considered in the decision-making process, are listed below:

- **Population by Age Group**
- **Households by Type**
- **Population by Race**
- **Housing**
- **Income**

Population by Age Group

The population is measured in increments of five years of age, from 0 to 85+. Each of these increments shows an increase in numbers.. Much like the 2000 Census data, the 2010 data indicates that the largest increases in population group was 35-60 year-old adults.

Significance of Age Groups for the Park Plan:

Recreation programming adjusts by specific age groups, as population increases and decreases in the various segments. Auburn's large population of children, from infants to nine year-olds in 2010, will affect our recreation programming for years to come. Increased numbers of recreation classes, or an increase in class size, may be necessary to meet the needs of this group as they mature. The same is true of adults, ages 35 to 60.

As our middle aged and older populations experienced the largest increases in growth, it continues to be necessary to provide additional programming that meets the specialized interests of these groups.

Family Composition

Families composition (with and without children) comprise the largest segment of Auburn's population. In the year 2010 Census, Auburn had a total of 26,051 households. Families with children comprise just over one-third of Auburn's total households.

Population by Race

Auburn's population is almost 79% white. Although this is a majority, the number and percentage of people of color is increasing in Auburn. Between 1980 and 2000 total figures for people of color almost tripled, from 1,611 individuals to 6,932. The greatest increase in actual numbers was in the Latino and Native American category, while the largest percentage increase was in the Latino population. Although not strictly a consideration of racial composition, staff

observation and immigration trends reveal that this part of King County is seeing a larger increase in Latino residents.

Significance of Racial Composition for Park Plan:
Facilities should be designed to take advantage of different cultural interests and histories. Possible facilities and programs are:

- Educational programs that acknowledge ethnic differences and celebrate diversity.
- Events that celebrate traditional holidays and occasions of the Muckleshoot Indians, Latino, Black, and Asian populations.
- Facilities designed using the artwork of, or in the historical style of, one or more of these cultures.

Housing

Auburn's 131% population growth increase in the 24 years between 1990-2014 means that there is also a significant increase in new home construction. Much of this construction is in multi-family units, in mobile homes and manufactured housing. The city has a total housing stock of about 26,051 dwelling units in 2010, which is a 59% increase in the total number of housing units since the year 2000. In 2000, 46% of Auburn's housing units are single family, 42% are multi-family and 12% are mobile homes. According to the Year 2010 Census, the number of owner-occupied housing units was just under 60% and the number of renters was about 40%.

Significance of Housing for Park Plan:
Increases in multi-family housing and decreases in average house lot size mean that most people have smaller yards or no yard at all. For some this is an advantage, but for those with young children or with active recreational interests, it means that public parks and open spaces become even more vital. As a result, the following will be needed:

- New parks to meet the demands of increasing population numbers.
- Developer impact fees paid by each new household to contribute to the additional new park space that will be needed or parks will be developed to meet city standards.
- Connecting routes to the natural environment from new residential development via an open space/trail system.

Income

Table 2-1
Median Household Income – 2010

Auburn	King County
$55,483	**$71,811**

Household income levels in Auburn are one of the lowest in King County; however, the city also has some of the lowest housing costs in the county. Table 2-1, using data from the 2010 census, shows the difference in income between Auburn and King County. Auburn also has a substantial number of households that fall into the low and very low income categories. More than 53% of households in Auburn are considered "low income", which is defined by the U.S. Department of Housing and Urban Development (HUD) as a household with a total yearly income equal to, or less than, 80% of the King County median household income. "Very low income" is defined as a household with an income equal to, or less than, 50% of the King County median household income. About 31.7% of Auburn households fall into the very low income category.

Significance of Income Levels for the Park Plan:

Data shows that people with lower incomes tend to recreate less than those with higher incomes. However, it may also be true that populations with less financial flexibility need local recreational resources more than those who can afford vacations outside the city or state. The City may respond to the needs of our less affluent citizens with some of the following methods:

- Recreational and educational programs designed to meet special needs, such as:
  1. Scholarships for needy participants, which are based on family income and are available at 100%, 75%, 50% and 25% levels. The Parks and Recreation Department may want to evaluate this existing program to see if it is sufficient to meet the needs of Auburn residents.
  2. An increased number of "no-cost" or "low-cost" programs
  3. Programs devoted to improving skills or money management
  4. Child care during evening programs, especially those oriented to low income or single-parent households.
  5. Continuation and expansion of free community sponsored events

- It may be advisable to expand programs for special population groups such as teens, the developmentally disabled, and senior citizens, and include exploration of providing transportation, on-site counseling and mental health services, adult day care, expanded health services and more.

- Good geographic distribution of parks throughout the community will be especially beneficial to low-income families. Parks are ideally located within walking distance of most residential neighborhoods.

Geographic Setting

Auburn's location in the Puget Sound region has a great influence on the City as it exists today and in the future. Originally, geography was a driving force in the development of the region. Auburn's proximity to rivers made it an early transportation center for both Native Americans and settlers. As the fertile valley began to be farmed, train tracks were installed to move

important food crops and timber from the rural towns, like Auburn, to the larger cities of Tacoma and Seattle.

In the 1990s, Auburn's south King County location made it a prime target for growth as the entire Puget Sound region experienced a rapid influx of new residents. Auburn's 1990 population, of approximately 30,000, took a 131% jump to over 76,347 in 2014. Although population is not expected to continue growing at this rate, Auburn is still seen as a desirable community in which to live due to its image as a family-oriented small town. Its low real estate costs, compared with most of King County, its ease of access to highways and its small town atmosphere will continue to attract steady growth. This growth will create a continuing need for recreation facilities.

Topography

Topography refers to the configuration of surface features of the land–from minor changes in elevation to riverbeds, mountains and other natural features. Topography is significant because it affects how and where human activity occurs. Flat, dry areas were traditionally developed first. These kinds of sites easily accommodate the construction of houses, roads and other structures. They are also well suited to park development, which often requires broad, flat expanses for the development of sports fields and other recreation facilities. Hills, steep slopes and poorly drained soils pose construction challenges for both parks and other uses. The dominant topographical features of Auburn consist of a broad, flat valley bordered on the east by the Green River and Lea Hill, with the West Hill forming the western edge of the city. These hillsides create distinctive edges that contain immediate views within the city, but still allow unobstructed views of the Cascades and Mount Rainier. The hillsides also create barriers for physical connections between the various districts of the City. The White River in the southern part of the city creates an edge between the more developed portion of the city and the more rural. The city has followed a typical pattern of development, with growth occurring in the valley in the early days of settlement, and in the recent past. Most city parks are also located on sites in the central valley. As this area reaches its capacity for development, development activities have shifted to the recently annexed areas in the western, eastern, and southern portions of the City.

Significance of Topography for the Park Plan:
While the slopes of some hillsides are too steep and unstable for construction of conventional park facilities, they may be suitable for open space designation or non-motorized trails. Topographic constraints are not an issue in the remaining unoccupied valley locations, which might be considered for park sites. In the west part of the valley floor, wet soils and high ground water are common, making development of these sites more difficult. These conditions would, however, allow some interesting opportunities for pedestrian scale recreation and education.

Drainage

Auburn has a system of rivers and creeks that are valuable for their drainage, flood control, fish and wildlife habitat, visual interest, historical value, and recreational opportunities. The Green River, White River, Mill Creek, Bowman Creek, Olson Creek, Mill Pond and White Lake all provide fascinating glimpses into Auburn's past. The integral role that these bodies of water played in earlier decades has changed over the years, but is no less valuable.

Mill Creek, in west Auburn, is a small stream that passes through open wetlands, retired pastures, and fields. Earlier in the century, portions of the Mill Creek channel were realigned and redesigned to accommodate farming activities. With the demise of farming here, Mill Creek is returning to its original drainage function. The presence of wetlands along much of its corridor precludes extensive development, although some industrial properties are already present.

Although historically the alignments of the rivers were altered by human activity, and the banks were engineered to contain the river during flood events, multiple levee setback projects within the City have created areas that are appropriate for linear pedestrian trails. White Lake and West Auburn Lake are the only naturally occurring lakes or ponds in the city. West Auburn Lake was recently acquired by the City and represents a recreational opportunity for a natural area in a highly urbanized area. White Lake, located just south of Highway 18 is presently in private ownership and not available for public use. Should the area eventually be developed, White Lake would be a very desirable recreation amenity.

Significance of Drainage for the Park Plan:

In the past couple of decades the City has begun to take advantage of the recreational opportunities provided by these drainage areas, with the construction of Isaac Evans Park on the Green River, and Game Farm Park, Game Farm Wilderness Park, Reddington Trail along the Green River and Roegner Park on the White River. Public access and future park development along the rivers continue to be priorities of the City. A summary of potential projects utilizing naturally occurring drainage ways include:

Roegner Park which connects to Game Farm Wilderness Park by a trail that runs alongside the river. Continuation of the trail from Roegner Park to 'A' Street and eventually to the Interurban Trail is being considered.

A master site plan by King County, which is being utilized to develop a regional trail along the Green River. Currently the Green River Trail extends from Cecil Moses Memorial Park in Tukwila to North Green River Park in South Kent. The hope is that if the trail is extended to S. 277th Street that it can be extended through Auburn and beyond. Due to private property along the River the section of trail through Auburn presents some challenges, but surface streets could be used to bridge the expected gaps.

Mill Creek, which provides an opportunity for a system of recreational activities along its length, from pedestrian trails or boardwalks to educational interpretive sites. Property acquisition, park planning and programming of the Auburn Environmental Park as well as Mill Creek restoration efforts should continue. This future site will include connections to the Interurban Trail and environmental, educational, interpretive signage describing the fish, plants, wetlands, and bird migration patterns.

Vegetation

Historically, 80% of the trees in this region were Douglas fir, with western red cedar, black cottonwood, western hemlock and Sitka spruce present in smaller amounts. This naturally occurring vegetation in Auburn was largely replaced as land came into use for farming, housing, commerce and industry. Exceptions are the wooded hillsides, and the wooded corridors along the Green and White Rivers. Many of these locations were cut for timber years ago and now are second and third growth woodlands.

In the valley's more developed portions of the city and in the city parks, ornamental and introduced species predominate. Wetlands in the west part of the valley vary in composition from tree/shrub combinations of willow, dogwood, blackberries and black cottonwood to non-tidal marshes consisting primarily of grasses and rushes. Vegetation along the larger rivers consists primarily of black cottonwood with an occasional red alder and several varieties of deciduous tree species.

Significance of Vegetation for the Park Plan:
All of these natural elements provide unique educational and recreational opportunities. They are also different visually, and each provides visitors with a different experience. Possible ways to incorporate vegetation into the educational and recreational experience include:

- Install signage about the natural history of Auburn and the Puget Sound in several park locations throughout the city, each providing its own distinctive environment.

- While existing and proposed parks already encompass the river environment, explore the wetlands and forested hills as two other natural environments that could be used for possible park sites.

- Reintroduce native species, particularly in less urban parks. Not only are these varieties generally low maintenance and disease resistant, they also provide valuable wildlife food and habitat.

History

From its beginnings, Auburn was a crossroads. Tribal groups such as the Skopamish, Smalhkamish, and Stkamish lived along the intersecting rivers. They forged trails over the

Cascade Mountains, traded with tribes living east of the mountains, and canoed down river to gather shellfish and trade with coastal tribes.

In the mid-1800s, the first pioneers arrived in the White River Valley. Railroads reached the area in the 1880s and brought adventurers from the east and Midwest United States, as well as Europe and Asia. Early farmers, and many immigrants, from both Europe and Japan, tilled the rich soil and planted a variety of crops. The harvests were abundant and soon the White River Valley became one of the prime agricultural centers in the region.

Auburn's central location between Seattle and Tacoma was a key factor in the rapid growth of the area. A powerhouse, built in 1911 on the upper White River, served Auburn as well as the needs of the cities of Seattle and Tacoma. This facility also served the legendary Interurban Railway. In 1910 the Northern Pacific Railroad selected the town as the site of its western freight terminal. When scores of permanent rail workers arrived and needed housing, Auburn experienced its first population boom.

World War II saw the second transformation of Auburn. The most dramatic change, however, affected the local Japanese American community. When the federal government relocated the residents of Japanese ancestry to distant internment camps for the duration of the war, many families lost businesses, homes and farms. Most of these families never returned.

Although Auburn remained a strong agricultural community for some time, the city became even more industrialized in the years following the War. The Boeing Company opened an aircraft plant in Auburn in the 1960s. The occasional winter and spring flooding that wreaked havoc for the early pioneers was brought under control when the U.S. Army Corps of Engineers built the Mud Mountain and Howard Hanson Dams. The metamorphosis of a small frontier settlement into a well-developed industrial center is a story that continues to evolve.

Significance of Auburn History for the Park Plan:

Unfortunately, this rich history is not known to many residents. Recreational sites can be a key tool in introducing residents to local history. The following ideas would contribute to furthering local historical knowledge and appreciation:

- Use park design, artwork, interpretive material and recreation programs to highlight past events and lifestyles to help bring history to life.

- The acquisition and interpretation of historically significant sites should be explored. Olson Canyon is a desirable site for this kind of use.

- The White River Valley Museum provides a valuable educational, cultural and recreational resource. The continued marketing and educational programs of the museum and their efforts to increase numbers of visitors will further enhance its value to the community.

Recommendations/Conclusions in Response to Our Auburn Community

Data concerning our population, natural resources, and history give us valuable information about how to best serve our communities park and recreation needs. The following conclusions can be drawn from the data provided above:

1. **Age/Composition:** Our young, growing population, with many single-parent families and an increasing population of elderly residents, has extensive needs for recreation and service programs, as well as recreation facilities.
2. **Race:** Auburn's changing racial composition can be incorporated into its historical, cultural and recreational programming and in development of facilities.
3. **Housing:** With increased density of housing, there is an increased need for parks and open space to replace the lost "backyard" is occurring.
4. **Income Levels:** The lower income levels in Auburn mean that there is a greater need for public recreation facilities. Our residents also require classes and programs at reasonable rates or no cost. Teens, the elderly and families with several children are particularly in need of free or reduced fee services.
5. **New Park Development:** Specific park land and facilities needed to serve new residents should be determined as development occurs or is planned. The recently annexed areas of Lea Hill and West Hill are under served by parks and recreation programs. Park site selection should ensure that the site will physically accommodate the identified facilities. Areas with extensive steep slopes and wetlands may be difficult areas in which to develop active recreation facilities, although they may be suited to open space or passive activities.
6. **Scenic and Resource Lands:** Lands with high scenic or natural resource value should be acquired and utilized for parks and open space. Public access to these locations should be guaranteed through site selection and design.
7. **Ecosystems:** It is desirable to have parks located in a variety of ecosystems present in the city. This means we plan parks in, or adjacent to the rivers, creeks, wetlands and wooded hillsides found throughout the city.
8. **Art and History:** The inclusion of historical artwork, public art, and information in the development of parks will broaden their value to the community. It can provide an added source of enjoyment and education to the recreational experience.

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Chapter 3: Public Involvement

Chapter 3
Public Involvement

Parks are intended to serve the residents, workers and visitors of the city, it is vital their input be sought in the planning process. This ensures implemented facilities and programs will be used. Data gathered in the planning process can be used as a foundation for future actions, eliminating the likelihood of arbitrary decisions. This section will detail how public input was obtained, and how it influences the decision-making process. This chapter is divided into four sections:

I. Recreation Needs Assessment
II. Park Land Needs
III. Facility Needs
IV. Summary

Section I, the Recreation Needs Assessment, describes the procedure used in determining what recreational opportunities our community needs. Its analysis of recreation participation rates and the preferred recreation activities of residents.

Section II, Park Land Needs, analyzes the quantity of park land needed to meet the needs of the present and future population.

Section III, Facility Needs, describes the type of facilities most desired by Auburn residents, and the number of facilities required to meet this demand. “Facilities” refers to physical features such as a basketball courts or sports fields.

Finally, Section IV provides a Summary of Park Land Needs.

Public Participation
Several methods were used to assure public guidance, participation and awareness of the park planning process in the Park and Recreation Plan. They include:

- On-line Survey
- Public, Park Board, Planning Commission and City Council Meetings
- Auburn Health Impact Assessment
- City of Auburn Community Visioning Report

The purpose of these activities was to determine community attitudes, use of existing facilities, and the demand for additional recreational facilities and programs.

Recreation Standards

Recreation standards are guides that communities follow to estimate in quantifiable terms the number of acres or facilities required to meet the recreation demand in the area. By attaching the standard to a population variable, it is easy to forecast future needs as the population grows. National standards, developed by the National Recreation and Parks Association (NRPA), are very general guidelines. Auburn, like most cities, develop recreation standards specific to our community. Standards express minimum acceptable level of recreation facilities and park land. Meeting or exceeding the standards is our goal of the planning process for future park acquisition and development.

I. Recreation Needs Assessment

In March and April 2015 the City of Auburn Parks Department conducted an online Parks, Recreation, and Open Space Survey. The purpose of this work was to identify the demand for recreation programs and facilities in Auburn.

The Parks, Recreation and Open Space Survey produced by the Auburn Parks Department:

1. A survey of Auburn residents
2. Analysis of survey results compared to National Benchmarks to gain further strategic information
3. Analysis of existing park land needs and forecasting future needs by the community and Parks and Recreation department staff
4. Analysis of existing recreation facilities and forecasting of future needs, created by the Parks and Recreation department and outcomes of Community Attitude and Interest

For study purposes an estimated 2014 population of 76,347 was used as a base for current needs. The 2025 population is forecasted at approximately 84,948 and the 2030 population at 89,868. These figures are used in the study to calculate how much park land and what facilities will be needed in the future.

Although this Park, Recreation & Open Space Plan Update does not look at the city's ultimate development, it is good to keep in mind the impact that population growth will have on recreational resources. Providing sufficient park land is an obvious concern for the long term, as vacant land continues to be converted to commercial, residential, and industrial uses.

National Trends in Recreation Participation

The National Recreation and Park Association (NRPA) encourages Parks Departments to be aware of trends facing parks and recreation. The NRPA has recently identified the following five trends that will impact the future of parks and recreation:

Trend 1: Programs are key to great park attendance.

The public likes programs in parks. When there are programs in parks attendance is stronger. When you don't have programs in parks it can lead to a slew of consequences – less use, less public support, reduced budgets and more. One caution – watch out for those mandates on cost recovery and the unintended social inequity that could be a result.

Trend 2: The perceived value of distributed services results in agency functions assigned to various departments.
The recession resulted in a lot of restructuring of departments and shifting roles. One thing is for certain, when a single department carries out all the park and recreation responsibilities, operations are most effective. If your agency can position itself as a valuable essential service and optimize your services, you'll fare best.

Trend 3: Agencies are pioneering new funding methods.
We have to remember that the "new normal" of shrinking municipal budgets doesn't necessarily mean there is less public support or demand. Getting creative to maximize this demand and bolster your revenue can be critical. In fact, during the recession those agencies and special districts that invested in revenue-producing facilities fared better than others. Keep in mind that you'll want to retain revenues for agency operations for success. The Analysis report has a few examples.

Trend 4: Infrastructure deficit means you'll have to fight harder for public dollars.
The nation's infrastructure of state roads, highways, bridges, dams, sewers and more are well over-due for replacement, renovation or renewal. Funding for these projects will compete with yours. But you can address this – be at the infrastructure table to discuss park needs and how you provide innovative solutions to the infrastructure challenge.

Trend 5: Walkable cities draw Millennials, fueling a suburban exodus.
The Millennials are here and have moved into the center of influence with their distinct views and behaviors. Research shows they are drawn to walkable environments with cultural amenities. Not only do you have to think about how you can serve their interests and harness their influential power, but we have to consider the shifts that are happening in our urban cores. Will disadvantaged populations be pushed into the suburbs? What does that mean for the services we provide?

The Parks, Recreation, and Open Space Survey Results

The survey specific questions were tailored to issues of strategic importance for park planning and development and national benchmarking comparisons to Auburn. The survey was developed to elicit information concerning:

- Level of use of park facilities
- Overall satisfaction of park facilities
- Percentage of respondents households that have a need for various recreational facilities
- How well existing recreational facilities in Auburn meet the needs of respondent households.
- Rates of participation in specific types of activities and programs

- Satisfaction of current programming levels
- Satisfaction of the current Parks Administration

Overview of the Methodology

The City of Auburn Parks, Arts and Recreation Department conducted an online Parks, Recreation, and Open Space survey during March and April 2015 to help establish priorities for the continued development of parks and recreation facilities, programs and services within the community. Parks staff marketed the survey through social media (Facebook), newspaper articles (Auburn Reporter), and through the City's Website. We received a total of 600 respondents for the online survey.

Summary of Survey Results

Q1. How often do members of your household visit any of the parks, trails, or other park facilities in Auburn?

Q2. Which facilities do you or members of your household use the most to participate in recreational activities?

Q3. Please rate your satisfaction with the following park facilities that you have used and/or visited in the last year?

Q4. In general how would you rate the quality and quantity of the existing inventory of parks, trails, and open spaces in Auburn?

Q5. Please rate the level of importance for each type of facility?

Q6. How often do you or members of your household participate in a Parks, Arts or Recreation Program in Auburn?

Q7. How do you rate the quality of the programs that you have participated in?

Q8. How did you learn about the City of Auburn programs?

Q9. Please rate your satisfaction with various Parks, Arts & Recreation Programs currently offered by the City of Auburn.

Q10. Please rate your level of participation in the following programs and activities that you or members of your household participate in (does not matter where activity takes place)?

Q11. What recreation programs should be offered in Auburn (by the City or by others) that your household members would use?

Q12. What recreation programs by age group should be offered in Auburn (by the City or by others) that your household members would use?

Q13. Please rate the importance of the following functions that Auburn Parks and Rec Department provide.

Q14. If it requires more money than can be budgeted from recreational resources to provide future recreation programs, how would you rate the following methods of paying for them?

Q15. City Council, subject to voter approval and in conformity with statutory authority, can propose a special property tax levy or bond issue as a means of financing parks, recreation and open space acquisitions, development or improvements. How much, if anything, would your household be willing to pay per year for this source of funding that could only be used for parks and recreation?

Q16. Which area of the city do you live in?

Q17. How close do you live to the nearest park?

Q18. Where do you work?

Q19. How many years have you lived in Auburn?

Q20. What type of housing do you live in?

Q21. What age group are you in?

Q22. What is your race? (mark one or more)

II. Park Land Needs

The determination of park land needs begins with an inventory of existing parks. There are currently 59 park sites owned and/or operated and maintained by the City of Auburn, totaling 977.37 acres. Table 3-1 below is an inventory of existing park land, by type. The park types are a classification system used to group parks of similar size and function. Beyond the City limits there are additional park and open space sites managed by King County. These may be important considerations in the future if these areas of unincorporated King County are annexed into the City.

Table 3-1
Existing Park Inventory

Park Type	No. of Sites	Acres/Miles	No. Developed	Acres/Miles Developed
Neighborhood Park	22	67.84 Acres	21	58.74 Acres
Community Parks	14	267.81 Acres	12	223.78 Acres
Open Space	7	386.89 Acres	0	0 Acres
Special Use Areas	16	254.77 Acres	16	254.77 Acres
Trails	15*	26.39 Miles**	15*	26.39 MIles**
Totals ***Not included in No. of sites** ****Not included totals**	59	977.37 Acres	49	537.29 Acres

Neighborhood Park Inventory and Needs Analysis

Table 3-2
Neighborhood Parks
Size: Less than 5 acres
Service Area: ½ mile radius
Typical Features:
Children's Play Structure
Picnic Facilities
Trails
Open Space/Nature Areas
Tennis Courts
Outdoor Basketball Court
Multi-use play fields

Definition
Neighborhood parks are a combination playground and park designed primarily for non-supervised, non-organized recreation activities. Neighborhood parks are usually small in size (less than five acres) and serve an area of approximately 1/2 mile radius. Since these parks are located within walking and bicycling distance, the activities they offer become a daily pastime for neighborhood children. Typical facilities are listed in the side-bar.

Existing Inventory

Currently there are 22 neighborhood parks category, one of which is undeveloped. Most neighborhood parks are fully developed. See Chapter 5 for a comprehensive list of neighborhood parks.

Determination of the
Neighborhood/Mini-Park Standard

1. *Adopted standard*:
Auburn's has an adopted ratio of 1.32 total acres/1,000 is within this standard, which is based on the current Park Impact Fee Study. The ratio of developed neighborhood parks is 1.32 acres/1000.

2. *Service area*:
Most residential areas of the City are served by neighborhood parks. Exceptions are the portions of West Hill, portions of Lea Hill, the central downtown area, portions of southeast Auburn, and undeveloped residential zones.

3. *Present city policy*:
In recent years the City has developed larger sized neighborhood parks over one to two acres. Parks of more than five acres are easier to maintain and can serve a wider range of ages and interests. Current City standard for neighborhood parks is 1.32 acres per 1,000 residents.

4. *User trends*:
Users of small neighborhood parks tend to be children. As neighborhoods grow older and children mature, these parks tend to get less use. Users of the larger neighborhood park tend to be older children and adults who visit it on a non-structured basis like hiking and jogging. These parks have open space and visual value for the neighborhood. In recent years some smaller parks have incorporated walking trails around the perimeter.

Table 3-3
Recommended Neighborhood Park Standard
Adopted Standard:
1.32 Acres/1,000
Existing Ratio:
Total: 1.01 Acres/1,000
Developed: 0.89 Acres/1,000
Undevel: 0.12 Acres/1,000
Existing Inventory:
67.84 Acres
Current Need:
32.94 Acres
Future Need:
2025: 44.29 Acres
2030: 50.79 Acres

Neighborhood Park

Conclusions/Recommendations:

1. *Adopted Standard:*

The adopted standard for neighborhood parks is 1.32 acres per 1,000 residents. Neighborhood parks should be developed in response to new residential growth.

2. *Current and Future Need*:

The City falls short of its adopted standard for Neighborhood Parks by 32.94 Acres. Approximately 44.29 acres of additional neighborhood park land will be needed by 2025. This number will rise to 50.79 acres by 2030.

3. *Future Neighborhood Park Development*:

The City will need to assess current adopted standard using a community based approach to determine if additional neighborhood park space is necessary to meet demand. In some cases community parks or other facilities may take the place of neighborhood parks.

4. *Park Development*:

The development of more mini-parks (under one or two acres) is not encouraged. Mini-parks have not been found to be as successful as larger community parks, because they tend to serve very small populations and are difficult and expensive to maintain. Developers may have the opportunity to develop neighborhood parks that are maintained by the local homeowners association but meet the park standards.

Community Park Inventory and Needs Analysis

Table 3-4

Community Parks

Size: 10+ acres*
Service Area: 1-2 mile radius
Typical Features:
Children's Play Structure
Picnic Facilities
Sport Fields
Nature Trails
Tennis Courts
Bodies of Water
Gardens
Parking
Restrooms
* Size exceptions occur for single purpose parks serving the entire community.

Definition

A community park is planned primarily to provide active and structured recreation opportunities for young people and adults. They often exceed 10 acres in size and may have sports fields, water bodies, gardens, nature trails or similar features as the central focus of the

park. Community parks can also provide indoor facilities to meet a wide range of recreation interests. They require more support facilities such as parking and restrooms than neighborhood parks. Community parks serve a much larger area than neighborhood parks and offer more facilities. Where there are no neighborhood parks, the community park can also serve the neighborhood park function. The community park service area covers a one to two mile radius.

Existing Inventory

Currently there are 12 community parks that are developed in Auburn, that comprise 223.78 total acres. Jacobsen Tree Farm and the 304 Ave SE property along the Green River are the two community park sites that are currently undeveloped. These two sites account for 44 acres of area that will be developed into Community Parks in the future. See Chapter 5 for a comprehensive list of Community Parks.

Determination of the Community Park Standard

1. *Adopted standards*:

The adopted standard for community parks is 4.5 acres per 1,000 residents. Auburn's current ratio of 2.92 acres/1,000 of developed community park area falls short of the adopted standard by 119 acres. There is currently 44 acres (0.57 acres/1000) of undeveloped community park land in the City's park land inventory.

2. Service Area:

The valley floor portion of Auburn is served by community parks reasonably well. The recently annexed areas of the City (West Hill and Lea Hill), and southeast auburn need to be considered for adding park area.

3. *Present city policy*:

In recent years the City placed emphasis on developing the larger community parks. They have more recreation choices, are cheaper to maintain on a per acre basis, serve more people and are easier to program for activities.

4. User Trends:

The larger multi-service community parks are popular because they provide a wide range of activities. Community parks can often meet the recreation needs of all members of the family in one location.

Table 3-5

Recommended Community Park Standard

Adopted Standard:

4.5 Acres/1,000

Existing Ratio:

Total: 3.50 Acres/1,000

Developed: 2.92 Acres/1,000

Undevel: 0.57 Acres/1,000
Existing Inventory:
Developed: 223.78 Acres
Undevel: 44.03 acres
Current Need:
119 Acres
Future Need:
2025: 158.48 Acres
2030: 180.63 Acres

Community Park
Conclusions/Recommendations
1. *Adopted Standard*:
Maintaining the standard of 4.5 acres of developed community park land per 1,000 population is recommended. This reflects both the relative importance Auburn residents place on this type of multi-use facility, which has remained relatively constant over the past two decades.

2. *Current and Future Need*:
At 2.92 acres/1000 residents, the City is currently is currently falling short of adopted standards for total community park land by 119 acres. If residential development proceeds as expected, by 2025 158.58 acres additional acreage is needed, with 180.63 acres of additional area needed by 2030.

3. *Future Community Park Development*:
Future community park sites should be selected to west hill and lea hill, newly developing areas, and to help fill large gaps between existing parks. Other residential areas, while within the two mile radius, are toward the edge of existing service areas. These areas include the northeast and southeast corners of the City. With population growth occurring in these areas, new community park acquisition and development is necessary.

Trails Inventory and Needs Assessment

Table 3-6
Trails/Linear Parks
Size: Wide Variation
Service Area: Local to Regional
Typical Features:
Trails
Trailheads
Nature Trails
Picnic Facilities
Interpretive Signage
Benches
River Access

Definition
Trails/Linear parks usually follow elongated features such as stream corridors, abandoned railroads, or power line easements. These parks may be used for trail systems, interpretive areas, open space or landscaped areas. Trail/Linear parks often contain limited development; trail heads, trail systems, educational signage and benches or picnic tables may be all that occur. However, in cases such as a wide power line easement, more extensive development is possible.

Existing Inventory
In Auburn, the Interurban Trail, the Reddington Levee (Green River) Trail, and the White River Trail fall into the trail park category. The Interurban Trail is a 4.5 mile path along the Puget Sound Energy right-of-way. The trail travels from north to south through the city and is part of a larger regional system that runs from Tukwila to Pacific. Development consists of a paved trail used for walking, running, biking and skating. The White River Trail (WRT) extends through Roegner Park and Game Farm Wilderness Park where the entire length of the trail runs along the river. The length of the WRT is included in this category, but the acreage for Roegner Park and Game Farm Wilderness Park are included in the area calculations for Community and Special Use areas, respectively. In addition to a paved trail, the WRT has a soft surface trail that is suitable for equestrians or hikers for part of its length.

Table 3-7
Adopted Trail Standard
Adopted Standard:
0.19 mile/1,000
Existing Ratio:
Total: 0.34 mile/1,000
Existing Inventory:
26.39 Miles

Current Need:
0.0 Miles

Future Need:
2025: 0 Miles*
2030: 0 Miles *
* Additional miles will be added based on residential development and the transportation plan.

Determination of the Standard
1. *Comparison to other standards*:
Auburn's adopted ratio of 0.19 total miles/1,000 developed trail park land is near the top when compared to other cities.

2. *Service area*:

Depending on the facilities, trails may serve a local neighborhood, or in the case of the Interurban Trail, serve the entire community and beyond. There are additional opportunities in Auburn to develop this type of park area.

3. *User Trends*:
Based on the Parks, Recreation and Open Space Survey, walking and other trail related activities continue to be the most popular form of recreational activity in Auburn. The vision to build regional trail systems connecting communities presents some challenges but is still attainable in southern King County.

Trails/Linear Parks
Conclusions/Recommendations:
1. *Recommended Standard*:
Because unique opportunities exist, and interest in trails is high, the standard for trails is recommended to stay at the current ratio of 0.19 miles developed trail park land/1000 residents. Even with the current inventory of trails exceeding adopted standards, further expansion and development of trails is imperative to connect the different areas of the City and beyond. The need for an interconnected trail system is expected to increase as residents show an overwhelming interest in using trails to recreate, and when considering alternative means of commuting to and from work.

2. *Future Trails/Linear Park Development*:
There are several opportunities to develop additional trails and linear parks in Auburn providing local and regional trail systems. Considering the interest in trail activities as demonstrated by the survey and national recreation trends, these additional trails are worth pursuing. Identified locations for potential loop trails within parks, new linear parks, or extensions of existing linear parks include:

- BPA Power Line Easement (Lea Hill to Green River Road)
- Green River
- White River Trail (A Street to Interurban Trail)
- Mill Creek Corridor
- Rotary Park
- Shaughnessy Park
- Fulmer Park

Special Use Area Inventory and Needs Assessment

Table 3-8
Special Use Areas
Size: Variable
Service Area: Not applicable
Typical Features:

Landscaped Areas
Community Gardens
Viewpoints
Historic Sites
Traffic Islands
Specific Park or Recreation Areas

Table 3-9
Adopted
Special Use Area
Standard
Recommended Standard:
None
Existing Inventory:
254.77 Acres
Current Need:
0.0 Acres
Future Need:
2025: 0 Acres **
2030: 0 Acres **
**Based on availability

Definition
Special use areas are miscellaneous public recreation areas or land occupied by a specialized facility. Some of the uses that fall into this classification include small landscaped areas, community gardens, streetscapes, developed portions of the Environmental Park, viewpoints, historic sites and other specialized areas.

Existing Inventory
The farmstead portion of Mary Olson Farm, and the bird tower and boardwalk area of the Environmental Park have been added to this category since the last Park Plan update. Other special use areas in Auburn include unique sites such as the Auburn Golf Course, Fenster Nature Park, Mountainview Cemetery, and Pioneer Cemetery. These areas in the City total 254.77 acres.

In addition to the areas mentioned above and not included in the overall acreage of our park inventory, the Parks and Recreation Department maintains trees and landscaping at more than 30 beautification areas throughout the City. Most of these beautification areas provide valuable green space along streets, but are not intended for recreation purposes. The horticultural maintenance crew also tends to all of the hanging baskets and planters downtown and at several sites throughout Auburn.

Special Use Areas
Conclusions/Recommendations
1. *No Standard Recommended*:

No standard for development of special use areas is recommended. It is expected that additional acreage will continue to be acquired as development occurs, and as small areas unusable for other purposes become part of the public right-of way.

2. *Aesthetic Improvements*:
Survey comments reveal that residents have a strong interest in the aesthetic improvement of the City through additional plantings of street trees, flowers and other plantings. These special use and beautification areas are good opportunities for incorporating aesthetic improvements into the community.

3. *Design Guidelines*:
The Parks and Recreation Department has a goal to develop design guidelines for special use areas. These should address the different types of special use areas and their particular design and maintenance requirements. Low maintenance plantings are recommended.

4. *Public Green Spaces*:
Opportunities for incorporating additional green space into public settings should be explored. The following activities should be undertaken to achieve this goal:

- Work with the Traffic Engineering Department to ensure parking strip and landscaping standards are sufficient to meet the cultural needs of street trees and other landscaping.
- Encourage development of boulevard style streets in significant locations.
- Develop a street tree program. Inventory trees and plants in existing public rights-of-way, and prepare a long-term care and replacement plan. Maintain Tree City USA designation.

5. *Historic Properties*:
Identification of historic sites and buildings, and potential methods for their preservation should be undertaken through development of a Historic Preservation Plan. Both existing and potential park sites should be examined for their ability to contain or interpret historic sites, buildings, and events. See Chapter 6 for more on historic preservation. Continue to work with King County Cultural Resources Division to identify sites and funding opportunities for historic properties.

TOTAL PARK LAND NEEDS ASSESSMENT

Definition and Inventory:
Auburn's total park land inventory equals 977.37 acres. This complete inventory includes all the park types discussed earlier in this chapter: Neighborhood Parks, Community Parks, Linear Parks, Open Space, and Special Use Areas. The ratio of total park area for all park, including all park areas is 12.8 acres/1,000 residents.

For the purposes of assessing the amount of park land needed for the future, our plan focuses on the Neighborhood, Community and Linear Trail Parks. These will be referred to as the "Core Parks" in Auburn's park system. The total developed park area, including community and neighborhood parks encompasses 282.52 acres. The overall area, including undeveloped community and neighborhood park areas encompasses 335.65 acres.

It is still desirable to continue adding space to the Open Space and Special Use Areas, but these lands are often acquired incidentally, and will not be pursued through developer impact fees.

Basis for the Standard:
Auburn's Total Park Land Standard is based on the core parks. In most cases existing parks are well-developed and can be considered complete. Several parks, however, contain open areas that can absorb additional recreational facilities or development. These parks were analyzed to determine the amount of fully developed acreage they contain. This "developed" park area is used in determining the recommended standard.

Table 3-12 lists the existing ratios for parks, showing these for both the total acres for each park type, then the existing ratios for just the developed acreage. In fairness toward those who may pay impact fees in the future, the Recommended Standard is based on the ratio for only developed park areas for the Core Parks. This plan assumes that future park land will be fully developed in order to meet the recommended standard.

Determination of the Standard:
The current standards are based on The Park Impact Fee Study prepared by the FCS Group, dated. The current Auburn Municipal Code (AMC), Chapter 19.08 codifies the impact fees and requires impact fees to be paid at the time of issuance of a Building Permit. The adopted , which includes Linear Parks, is 6.03 acres per 1,000. The standard of 6.03 acres per 1,000 applies to all new residential developments, which is in place to mitigate impacts on the community by paying impact fees.

Pursuant to ACC 17.14.100, it is the policy of the city to require park land dedication where a proposed subdivision will result in a substantial increase in demand for park land or is needed to prevent or abate public nuisances. Generally, this will occur where a subdivision will result in the creation of lots capable of supporting 50 or more residential dwelling units; however, where it is determined that the proposed subdivision, together with any reasonably anticipated future development on adjacent or nearby land, will act in a cumulative manner to substantially increase demand for park land, dedication may be required of smaller subdivisions.
Currently fee in lieu of land dedication is available, but is not required by code. Several large scale developments have opted for fee in lieu of land dedication in the recent past, with the fees being based on land values as they relate to the 6.03 acres/1,000 residents.

Based on the premise that larger community parks and multi-use facilities are more desirable from a demand and needs standpoint, the City needs to consider updating the current code to include a fee in lieu of land dedication program for developments that include 50 lots or more.

This will allow for allocating funds to develop and improve larger park properties in order to meet the demands of a growing population. A new Park Impact Fee Study is for Planned 2016, and will update the level of service standards based on the demand and needs analysis in this plan. A system that takes into account the ratio of land per 1,000 residents, an overall system dollar value per capita, and proximity of facilities to the population (service area) is recommended. Many cities are doing this in lieu of exclusively relying on land to residents per 1,000 ratios because needs and improvements are better assessed through this community based approach.

Total Park Land
Conclusions/Recommendations:
1. Recommended Standard:
The adopted standard of 6.03 acres per 1,000 population will ensure that Auburn residents will continue to have access to the same level of Community, Neighborhood and Linear Park land as the community continues to grow. As previously discussed this standard will be updated through a Park Impact Fee study.

No standard is established for Open Space Areas or Special Use Areas, although the City will continue to pursue acquisition of these types of park land as opportunities arise. These areas may be looked at more closely when updating the Park Impact Fee Study, while taking into account park land demands and needs presented in this plan.

2. Park Use by Non-Residents:
Park Department records show county residents participate frequently in Auburn recreation programs. It can be assumed they also visit the City's parks with equal frequency. Non-resident use does not show up in the survey data, since only City residents participated in the survey. In addition to county residents, people who work here and visit from other areas also benefit from the parks and recreation system. This group is known as equivalent population and should be taken into account when determining demands and needs, and level of service standards provided by the City's Park system.

The fee to participate in Auburn's programs and classes is discounted to Auburn residents, while non-residents pay full price. This fee system does not compensate the City for the actual cost of providing these services or facilities. The City also receives some funding from sources outside the City, including King County.

3. Potential Annexation Areas
Over the course of the past decade or more, significant areas in the west hill and lea hill portions of the City have been annexed. There are several smaller scale areas planned for annexation, but should not affect demands and needs over the service area that the City currently encompasses. This will make it easier to plan for expanding the parks inventory to meet the demands and needs of future populations.

III. Facility Needs

Establishing needs for specialized facilities such as sport fields, trail systems, swimming pools, and gymnasium space was determined by using several analytical approaches. These included:

- Present recreation participation levels and needs as expressed in the survey (City of Auburn Parks Department March 2015)
- NRPA trends
- Input from staff concerning user groups
- Number and type of sport teams
- Play requirements
- Mathematical models

Information derived from the survey and input from user groups via City staff was taken into account when goals were developed for specific types of recreation facilities. Also considered were existing school district, County and private facilities located within the City of Auburn. These other facilities satisfy a certain need, but they do not completely make up for the shortfall of public need.

The following pages provide a short description and analysis of each major type of recreational facility. These include:

- Baseball Fields
- Softball and Youth Baseball Fields
- Football Fields
- Soccer Fields
- Tennis Courts
- Gymnasium Space
- Community Center
- Swimming Pools
- Recreation Trails

Baseball Fields

Table 3-10
Adopted
Baseball Field Goal:
Adopted Goal:
1 Field/6,000 residents
Existing Ratio:
1 Field/5873 residents
Existing Inventory:
13 Fields
Unmet Need:

0 Fields

Existing Baseball Field Inventory:

City Fields	
Brannan Park	2 Field, Lighted
Game Farm Park	1 Field, Lighted
School Fields	
Auburn High	1 Field; Lighted
Auburn Riverside High School	1 Field; Lighted
Auburn Mountainview High School	2 Field; 1 Lighted
Cascade Middle School	1 Field
Mt. Baker Middle School	3 Fields
Olympic Middle School	1 Field
Rainier Middle School	1 Field
Total	**13**

Analysis:
Baseball fields in Auburn parks are suitable for adults and youth ages 13 and over. At present most baseball teams are for are the primary users of baseball fields in the City. The City, Auburn Little League and select baseball leagues administer Youth baseball programs.

Determination of the Goal:
1. Survey:
   The survey indicated that youth baseball ranked #16 in participation and adult baseball ranked 38 in Auburn.
2. User Trends:
   Youth baseball participation has decreased in the past two decades.
3. Field Demand:
   Demand for baseball fields is currently created by 8 teams.
   These include:

2	City Sponsored Youth Baseball Teams, age 13+
0	Auburn Little League, age 13+
4	Select teams
8	**Total Teams**

Conclusions/Recommendations:

The current number of fields are currently adequate, but will need to be reassessed during the next Park Plan update in order to determine if needs are met in the future. A priority system

has also been established that ensures that Auburn residents have the highest priority for field use.

Softball and Youth Baseball Fields

Table 3-11
Recommended
Softball and Youth
Baseball Field Goal:
Adopted Goal:
1 Field/2,200 residents
Existing Ratio:
1 Field/3,319 residents
Existing Inventory:
23 Fields
Unmet Need:
11 Fields

Existing Softball/Youth Baseball Field Inventory:

City Fields	
Brannan Park	1 Fields (1 Lighted)
Fulmer Field	2 Fields (2 Lighted)
Game Farm Park	3 Fields (2 Lighted)
GSA Park	2 Fields (2 Lighted)
Les Gove Park	1 Fields
Scootie Brown Park	1 Field
Sunset Park	2 Fields
School Fields	
West Auburn High	1 Field
Auburn Riverside High School	2 Fields (1 Lighted)
Auburn Mountainview High	2 Fields
Mt. Baker Middle School	2 Fields
Olympic Middle School	1 Field
Rainier Middle School	1 Field
Community Fields	
YMCA	2 Field
Total	**23**

Analysis:

The demand for softball and youth baseball fields has declined but remains strong, with over 161 teams currently using City fields. In Auburn, the City manages adult softball, youth softball, youth baseball and T-Ball programs. In addition, school teams, local Little League, and select fast pitch teams use City fields. In Auburn, adult and youth softball, youth baseball and sometimes even soccer are played on the same fields. When these leagues play at the same time it makes scheduling very difficult and requires more field space.

Determination of the Goal:

1. Survey:
   The survey shows that youth baseball was ranked #16, youth softball was ranked #26, and adult softball was ranked #32 in participation.
2. User Trends:
   Interest in youth baseball has decreased in the past two decades; interest in softball has remained nearly constant.
3. Field Demand:
   Demand for softball and youth baseball fields is created by the following number of teams:

   80 City Adult Slow Pitch
   9 City Youth Baseball (grades 3-6)
   7 City Youth Fastpitch
   18 City T-Ball/Cub Clinic
   40 Little League
   161 Total Teams

The City is able to provide enough fields only by restricting practice time once the season begins. Teams practice before the season, on weekends or use elementary school facilities. Demand for practice time exceeds the availability at school fields. The heavy demand for organized play and practice allows little opportunity for informal play at most of these fields.

Conclusions/Recommendations:

To meet the adopted standard of 1 field/2200 residents the City will need to consider developing or gaining access to 11 additional fields. The current number of fields does not meet current or future needs, but with participation rates declining this number is likely not as bad as it looks.

Football Fields
Existing Football Field Inventory:

Table 3-12
Adopted
Football Field Goal:
Recommended Goal:
1 Field/4,000 residents

Existing Ratio:
1 Field/6,940 residents
Existing Inventory:
11 Fields
Unmet Need:
8 Fields

City Fields	
Game Farm	4 Seasonal Field (1 Lighted)
School Fields	
Auburn High School	1 Field, Lighted, Synthetic
Auburn Riverside High	1 Field, Lighted, Synthetic
Auburn Mountainview High	1 Field, Lighted Synthetic
Cascade Middle School	1 Field
Olympic Middle School	1 Field
Mt. Baker Middle School	1 Field
Rainier Middle School	1 Field

Analysis:
Eleven football fields currently serve several football programs. The City-sponsored adult flag football program has 41 teams that play on four seasonal fields at Game Farm. The Auburn Junior Football Auburn Ravens Leagues are privately sponsored and have four age divisions which play tackle football, with a total of 9 teams between them. Each of privately sponsored youth football leagues have cheer programs, which share the spaces being used for football. The Parks Department sponsors a youth flag football league which has seven teams. As the existing inventory list shows, seven fields are on school property, so these fields are not available during school events.

Determination of the Goal:
1. Survey:
   Although survey rankings for football were not very high, this sport remains very popular for certain age groups and individuals. Football ranked #25 in participation rates.
2. User Trends
   The number of football teams playing in Auburn has remained constant for the past few years.
3. Demand:
   - 41 City Adult Flag Football
   - 9 Auburn Junior Football League (4 age divisions)
   - 7 City Youth Flag Football
   - **57 Total Teams**

Conclusions/Recommendations: The current need for these fields is for games and practice time. The existing ratio reflects a deficiency in football fields. With deficiencies in football and

soccer fields, the City needs to consider adding to the inventory of fields used for football and soccer.

Soccer Fields

Table 3-13
Recommended
Soccer Field Goal:
Recommended Goal:
1 Field/2,000 residents
Existing Ratio:
1 Field/7,634 residents
Existing Inventory:
36 Fields
Unmet Need:
2

Existing Soccer Field Inventory:

City Fields	
Brannan Park	1 Field, Unlighted
Brannan Park	7 Modified
Game Farm Park	2 Fields, Lighted
Game Farm Park	7 Modified
School Fields	
Auburn High	1 Field, Lighted
Auburn Riverside High	1 Field, Lighted
Auburn Mountain View High	1 Field, Lighted
West Auburn High	1 Field, Unlighted
Community Fields	
YMCA	2 Fields, Unlighted
YMCA	13 Modified
Total	**36***

*Includes a combination of full sized and modified fields

Analysis:
The total number of soccer fields includes 10 full sized soccer fields and 27 mini or modified fields that are set up between Game Farm Park, Brannan Park, and the YMCA. Depending on the size of the modified fields they can be used for youth or adult play. With the popularity of

soccer trending upwards, the City needs to consider how to increase the number of accessible soccer fields in order to meet current and future demands.

The City has one existing Kompan mini soccer field at Lea Hill Park, with one planned and funded through a King County Youth Sports Facility Grant at Brannan Park. These are small arena style sports courts with synthetic surfacing, and are extremely popular for open play. There is no programming planned for these facilities.

Determination of the Goal:

1. Survey:
   According to the survey, youth soccer was #12 in participation, while adult soccer ranked #34. However, interest in.
2. User Trends:
   Soccer has shown a steady increase in popularity nationally, and a dramatic increase in the Northwest in the last 10 years.
3. Demand:
   Currently, demand for soccer field use is created by the following number of teams:
   66 City Youth Soccer
   70 Auburn Youth Soccer Association
   6 Adult Soccer Teams
   142 Total Teams

Conclusions/Recommendations:

Analysis of the figures indicates a need for 28 additional fields at this time.

Tennis Courts

Table 3-14
Adopted
Tennis Courts Goal:
Recommended Goal:
1 Court/2,500 residents
Existing Ratio:
1 Court/2633 residents
Existing Inventory:
29 Tennis Courts
Unmet Need:
1 Courts

Existing Tennis Court Inventory
City Courts

Game Farm Park	4 Courts, Lighted
Lea Hill Tennis Courts	1 Court

School Courts

Auburn High School	8 Courts, Lighted
Auburn Riverside High	8 Courts, Lighted
Auburn Mountainview High	8 Courts, Lighted
Total	**29**

Analysis:
There are 29 tennis courts in Auburn located at school sites and city parks. There are no public or private indoor tennis facilities in the Auburn area.

Determination of the Goal:
1. Comparison to Other Standards:
   Auburn has a higher ratio than most other representative communities. This is accounted for in part because school facilities are used in calculating the ratio.
2. Survey:
   Survey results show that tennis was ranked #30 in participation.
3. User Trends:
   Although interest in tennis on a national scale has remained about the same for the past twenty years, Auburn's participation remains relatively low.

Conclusions/Recommendations:
Because of Auburn's relatively low interest and participation rates, the current number of tennis courts is sufficient. No additional courts are needed at this time.

Gymnasium Space
Existing Gymnasium Inventory:

Table 3-15
Adopted
Gymnasium Goal:
Recommended Goal:
1 Gym/5,000 residents
Existing Ratio:
1 Gym/15,269 residents
Existing Inventory:
5 Gyms *
Unmet Need:
10 Gyms
* Based on 15% usage of 27
Public School Gymnasiums.

City Facilities	
Les Gove	1 Gym
Auburn Schools	
Alpac Elementary	1 Youth Gym
Arthur Jacobsen Elementary	1 Youth Gym
Chinook Elementary	1 Youth Gym
Dick Scobee Elementary	1 Youth Gym
Evergreen Hts. Elementary	1 Youth Gym
Hazelwood Elementary	1 Youth Gym
Gildo Rey Elementary	1 Youth Gym
Ilalko Elementary	1 Youth Gym
Lakeland Hills Elementary	1 Youth Gym
Lakeview Elementary	1 Youth Gym
Lea Hill Elementary	1 Youth Gym
Pioneer Elementary	1 Youth Gym
Terminal Park Elementary	1 Youth Gym
Washington Elementary	1 Youth Gym
Cascade Middle School	1 Adult Gym
Mt. Baker Middle School	1 Adult Gyms
Olympic Middle School	1 Adult Gym
Rainier Middle School	1 Youth Gym
Auburn High School	2 Adult Gyms
Auburn Mountainview High	2 Adult Gyms
Auburn Riverside High School	2 Adult Gyms
West Auburn High	1 Adult Gym
Green River College	1 Adult Gym
Community and Private Gyms	
Grace Community Church	1 Adult Gym
Total	**29 Gyms**

Analysis:
The City of Auburn offers volleyball, basketball, fitness, karate, judo, indoor soccer, indoor playground, and gymnastics programs that utilize gymnasiums. Because the City has only one gymnasium of its own, it borrows space from the Auburn School District. The primary limiting factor in gym space is when school and park programs overlap. During the school year access to the school gyms is unpredictable and they are usually not available until after 7 p.m. In addition, several groups, such as the YMCA, scouts, churches and the City, compete for use of school and City facilities, which makes scheduling more difficult.

Based on the information above, school district facilities are available only 15% of the time. This figure is used in calculating the existing ratio and recommended standard. Analysis reveals the

use of school gymnasiums provides just enough space for the volleyball and basketball programs. Cancellations of games are frequent, due to school programming. Free court time or court use for other programs is limited. Since the construction of the City's Gymnasium at Les Gove Community Center, day use by indoor playground users and senior groups has been extremely popular.

Determination of Standard:
Since many different activities use gymnasiums, this standard affects many sports.
1. Survey:
   The Survey indicates that access to gymnasiums for a broad range of sports and activities is important to residents. Participation rates of City programming was also taken into consideration for the demands and needs of Gymnasium facilities.

The seasons with the greatest demand occur from September through May. During this season basketball and volleyball programs sponsored by the City, YMCA and the School District take place simultaneously. At peak season the following number of teams play:

41 City Adult Basketball
8 City Youth Basketball
36 Community Based Youth Basketball
8 City Youth Volleyball
16 Auburn Youth Basketball
109 Total Teams

Additional Demand: A substantial number of other dance and fitness classes per week would be offered if additional gymnasium space was available.

Conclusions/Recommendations:
Both the number of gymnasiums and the hours that are available point to a strong need for additional gym space. For maximum scheduling availability and operating efficiency, it would be beneficial to have additional facilities constructed, owned and operated by the City. The new Community and Teen Center is expected to absorb some of the current needs of gymnasium space areas available for fitness classes and other activities that do not require full sized gymnasiums.

The City-owned gymnasium has added much needed daytime hours to the program schedule and enabled the City to serve populations such as young children and seniors. Once completed, the community center (which will include indoor fitness areas) will be a valuable resource for Auburn residents choosing from a list of proposed recreational facilities.

Ultimately the City needs to reassess the adopted standard. There is no question that the current number of gymnasiums is deficient, but it is not realistic to construct or expect to gain access to 10 additional gymnasiums.

Swimming Pools

Table 3-16
Recommended
Swimming Pool Goal:
Recommended Goal:
159 sq. ft./1,000
residents
Existing Ratio:
155 Sq.Ft./1,000 residents
Existing Inventory:
7,000 Sq. Ft. YMCA
4,859 Sq. Ft. ASD Pool
Unmet Need:
None

Existing Swimming Pool Inventory:

Auburn School District	1 Indoor Pool
YMCA	2 Indoor Pool (Natatorium)

Analysis:
Auburn has a higher ratio of pool water than most cities analyzed. Swimming was ranked #9 in participation.

Determination of the Goal:
1. Comparison to Other Cities:
   Auburn has a higher ratio of pool water than most cities analyzed.
2. Survey:
   Swimming was in the top ranked #9 in participation.
3. User Trends:
   Swimming is usually one of the top recreation activities in a
   Community.

4. Demand:

   Community needs for aquatic facilities are currently being met through a combination of School District and YMCA facilities.

Conclusions/Recommendations:
Based on the demand above, there is an excess of pool space currently available. The recommended goal shows no additional indoor pool area is presently needed. The addition of the new Auburn YMCA pools will cover the need of the community by way of park department use of the facility on a regular basis.

IV. Summary of Park and Facility Need

Table 3-23 below summarizes the information described and analyzed in the previous pages. The table includes:

- Adopted standards
- Inventory of existing park land
- Inventory of specialized recreation facilities
- Amount of land and facilities that will be required to meet needs in 2025 and 2030

Table 3-17 Summary of Park and Facility Needs

Park Types	**Adopted Standard (In developed acres/1,000 res.)**	**Existing Inventory (Total Acres)**	**Existing Inventory (Dev'd acres)**	**Current Unmet Need**	**Future Need: 2025 (Est. Pop 84,948)**	**Future Need: 2030 (Est. Pop 89,868)**
Neighborhood Parks	1.32	67.84	58.74	32.94	44.29	50.97
Community Parks	4.5	267.81	223.75	119	158.48	180.63
Open Space Areas	As acquired	386.89	N/A	N/A	N/A	N/A
Trails	0.21	26.39 Miles	N/A	N/A	N/A	N/A
Subtotals	6.03	6.03				
Special Use Areas	As identified	254.77				
Total Park Land	6.03 Acres/1,000 residents	977.37	537.29	151.94	202.77	231.6
Recreational Facilities	**Adopted Standards**	**Existing Inventory**	**Existing Inventory (Dev'd)**	**Unmet Need**	**Future Need (2025)**	**Future Need (2030)**
Baseball Fields	1 Field/6,000	13	N/A	0	1	2
Youth Fastpitch and baseball fields	1 Field/2,200	23	N/A	11	16	18
Football Fields	1 Field/4,000	11	N/A	8	10	11
Soccer Fields	1 Field/2,000	36	N/A	2	6	9
Tennis Courts	1 Field/2,500	29	N/A	1	5	7
Gymnasiums	1 Gym/5,000	5	N/A	10	12	13
SwimmingPools	159sf/1,000	155	N/A	0	1,674 sf	2,456 sf

PUBLIC ART INVENTORY

Existing Major Public Art Projects

Year	**Artist**	**Piece**	**Location**
1989	Tom Teitge	City Centennial Mural	E Main & B St. NE

1989	Meg Pettibone	Steelhead	Isaac Evans Park
1991	Richard Beyer	Children Playing Train at the Switch	City Hall
1992	Brad Rude	The Long Look	Centennial Viewpoint
1993	Michele Van Slyke	Every Year the Salmon Return	Roegner Park
1994	Nancy Hammer	Burlington Northern Railroad Bridge	Auburn Way S & Hwy 18
1995	Garth Edwards	B Street Plaza	E Main & B St. SE
1996	Timothy Siciliano	Bus Shelter Murla	15th St SW
1996	Gerald Tsutukawa	Sun Circle	Game Farm Park
1997	Timothy Siciliano	The Equine Amusement	15th St. NE @ Metro P&R
1998	Deborah Merksy	Pioneer Cemetery Entryway	Auburn Way N & 8th St. NE
1999	Kulzer & Spitzer	Xtreme AtmosFearic Oscillator	Auburn Skate Park
2000	Evans & Mee	Mnemosyne's Opus	King County Library
2000	Ries Niemi	Sundial	Les Gove Park
2001	Phillip Levine	Threshold	Les Gove Park
2001	Ries Niemi	5 Moments Senior Center	Les Gove Park
2003	Paul Sorey	Running Figures	Sound Transit Plaza
2004	Brandon Zebold	Sighting	LL Hills Way & Evergreen Way
2004	Sidney Genette	Blue Neutron	Auburn Justice Center
2005	Ingrid Lahti	Les Gove Community Campus Sign	Auburn Way S & F Street
2006	Darel Grothaus	Evergreen-Washelli Cemetery: Seattle, WA	Cemetery Admin Building
2007	Greg Boudreau	Veteran's Day Parade	Veteran's Memorial Building
2008	Tom Askman Le Anne Lake	Tobu Bo	West Main Street
2008	Jesse Brown	Urban Art Works Mural	233 W. Main Street (A1 Collision Building)
2009	Susan Zoccola	Swing and Flight	Auburn Golf Course
2010	Rachael Dotson	Auburn Ave Theater Mural	10 Auburn Ave
2011	Bruce Meyers	Auburn Valley Topography	Les Gove Park
2011	Sheila Klein	Civic Lanterns	25 W. Main, City Hall
2011	Rachael Dotson	Utility Boxes	Varous–Throughout Downtown
2011	Mauricia Robalino	Ride the Wave	116 A Street
2012	Chris Sharp	Railroads our Beginning Mural	364 W Main Street
1013	Michael Laughlin	Strawberry Calf	Lea Hill Park
2013	Lin McJunkin	Riparian Totem	Auburn Justice Center
2013	Patricia Vader	Watch My Tail	4910 A Street SE
2014	Kenneth Hall	Origami #2 – Fuchia	Sunset Park
2015	Greg Bartol	Silverware Ostrich	A St NW and 1st St. NE
2016	Virginia Paquette	Confluence/Community	9910 Ninth Street SE

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Chapter 4: Goals and Policy

Chapter 4
Goals and Objectives

The Mission Statement of the Auburn Parks, Arts and Recreation Department is to "Protect the City of Auburn's natural beauty through a vibrant system of parks, open space, and trails while enhancing the quality of life for our citizens by providing outstanding recreational ad cultural opportunities."

These goals and objectives outlined in this chapter were developed from the following resources:

- 2005 Park, Arts and Recreation Open Space Plan
- 2015 Parks, Recreation and Open Space Survey
- Park and Recreation Board meetings
- Analysis of recreation trends
- Participation rates and interests
- Evaluation of existing park conditions.
- City of Auburn Health Impact Assessment

1. Serve all citizens – Provide a broad range of programs and facilities in order to serve all citizens regardless of age or ability.

The Auburn Parks, Arts and Recreation Department strives to provide leisure/recreational programs and facilities which are open and accessible to all citizens in the community. We are aware of the special needs of some segments of our population, and continue to provide and improve upon facilities and programs designed to accommodate these special needs.

A continuing issue for any recreational program or park system is to ensure that people are aware that programs are available. With the evolution of social media over the last decade, the City has had to adapt its marketing strategies to include both innovative and traditional ways to engage the citizens of Auburn.

Objectives

- Provide a variety of recreation facilities and programs that will improve the physical and mental wellbeing of community members.
- Provide a system of neighborhood and community parks so that residents live within a half mile walking distance to a developed park.
- Develop multi-use facilities to increase flexibility to meet recreational trends as demonstrated by community input.
- Continue to identify underserved segments of the population and develop programs that will satisfy unmet needs.

- Develop marketing strategies allowing the widest possible distribution of information concerning park facilities and recreation programs.
- Provide programs and facilities designed for maximum affordability to local residents.
- Continue to improve upon and expand the Fee Waiver and Scholarship Programs, where possible, to allow more low income youth and seniors to participate at reduced rates.
- Continue to improve access for the disabled and seniors by providing wheelchair ramps and other appropriate facilities in parks where they do not currently exist.
- Continue to maintain an open decision-making process that allows opportunity for citizen input.
- Parks and Recreation Department staffing levels shall be sufficient to maintain and improve the existing cultural and recreation programs. As programs expand or additional parks are developed, the impact on current staff levels and the need for additional staff will be evaluated.

2. Healthy Balanced Activities - **Provide a balanced mix of passive and active recreation opportunities.**

Active recreation - Predominately muscle-powered activities such as jogging, cycling, field and court sports, etc.; they commonly depend on developed sites.

Passive recreation - Activities that require very little use of muscle power, such as nature viewing, photography, or picnicking.

Historically Auburn Parks and Recreation Department emphasis was on sports and active recreation. While the Department and park facilities are still more oriented toward active recreation, recent development has included walking trails and appealing natural environments more conducive to a quieter experience in our parks.

Objectives

- Develop a park system that provides facilities for social, cultural and physical activities.
- Provide parks areas that accommodate passive recreation opportunities such as picnicking and walking.
- Provide park areas that accommodate active recreation such as ball fields, skate parks, spray parks, sports courts, etc.
- Track changing trends at the local, state, and national levels. Respond with appropriate programs and facilities to meet changing needs as funding and budgets are available and meet the level of service expectations of the citizens of Auburn.
- Provide access to healthy foods through the continued operation of the Auburn Farmer's Market and Community Gardens.

3. High Quality Parks - **Provide a system of high quality parks that are well maintained and aesthetically pleasing.**

Parks are one of the most visible public features in a City, their design and maintenance can influence people's perceptions of the community. Long term maintenance, good design, and the use of high quality materials will all affect the appearance of a park for years to come.

Objectives

- Develop Level of Service Standards to assure that citizen expectations are met.
- Parks shall be intentionally designed to require low maintenance, and low water and energy consumption. Higher maintenance features like fountains or annual beds are reserved for high visibility locations or as appropriate.
- Select environmentally friendly materials that are durable and aesthetically pleasing**.**
- Parks shall exhibit a "cared for" appearance through close attention to maintenance.
- In order to maintain parks in a safe and attractive condition, maintenance staff levels will be evaluated with additions of new park land or facilities.
- Renovate deteriorating features. Identify conditions that require redesign or construction of new facilities; schedule and budget necessary changes in the City's Capital Facilities Plan.
- Conduct regularly scheduled inspections to identify necessary repairs and upgrades to ensure safe conditions.

5. Positive Image through Parks - Provide a park system that contributes to a positive city image for Auburn.

Auburn's Comprehensive Plan contains a goals and objectives to enhance the City's identity by ensuring a quality visual environment. Parks are an effective tool in improving visual appearance, but many of Auburn's parks are tucked away in residential neighborhoods, unseen and unknown except to residents. This lack of visibility hinders the parks from effectively contributing to the city's overall appearance. Increased visibility and high quality design are paramount to "advertising" our community as a good place in which to live and work.

Aesthetic and environmental improvements can also play an important role in community appearance. Maintenance and retention of existing trees and landscaped areas in our developed park areas, as well as planting new trees will improve the feel in our parks and public spaces. In addition to our trees and landscaped areas, public art plays a vital role in improving aesthetics around the City. Created in 1988 by the City of Auburn Arts Commission, the Art in Public Places Program is the thread that connects art, people, and place throughout Auburn.

City staff and a group of consultants are currently going through a revitalization process for the downtown core area, which has the potential to create a particularly strong image of Auburn. This is an area seen and visited by most residents and many visitors. The high visibility of downtown, and the need to strengthen and renew the downtown core, make it an especially desirable location for "green spaces" in the areas encompassed by Plaza Park and City Hall

Plaza. The following objectives are intended to improve the image of Auburn through sensitive park design:

Objectives

- Select new park sites that enjoy high visibility. This may be accomplished by locating at least one side of larger parks along arterial streets.
- Increase the quantity of trees, shrubs and ground covers in parks.
- Continue to work on Tree City USA goals for better Urban Forestry design and tree preservation.
- Create a green spaces in the downtown core that will be a focal point for community activities and stimulate economic growth.
- Incorporate artwork as part of new park development or when upgrading existing parks or other public facilities.

6. Open Space and Natural Areas - Acquire and manage important open spaces in the City of Auburn.

Undeveloped open spaces contribute to the well-being of our community in many ways. We value them for their ability to provide buffers from urban encroachment; to provide opportunities for recreation; to provide public access to creeks, rivers and other water bodies; to create distinctive settings within the city; to provide connections between different areas for both people and wildlife; as well as offering health and safety benefits.

Objectives

- Maintain and protect a system of forested corridors and buffers to provide separation between natural areas and urban last uses.
- Target significant open space areas in the City, with emphasis on their planning and acquisition. Target areas include the land along the Green and White Rivers, steep hillsides, Mill Creek Corridor and West Hill Watershed.
- Explore all possible funding mechanisms to enable the acquisition of open space on a regular basis to identify properties as they become available.
- City owned open space lands shall be accessible to the public wherever possible and appropriate.
- Provide adequate management and maintenance of public open spaces, ensuring their ability to provide environmental benefits and wildlife habitat.
- When mitigation is required, develop a monitoring and maintenance plan to ensure successful establishment.
- Involve the community in habitat restoration activities through the City's annual Clean Sweep event, community service days, and an adopt a park program.

7. Trails – Provide a network of pedestrian and bicycle trails.

The needs of all citizens must be considered when developing a comprehensive multi-use trail system. Being able to move throughout the city and region without a car is becoming more and more important as we are increasingly aware of environmental pollution and traffic congestion. The following objectives are offered as ways to enhance our trails system to become a more truly multi-modal environment:

Objectives

- Develop a network of trails created or extended to provide adequate coverage for both commuting and recreational cyclists. Locations for east/west trails shall be identified and developed.
- Acquisition of land for the proposed Green River Trail shall continue to be a priority.
- Trail design and layout shall take advantage of unique natural locations and provide access to a variety of landscapes and habitats.
- Participate in planning activities for regional trails in South King County and North Pierce County.
- Explore possibilities for new trail connections between Auburn and neighboring communities.
- Develop and maintain trails to comply with Americans with Disabilities Act.
- Provide safe trail system by discouraging crime through environmental design concepts.
- Develop a standardized interpretive and way-finding program to be used throughout our trail system.
- Identify and provide funding to maintain existing trail systems.

8 - New Parks – Expand our existing park inventory where level of service standards are not being met, with an emphasis on the West Hill and Lea Hill areas of the City.

The development of new parks gives the community the unique ability to continue to shape the city in ways that are beneficial to all. Over the last two decades significant areas to the west and east of Auburn have been annexed into the City. Land acquisition is a fundamental requirement for new parks, and becomes increasingly challenging in economically difficult times. Optional methods for financing or acquiring land must be explored to meet the challenges ahead.

Objectives

- Make the development of community parks and linear parks with trail systems a priority over small neighborhood parks when possible and appropriate.
- Apply for King County Conservation Futures grants and other available funding sources to acquire and preserve park land and natural areas.
- Acquisition of community amenities, such as shoreline property, shall be emphasized, to preserve or allow public access to these special places**.**
- Minimize land use conflicts between parks and other uses, and use sensitive design measures when locating parks in residential neighborhoods.

- Criteria for new park development ensures consistent high quality design meeting the needs of the community.
- Develop Master Plans for undeveloped park properties and incorporate future park development costs into the Capital Facilities plan as appropriate.
- Schedule public meetings as a part of the Master Planning process to ensure that citizen voices are heard and needs are met when developing new parks.
- Develop public gathering spaces in the downtown core.

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Chapter 5: Our Park System Today Inventory & Recommendations

Chapter 5
Our Park System Today

Inventory and Recommendations

Over its 113 year history, and under the leadership of past and present Mayors and City Councils, Auburn acquired property through donations, dedications and purchases to create the park system of today. Individual parks are evaluated and renovated periodically to assure they meet and exceed changes in recreational trends, and aesthetic appeal, safety and government standards. To serve both current and future residents, the City needs to continue to acquire new park land and to maintain and improve existing parks and properties.

This chapter explores the city parks. We take a look at individual parks, listing facilities and making recommendations for future improvements. The recommendations that are listed for each park include the six year timeframe that this plan covers. Evaluation considers:

location
condition and appropriateness of recreation equipment
amenities
facilities
maintenance
aesthetic quality
unique features
recreational trends

Much like the last Park Plan update, residents responding to the public opinion survey strongly overwhelmingly favored operating and maintaining the existing parks. To operate and maintain city parks and facilities (85 percent) had the highest percentage of important functions to provide in the city. The following pages will give us direction in the years to come for ways to accomplish these goals.

Summary of Park Evaluation

Although parks are unique, there are common conditions they share. The recreation components need to continue to be well-designed and maintained. Heavy use combined with natural aging requires rehabilitation. The Parks and Recreation staff have worked hard to develop strong recreation programs and build relationships with private teams and clubs that use City facilities so maintaining functional and aesthetically pleasing facilities is important. Parks and open space areas can provide a “green oasis” in an increasingly urban environment. Aesthetic improvements such as additional landscaping, improved site furnishings, and the screening of objectionable views are desirable to achieve this vision.

Summary of Needs

Many needs fall into one of the categories summarized below. As parks age, they need annual maintenance as well as occasional minor and major renovations.

- **Prepare Plans** —Prepare long and short term plans for the maintenance and development of all existing parks.

- **Rehabilitate Older Parks** — Replace outdated recreation equipment. In some instances a complete redesign of a park or a use area is warranted.

- **Landscape Improvements** — Rehabilitate old or overgrown plantings. Use sound environmental design to create aesthetically pleasing park and open spaces areas and to encourage intended uses. Use native and drought tolerant plants.

- **Provide Screening** — Provide visual and physical buffers (such as landscaping) between two incompatible use areas, such as residences and active recreation areas.

- **Improve Site Furnishings** — Provide more benches and seating, bike racks, wayfinding, water fountains, and trash receptacles. Remove old chain link fencing; where needed, replace with decorative fencing in highly visible locations. Black PVC coated chain link fencing in less visible locations.

- **Provide Additional Components** — Add passive recreation components to parks, such as trails, nature walks, horticultural display gardens and art. Design attractive spaces for adult visitors adjacent to playgrounds. Take advantage of natural beauty and unique settings, such as views of the White River at Game Farm Park.

- **Design of New Parks** — Build on the unique aspects of each site. Integrate historical information and artwork. Preserve mature trees. Locate parks so streets or greenbelts serve as buffers between the park and other uses. Meet accessibility requirements; design some facilities to encourage use by specific disabled users. Connect to neighborhoods with recreation/transportation trails.

The Americans with Disabilities Act

In 1990 the Americans with Disabilities Act (ADA) was signed into law. This act implemented sweeping measures at the federal level, and focused on the importance of accessibility to publicly and privately owned facilities. In Washington state, additional accessibility design requirements have been rewritten into a single legal document, with enforcement responsibility placed in the hands of the local building officials. The regulations became effective July 1, 1992. Compliance with both state and federal law is required in Washington.

Civil Rights Protection

The ADA is legislation that gives civil rights protection to individuals with disabilities. It is an anti-discriminatory law, not merely a compendium of architectural guidelines. The law is intended to assure that a person is not excluded from participation in an activity or place due to a physical or mental condition. The Department of Justice emphasizes the need to consult with disabled individuals or organizations representing the disabled to determine the needs and priorities of local citizens.

Inventory of Parks and Recommendations

Included in this section is a short description of each park in the City of Auburn and a list of recommended improvements for the next six years. These do not constitute a true maintenance or development plan, as suggested earlier, but give some idea of the major concerns in each park.

Neighborhood Parks

Neighborhood parks are a combination playground and park designed primarily for non-supervised, non-organized recreation activities. Features include:

Size: Less than 5 acres

Service Area: ½ mile radius

Typical features:

- Play Structure
- Picnic Facilities
- Walking Trail
- Barbecue Grill
- Open Space/Nature Areas
- Outdoor Basketball Court
- Multi-use playfields
- Tennis courts

Table 5-2: Existing Neighborhood Park Inventory:

Park	Acres
21st Street Playground	0.17
Auburndale Park	9.74
Auburndale II (Und)	9.34
Ballard Park	0.68
Cameron Park	3.85
Cedar Lanes Park	8.36
Dorothy Bothell Park	4.35
Dykstra Park	1.67
Forest Villa Park	0.21
Gaines Park	1.33
Indian Tom Park	0.42
Jornada Park	1.89
Kersey A	2.73
Kersey B	0.79
Lakeland Hills Park	5.06
Lea Hill Courts	1.18
Riverpoint Park	2.95
Rotary Park	3.89
Scootie Brown Park	1.68

Shaughnessy Park	3.46
Terminal Park	1.22
Village Square	1.10

TOTAL: **66.08 Acres**

Map Needs: Map of Neighborhood parks with ½ mile radius
Photos: Photos of Neighborhood park Features

Neighborhood Park

21st Street Playground

405 21st Street SE
0.17 acres
Dedicated in 2006

This small pocket park is situated adjacent to a City stormwater detention pond. Park amenities include a playground, picnic table, and benches. The park is on a short list of parks that need to go through the naming process.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	Bike rack
Facility:	
Parking Stalls:	
Trail:	
Benches:	4
Picnic Tables:	1
Barbeque Grill(s)	3
Other Notes:	Playground in good condition and other park amenities are in good condition.

Park History:

The 21st Street Playground was constructed in 2006 with volunteers during the City's annual Clean Sweep event. The construction of the playground was primarily a result of the residents

in the surrounding neighborhoods not being satisfied with the level of service for neighborhood parks in the area.

Neighborhood Park

Auburndale Park

31700 108th ST SE
9.74 acres
Transferred in 2003

Auburndale Park falls into the neighborhood park category, and like many in this classification, is underused. The City is considering design options to create an entrance on the east side of the park in order to provide better access to the surrounding neighborhoods in an effort to increase use in the park. The main feature of the park is a natural wooded area with a loop trail. There is a play area, picnic tables and barbeque grill.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	Arbor
Facility:	
Parking Stalls:	
Trail:	Trail – ¼ mile walking trail
Benches:	2
Picnic Tables:	4
Barbeque Grill(s)	3
Other Notes:	Playground in good condition, arbor in good condition, several trees in poor condition.

Park History:

Transferred from the King County Parks Department in 2003. The name came from a designation of an area on old plat maps of the surrounding area of Auburn.

Recommended Improvements

- Remove and Grub blackberries in the eastern portion of the park
- Construct entrance from 110th Ave. SE
- New park entry sign
- Install 3 new benches
- Replace trash receptacles
- Install new bike rack
- Replace existing play structure

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Auburndale Park II (Undeveloped)

29725 118th ST SE
9.34 acres
Transferred in 2003

Auburndale II is an undeveloped park with a mix of native overstory, and an understory that is dominated by Himalayan blackberry and scotch broom. A future trail connecting Lea Hill to the valley floor is being considered, which would likely run east to west along the northern boundary of the park.

Park History:

Transferred from the King County Parks Department in 2003. The name came from a designation of an area on old plat maps of the surrounding area of Auburn.

Recommended Improvements

- Prepare a Master Plan to develop the park

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Ballard Park

1612 37th Way SE
0.68 acres
Dedicated in 1966

Ballard Park is situated along the north side of the White River and has a view of the river, but there is no direct river access. The main feature of the park is a distinctive stone picnic shelter that is first come first serve. In 2003, a new playground and irrigation system was installed, as well as pathways and an entrance gate.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	1/2 basketball court
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	
Facility:	Picnic Shelter
Parking Stalls:	
Trail:	
Benches:	2
Picnic Tables:	1 + 2 in Picnic Shelter
Barbeque Grill(s)	1
Other Notes:	Adjacent to Stuck River, all amenities in good condition.

Park History:

Named after Dr. Levi Ballard, an early pioneer who, in 1865, came with his wife from Oregon to the Puget Sound by covered wagon. He had planned to start a medical practice in Seattle, but that city already had two physicians. David Neely offered the Ballards hospitality when they arrived and settlers encouraged Dr. Ballard to stay in the White River valley. After leasing an old log cabin from the Neelys, they built a house near what is today, Third Street and Auburn Way North and later built another home at First and Auburn Avenue. Dr. Ballard founded the site of downtown Auburn and filed for the first plat of the town of Slaughter in 1886.

Recommended Improvements

- Renovate existing picnic shelter

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Cameron Park

3727 Lemon Tree Lane
3.85 acres
Dedicated in 1989

Cameron Park is a nestled between two rows of houses, east of the Muckleshoot Indian Reservation. The park has two entrances, one near the intersection of Lemon Tree Lane SE and Academy Drive SE, and the other off of Lemon Tree Lane SE. Visitors can take an asphalt path into the heart of the park that winds through a large grassy open field, planted with occasional trees. A colorful play structure is located in the northeast corner of the park. Picnic tables next to the playground provide seating for picnics or for caretakers of young children. The layout of the path provides a good opportunity to integrate the play area into the rest of the park using landscaping to create a more lush and cohesive setting. A limiting factor in achieving this is the utility easement of Northwest Pipeline, which reduces the ability to landscape and improve some parts of the park.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	Yes
Basketball Court(s):	½ Basketball Court
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	
Facility:	
Parking Stalls:	
Trail:	Trail
Benches:	2
Picnic Tables:	2
Barbeque Grill(s)	1
Other Notes:	All amenities in good condition.

Park History:

Named for dairy farmer Bruce Cameron, who donated property for a park when his property was sold for a housing development.

Recommended Improvements

- Install landscape plantings around the perimeter of the park for screening from the surrounding neighborhood
- Install two new picnic tables and concrete pads

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Cedar Lanes Park

1002 25th Street SE
8.36 acres
Dedicated in 1969

Cedar Lanes Park is a unique combination of native woodland, well-kept lawn, and a formal playground. The forested area contains a mix of western red cedar, big leaf maple, and cottonwood trees. Unfortunately, recent removal of the native understory has been done by the parks maintenance staff in order to improve site corridors, and deter transient activity and drug use.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	
Facility:	
Parking Stalls:	8
Trail:	Trail
Benches:	1
Picnic Tables:	2
Barbeque Grill(s)	
Other Notes:	Playground in good condition.

Park History:

Named for the development area in south Auburn and for the number of Cedar trees located on the property. The property was purchased with IAC money in late 1967.

Recommended Improvements

- English ivy and blackberry removal
- Landscape restoration where understory has been removed
- Fence repair
- Kompan Free Play sports court
- Regrade/repave parking lot
- Community Garden

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Dorothy Bothell Park

1087 Evergreen Way SE
4.35 acres
Dedicated in 2009

Located adjacent to the Lakeland Hill Community Center, Dorothy Bothell Park is a an attractive neighborhood park in Lakeland Hills. Park amenities include a playground, climbing boulders, and a trail that connects with other trails beyond the park. Dinosaur bones have been buried in the play area for the kids to uncover.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	Yes
Basketball Court(s):	
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	
Facility:	
Parking Stalls:	
Trail:	Trail
Benches:	4
Picnic Tables:	3
Barbeque Grill(s)	
Playgrounds:	
Other Notes:	Playground featuring a swing set, climbing boulders, climbing pets and hidden dinosaur bones for kids to uncover. All amenities in good condition.

Park History:

Dedicated in 2009, the park was constructed through a partnership between the City of Auburn, Tucci & Sons, and Eagle Scout projects from Scout Troops #323, #401, and #510. It is named in honor of Dorothy Marion Bothell who devoted her life to her family, the family business and civic duty. Appointed in 1950, Bothell served as Auburn's first female council member and was also active on the Cemetery Board, served the Red Cross, organized the first chapter of the Women's Business and Professional Club, and was a member of many other local and regional service clubs.

Recommended Improvements

- No recommendations for Dorothy Bothell Park for the 6 year timeframe

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Dykstra Park

1487 22nd Street NE
1.67 acres
Dedicated in 1979

Dykstra Park is a small, attractive park along the Green River. Its linkage to the larger Isaac Evans Park via a suspension bridge increases its value to the community. The bridge was substantially repaired in 2002, with major structural repair completed on the north end of the structure.

Dykstra is primarily a playground neighborhood park, and its proximity to the river also makes it popular with walkers and wildlife lovers. A new playground was installed in April 2015 made possible by a Dr. Pepper/ Kaboom! Playgound grant. The playground was constructed using volunteer labor during the City's annual Clean Sweep volunteer event. In addition to the three new playground pieces, approximately 150 cubic yards of playground fibar wood ships were placed within the play area.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	
Facility:	
Parking Stalls:	
Trail:	Trail connects to Brannan Park and Isaac Evans Park
Benches:	1
Picnic Tables:	1
Barbeque Grill(s)	
Playgrounds:	
Other Notes:	Footbridge over Green River to Isaac Evans Park, Adjacent to Green River. Play equipment in good condition, old play surface is hard.

Park History:

Named after Henry Dykstra, an early pioneer and dairy farmer. Henry Dykstra emigrated from the Netherlands to Michigan in 1888 and relocated to the Puget Sound in 1895. During the Yukon Gold Rush he sold milk in Dawson and throughout the territory for seven seasons. In 1908 he purchased a 94-acre hop farm at Thomas, north of Auburn, calling it Maple Water Farm. He farmed and established a major dairy farm. The property remained in the family's hands until 1967. The park is located on two acres of the Dykstra's former farm.

Recommended Improvements

- Structural review of the Green River footbridge
- Selective tree removal

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Forest Villa Park

1647 Fir Street SE
0.21 acres
Dedicated in 1971

The Forest Villa Park is located on small lot in a single family residential neighborhood. A play structure is the primary focus of the park. Park amenities include play equipment, safety surfacing, benches, landscaping, irrigation and a picnic table.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	
Facility:	
Parking Stalls:	
Trail:	
Benches:	1
Picnic Tables:	1
Barbeque Grill(s)	
Playgrounds:	
Other Notes:	All amenities in good condition. Missing tire swing?

Park History:

Named for the development adjacent to the park.

Recommended Improvements

- No recommendations for Jornada Park for the 6 year timeframe

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Gaines Park

1008 Pike Street NW
1.33 acres
Dedicated in 1999

Gaines Park is located in the Vistaria/Sunning Hills residential area. This park is a joint project between the the City's Storm Water Division and Parks and Recreation. There is a short section of boardwalk through a wetland area on the east edge of the park. The park has a picnic area, play area, ½ basketball court, and a walking trail through the park.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	½ Basketball Court
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	
Facility:	
Parking Stalls:	
Trail:	Walking trail
Benches:	5 seats
Picnic Tables:	2
Barbeque Grill(s)	
Other Notes:	Picnic Area, Storm Retention Pond, Adjacent to wetland area, playground in good condition, but needs fibar wood chips.

Park History:

Dedicated in May, 1999, and named for former Auburn Mayor Robert E. “Bob” Gaines, 1964-1969. This park is a joint project between the Storm Water Division and Parks and Recreation.

Recommended Improvements

- No recommendations for Jornada Park for the 6 year timeframe

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Indian Tom Park

1316 6th Street NE
0.42 acres
Deeded to the City in 1979 from King County

This small park is located on a single lot in the middle of a residential block. A playground was installed in April 2014 made possible by a Dr. Pepper/ Kaboom! Playgound grant. The playground was constructed using volunteer labor at the City's annual Clean Sweep volunteer event.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	
Facility:	
Parking Stalls:	
Trail:	
Benches:	2
Picnic Tables:	1
Barbeque Grill(s)	
Other Notes:	New playground/swing set installed spring 2014, 1 bench is damaged.

Park History:

Named after Indian Tom, Tom Wil-Etch-Tid, a friend of the white settlers who saved the lives of Dr. John King and other pioneer children during the White River massacres during 1855.

Recommended Improvements

- Install a ADA ramp at the play areas
- Landscape improvements
- Install additional picnic tables and benches

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Jornada Park

1433 U Court. NW
1.89 acres
Dedicated in 2004

This small park is located on a single lot in the middle of a residential block. It contains a play structure, climbing wall, picnic tables and a short loop trail.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	½ Basketball Court
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	Small Climbing Wall
Facility:	
Parking Stalls:	
Trail:	Trail – ¼ mile
Benches:	
Picnic Tables:	2
Barbeque Grill(s)	1
Other Notes:	All amenities in decent condition, most of the trail is unpaved, muddy and sloped with no stairs.

Park History:

Named for the neighborhood**,** the park was completed in 2004.

Recommended Improvements

- No recommendations for Jornada Park for the 6 year timeframe

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Kersey A

5480 Charlotte Ave. SE
2.73 acres
Dedicated in 20XX

This park was constructed to meet level of service needs for a neighborhood park within in newly developed Kersey III nieghborhood. A paved walking trail with picnic tables and benches connects the ball field, to the playground and the basketball court. The park is on a short list of parks that need to go through the naming process.

Park Features:

Playgrounds:	1
Softball Field(s):	Informal field with backstop.
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	Basketball Court
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	
Facility:	
Parking Stalls:	
Trail:	Trail – ¼ mile
Benches:	3
Picnic Tables:	3
Barbeque Grill(s)	
Other Notes:	Park is in relatively new, and in good shape.

Park History:

Named for the surrounding neighborhood.

Recommended Improvements

- No recommendations for Kersey A Park for the 6 year timeframe

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Kersey B

1433 U Court. NW
0.79 acres
Dedicated in 2004

This park has similar features and amenities as nearby Kersey A, but on a smaller scale. This park is also on a short list of parks that need to go through the naming process.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	½ Basketball Court
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	Small Climbing Wall
Facility:	
Parking Stalls:	
Trail:	Paved trail
Benches:	3
Picnic Tables:	2
Barbeque Grill(s)	
Other Notes:	Park is in relatively new, and in good shape.

Park History:
Named for the surrounding neighborhood.

Recommended Improvements
- No recommendations for Kersey B Park for the 6 year timeframe

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Lakeland Hills Park
1401 Evergreen Way SE
5.06 acres
Dedicated in 1993

Lakeland Hills Park serves the Lakeland development in south Auburn. This five-acre park is nestled into a wooded hillside, where many native trees were saved and integrated into the design of the park. The park provides active recreation facilities at a neighborhood scale, and also a paved trail around the circumference of the park. Restroom facilities were built in this park and share a common structure with some water utility equipment.

Park Features:

Playgrounds:	1
Softball Field(s):	1
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	1
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	
Facility:	Restroom Building, Picnic Shelter
Parking Stalls:	
Trail:	Trail
Benches:	2
Picnic Tables:	3 + 4 in Picnic Shelter
Barbeque Grill(s)	
Other Notes:	Native Woodland, all amenities in good condition. Playground equipment is older style wood.

Park History:

Named for the home development surrounding it and named by the company who built it.

Recommended Improvements from 2006 plan

- Replace and expand play structure

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Lea Hill Tennis Courts

32121 105th Pl. SE.
1.18 acres

The Lea Hill Tennis Court has a unique location on top of a City of Auburn water reservoir. Originally, two courts were constructed, but one of these is now being used as a basketball court. The remaining tennis court is not currently used for its intended purpose because vandalism to the net. The courts on Lea Hill, surrounded by an adjacent apartment complex. Standing water is evident in several low areas.

Park Features:

- Tennis Courts
- Views of Green River Valley
- ½ court Basketball

Recommended Improvements

- No recommendations for Lea Hill Courts for the 6 year timeframe

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Riversands

5014 Pike Street NE
1.76 acres
Dedicated in 2015

This pocket neighborhood park located is along the Green River near the northern City Limits. Visitors can gain direct access from the park to a bridge across the river that connects to the City of Kent's S. 277th Street Trail (1.1 miles). The future Green River Trail will run along the eastern boundary of the park if the trail is ever extended through Auburn.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	1/2 basketball court
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	
Facility:	
Parking Stalls:	
Trail:	
Benches:	5
Picnic Tables:	2 in Picnic Shelter
Barbeque Grill(s)	
Other Notes:	Adjacent to Stuck River, all amenities in good condition.

Park History:

Named for the home development surrounding it and named by the company who built it. The park was turned over to the City if 2015

Recommended Improvements

Park History:

Named for the home development surrounding it and named by the company who built it.

Neighborhood Park

Rotary Park

2635 Alpine Street SE
3.89 acres
Dedicated in 1966

Rotary Park was developed in 1966 by the Auburn Rotary Club. At first glance the playground is the only apparent facility here. The rolling topography, unusual shape of the site and the location of conifers obscure the presence of the other major recreation facilities, including the basketball court and informal softball field. An additional acre, and a half-court basketball was added to Rotary Park in connection with the development of the Riverwalk neighborhood.

In 2008 Rotary Park received an extreme makeover when an irrigation system was installed, grading was completed, landscape rocks were placed and new benches were installed. The Rotary Club of Auburn contributed to a new playground and helped with the installation of the equipment. The neighbors surrounding the park helped complete the project by planting nearly 300 plants and spreading beauty bark throughout the park.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	1
Basketball Court(s):	½ Basketball court
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	
Facility:	
Parking Stalls:	
Trail:	
Benches:	
Picnic Tables:	2

Barbeque Grill(s)	
Other Notes:	.25 Paved Trail (future). All amenities in good condition, playground missing spring toy.

Park History:

Named for the Rotary Club, who helped to secure funds for its development.

Recommended Improvements

- Construct ADA ramp into the play area
- Landscaping improvements

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Scootie Brown Park

1403 Henry Road NE
1.68 acres
Dedicated in 1973

The park is located at a junction between commercial and residential zones. Bounded on the north by 8th Street N.E., the park has a busy, open feel, with minimal landscaping. The City's youth baseball programs use this park for practice.

Park Features:

Playgrounds:	
Softball Field(s):	
Baseball Field(s):	1
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	1
Pickle Ball Court(s):	1
Tennis Court(s):	
Other:	Water Fountain, 1 set of Bleachers
Facility:	
Parking Stalls:	31
Trail:	
Benches:	2 in Dugouts
Picnic Tables:	1
Barbeque Grill(s)	
Other Notes:	Surface on courts in good condition.

Park History:

Named for Stanley W. “Scootie” Brown, who was a popular high school baseball player nicknamed for his ability to “scoot” fast and get around the bases. He was a banker in Auburn for 56 years, and a member of the Kiwanis – with 35 years of perfect attendance.

Recommended Improvements

- Install a 6’ tall black vinyl fence w/ pedestrian and vehicular gates
- Landscaping and irrigation improvements

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Shaughnessy Park

3302 21st Street SE
3.46 acres
Dedicated in 1973

Shaughnessy Park is located in an attractive setting of mature Douglas Firs on a quiet residential street. Several recreational courts are located in close proximity to the street. An open play field with a backstop is in a corner of the park and is not readily apparent from other parts of the park and street. The adjacent residential neighbors have erected fences between their backyards and the playing field. Recent park improvements were made possible by a Neighborhood Block Grant in the amount of $50,000

Notable Park Improvements in Recent Years (2011-2015):

- At **Shaughnessy Park**, renovations to the old tennis court included: removal of the asphalt and rock base of the court, removal of the old fence surrounding the tennis court, spreading 300 yards of topsoil and seeding the area to create a pleasant, open, lawn area. All of this work was accomplished with in-house staffing. *(2012)*
- An irrigation system was installed. *(2012)*
- The old dilapidated **playground** at Shaughnessy Park was replaced and a new picnic area was added. (2011)
- The **basketball court** was resurfaced, the court painted and the basketball backboards and hoops were removed, sand blasted and powder coated. (2011)
- The volleyball court was converted to a **pickle ball court**, new asphalt was laid and the court was painted. (2011)
- New **sidewalks** to the basketball court, playground and picnic area were installed.(2011)
- During **Clean Sweep**, volunteers removed the old playground, and cleaned out ivy and other noxious weeds from the hillside and wooded areas. Volunteers also spread beauty bark in landscape beds and repainted the practice wall. A Neighborhood Block Grant in the amount of $50,000, helped fund the park improvements. *(2011)*

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	Playfield with backstop
Basketball Court(s):	1
Pickle Ball Court(s):	
Tennis Court(s):	1
Other:	
Facility:	
Parking Stalls:	
Trail:	

Benches:	2
Picnic Tables:	4
Barbeque Grill(s)	
Other Notes:	Everything in almost new condition.

Park History:

Named for former Mayor James N. Shaughnessy who served from 1960 –1964. As a member of a pioneer family and an avid historian, Mayor Shaughnessy was one of the founders of the White River Historical Society.

Recommended Improvements

- Ball field improvements – New backstop
- Landscaping and irrigation improvements

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Terminal Park

1292 C Street SE
1.22 acres
Dedicated in 1913

Terminal Park is a small park along a quiet residential street. The newly renovated playground at the center of the park is the focal point here. The remainder of the park contains a slightly rolling lawn, with mature trees scattered throughout. Improved irrigation has also been added. In 2013 broken patio pavers were replaced with colored concrete in the patio adjacent to the playground.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	1
Basketball Court(s):	
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	
Facility:	
Parking Stalls:	
Trail:	
Benches:	3
Picnic Tables:	3
Barbeque Grill(s)	2
Other Notes:	Playground in good condition, maple tree in NE corner should be removed.

Park History:

In the 1920s was the first park developed in Auburn and named for the terminal end of the railroad, and the neighborhood where the railroads workers lived, Terminal Park.

Recommended Improvements

- Landscape improvements
- Turf improvements

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Neighborhood Park

Village Square

12111 SE 310th Street
1.10 acres
Tranferred in 20XX

This is a small pocket park is located in the middle of an apartment complex. The park has a short loop trail with a small grassy area in the middle. Access to the park can either be gained from the adjacent apartment complex or from SE 310th Street. The park is on a short list of parks that need to go through the naming process.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	1
Basketball Court(s):	
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	
Facility:	
Parking Stalls:	
Trail:	
Benches:	3
Picnic Tables:	3
Barbeque Grill(s)	2
Other Notes:	Playground in good condition, maple tree in NE corner should be removed.

Park History:
This park was transferred from King County in 20XX and named for the surrounded apartment complex.

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Community Parks

Parks providing active and structured recreation opportunities for all ages. They often exceed 10 acres in size and may have sports fields, water playgrounds or bodies of water, garden, nature trails, or similar features as the central focus of the park. Community parks can provide indoor facilities to meet a wide range of recreation interests. They require more support amenities such as parking and restrooms than neighborhood parks.

Community parks serve a much larger area than neighborhood parks and offer more facilities. Where there are no neighborhood parks, the community park serves as the neighborhood park function. The service area covers a one to two mile radius.

Size: 10+ acres

Service Area: 1-2 mi. radius

Typical features:

- Children's play structure
- Picnic facilities
- Sports fields
- Tennis Courts
- Bodies of Water
- Gardens
- Nature Trails
- Parking
- Restrooms

Park	Acres
104th Ave SE (Lower Green River Housing Bend Property)	14.73
Brannan Park	21.68
Fulmer Park	5.04
Game Farm Park	57.20
Game Farm Wilderness	48.50
GSA Park	5.31
Isaac Evans Park	19.87
Jacobsen Tree Farm (und.)	29.30
Lea Hill Park	5.26
Les Gove Park	14.68
Mill Pond Park	4.20
Roegner Park	19.22
Sunset Park	15.15
Veterans Memorial Park	7.67
Total	**267.81 acres**

Map Needs: Map of Community parks with1 mile service radius
Photos: Photos of Community park Features

Community Park

Brannan Park

1019 28th St. NE
21.68 acres
Dedicated in 1973

Brannan Park contains one of Auburn's most heavily used sports complexes. The City sponsors many sports events at Brannan Park; Cascade Middle School users and a variety of organizations – youth soccer leagues, and Little League - also use the playing fields extensively.

Brannan Park is on a flat, open site, with the Green River forming the park's eastern boundary. The remaining sides are bounded by residential housing to the north and west, and Cascade Middle School to the south.

Notable Park Improvements in Recent Years:

- Over 200 volunteers joined forces with Delta Air Lines employees and representatives from KaBoom! to build a new playground at the park. (2013)
- King County completed the Reddington Levee setback project, increasing flood protection and improving fish habit associated with the Green River. In addition an approximate 1-mile paved trail along the top of the levee was connected to the park. (2013)
- New energy efficient Musco lights were installed on Fields #2 and #3; and new fencing, bleachers, soccer goals, and turf surface improvements were made possible through funds donated Auburn Youth Soccer Associated and a King County Youth Sports Facilities Grant (YSFG). (2009)
- Field 4 received new surfacing, fencing, bleachers, and soccer goals with a YSFG from the Washington State Conservation Office (RCO). (2008)
- The irrigation system was completed. (2003)
- A complete loop trail within the park was constructed that has a connection to the levee trail. (2002)
- Lights on Fields #1 and #2 were installed to provide more efficient lighting for the ball fields less intrusive to the neighborhood. (2002)
- The outfield fence for Field #2 was replaced and arborvitae was planted. (2001)
- A skatepark was constructed, and picnic tables and benches were added to the adjoining area. (1999)

Park Features:

Playgrounds:	1
Softball Field(s):	2
Baseball Field(s):	1
Soccer Field(s):	1
Open Play Field(s):	
Basketball Court(s):	1
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	Skate Park

Facility:	Restroom Building, Concession Stand
Parking Stalls:	174
Trail:	Paved Trail - 0.66 mile (connects to Green River Trail)
Benches:	5 + 22 in Dugouts
Picnic Tables:	4
Barbeque Grill(s):	
Other Notes:	

Park History:
Named after the families of brothers William and Joseph Brannan who homesteaded in the White River Valley in the mid-1800s. William Brannan and his wife were killed during the early Indian wars. Joseph married Sarah Henness in 1857. They purchased the Meeker Farm in Kent in 1858, and finally moved to their donation claim near Auburn in 1868.

Recommended Improvements

- Asphalt Pavement Repair & Overlay
- Remove & Replace Concrete Curb
- Demolish Backstops & Dugouts on Field #4
- Field Illumination
- Landscape/Irrigation Improvements

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Community Park

Fulmer Park

1005 5th Street NE
5.04 acres
Dedicated in 1979

Fulmer Park is primarily an active sports facility. In 2015 an undeveloped area on the north side of the park was bladed, all of the blackberry bushes were removed, and a new perimeter fence was installed. New irrigation, perimeter landscaping, and grass seed was added in 2014. New backstops, fencing, dugouts and drinking fountains, as well as scorekeeper tables, were added to the park in 1998.

Park Features:

Playgrounds:	1
Softball Field(s):	2
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	2 Water Fountains
Facility:	Restroom Building
Parking Stalls:	
Trail:	
Benches:	1 + 12 in Dugouts
Picnic Tables:	1
Barbeque Grill(s):	
Other Notes:	Playground is in decent condition, a bit beat up but stable.

Park History:
Named for a former Auburn retailer, Frank Fulmer, who owned an ice cream business in Auburn and was known for giving ice cream to children in town. Gene Colburn was on the Park Board and promoted naming the park for him.

Recommended Improvements

- Replace & Expand Play Structure & Sitework
- West Parking Lot Repair, Overlay & Striping
- Remove & Replace Curb
- Sports Field Illumination Upgrade
- Landscape/Irrigation Improvements

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Community Park

Game Farm Park

3030 R ST SE
57.20 acres Dedicated in 1988

Game Farm Park continues to be one of the largest and most frequented parks in Auburn. The park contains a wide variety of facilities for organized sports activities as well as a distinctive natural setting. The hillside backdrop and the White River along its southern edge create an intimate setting for park for users to enjoy. The park with its many courts, fields and picnic facilities is heavily used. Game Farm Park was dedicated in 1988 and exhibits many successful design features. Designing and building the park in one phase resulted in functional architectural features and site layout. Passive uses such as trails or open grassy slopes are located where the park abuts residences. Good pedestrian access is available to the surrounding neighborhood at several points along the park's perimeter. A trail head off of Forest Ridge Drive SE provides access to a relatively unimproved gravel trail along the river in the eastern portion of the park.

Notable Park Improvements in Recent Years:

- A $20,000 Dr. Pepper/Kaboom! Grant helped to replace and expand the large playground in the eastern portion of the park. Additional work in the vicinity of the playground included a new sitting wall, concrete sidewalk, and new benches were also installed. (2012)
- The patio area between baseball fields #2 and #3, and the patio in front of the baseball concession stand were resurfaced. (2012)
- The basketball courts were surface painted to match the tennis courts and pickle ball courts. (2012)
- The City received a $58,500 KC YSFG to make improvements to the tennis courts at Game Farm Park The tennis court improvements included repairing root damage, repainting playing surface, installing a practice wall, installing a fabric wind screen, and removing trees that were causing damage to the courts. (2011)
- The City received a $225,000 Energy Efficiency and Conservation Block Grant to accommodate lighting improvements. Fourteen light poles and 142 light fixtures were replaced with 6 light poles and 40 energy efficient light fixtures on the turf fields at Game Farm Park. *(2010)*

Park Features:

Playgrounds:	2
Softball Field(s):	3
Baseball Field(s):	1
Soccer Field(s):	2 – synthetic turf
Open Play Field(s):	
Basketball Court(s):	1
Pickle Ball Court(s):	2
Tennis Court(s):	4
Other:	
Facility:	Picnic Shelter, Len Chapman Amphitheater, Outdoor Exercise Stations
Parking Stalls:	303
Trail:	Trail
Benches:	15 + 16 in Dugouts

Picnic Tables:	31 Total, 16 in Picnic Shelter
Barbeque Grill(s)	7 Total, 4 in Picnic Shelter
Other Notes:	Sports Complex, Adjacent to Stuck River. Everything is in pretty good condition, except for missing play structure.

Park History:
The park is built on a historic wild game refuge once owned by the King County Game Commission. In 1933, ownership was transferred to the Washington State Department of Game. It was an experimental facility for bamboo partridge, quail, ring-necked pheasants, tinamou and other exotic birds. In 1978 the land transferred ownership to the State Parks and Recreation Commission. The City of Auburn signed a long-term use agreement in 1984 which provided that the City cooperate with the State Parks to develop the 160-acre site as a park.

Recommended Improvements

- Remove & Replace Synthetic Turf on Rectangular Field 1
- Remove & Replace Synthetic Turf on Rectangular Field 2
- Improve Parking Lot Drainage
- Resurface Paved Trails
- Demolish Existing Care Takers Residence

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Community Park

Game Farm Wilderness Park

2407 Stuck River Dr. SE
48.50acres
Dedicated in 1989

Game Farm Wilderness Park emphasizes a connection with the natural environment. It has limited development and has preserved most of the native woodland along the White River. The White River Trail continues along the river on the north side of the park from Kersey Way beyond the east end of the park. The park is designed for both overnight and daytime visitors. The camping area is designed to accommodate recreation vehicles, providing each unit with water and power hook-ups.

Park Features:

Playgrounds:	
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	RV Camping Area
Facility:	Restroom Facility, Picnic Shelter, Day Camp Area
Parking Stalls:	40
Trail:	Trail conects to Roegner Park
Benches:	20
Picnic Tables:	34
Barbeque Grill(s)	19 Fire Pits
Other Notes:	

Park History:
This property was built by the state Department of Parks on land that was formerly a game and wildlife area. This area was part of the Washington State Department of Game property across the White River, which is now Game Farm Park.

Recommended Improvements

- Landscape Improvements
- Map Needs: Map of Park – Aerial/Detail
- Photos of Park Features

Community Park

GSA Park

413 15th St. SW
5.31 acres
Dedicated in 1966

The land for GSA Park was donated to the City by the U.S. General Services Administration. Its location in a heavily trafficked industrial zone has resulted in an atypical park setting. Currently the park has two youth softball/baseball fields, a parks maintenance building, and dugouts. New dugout covers were recently added, made possible by donations from Auburn Little League. A greenhouse is located on the property near the maintenance that is used by the City's horticulturist to propagate new plants. The completion of the two fields was completed in 2003, including drinking fountains and an asphalt trail to the ball fields. The park is in need of a play structure and a restroom facility.

Park Features:

Playgrounds:	
Softball Field(s):	
Baseball Field(s):	2
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	4 Bleachers
Facility:	Greenhouse, Park Maintenance Shops
Parking Stalls:	
Trail:	
Benches:	8 in Dugouts
Picnic Tables:	2
Barbeque Grill(s)	
Other Notes:	12 picnic tables and one set of bleachers are stored here during winter months.

Park History:
Named for the General Services Administration, which is located south of the park. The property was granted by this group.

Recommended Improvements

- Install A Concession Pad For Mobile Concession Stand
- New Restroom Facilities
- Improve Open Playfield Area In The Northern Portion Of The Park

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Community Park

Isaac Evans Park

29827 Green River Road SE
19.87 acres
Dedicated in 1989

Isaac Evans Park is a riverfront park providing valuable passive recreation opportunities for the citizens of Auburn. The park's connection to Dykstra Park via the suspension bridge increases its accessibility to local residents and is an appealing feature for visitors. The pedestrian bridge may also accommodate future trail connections between the eastern and western sides of the river. A internal paved trail runs around the circumference of the park. The forested riparian area along the Green River remains in a natural condition with recent restoration plantings added to accommodate the Reddington Levee Setback project located across the river from the park. Scattered throughout the grassy space on the inside of the trail are clusters of picnic tables, a picnic shelter, restroom facilities, and playground equipment.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	1
Basketball Court(s):	
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	
Facility:	Picnic Shelter, Restroom Building
Parking Stalls:	57
Trail:	Trail connects to Dykstra Park
Benches:	5
Picnic Tables:	21 Total, 4 in Picnic Shelter
Barbeque Grill(s)	5
Other Notes:	Access to Green River. Playground is old wood style but in decent condition.

Park History:

Dedicated in 1989, and named for an early pioneer, who farmed along the Green River

Recommended Improvements

- Parking Lot Improvements
- Replace Play Structure
- Repair Paved Trail
- Landscape And Irrigation Improvements

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Community Park

Jacobsen Tree Farm Park (undeveloped)

29387 132nd Ave. SE
29.30 acres
Transferred in 2003

The Jacobsen Tree Farm property is an undeveloped park located in the Lea Hill area of Auburn. The City went through a master planning process for the future park, which was completed in 2010. Future elements of the park include soccer fields, baseball fields, play grounds, and passive recreational opportunities. The park is adjacent to Arthur Jacobsen Elementary and Auburn Mountainview High School, and has magnificent views of Mount Rainier. A bond or levy will be needed in order to develop this large community park property.

Park History

This undeveloped park property was transferred from King County to the City of Auburn in 2003, and the area was annexed into the City of Auburn in 2007. Historically the site was a tree farm that was owned and operated by the Jacobsen family where they grew a variety of evergreen and birch trees.

Recommended Improvements

- Explore funding options to develop the park

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Community Park

Lea Hill Park

31693 124th Ave. SE
5.26 acres
Dedicated in 2013

Lea Hill Park is a community park that serves the Lea Hill neighborhood and is located adjacent to the Green River Community College Campus. Park amenities include a skate park, pervious walking pathways, a rentable picnic shelter, an amphitheater, baseball field, free game synthetic sport area, half basketball court, and a play area featuring a tractor and climbing toys. An ADA accessible restroom facility with two unisex bathrooms and drinking fountains was completed in the spring 2015.

A $60,000 KC YSFG helped fund the synthetic sport area and a $20,000 KaBOOM! Dr Pepper Snapple Group Construction Grant helped fund a portion of the playground equipment.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	1
Soccer Field(s):	1 small-scale soccer and multipurpose synthetic turf field
Open Play Field(s):	yes
Basketball Court(s):	½ basketball court
Pickle Ball Court(s):	
Tennis Court(s):	1
Other:	Skate spot
Facility:	Picnic Shelter, Amphitheater area
Parking Stalls:	
Trail:	
Benches:	4 + 7 Seats in Playground
Picnic Tables:	8
Barbeque Grill(s)	2
Other Notes:	Public Art – Strawberry Calf by Michael McLaughlin

Park History:
The park was previously located near the corner of SE 320th Street and 124th Ave SE, but only contained a full sized baseball diamond and a softball field. The old location was the home field for the Green River Community College baseball and softball teams, and was also used by Auburn Little League. The property where the park is today was acquired as part of a land exchange with Green River Community College that occurred in 2012. The current park is located just north of the original park property.

Recommended Improvements

- Landscaping Improvements
- Resurface Synthetic Turf On Kompan Free Game Court

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Community Park

Les Gove Park/Les Gove Community Campus

910 9th St. SE
14.68 acres
Dedicated in 1966

Les Gove Park is a recreational and educational facility serving the entire community. The Library, Parks and Recreation Administration Building, Community Center, Teen Center, Senior Center, the White River Valley Museum, and a variety of recreational features make Les Gove a very popular destination. A Park Master plan was completed in 2015 in order to help define park elements, and create a roadmap for near term and long range planning concepts for the entire campus. A major outcome of the Master Plan was to establish the Auburn Community Campus that features Les Gove Park.

The park has residential development on roughly three sides, and is bound by 12th Street SE to the south and Auburn Way South to the west. Existing entrances to the park are not ideal, as they pass through residential or commercial settings, and can be unclear to a first time visitor to the park.

Approximately 3/4 of Les Gove Park is developed with a youth softball field, patios, a splashpad, the Discovery Playground, and a concrete pad used for kids concerts in the summer. The remaining portions of the park are comprised of grassy open areas used during special events in the park.

Park Features:

Playgrounds:	2
Softball Field(s):	1
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	yes
Basketball Court(s):	
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	Spray Park; Bocce Courts, Outdoor Exercise Stations
Facility:	Picnic Shelter, Restroom Building
Parking Stalls:	0
Trail:	½ mile looped trail
Benches:	23 + 2 in Dugouts
Picnic Tables:	19
Barbeque Grill(s)	1
Other Notes:	Includes Gymnasium, PRAB Admin Building, Senior Center, White River Valley Museum, Auburn Library and Les Gove Building, (accessible) Discovery Playground, Rotary Spray Park, Views of Mt. Rainier. 10 benches are located in the bocce court, 25 seats at spray pool.

Park History:
Named for former Mayor Leslie J. Gove, who served from 1936 – 1946 and again in 1955 for only two months. Gove was mayor during the time the park property was converted from undeveloped land to a housing development for war workers. When the property was approved for the development of a fifteen acre park in 1960, Councilman Fred Towner was instrumental in getting the park named for Mayor Gove. Mayor Gove's family members were early pioneers in the area, who moved here in 1875. They farmed north of Auburn and put in the first water system in the area, giving them running water from a source on the West Hill to their back porch.

Future Community Center
The construction of a 21,000+ square foot Community Center and Teen Youth Center began in August 2015, and is expected to be completed in June 2016. The multi-use and multi-generational building will be used for educational, cultural, social activities, and will house Park Administration staff. Emphasis for the community center will be made on creating spaces that will attract teens and encourage cross-generational interactions with the existing neighboring teen center. The community and teen center will be created by renovating the existing Parks and Recreation Building (approximately 7,300 sq. ft.) and adding approximately 13,700 sq. ft. of new building space.

Gymnasium
The 9,859 sq. ft. gymnasium was opened in October 2011 at the Auburn Community Campus. Participants can drop-in to a variety of programs, including open gym basketball, volleyball, pickleball and futsal (indoor soccer); a youth after-school program, an indoor playground designed for ages 5 and under, family nights, and rock climbing instruction. Organized programs include volleyball and basketball leagues, specialized recreation leagues, preschool sport classes, and rock climbing classes. Additionally, birthday party packages are offered using the gymnasium as an activity center complete with a party host, pizza or a birthday cake, and treat bags for birthday party guests. The facility is also available for rentals and other special events.

Senior Center
The Senior Center is a 12,000 square foot, one story, brick structure, constructed and completed in 2002. The structure features a large room dining/meeting area which will hold 200 people, a commercial kitchen, meeting rooms, a pool hall, computer lab, and a large reception/gathering area.

Library
The City of Auburn and the King County Library system entered into an agreement where a new library building was constructed and completed within the Community Campus in 2012, owned by the City, but a branch of the King County Library system. The library is at the southwest corner of the park, with access gained from Auburn Way South.

Museum
The White River Valley Museum, cooperatively managed by the City of Auburn and the White River Valley Historical Society, is located behind the Library in Auburn Community Campus. It is also a one story building. Inside is a reconstruction of a log cabin, the reproduction of Auburn's Main Street at the turn of the century, a caboose representative of the railroad history of Auburn, and a representative

display of the Native Americans and other early residents of the area. Additionally, the museum has revolving exhibits on a variety of historical subjects and a unique gift shop. Outdoor features include antique farm machinery displayed in an enclosed area. The farm machinery will likely be relocated to the Olson Canyon site in the future.

Recreational Area

The outdoor recreational component of Les Gove Park is found primarily in the south 2/3 of the park. A half-mile paved trail encircles an attractive bermed and treed area including 100 flowering cherry trees given by the Japanese Sister City Lions Club of Kasuga-Cho in 1984. Other recreational features include a softball field, informal play fields, splash pad and, and bocce courts. The water playground located in Les Gove Park is one of the city's favorite features for young children. Currently, a single playground site serves the park.

In June 2014 the Auburn community celebrated the opening of the 32,000 sq. ft. Discovery Playground. This unique playground features accessible surfacing; play opportunities that support all levels of development; elevated sand tables, water, and auditory elements; a cozy spot to gather; areas to swing, spin, balance, roll and play. The rocks at the highest level near the hill slides represent Mt. Rainier and two textured walking paths characterize the White and Green Rivers. The amazing support and community involvement in this project is proof once again that Auburn is a City with incredible heart. A community fundraising team was formed to raise $300,000 for the project and a community design team of agency professional, occupational therapy professionals and a youth representative helped to design the playground. Donations were received by 71 separate funding sources, including individuals, corporations and businesses, granting agencies, foundations, service clubs, children and service providers.

Recommended Improvements

- Multi-Purpose Building Renovations
- Lighted Crescent Concrete Walk From South Parking Lot to Community Center
- H Street Extension
- Roundhouse Pavilion Near The White River Valley Museum
- South Parking Lot Overlay
- Site Furnishings
- Deals Way Demolition
- New Restroom
- Paved Trail Overlay
- Construct New Section of Paved Trail in the Southern Portion of the Park
- Landscaping and Irrigation Improvements

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Community Park

Mill Pond Park

4582 Mill Pond Dr. SE
4.20 acres
Dedicated in 1997

Mill Pond is unique in several ways. The park is a joint project between the Parks and Public Works Departments, the Auburn School District, and the developer of Lakeland Hills. All of these groups came together to create a park with a dual purpose: to provide a recreational experience in a natural setting, and to provide stormwater detention and filtering for a 400 acre area. The site includes a permanent pond, a grass-lined bio-swale that becomes a temporary pond during storms, a 1/4 mile paved trail around the circumference of the ponds, and a fishing dock. Fishing in the pond is limited to children under 15.

Park Features:

Playgrounds:	
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	Fishing Pond
Facility:	
Parking Stalls:	0
Trail:	Trail
Benches:	2
Picnic Tables:	3
Barbeque Grill(s)	
Other Notes:	Combined stormwater and park facility

Park History:

The park was named after Mill Creek, which runs through it. This joint project between the Storm Water Division and Parks and Recreation, has a three-story- deep water retention vault under the tennis courts.

Recommended Improvements

- No improvements are recommended for the 6 year timeframe

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Community Park

Roegner Park

601 Oravetz Road SE
19.22 acres
Dedicated in 1994

This community park is located along the banks of the White River, adjacent to Auburn Riverside High School. A trail system includes both hard and soft-surfaced sections that meet the needs of many different users, including equestrians from the nearby Hidden Valley neighborhood. Trail construction in 1997 from the east side of Roegner Park to Kersey Way and continuing east along the river to Game Farm Wilderness Park and beyond. An approximate ½- acre off-leash fenced dog park is located near the trail, and can be easily accessed from the parking area off of Oravitz Road. Commissioned artwork for the park includes a uniquely designed bench with a salmon motif, placed to allow views of the river.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	Yes
Basketball Court(s):	
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	
Facility:	Picnic Shelter, Restroom Facility
Parking Stalls:	40
Trail:	Trail
Benches:	16
Picnic Tables:	29, 6 in Picnic Shelter
Barbeque Grill(s)	4
Other Notes:	Public Art. Swing set is in good condition. Playground equipment has several rotting boards which need replacing. Several picnic tables and benches have rotting, broken or missing boards needing replacement.

Park History:

Named for former Councilman and Mayor Bob Roegner (1982 –1993)

Recommended Improvements

- Replace Play Structure
- Drainage Improvements
- Landscaping and Irrigation Improvements

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Community Park

Sunset Park

1420 69th St. SE
15.15acres
Dedicated in 2003

Sunset Park was developed by the developer in Lakeland Hills. It is unique in several ways. The community park serves the Lakeland Hills neighborhood but also the community. The site includes a picnic shelter, two youth baseball/softball fields, trails, basketball court and skatepark. Fundraising and planning efforts began in early 2015 for a splashpad with a targeted completion date tentatively set for summer 2016.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	2 (youth baseball/softball)
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	1
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	Skate Park
Facility:	Restroom Facility, Picnic Shelter
Parking Stalls:	154
Trail:	Trail (s?)
Benches:	4 + 12 inside Dugouts
Picnic Tables:	16, inside Picnic Shelter
Barbeque Grill(s)	2
Other Notes:	All structures are in good condition.

Park History:

This park was designed and developed by the developers of Lakeland Hills in conjunction with the City of Auburn. The name was selected by a citizen's group, who decided to name it for the wonderful views of the sunset from the park.

Needs Assessment from 2006 plan

The park was completed in 2003 and is in good condition, requiring regular ongoing maintenance.

Recommended Improvements

- Splash Pad
- Landscaping and Irrigation Improvements

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Community Park

Veterans Memorial Park

405 E St. NE
7.67 acres
Dedicated in 1926

Veteran's Memorial Park, formerly City Park, is a popular community park located close to downtown Auburn and adjacent to Auburn High School's Memorial Stadium. The park is distinctive for its Veterans Memorial structure, shady woods and underlying expanse of green lawn. The Veterans Memorial structure was funded with donations and fund-raising events by local veterans groups. Its design and construction were accomplished with use of volunteer labor.

Park Features:

Playgrounds:	1
Softball Field(s):	
Baseball Field(s):	
Soccer Field(s):	
Open Play Field(s):	
Basketball Court(s):	½ basketball Court
Pickle Ball Court(s):	
Tennis Court(s):	
Other:	Backyard Idea Garden
Facility:	William C. Warren Building (capacity: 74)
Parking Stalls:	40
Trail:	
Benches:	8
Picnic Tables:	10
Barbeque Grill(s)	2
Other Notes:	Six benches are concrete, two are in Backyard Idea Garden. Spray pool has been removed. Playground is in good condition.

Park History:
Formerly named City Park, the park was dedicated and opened in 1926, and was "touted as the largest, most up-to-date and complete (park) in all the surrounding country". Money for the park came from a 1924 bond issue and the property was purchased from the Faucett family. Renamed in 2000 to honor Auburn Veterans groups who built the Veterans Memorial in the park.

Recommended Improvements

- Selective Tree Removal
- Resurface Basketball Court
- Landscaping and Irrigation Improvements

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Community Park

104th Ave SE (undeveloped)

31495 104th Ave. SE
14.73 acres
Transferred in 2006

This undeveloped riverside property is comprised of two parcels along the Green River. A nice sandy beach along the Green River is popular for swimmers in the summer, and fishermen in the fall and winter months. Nearly two-thirds of the park is located within the 100 floodplain so given the location of the park along the river and regulatory constraints, the park will likely be designed as a passive use nature park.

Park History:
The 104th Ave property was transferred to the City through acquisitions from Washington State Parks through a grant from the Recreation and Conservation office, and the other from King County.

Recommended Improvements

- Develop Master Plan

Map Needs: Map of Park – Aerial/Detail
Photos of Park Features

Open Space

Open space areas are land that is largely undeveloped, and that has been left in a natural or natural appearing condition. Other areas in the inventory are included with their respective park.

Size: varies
Service Area: Not applicable
Typical features:

- Nature Areas
- Wildlife Area
- Specific Park left in natural condition for future development
- Wetland area

Table 5-4: Existing Open Space Inventory:

Open Space	Acres
Auburn Environmental	190.91
Clark Property	26.68
Game Farm Open Space	26.00
Golf Course	40.98
Lakeland Nature Area	46.07
Mary Olson Farm	47.00
West Auburn Lake	9.25
Total	**386.89 acres**

Map Needs: Map of Open Space areas
Photos: Photos of volunteer events

Auburn Environmental – For the purpose of this plan the Auburn Environmental Park (AEP) has been divided up into open space and special use areas. The open space area is comprised a large undeveloped Category II wetland area bisected by SR 167, while the special use area is comprised of the parcels of land where the boardwalk and bird tower are located. On the east side of SR 167 there are two large wetland mitigation areas along Clay Street NW. One of the mitigation, known as Thermod has a large pond, and was installed to compensate for impacts associated with the Emerald Downs Race Track Facility. The other large mitigation area was installed to accommodate the City's B Street Corridor project. The Interurban trail runs up the east side of much of the AEP. On the west side of SR 167 Mill Creek and an associated wetland flows north across the property. The west side of SR 167 is the site of a large future stream relocation known as the Wetland 5K project where Mill Creek will be relocated back to its relic channel. Construction of the Wetland 5K project is expected to be completed in fall 2015.

Clark Property Forested open space area along the White River Trail, just west of R Street. The property is located on both sides of Oravitz Road. Bowman Creek crosses this property along the toe of the slope below Oravetz Road before flowing into the White River

Game Farm Open Space - Undeveloped forested area located on a plateau in the northeast portion of Game Farm Park. This area overlooks the White River to the east and is bordered by the a residential development to the north. A trailhead is located off of Forest Ridge Drive SE in the residential development that provides access to a trail system through the forested area. The discrete trailhead is located between two homes and is fairly difficult to find if you don't know that it is there. This area has been a popular spot for transient camps, which has resulted in limited use of the area by park users.

Golf Course Open Space – Mostly forested area located on a steep west facing slope along the eastern edge of the golf course. A power line easement runs east west across the northern portion of this area.

Lakeland Nature Area Assemblage of parcels located west of Fire Station 33 in the Lea Hill area of the City. The property contains forested wetland areas, but the extent of these areas is currently unknown. This park property will likely be a passive use park with a trail system, but a master plan is needed in order establish near term long term plans for the site.

Mary Olson Farm Open Space – Forested area on a west facing slope in the eastern portion of the Mary Olson Farm Property. These areas contain very large mature trees that overlook the farm. Olson Creek flows through a steep ravine from the east before flowing across the property and into the Green River. Olson Creek supports five different species of salmon, as well as steelhead trout and bull trout. Three of the fish species supported by Olson Creek are protected under the Endangered Species Act.

West Auburn Lake – This property is located at the terminus of S. 320th Street in the West Hill area of Auburn. Access to the site can gained from the west via S 320th Street or from the east via W Street NW. The site contains an approximate 2-acre lake, with approximately 7 acres of mature forested upland area. A Master Plan was developed for the park in 2013. Future site improvements identified in the Master Plan include a trail around the perimeter of the lake, a parking area at the end of S. 320th Street, viewpoints with benches, invasive species control, and the installation of native plantings.

Special Use Areas

Special use areas are miscellaneous public recreation areas or land occupied by a specialized facility. Some of the uses that fall into this classification include small landscaped areas, community gardens, streetscapes, environmentally sensitive areas, viewpoints, historic sites, and other specialized areas.

Size: Generally very small, "leftover" spaces
Service Area: Not applicable
Typical features:

- Landscaped Areas
- Community Gardens
- Viewpoints
- Historic Sites
- Nature Areas
- Traffic Islands
- Specific Park or Recreation Areas
- Environmental Park

Existing Special Use Areas Inventory:

Special Use Areas	Acres
B Street Plaza	0.10
Bicentennial Park	1.07
Centennial Viewpoint Park	0.70
City Hall Plaza	1.10
Clark Plaza	0.25
Community Garden A	1.04
Community Garden B	0.39
Environmental Park	16.84
Fenster Nature Park	12.58
Fly-in Lion	0.02
Golf Course	139.71
Mary Olson Farm	20.0
Mountain View Cemetery	46.57
Pioneer Cemetery	0.77
Plaza Park	0.02
Slaughter Memorial	0.02
TOTAL	**254.77 acres**

B Street Plaza - a small pocket park in downtown Auburn featuring artwork

Bicentennial Park - Green open space park at Auburn Way and Hwy 18

Clark Plaza - small pocket park at the corner of Auburn Way North and 15th Street NE.

Morningcrest - a landscape area at 58th & 24th NW

Slaughter Memorial - small pocket park at Auburn Way North with the memorial commemorating the battle of Slaughter

Fly-in Lion - Small pocket park located at the south end of Scobee Field (Auburn airport) with benches to watch the Airplanes take off and land. The park is located on King County transit property at the northeast corner of a park and ride.

Special Use Area

Centennial Viewpoint Park

402 Mountain View Dr.
0.7 acres
Dedicated in 1991

Centennial Viewpoint Park was created in 1991, during Auburn's Centennial year. As its name implies, it is blessed with tremendous views of the Green River Valley, the Cascade Range, and Mount Rainier beyond. The park is tucked into a small spot along Mountain View Drive, across the road from Mountain View Cemetery. This small park functions primarily as a scenic overlook. A bronze sculpture of a deer standing on a log, overlooking the valley, was commissioned by the Auburn Arts Commission for the site.

Park Features:

- Artwork
- Picnic tables
- Views of Mt. Rainier

Park History: Was developed by the Auburn Rotary Club during Auburn's centennial year celebration.

Special Use Area

Environmental Park

413 Western Avenue NW
16.84 acres plus
190.91 acres of open space
Designated in 2004

The Auburn Environmental Park (AEP) has been divided into open space areas and special use areas. The special use area of the AEP is located in the southern portion of the park. Here visitors will find a birding tower and an elevated boardwalk through a large wetland area. The boardwalk extends north from West Main Street to the birding tower, which located off of Western Ave NW. An information kiosk, picnic tables and a parking area are also located off of Western Ave. NW.

Park Features:

- Wetland Mitigation Areas
- Bird tower
- 1,200 foot elevated boardwalk with interpretive signs
- Picnic tables

Park History:

In 2004 City Council passed a resolution expressing interest in the Environmental Park Project. The formation of the AEP was made possible through a number of land acquisitions between 1996 and 2014, which resulted in a permanently protected area 207 acres in size.

Recommended Improvements

- Trail Connection Between Boardwalk and Interurban Trail
- Construct Boardwalk in Northern Portion of Park
- Routine Maintenance and Inspections to Boardwalk Structure

Special Use Area

Fenster Nature Park

2033 4th Street SE
12.58 acres
Acquired in 1996

Fenster Nature Park is located along the Green River where the river flows into the City limits. Two phases of buried revetments have been constructed on the property, Fenster I was completed in 2008 and Fenster II was completed in 2014. Upon completion of these revetment project the areas were planted with native vegetation.

A sandy beach located along the Green River is a popular spot for swimmers and tubers. The beach is actually located upstream of Fenster Nature park on property owned by King County, but visitors must cross through the park in order to gain access to this area. Parks staff is currently working with a consultant to a develop a design for a river access for emergency responders, drift boaters, rafters, and tubers.

Park Features:

- **Swimming and tubing access to the Green River**
- **Access to a trail system located upstream on King County property**
- **Public fishing access**

Park History: The northern portion of the property was acquired through a series of land acquisitions that occurred between 1994 and 2014. The southern portion of the park was purchased in 2006 from the Fenster Family, who owned and operated a farm along the river.

Special Use Area

Auburn Golf Course

29630 Green River Rd SE
139.71 acres plus
Open Space of 40.98 acres

A full-service 18-hole facility, the fair but challenging par 71 course is just over 6,450 yards and hosts over 50,000 rounds of golf each year. Services include a pro shop, equipment and power cart rentals, professional instruction and lessons, tournaments and leagues, and youth activities. The majority of the course is in the valley, with four holes on the hillside overlooking the valley.

The Auburn Golf Course offers an assortment of top notch facilities. Our Pro Shop has much of the newest gear at great prices. If you are hungry after your round of golf, be sure to stop in for a bite at our new Bogeys restaurant

Park Features:

- 18 hole golf course
- Clubhouse
- Putting Green
- Views of Green River and Mt. Rainier

Park History: The City purchased the Green River Golf Course in the 1960's. It was a 9-hole course on the north end of the current site, built in the late 1940s. After the city took over, it was developed from 9-hole to 18-hole course.

Recommended Improvements

- **Working with Golf Course Superintendent to determine recommended improvements**

- Special Use Area

Mary Olson Farm

28728 Green River Rd NE
20 acres plus
47 acres of Open Space land
Purchased in 1993

The City applied for and received King County Conservation Futures funding to purchase the historic Mary Olson Farm in 1993. The funding stipulates that the Farm can be developed for passive recreation and open space use only. The 67-acre Farm is on the National Register of Historic Places, and is a King County Landmark property. The private canyon in the center of the farm includes a farmhouse, large barn, a weaving house, and several other out buildings surrounded by forested hillsides and two meadows. The Mary Olson Farm is the most intact 1880s family farm in King County. The buildings, and to some extent the landscape have required extensive restoration. To that end the buildings have been leased to the White River Valley Historical Society so that they can be economically and quickly restored using grant funds.

The Farm includes many important historic features: a wagon road; seven historic buildings, an heirloom orchard; four runs of salmon in Olson Creek; two meadows; all surrounded by forested hillsides. The City intends to continue restoration efforts on the Farm and its environment to use as a living history museum attracting school groups and members of the general public. The wagon road will be able to connect area trails and bicycle routes in the area. In 2000 an award winning Master Plan was developed for the Farm, and in 2004 an Operations Plan was developed, creating a year by year plan leading to full program offerings and public access in 2014.

Park Features:

- Historic Farmstead
- Meadows
- Bluff and Creek

Park History:
Named after the matriarch of the early settler family who purchased the land in 1879—Mary Olson.

2015 Needs Assessment

Since 2014 the Farm has been fully restored and has been undergoing specialized maintenance care. That work must be ongoing and constitutes an annual investment. Future projects include recreation of the historic footbridge over Olson Stream, reclaiming land from blackberries and other invasive species and returning that land to native growth and producing hay fields. Future improvements will include the development of trails; acquisition of uphill canyon land as a conservation easement; development of an interpretive site dealing with Native American fishing and gathering; replacement of the caretaker's mobile home; installation of interpretive artwork to enhance the walking experience; and development of additional programs that share this remarkable site with a boarder audience.

Map Needs: Map of Park – Aerial/Detail

Photos of Park Features

Special Use Area

Mountain View Cemetery

2020 Mountain View Dr.
60.00 acres

Mountain View Cemetery is nestled on 60 acres of property overlooking the Mt. Rainier and the Green River Valley. Mountain View offers an urn garden, adult graves, columbarium niche walls, and a special section for veterans and their spouses. The Cemetery was established in 1890 when 40 acres of land were purchased. In 1945, a group of local businessmen formed the Thousand and One Club to transfer the cemetery to the City of Auburn. In 1947, the cemetery was endowed, ensuring that maintenance of the grounds would be continued into the future.

Park Features:

- Children's Place and Veterans Section
- Urn garden
- Niche walls
- Mausoleum
- Views of Green River Valley and Mt. Rainier

Park History:
Mountain View was established in 1890, a year before the town of Slaughter (now Auburn) was incorporated. This is the resting place of some of the early pioneers who settled in Washington Territory.

Recommended Improvements

- Working Cemetery Manager to determine recommended improvements

Special Use Area

Pioneer Cemetery

8th & Auburn Way N.
0.77 acres

Pioneer Cemetery, located at 8th N.E. and Auburn Way North, near Fred Meyer. The land was donated in 1878 to the town of Slaughter, Washington Territory, for a cemetery. It was only active for 20 years due to spring flooding. In 1917, land on the east edge was given to the Buddhist Church at Christopher for use by the Japanese community. Burials at Pioneer Cemetery are rare, as only cremated remains of descendants who were originally interred there are eligible. The grounds at this historical site are under the care of the Cemetery Division of the Parks Department.

Park Features:

- Ornamental Iron Artwork

Park History:
Donated to city in 1878.

Schools and Other Public Lands

People don't use only parks for their recreation. Other public lands and private facilities must be considered in evaluating the sufficiency of our public park system. In Auburn, schools are one of the largest contributors to recreation space other than the City parks.

Schools

School grounds are natural gathering places for neighborhoods—there is usually one within walking distance of every home in the city. In addition, school grounds have features, which, at a minimum, include sports fields, grassy fields for open play, and sometimes play equipment and basketball courts.

School facilities vary in their accessibility and availability. During the school year these are in use by the school throughout the day and often after school hours. This limits their use by individuals or non-school leagues. Also, some sports fields are too small or not in prime condition considered necessary for league play. For these reasons school facilities are considered to be valuable components in the community's total recreational resources, but cannot replace a strong public park system.

Map shows the location of all schools within the study area. Table 5-6 summarizes the facilities found at Auburn School District properties. Note: the Auburn School District extends beyond the Auburn City Limits.

Comment [jwk1]: There is no map of schools in Auburn.

Other Public Lands

Several properties are used informally for recreation purposes are owned by public entities. The major properties are identified below:

Table 5-6 UPDATE: Auburn School Facilities

School	Facilities (do we need to add playgrounds to this list) – list needs to be updated
Elementary Schools	
Alpac	2 youth baseball/softball fields
Chinook	4 youth baseball/softball fields
Evergreen Heights	2 youth baseball/softball fields
Gildo Rey	2 youth baseball/softball fields
Ilalko	2 youth baseball/softball fields
Lakeview	3 youth baseball/softball fields
Lea Hill	2 youth baseball/softball fields
Dick Scobee	2 youth baseball/softball fields
Pioneer	3 youth baseball/softball fields
Terminal Park	2 youth baseball/softball fields
Washington	2 youth baseball/softball fields
Middle Schools	
Cascade	1 Football Field with Track, Gymnasium with 1 basketball court, Annex 2 Baseball/Softball Fields, 90' & 65' fields

Mt. Baker	1 Football Field with Track, 2 Gymnasium 3 Baseball Fields, 90' & 65' fields 3 Softball Fields
Olympic	1 Football Field, Track, Gymnasium with 1 basketball court 2 Baseball/Softball Fields, 90' & 65' fields
Rainier	1 Football Field, Track Gymnasium with 2 basketball court 2 Baseball/Softball Fields, 90' & 65' fields
Senior High Schools	
Auburn Riverside High	1 Football Field synthetic turf with Track (Lighted), 8 Tennis Courts 5 Gymnasiums 1 Basebal Field, 90' infield, 3 softball fields
Auburn Senior High	1 Football Field synthetic turf with Track (Lighted), 8 Lighted Tennis Courts Gymnasium with 2 basketball court 1 Baseball Field, 90' infield
Auburn Mountain View High	1 Football Field with Track, 6 Gymnasiums, 8 Tennis Courts 2 Baseball Fields, 90' & 65' fields, 2 Softball Fields
West Auburn High	1 Baseball/Softball Field, 65' infield 1 Gymnasium

Auburn Water Utility

The watershed areas owned by the Auburn Water Utility. These have restricted access in order to maintain water quality. Coal Creek Spring Watershed in south Auburn is the major source of the city's water supply. The West Hill Watershed is considered a secondary water source; its location next to an elementary school make it a popular spot for neighborhood walks. Public use of these areas is presently discouraged by the Water Utility.

King County Parks

King County Parks owns several developed and undeveloped properties in close proximity to the planning area. While existing Auburn parks are more convenient to Auburn residents than most King County properties, recreation users are not restricted by civic boundaries, therefore some of these parks can be expected to serve Auburn residents.

The Green River Trail is a King County regional trail project that currently winds more than 19 miles from Cecil Moses Park near Seattle's south boundary to North Green River Park in south Kent near Auburn. The section of the Green River Trail that extends south from the City of Kent has stalled out in recent years due to private property issues, but there is still hope that one day it will extend through Auburn. A section of the trail was constructed in 2014 as a part of the Reddington Levee project near Brannan Park, which could easily be extended north to S. 277th Street. The section of the Green River trail south of Brannan Park presents many private property challenges, and may have to follow surface streets in order to make it to Fenster Nature Park and beyond.

State of Washington

The State of Washington owns an easement along the west side of the Green River in certain locations through the city. Much of the easement runs directly behind residences where access is allowed for fishing only. The Washington Department of Natural Resources also owns a quarter section of land in southeast Auburn. The land is not used for recreation at this time.

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Chapter 6: Recreation and Cultural Programs

Chapter 6
Recreation and Cultural Programs

Auburn—an Active Community

The City of Auburn Parks, Arts & Recreation Department provides opportunities for the public to participate in diverse recreational programs and activities designed to meet the needs of the community. These programs include preschool, youth, teen, and adult leisure programs; youth, teen, and adult athletics; fitness and wellness programs; programs designed to provide social and recreational opportunities to senior citizens and those with special needs, as well as a host of special events and cultural activities suitable for the entire family and community at large.

The City of Auburn Parks, Arts & Recreation Department has an active series of recreation and cultural programs. Survey results show over 75% of the city's population participate in at least one of these programs with over 30% participating on at least a monthly basis.

Analysis of recreation programs repeatedly revealed the need for indoor spaces for many types of athletic, cultural and recreational activities. Current programming is conducted at the Parks, Arts and Recreation Administration Building, Senior Center, City Hall, the multi-purpose building at the Auburn Community Campus, the William C. Warren Building at Veterans Memorial Park, and various school district facilities.

The addition of a gymnasium in 2011 has allowed for increased athletic programming opportunities. A new community center and teen center are slated to open in 2016; adding to the inventory of spaces available for programming a robust schedule of activities and programs for the community.

A Variety of Departmental Programs

Programs within the Parks, Arts & Recreation Department are divided into five major activity areas:

- Athletic Programs
- Leisure and Education Programs
- Health and Wellness Programs
- Heritage and Preservation Programs
- Cultural Programs: Arts and Events

City residents are offered a broad selection of leisure time activities contributing to social interaction, physical recreation and health, and cultural and artistic enrichment. The components of each program area and the future needs are described individually in this chapter. Some general conclusions and recommendations are also made about all programs offered by the City. This overview guides the City's direction to maintain the high quality of its recreation programs.

According to the 2015 survey, the top programs and activities that Auburn residents have a combined high and moderate level of participate in (regardless of the location) are as follows (Question #10):

- Running or walking – 88.74%
- Visiting nature/wildlife areas – 77.56%
- Attending community special events – 59..58%
- Bicycling – 55.07%
- Attending live theater/concert performances – 54.73%
- Nature/Environmental education – 46.69%
- Using exercise equipment – 45.68%
- Recreation swimming – 44.86%
- Adult fitness/health/wellness classes – 40.54%

The same survey asked respondents what recreation programs should be offered in Auburn (either by the City or by others) that members of their household would utilize. Their combined highest and moderate likelihood of use was as follows (Question #11):

- Festivals or events – 77.69%
- Fitness/health/wellness programs – 64.59%
- Volunteer opportunities – 57.08%
- Performing arts (dance, music, theater, etc) – 51.87%
- Outdoor sports – 51.31%
- Nature and environmental education – 51.09%
- Enrichment and self-help classes – 49.80%
- Visual arts – 43.26%
- Indoor sports – 41.60%

The survey also asked respondents what recreation programs by age groups should be offered in Auburn (by the City or by others) that members of their household would utilize. Their combined highest and moderate likelihood of use was as follows (Question #12):

- Adults – 68.03%
- Teens (middle & high school) – 65.77%
- Elementary school youth – 41.29%
- Seniors (at or near retirement) – 40.89%
- Toddlers/preschoolers – 27.44%
- Developmentally Disabled (all other ages) – 12.84%
- Developmentally Disabled (school age) – 12.34%

Conclusions/Recommendations for All Recreation Programs

1. Increase Awareness: Continue to increase awareness of recreation programs by trying new marketing avenues, including social media outlets.

2. Expand offerings for general fitness, health and wellness programs. According to survey results, there is a higher interest level among residents for offering general fitness, health and wellness programs (64%) than outdoor sport leagues (51%) or indoor sport leagues (41%).
3. Class Scheduling: Offer classes with both daytime, evening and weekend hours, to meet the needs of those without traditional 8-to-5 work schedule. While space shortage has impacted this in the past, the addition of a new community center and youth/teen center will aid in class scheduling. Continue to seek additional spaces, either through rental, lease or purchase for indoor recreation programs in heavily dense neighborhood areas, such as Lakeland Hills and Lea Hill.
4. Families, Neighborhoods & Cultural Connections: Reinforce family structure and interaction by offering activities or outings suitable to families. Continue to offer some programs at neighborhood locations, thereby strengthening the role and identity of neighborhoods in the city. Continue to seek ways to engage different cultures in recreation programming, through activities, food experiences, and social gatherings. Based on survey results, 87% of respondents want programs offered for all ages.
5. Nature and Environmental Education: Increase exposure to the natural world through activities and fun learning opportunities at suitable locations. As parks are developed around wetlands and other natural areas, residents and students can be involved in all stages, from design to implementation and maintenance. Adult environmental education can also inform residents of the functions and value of our open spaces (and the care and awareness of our urban assets). Survey results indicate that over 50% of respondents would be interested in nature and environmental education programs. The Environmental Park, Fenster Nature Park, Mary Olson Farm, and the undeveloped West Hill Lake property all have the potential to offer programming focused on environmental education.
6. Topics for Recreation Programs: Direction for recreation program topics are gleaned from several sources, including the public opinion survey conducted in 2015, direct requests to the Department, national and regional trends, and recommendations by staff members, the Park & Recreation Board and the Arts Commission. The survey is an especially rich source of ideas for activities, both for learning what recreation activities residents are currently participating in and what activities they would like to see offered by the City of Auburn Parks, Arts & Recreation Department. The Recreation Needs Assessment should be reviewed periodically to generate new strategies for recreation programming.

Athletic Programs

The Auburn Parks, Arts & Recreation Department organizes various seasonal sport leagues for adults, teens, kids and families as well as opportunities for drop-in programs. Additionally the City maintains general outdoor recreation facilities including trails, tennis courts, basketball courts, bocce courts, disc golf, skate parks, and a municipal golf course.

Many area residents participate in the athletic programs sponsored by the City's Parks, Arts & Recreation Department. In 2014, approximately 4,500 youth and adults participated in these programs, a decrease of approximately 15 percent since 2004. With the addition of a gymnasium in 2011, opportunities for drop-in play have been added; with over 4,000 individuals taking advantage of that option. Drop-in play is suited for those with flexible schedules; rather than more structured schedules as is seen with organized leagues. Several explanations can be given for the decreasing recreation rate for organized athletic programs, with the most common factor being there are a variety of options available to residents to meet their recreational, health, and fitness needs other than organized athletics. Additionally, many people have a perception of less leisure time in their lives today.

Residents have the opportunity to become involved in many sports activities, and can participate as an individual, or as part of an organized team or league. Programs are provided for both youth and adults, and are further divided into coed programs, and all male and all female programs.

Survey results show that 51% of the city's population would like Parks, Arts & Recreation Department to offer outdoor sport options and 40% would like indoor sport opportunities.

Adult Athletics: Adult athletic programs revolve primarily around the sports of softball, basketball, volleyball and flag football. With the addition of a new Gymnasium in 2011, dodgeball and futsal (indoor soccer) have been added as options for adult athletics. Soccer plays a smaller role in Department offerings, as there are many outside leagues that offer soccer. Since the opening of the Gymnasium in 2011, open gym volleyball, pickleball, and basketball programs are averaging over 4,000 drop-in players annually. Programs such as flag football and basketball still attract primarily men, although they are open to all players. There is a growing trend of people doing more family centered activities and other individual sports and activities. Adult athletic program offerings should be directed at meeting the needs of individuals and families.

Youth Sports- Youth sports programs are offered for children from age 3 to 18 and vary seasonally. The main focus is on recreation, team work, learning and fun rather than high-level competition. Preschool sports, through a "Let's Play Sports" program are hugely popular and require parent participation. They help lead children to playing in additional sport programs offered by the Department. Youth sport

programming has diversified beyond soccer, baseball and fastpitch and the Department now also offers cross country, girl's volleyball, track & field, flag football, climbing, dodgeball and a select basketball league to give children a larger pool of athletic activities in which to participate.

Specialized Recreation Athletics: The department offers both a sports and Unified Sports program in the sports of Basketball, Volleyball, Roller-skating, Bowling, Soccer, Track & Field, Cycling, Swimming and Softball. In Unified Sports Programs, athletes and partners, those with and without developmental disabilities, participate on teams together. Cooperative efforts with the Auburn High School staff has resulted in partnered social programs. Programs partnered with the Community Lab at the AHS has produced mentorship and life skills programs. With two wheelchair accessible buses, the department is able to transport participants to and from events and programs.

Athletic Programs Needs/Recommendations

1. Continue/Expand family sport programming
2. Expand individual oriented athletic options – running, walking club
3. Flexible scheduling for drop-in programs
4. Track sport trends and interests such as Ultimate, pickleball, disc golf, lacrosse, rugby, bocce
5. Increase Participation by Women and Girls: Continue to expand the co-ed, women's and girls programs as new recreation facilities are provided. Investigate ways to inform more women of the women's athletic programs.
6. Partnerships: Continue to partner with schools and other providers to increase program offerings and participation. Coordinate with the local school district to maximize use of current facilities.
7. Offer Programs in New Sports: Experiment with offering athletic programs/classes in new or developing sports such as, disc golf, futsal, mountain-biking, foot golf, bike courses. Place an emphasis on family and individual oriented programs.
8. Gymnasium Space: City-owned and scheduled gymnasium space is needed to maintain the current course offerings. An increase in gymnasium space is needed if these very popular programs are to be expanded to keep up with the community's growing population.

Leisure and Educational Programs

A wide range of recreation programs, including instruction in arts and crafts, dance, music, community education and special events are offered through the Auburn Parks, Arts and Recreation Department. Existing leisure and educational programming falls into various age categories: preschool; youth; teens; adults; seniors; individuals with specialized needs; and families. Programs fluctuate based on community interest, seasons, availability of instructors and facilities.

Survey Results

Although the City provides programs for all ages and categories; the public opinion survey is useful in determining the likelihood of use in each area by residents. The survey asked respondents what recreation programs by age groups should be offered in Auburn (by the City or by others) that members of their household would utilize. Their combined highest and moderate likelihood of use was as follows (Question #12):

- Adults – 68.03%
- Teens (middle & high school) – 65.77%
- Elementary school youth – 41.29%
- Seniors (at or near retirement) – 40.89%
- Toddlers/preschoolers – 27.44%
- Developmentally Disabled (all other ages) – 12.84%
- Developmentally Disabled (school age) – 12.34%

Preschool Programs, Ages 1-5: Preschool programs provide classes in movement, crafts, sports, and innovative holiday activities. The availability of facilities affects which classes are offered. With the opening of a new gymnasium in 2011, a new Indoor Playground program was initiated that allows parents to bring their preschool aged child for socialization and fun! The department provides balls, games, mats, riding toys, climbing toys and more in the Les Gove Gymnasium. Approximately 3,000 registrations occur on an annual basis. Most preschool classes are offered at Les Gove Park's Multi-purpose Building, as are many other events. This is inconvenient for preschool programs, because the room, supplies and materials must be continually set up and taken down, in order not to interfere with other uses. Movement classes such as ballet and gymnastics are held at buildings that are not well-suited to these activities, as they do not provide the mirrors, bars, and other equipment or settings needed for effective learning. The opening of a new Community Center in 2016 should help to alleviate these current challenges.

Youth Programs, Ages 5-10: Youth programs consist of arts and crafts, gymnastics, dance, sports, acting, music, science, and social and personal skills. Summer activities include a variety of day camps, sport camps and specialty camps. Most recreation programs are currently directed toward youth 10 years old and under.

Leisure & Education Program – Preschool/Youth Needs & Recommendations:

1. Design and add a mobile recreation bus with activities that can be taken into the community for the introduction of recreation activities to school-age children.
2. Work with the Auburn School District to introduce school-based before and/or after school recreation activities to encourage activity and healthy habits in youth.

3. Expand multi-generational programming and Family Programming;

Tweens/Teens, Ages 11-19: Like communities around the country, Auburn is struggling with concerns for its young people and the challenges they face today. The City employs two positions focused on teen programming. These staff members have worked over the last 20 years to engage teens in recreation programs, provide information and marketing materials specifically geared for teens about program and service opportunities; and developed relevant and diverse opportunities for young people. An evaluation of the existing athletic and recreation programs reveals that 11 to 15 year-olds participate primarily in the athletic programs offered by the City; however a popular Teen Late Night program; and several Middle School programs have given teens greater opportunities. Additionally, the Department coordinates the Auburn Youth Council which provides teen leadership and server/earning opportunities. The Youth Council meets on a regular basis to plan service projects and fundraising events. Another factor to consider in planning for teens is the large number of low-income families in Auburn. Nearly half of Auburn residents fall into the low or very low income categories, making it difficult for many families to pay for recreational activities for teens who are able to care for themselves during out-of-school time. Providing facilities and programs with a positive social or recreational environment is seen as key to counteracting some of the negative behaviors and activities occurring when teens "just hang out." With the increasing options for social media; the department needs to be creative about engaging tweens/teens in programming options. Developing appealing programs for this age group may need to involve teens and be more creative in approach than for other ages. The City is currently repurposing the current Parks, Arts & Recreation Administration Building into a Teen Center and programming for Teens will increase in June 2016.

Leisure & Education Program – Teen Program Needs & Recommendations:

1. Improve Facilities: Improve existing facilities and develop additional facilities to provide a variety of recreational, cultural and artistic opportunities for teens in the community. Develop methods to evaluate recreation facilities and establish standards and criteria to improve existing facilities.
2. Assess Needs and Interests of Teens: Assess the recreational, cultural and artistic needs and interests of teens in the community on an ongoing basis. Use a youth specific evaluation tool for activities, programs and classes in order to meet the many varied needs and interests of teens today. This may mean offering "non-traditional" activities not available at schools.
3. Accessibility to Programs: A Fee Waiver Program allows many low-income residents to attend recreation classes and programs. While the Fee Waiver Program helps, more flexibility may be

needed for families in need who don't meet the United States Department of Agriculture Child Nutrition Program Income guidelines. Consideration for providing more youth and teen oriented programs at low or no cost encourages greater participation. Improved public transportation and an improved pedestrian/bicycle network will enable more teens to attend activities. Further develop partnerships with the local school district to expand transportation opportunities to and from programs.

4. Teen Center Programming: A variety of low to no cost drop-in programs and structured fee based programs will be provided. Provide middle school and high school specific programs.
5. Expand Sports Programs: Increase and expand sports programs for teens by developing an intramural sports program to encourage greater participation.
6. Outreach to "At Risk" Teens: Perform outreach activities connecting "at risk" teens to recreational programs. This will establish a connection to the community.
7. Creative Marketing: Current trends will continually be assessed to maintain relevant marketing.

Adult Programs: All adult programs are available to persons 18 and over; some are available to those 14 years and over. Adult recreation offerings include classes and workshops. Instructors are selected based on their qualifications, and local interest in the programs they offer. Staff and student evaluations of instructors and courses help to maintain high quality course offerings. Most adult programs are held at the Senior Activity Center, the Parks, Arts and Recreation Administration Building, the Multi-purpose Building in Les Gove Park and School District buildings when necessary/available. However, senior programs have first priority at the Senior Activity Center, which limits the availability of this facility and the number of adult programs that can be offered during the day. 68% of the survey respondents noted that adult recreation programs should be offered in Auburn (Question 12); the highest percentage of responses within that question.

Leisure & Education Program – Adult Programs Needs & Recommendations:

1. Facility Space: The Community Center opening in 2016 will offer the opportunity for expansion of adult programming. Additionally, adult programming will be offered in neighborhood venues.
2. Programming: Survey results, as well as opinions expressed to Parks and Recreation staff, indicate a larger selection of community education programs is desired. By keeping abreast of emerging recreational trends and areas of public interest, the Parks, Arts and Recreation Department can continue its tradition of offering a series of broad ranging and well-received classes and programs. By tracking trends and identifying areas of interest, program deficiencies can be identified and corrected.
3. Course Evaluation: Course offerings should continue to be reviewed on a regular basis to evaluate the instructor's performance and suitability of the facility and program. Enrollment, opinion surveys and other means should continue to be used for evaluation purposes.

Senior Programs: Comprehensive programming for ages - 50 and over focuses in Recreation and Leisure includes a wide spectrum of programs, and achieve this involving both staff and participants in decision-making. One of the big challenges of programming for this population is the wide span of ages - from 50 to 95+. The difference in interests, abilities and needs shifts dramatically in this forty plus year range. A diverse offering is provided including but not limited to trips and tours; exercise and fitness; Silver Sneakers –Heathway Membership; outdoor adventure; hiking; volleyball; pickle ball; Wii bowling league; in house social events such as movies and parties, games, cards, billiards, puzzles, computer lab. Classes and programs change monthly, but often include arts and crafts, academic classes, computer, dance and fitness classes. Topics are as varied as AARP Divers Safety, oil painting and consumer interest. Several support services are also offered for seniors, including classes on Social Security, wills, health insurance, tax counseling. Volunteers are provided through SHIBA (Senior Health Insurance Benefit Act) program to help seniors resolve questions about Medicare/Medicaid and seniors' rights.

Leisure & Education Program – Senior Programs Needs & Recommendations:

1. Marketing: The ability to better market senior programs is integral to reaching more people. Young retirees may feel they are too young for the Center, creating one type of marketing challenge. On the other hand, communicating with the frailer, home-bound elderly must be accomplished with a different approach. The Center's many different programs and services are suitable for people of many different ages and interests. Additional funding for effective marketing to promote and inform residents of the Senior Center's offerings is necessary to move beyond current participation levels.
2. Program Changes: Types of programs offered have changed as the interest of todays 50 plus has changed. We have seen a large increase in numbers participating in outdoor adventures, extended travel, cultural offerings and fitness. We need to continue to look beyond the next few years to address the changing needs of our aging population. We now see more instances of delayed retirement age, increased lifespan, diversity in interests, diversity in financial resources, and in cultural diversity. To meet these and other new demands, an analysis of both service planning and facility plans for the next 10 to 20 years should be undertaken. Expanded services in the areas of wellness, exercise and support services must be explored. Counseling and mental health services as well as expanded medical services must be considered. We are seeing an increased number of mentally ill older adults in our programs. Transportation of seniors to Senior Center programs should be considered in future Senior Center planning, as should outreach services for the frail elderly and expanded adult day care services. Meeting the needs of minority elders in our growing ethnically diverse population must also be a focus. The possibility of more off-site programming and/or expansion of existing facility would also be useful, as is exploring the Senior Center's role in city-wide human services discussions and senior housing projects.
3. Staff: With the projected changes in the aging population and social service needs mentioned as well as the projected need to increase rental revenues, there will be a corresponding need for additional staff.

Specialized Recreation: The Parks, Arts and Recreation Department offers social, educational and athletic opportunities for youth, teens, adults and seniors with special needs. A calendar of events published every three months, lists classes, sports and activities offered. The Young Generation Club is a program designed to meet the social and recreational needs for developmentally and physically disabled persons, ages 18 and up. Inclusionary and unified sports programs offer opportunities for individuals both with and without disabilities to participate together. The focus is on similar abilities, not differences. Emphasis is on providing understanding, disability awareness, building active participation for all people and involving families. It would be a goal to implement additional programs that focus on collaboration, which embrace diversity, where people with and without disabilities live, learn and play together.

Specialized Recreation Programs Needs & Recommendations:

1. Children with Special Needs: Continued growth in inclusionary programs for children under 12 are encouraged. Although the schools have a good educational program for the developmentally disabled, there are few social or recreational outlets available for these children, with the exception of athletic events such as the Special Olympics, which are open to children age 8 and above.
2. Transportation: Transportation to programs is an ongoing challenge for many people in this population. Few participants are able to drive or own a car, thus public transportation becomes vital. Recreational classes are held at various locations throughout the community. These programs occur primarily in the evenings and on weekends, when bus service is at its lowest level. Increased ACCESS Metro service and City of Auburn wheelchair-accessible buses have helped. Improved bus service, wheelchair-accessible vehicles, and pedestrian and bike facilities are essential to serving this group of users. Ongoing input should be provided to the transportation planning process, to improve service to these locations.
3. Program Costs: Financially, this group has extremely limited resources. The scholarship and fee waiver program is necessary for many of these residents to be able to participate. Maintaining the scholarship and fee waiver program and offering programs for children are priorities for this population.
4. Staffing: This population may require a higher staff to participant ratio in programs due to special needs. Additional staff training may be required.
5. Program Growth: Expansion of new and existing programming for specific specialized recreation programs as well as inclusion and unified programs.

Health & Wellness Programs

A wide range of health and wellness programs, including fitness classes, nutrition programs, cooking classes, community gardening, and a seasonal Farmers Market are offered through the Auburn Parks,

Arts and Recreation Department. Existing health and wellness programming crosses all age categories and is often offered to families. Programs fluctuate based on community interest, seasons, availability of instructors and facilities.

A recent Health Impact Assessment was conducted by Studio 3MW as a baseline for the City's Comprehensive Planning efforts. The baseline assessment for the Auburn HIA studied the following determinants of health: population health outcomes, urban form, the public realm (parks, open spaces, public places and streets) physical activity and the food environment. Understanding how these determinants of health influence community members' ability to make healthy choices helped to identify needs and opportunities for City actions to improve access to healthy living resources.

Key findings of the Health Impact Assessment suggest that community health outcomes could be improved through the following types of interventions: eliminating natural and man-made mobility barriers for pedestrian and bicyclists, improving sidewalk connectivity, improving the pedestrian environment, increasing the number of mixed use areas that provide goods and services, improving transit access, increasing the number of destinations located within walking distance of homes, increasing the number of healthy food sources within walking distance of homes and schools, improving safety and perceptions of safety, and eliminating affordability as a barrier to healthy food and physical activity.

Key community and geographic features contribute to urban form, mobility and access to goods and services. Geographic districts within the City include: The Auburn valley floor districts (North Auburn, South Auburn & Downtown) and hill districts (West Hill, Lea Hill, Lakeland, Southeast Auburn). Auburn includes over 30 square miles in land area, views of rivers, wooded hillsides, natural areas and Mount Rainier, annexed hill areas developed to County standards without sidewalks and few connecting streets. These features form barriers to connectivity and physical activity and create isolated districts within the City.

Auburn is a diverse community in many ways. The City's median age is 33.5, more than ten percent younger than the State average. Approximately 30 percent of residents identify as a race or ethnicity other than white or Caucasian. Of these residents, approximately ten percent are Asian and Pacific Islander, five percent are African American, two percent are American Indian and Alaskan Native, and five percent are another race or ethnicity. Thirteen percent of residents identify as Hispanic or Latino. One quarter of residents speak a language other than English at home.

A higher proportion of Auburn individuals and families face financial hardship compared to those in King County and Washington State. Auburn's median income is $54,329, about 24 percent lower than the King County median, and nine percent lower than the State median. The unemployment rate in Auburn is over ten percent. Approximately fifteen percent of Auburn families live on incomes below the federal poverty level. Over half of the students in the Auburn School District are eligible for free or reduced lunch.

Low-income and minority populations are generally at greater risk of poor health status and poor access to healthy living resources. These population groups make up a significant portion of Auburn's community; however, they are not uniformly distributed throughout the community.

Auburn has relatively poor community health outcomes. Compared to other cities in King County, it has the lowest life expectancy, highest rate of diabetes, one of the highest rates of obesity, and one of the highest rates of inactivity. The health outcomes of students in the Auburn School District are generally

consistent with King County averages, but could be improved to reduce the risk of students developing chronic diseases as adults. Improving community health is an important issue for the City and one that can be aided by offering health and wellness programs by the City of Auburn Parks, Arts & Recreation Department.

According to survey results, there is a higher interest level among residents for offering general fitness, health and wellness programs (64%) than outdoor sport leagues (51%) or indoor sport leagues (41%).

The City of Auburn coordinates a 17-week Auburn International Farmers Market every Sunday from June through September. The season features over 40 vendors each week who offer a variety of fresh locally grown farm-based foods, flowers, hand crafted items and concession stands that feature home-cooked tastes. The weekly market also included free community performances and several educational sessions on health, nutrition, and gardening.

The City of Auburn Parks, Arts & Recreation Department operates three community gardens for lease and use by residents. Community Gardens are used for recreational gardening and for growing vegetables and flowers for family use. The popularity of the gardens continues to grow and spots are sold out each year.

Health and wellness activities and services are a major focus for senior programs. A variety of health agencies provides periodic health assessments, foot care, flu shots, blood pressure clinics, therapeutic massage, dental cleaning and medical information and referrals specifically for seniors at the Auburn Senior Activity Center. An onsite weekday lunch program is operated and managed in partnership with Catholic Community Services and Aging and Disability Services. All meals meet one-third recommended daily allowance for persons 60 years of age and older. A salad bar is added to the meal provided by funds and product from the City of Auburn Human Services, sponsorships and participant donations. The Senior Activity Center also partners with Senior Services of Seattle King County to provide frozen Meals on Wheels to homebound seniors unable to prepare their own meals. Volunteers work with staff to ad mister the program and delivery of meals on a weekly basis. A variety of nutrition education materials and lectures are routinely provided at the Center and a volunteer “Wellness Team” assists staff in coordinating projects and activities specifically related to health and wellness for seniors. Center volunteers also work to provide a monthly food pantry for which groceries are purchased in bulk, re-packaged by volunteers and the savings are passed on to customers.

Health & Wellness – Needs & Recommendations:

1. Expand Offerings for Health and Wellness Programs:
    a. Neighborhood Based Programs-Provide health and wellness programs that are both traditional and innovative. Examples: Neighborhood free program sites, bring recreation to the community. Examples: Park Spotlight Series offering different activities while introducing the community to active recreation in their own local parks.
    b. Community Center Based Programs- Provide multigenerational fitness classes

2. Healthy Cooking – Provide classes and demonstrations that reflect the diversity of our community.
3. Farmers Market – Ensure access to healthy, fresh foods from local farms.
4. Expand Outdoor Fitness Equipment Options in Parks
5. Expand Community Gardens with an emphasis on low income neighborhoods
6. Expand Outdoor Recreation opportunities.
7. Partner with local health agencies to be a provider of preventive care and rehabilitation

Heritage and Preservation Programs

The City of Auburn has several sites designated as historic City Landmarks: the 1924 Auburn Masonic Temple at 302-310 E. Main Street; the 1937Auburn Post at 20 Auburn Avenue NE; the 1914 Auburn Public Library at 306 Auburn Avenue NE; and the 1879 Mary Olson Farm at 28728 Green River Road. Preservation efforts and identifying historic sites in need of landmark status can be strengthened by communication between the Museum and the Planning Department. By partnering between these City departments and staff, and by including key community groups a stronger heritage and cultural community can be built. The Museum can become a strong partner in helping establish landmark status for appropriate City properties, identifying and prioritizing preservation activities, and locating grant resources.

Mary Olson Farm: A Unique Landmark

In 1994 the City acquired the historic Mary Olson Farm which is recognized as a King County and City of Auburn Landmark and is listed on the National Register of Historic Places. The Mary Olson Farm dates from the 1880s, and vividly portrays a working farm of the early 1900s. The 67 acre farm includes seven historic wooden buildings, a salmon bearing stream, a 100+ year old orchard, forested hillsides not logged since the late 1800s, and acres of meadows in hay production.

After years of restoration efforts and an over two million dollar fund raising effort, the Farm opened to the public in 2011. Now fully restored, the Mary Olson Farm is operated as a limited use City Park—cooperatively managed by the City of Auburn and the White River Valley Historical Society. In 2011 the Farm won the prestigious Historic Seattle's Best Preservation Award. In 2013 the Farm was named King Conservation Wildlife Protection Farm of the Year.

To date roughly 18,000 school children have toured the Farm on curriculum based fieldtrips where they learn where their food comes from and about stream ecology. The site offers opportunities for living history programs, the study of nature and the environment, arts performances, classes, and passive recreation. A caretaker is located on site, helping to maintain the landscape and care for the resident livestock.

Mary Olson Farm Operations

The built environment of the Mary Olson Farm is leased to the White River Valley Historical Society for the purpose of economic restoration of the buildings and landscape, and for programing purposes. The City of Auburn still maintains ownership and the Farm operates as a City of Auburn Park.

Programming at the Farm includes elementary school tours where students study where their food comes from. They visit stations and participate in hands-on activities such as digging up potatoes, making cider, feeding chickens and petting a cow. Later in the fall busloads of middle school students visit the Farm where they study stream ecology and salmon. Their visits are timed to coincide with the indigenous runs of salmon spawning in Olson Stream.

During the summer months the Farm is open for drop-in visits for picnics and walks. A staff person and the caretaker are on hand to give tours, bring the livestock out to visit the public and maintain the Farm. Several special events have become a tradition. Hops & Crops Music and Beer Festival occurs each September drawing over 900 visitors to sample craft brews and listen to regional musicians. Each year the Auburn Symphony Orchestra uses the site for a series of chamber music concerts. Summer camps keep many young people active and learning while experiencing old time games, food making, livestock care and interacting with the environment.

Recommendations for the Mary Olson Farm

1. **Acquiring Conservation Use of Adjacent Properties**: it will be beneficial to secure use or ownership of portions of several residential properties bordering the eastern boundary of the Farm. These properties are steep hillsides, include the ravine through which Olson Stream flows and are important view-shed areas key to program development and habitat restoration.

2. **Continuing Habitat Restoration:** Continued restoration of the natural habitat of the Farm is essential. Several work parties or contracted efforts each year are required to keep blackberry and ivy from infiltrating these 67 acres. Annual handwork should be scheduled to continue caring for the stream buffer area, keeping it free of invasive species and planting diverse native shrubs and trees.

3. **Increasing Maintenance Budget for Historic Site & Buildings**: The seven historic buildings, gravel walkways, historic orchard and many other unique qualities of the Farm require sensitive and ongoing maintenance. Cedar shake roofs need gentle cleaning every few years, gravel needs to be hand spread in walkways, and a certified orchardist needs to prune the fruit trees two times a year... There are many tasks of this nature at the Farm that are far beyond routine parks maintenance and need to be budgeted for accordingly.

4. **Staffing**: Should expansion of programs and event are to occur at the Mary Olson Farm it has to be recognized that additional staffing would be necessary to meet these needs. As educational programs and events increase, the staff hours to meet this need will need to be increased. Consideration should be given to increasing the current arrangement of providing the "Caretakers", "free rent" with one where the "caretaker "would also receive a monetary stipend as well.

White River Valley Museum

The White River Valley Museum is governed by a private/public partnership agreement between the White River Valley Historical Society and the City of Auburn. This partnership is the result of an extensive planning period (1990-1992) between the City and the Historical Society. The City of Auburn provides the salary for a fulltime Museum Director, a fulltime Curator of Education a .75 FTE Education Assistant and a .5 FTE Curator of Collections, In addition the City of Auburn provides some financial programming support as well as in-kind services such as printing and mailings.

The Museum serves as a community educational institution teaching children and adults about the arts and heritage of the White River Valley. In addition to exhibits, the facility houses an extensive research archive, and manages the caretaking of thousands of precious artifacts which represent the history of Auburn.

The Board of Directors is the governing body of the Museum. The 17 member board consists of eight members appointed by the City of Auburn and nine members elected by the Historical Society.

Over the course of this partnership the Museum has experienced tremendous growth. Using privately raised funds the building has been fully renovated to accommodate professional permanent exhibits, a rotating exhibit gallery, gift shop and extensive collections storage space. Three temporary exhibits a year are created onsite and draw critical acclaim from members of the profession, arts critics and patrons alike. Complementing lectures, workshops and films are offered throughout the year. Creative programs are filled by a following audience that enjoys children's Overnight at the Museum, Junior Curator Camp, Hooked on History open houses and Late Play Dates. Each spring several thousand elementary age students tour the Museum on curriculum based fieldtrips.

In the future the Museum may undergo some facility and program changes to better connect it to the energy of the Park and the neighboring facilities.

Recommendations for the Museum

1. **Accommodating Continued Growth of Educational Programs**: Museum programs are growing to meet the needs of the Auburn community and Auburn School District. All kindergarten and third grade Auburn School District students tour the Museum as part of their curriculum—an arrangement that is very rare in the State. Fieldtrip programs require a lot of staff and volunteer time. School programs are so strong that they will soon outstrip our ability and space. To that end fieldtrips will be streamlined, and grow into activities that do not require so many or such highly trained volunteers. Museum operations will need to depend more upon online registration and feedback. Consideration should be given to renovating the garage space into a classroom. Upon completion of this renovation, the Museum staff would be able to handle larger groups of students at one time.

2. **Increasing Visibility:** The most difficult aspect of successful operation of the White River Valley Museum has always been its lack of visibility. After years of working on this problem and successfully obtaining good signage, advertising and branding, the next step is to improve the exterior of the Museum to better attract visitors who are already at the park, library, senior

center, gym and the new community center. Consideration of rebuilding the Museum lobby, increasing signage and walkways, and developing the garage space into a classroom should be considered as methods to increase visibility. The Museum must also be an intragal part of the rebranding of Les Gove Park as part of the "Les Gove Park Master Plan" many items in the plan such as an outdoor plaza that could also serve as a gathering place for education and performance, the extension of "H Street" as well as the redevelopment of the shared City of Auburn and King County Library parking area can greatly benefit the Museum.

3. **Staffing:** After 2008 reductions in staff the Collections department at the Museum was decreased by 10 hours per week. This reduction remains in place today. . It is recommended that additional staff hours be allocated to the Curator of Collections position so that the professional, timely maintenance of the artifact collection remain.

Cultural Programs: Arts and Events

A wide range of arts programming and major city-wide special events are offered through the Arts and Events division within the Parks, Arts and Recreation Department. The main program areas include: Special Events, Performing Art, Visual Art, Public and Community Art and Literary Arts.

Special events and arts programming typically rate high in public opinion surveys, both City-wide surveys and individual Department surveys. For the most recent Parks & Recreation Open Space Survey, when respondents were asked what recreation programs should be offered in Auburn (either by the City or by others) that members of their household would utilize, over 77% would participate in festivals or events (combining high and moderate likelihood of use - Question #11). Similarly 51% would participate in performing arts (dance, music, theater, etc) and 43% in visual arts programming.

The Arts & Events division seeks to foster cultural growth and enrichment within the community while sponsoring programs representative of the arts spectrum and provide special events and programs that help create community. In recognition that the arts and event contribute enormously to Auburn's quality of life and foster economic growth, the division strives for excellence, diversity, and vitality in its programming, while broadening the availability and appreciation of the arts.

The City of Auburn also supports an Arts Commission, founded in 1985. The commission is made up of 12 members from the community, appointed by the Mayor with the approval of the City Council. The commission meets on a monthly basis and is provided a report from staff, and also meets to make recommendations on the Arts Granting program (regranting via 4Culture Sustained Support Funding) as well as selections on Public and Visual Arts displays and commissions.

Special Events: The department has had a long history of hosting large-scale community events. Connecting these events to the overall mission and vision of the City and the department is vital. Auburn's community events range in size, theme, and audience. Large-scale community events regularly see over 15,000 individuals in attendance at a single event and have been repeatedly recognized in citizen surveys as very important to the quality of life in Auburn. Current community-wide special events include Petpalooza, KidsDay, 4th of July Festival, Veterans Day Parade and Santa Parade.

Auburn also hosts a variety of special events annually that are coordinated by outside entities. Each event serves a unique role and adds to the spirit of our City. These community festivals, athletic, and cultural events provide opportunities for neighbors, artists, merchants, spectators, and participants to interact and celebrate the richness of Auburn. A new special event ordinance and permitting process was established in 2015 to streamline the event permitting process for outside agencies to coordinate and produce events within the City of Auburn. It impacts those events that impact the ordinary use of public streets, right-of-ways, trails, parks or sidewalks and/or may require additional city services than would normally be provided such as police escorts, traffic control, sanitation, and cleanup work required to support the event.

Program Needs/Recommendations

1. Continue to streamline the special event permit process to support community groups presenting their own events without impacting city staff, city equipment and city services.

2. Further staff collaboration and coordination of events to support outreach and promotion of other city services and programs.
3. In order to grow special events or add new events, staffing would need to increase. Current levels of staffing are at maximum capacity to execute and coordinate existing events.

Performing Arts: Performing Arts is a highly visible and central program to the Arts and Events division. Offering a wide range of programming, the performing arts spans from free summer concerts, professional ticketed performances at the Auburn Performing Arts Center, and managing all aspects of the Auburn Avenue Theater.

Program Needs/Recommendations

1. A full facility assessment of the Auburn Avenue Theater needs to be conducted, as the City is in year 7 of a 15 year lease of the building and a plan will need to be created in order to dictate next steps for the Theater and/or performing arts offerings.
2. The ability to offer concessions is an important factor in the patrons experience at ticketed performing arts opportunities. A reliable method of working with community non-profit agencies to secure the appropriate permits needs to be further explored and systematized. The creation of a Parks Foundation non-profit agency could potentially serve this need.
3. The largest growth program area has been in the production of plays and musical, in the Auburn Community Players as well as the youth and teen theater productions. These programs are incredibly space intensive and the growth/continuation needs to take into consideration additional facility space for practice, set-building, and being able to continue to offer rentals and programming while the cast is rehearsing.
4. While the Auburn Avenue Theater is leased, it is under the City's management. The outside of the building needs to reflect and represent the quality of entertainment that is occurring within. A façade improvement is needed to improve the street appearance of the building.
5. The Auburn Avenue Theater is also a great community resource, providing a venue for which community groups can rent and use for their events, presentations, conferences, etc. Streamlining the rental process would increase exposure to the theater as well as bring in additional revenues.
6. Continue to gather information and audience needs and have it input into the programming decisions that are made and what kinds of programming is offered.

Visual Art: The city curates two visual art galleries, on in the lobby of Auburn's City Hall and one in Auburn's Senior Center. Local and regional artists apply once a year for the display of their artwork within these spaces. The artists display their artwork for exposure and do not receive an honorarium for their time and effort. The City creates a flyer and promotional materials to be able to support the artists.

Program Needs/Recommendations

1. Research and explore offering an honorarium/fee to participating artists. Many municipal art programs are beginning to offer this as a way to support artists and the costs associated with displaying artwork (travel, framing needs, etc.)
2. Staff receives regular requests for artwork to be placed in offices and public areas. A potential new portable works program should be explored. This would involve the purchase of two dimensional artwork within through our Public Art selection process, and be potentially connected to a purchase award from the artists that participate in the gallery program.

Public and Community Art: The Public Art program was created in 1988 includes commissioned artwork and sculptures that have been created and placed in the public domain, outside and accessible to all. The Public Art collection includes over 25 artworks and is throughout the City mainly in public parks. The Public Art program is financially supported by a 1% for art program, in which 1% of City Capital Project Construction goes to the creation of a new artwork. Additionally, an annual $30,000 is allotted for the creation of new work. Community Art are projects that include community participation with the creation of public art, including temporary artwork displays, group-painted murals, and other projects such as utility boxes. Pianos on Parade, Benchmarks, Streetscapes (artwork within vacant storefronts) are examples of Auburn's Community Art programs.

Program Needs/Recommendations

1. The current iteration of the percent for art resolution was last revised in 2008. It is recommended that the language of the resolution is discussed with Mayor and Council specifically the language that excludes streets and utility projects from the requirement.
2. Maintenance and restoration of this aging collection is an increasing need, and restoration work regularly exceeds the annual budget allotment. The public art collection has annual maintenance program to ensure the longevity of the artwork, but exploration of a reliable funding source in which more comprehensive restoration could be completed is needed. The City maintains an insurance policy in which the artwork is covered in case of vandalism/theft with a deductible of $5,000.
3. Providing a method for which private developers are encouraged and incentivized to include public art within new or renovated construction projects could be a great benefit to the public spaces and built environments that are changing rapidly. An exploration of collaboration between Planning and Arts division to be able to advise new developments as well as have the process be responsive to timeline as well as a review process through the Arts Commission.
4. Downtown Sculpture Gallery is an artwork on loan program that places sculptures on City built pedestals for a one-year timeframe. The continuation of building new pedestals with new downtown core developments is recommended and will ensure the vibrancy of the program and have artwork throughout the downtown core.
5. The space needs for Pianos on Parade and Benchmarks is significant, and the materials are stored for the majority of the year.
6. The community participation of these types of programs makes the use of social media ideal for continued community participation. Working with the City's marketing director, create marketing plans that include social media contests, hashtags and tagging as part of the signage to increase exposure and online participation.

Literary Arts: In 2011 the position of Poet Laureate was established to recognize and honor a citizen poet of exceptional talent and accomplishment. The Poet Laureate also encourages appreciation of poetry and literary life in Auburn. The position is a three-year term and works with staff to offer programming and events throughout their term.

Program Needs/Recommendations

1. Expand Literary Arts opportunities in Auburn; including book readings, poetry readings, and writing classes.

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Chapter 7: Open Space Defines a Community

Chapter 7
Open Space

Introduction

Communities use the term "open space" differently as the natural and built environments differ so widely from place to place. In Auburn we define open space as land largely undeveloped, which has been left in a natural, near natural or natural appearing condition. Open space includes both public and privately owned land.

The Growth Management Act of 1991 (GMA) recommends that cities and counties develop park and recreation elements which complement the expected land development pattern of the community (RCW 36.70A.070(8)). The GMA also requires us to "identify open space corridors within and between urban growth areas. They shall include lands useful for recreation, wildlife habitat, trails, and connection of critical areas." (RCW 36.70A.160). This plan is intended to meet the requirements of the GMA, and to ensure that green spaces in Auburn are preserved to the maximum extent possible.

Why We Need Open Space

The majority of the Park, Recreation and Open Space Plan is devoted to determining how we can best serve our human constituents. The Open Space component of the Plan is different, however. In addition to benefiting people, open space is valuable to wildlife and to maintaining environmental quality. The preservation of green spaces and natural areas are important in protecting the quality of life for Auburn residents within a highly urbanized area.

Open space benefits are many and diverse. In addition to environmental advantages, open space provides psychological relief and opportunity for solitude that people need on occasion. Open space can:

- Provide physical and visual buffers between urban and rural areas, and between incompatible uses.
- Provide opportunities for passive and active outdoor recreation.
- Preserve natural areas and environmental features with significant educational, scientific, wildlife habitat, historic, and/or scenic values such as views of major visual resources i.e., as Mount Rainier, riparian corridors, and vistas along scenic routes.
- Provide public access to creeks, rivers and other water bodies.
- Create distinctive settings within the city or within a neighborhood by preserving features such as hillsides, rivers, wetlands, scenic corridors and potential trail corridors.
- Provide connections between developed areas and natural areas. Provide movement corridors suitable for wildlife.
- Offer health and safety benefits such as flood control, protection for water supply, cleansing of air, and separation from hazards such as landslides.

Goals and Policy

The goals and objectives of the Open Space Plan are focused on developing a high quality, diversified park and open space system that preserves and enhances significant environmental resources and features.

Goal 1

To acquire and manage important open spaces in the City of Auburn.

Objective 1.1 Coordinate planning efforts to create a system of open spaces, an acquisition and conservation strategy, a management and maintenance program, public art and an education component.

Objective 1.2 Pursue acquisition and conservation of critical open space lands. Acquisition of open space should be consistent with the site selection criteria and conservation priorities adopted with the Park, Recreation and Open Space Plan.

Goal 2

To develop a Greenbelt Open Space System with an interconnecting network of open space land allowing movement of people and wildlife.

Objective 2.1 Develop a system of trail corridors to link major parks and open spaces, residential neighborhoods, and other activity centers such as schools, employment centers, and community centers.

Objective 2.2 Explore the use of utility and transportation corridors to expand the trail system.

Goal 3

A funding mechanism should be established so that open space can be acquired on a regular basis.

Objective 3.1 Open space proposed for acquisition with public funds should be evaluated and prioritized based on such factors as environmental sensitivity and connections to other open space areas around the City and beyond.

Objective 3.2 The City seeks to acquire less-than-fee interest (i.e. Conservation Easements) in lands which can provide open space benefits compatible with reasonable private uses of the remaining ownership interest.

Policy 3.2.1 The City pursues agreements for public use of utility rights-of-way for public trails as connectors between open space parcels.

Policy 3.2.2 The City should approve use of public trail rights-of-way for underground utilities, or crossing of rights-of-way, in exchange for public use of utility rights-of-way or in return for fees dedicated to open space acquisition, maintenance or operation.

Policy 3.2.3 The City participates with other government agencies or land trusts in joint acquisition or land trades of regionally important open space lands.

Policy 3.2.4 The City devises methods for efficient and equitable exchanges between land owning divisions of City government to achieve open space goals.

Policy 3.2.5 Conservation easements along river and stream corridors throughout the City are always being considered. The program seeks continuous easements across property boundaries along these corridors.

A System of Open Spaces

To maximize the benefit of open space lands, Auburn seeks a meaningful system of open space. An open space system that best serves the needs of people consists of a series of activity centers, interconnected by open space corridors.

Because the central portion of Auburn is already largely developed, it will be difficult to develop a connected open space system in this location. Therefore, the care and preservation of individual green spaces such as parks and school grounds becomes very important. The function of public lands as neighborhood open space should be carefully analyzed before any changes in use or ownership are considered.

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Chapter 8: Auburn Trails

Chapter 8
Auburn Trails

Trails are a popular attraction throughout the Pacific Northwest. Our mild climate and love of outdoor activities contribute to strong support and use of trails, particularly in urbanized areas.

What IS a Trail?

A trail is a travel way intended for pedestrians and other users that excludes motorized traffic. It can be paved, and designed to support bicyclists, rollerbladers, joggers and other users who require a hard surface. Or be unpaved, to serve walkers, hikers, mountain bikers, and equestrians.

This plan will look at trails from three different viewpoints. First, are purely recreational trails; second, are trails serving both recreational and transportation needs; and third, are low impact trails within natural preserves. This differentiation is useful in determining the location, type, and quantity of additional trails needed in the City of Auburn. For this plan, there are three types of trails described as recreational loop trails, linear trails and recreation/transportation trails. Table 8-1 illustrates the existing trails present in Auburn.

1. Recreational Loop Trails

Short recreational trails, which are contained within a single park or site, are usually in the form of a loop. They are intended for walking, bicycling, hiking, or skating. They may connect different activity areas within a park, provide access to natural preserves, and sometimes provide a connection to the immediate neighborhood. Trails may be made of a hard surfaced material such as concrete or asphalt, or a “soft” surfaced material such as dirt, crushed stone or bark chips. The advantage of hard surfaced paths is they can accommodate more types of users, while soft surfaced paths have a more rustic, natural feeling. Hard surface trails are also usable in all weather conditions.

Table 8-1 Existing and Future Trails in Auburn

Trails					
Park/Trail	Description	Linear Total (miles)	Loop Inside Park (miles)	Transport-ation (miles)	Total Miles
A' Street SE Trail	Future trail				
Auburndale Park	Paved loop path around park		0.41		0
BPA Trails (Future)	Paths to be developed in the future				0
Brannan Park	Paved loop path around Park to Green River levee. Soft surface trail extends along the levee.	1.19	1.00		2.19
C' Street SE Trail	Ellington Rd. SW to 15th Street SW	1.60			1.60
Cameron Park	Paved loop path through park and loops through Lemon Tree Lane		0.33		0.33
Cedar Lanes Park	Informal path through wooded area		0.25		0.25
Dogwood South	Future trail				
Fulmer Park (Future)	Loop path to be developed				0
Game Farm Park	Paved loop path around meadow, play structure, ball fields. Extensive sidewalk throughout park	2.30	1.00		3.3
Game Farm Wilderness Park*	Paved trail along the White River and around the group camp area.	1.25	1.00		1
Green River Trail (Future)	Paved trail along the Green River				0
Interurban Trail	Paved 12' wide trail runs alongside the Union Pacific railroad, from the city's northern to southern limits			4.5	4.5
Isaac Evans Park	Paved loop through wood and along the Green River		1.07		1.07
Jornada Park	Paved loop through wood and around park		0.10		0.1
Lakeland Hills Linear	Extensive sidewalk path on Lakeland Hills Way from Evergreen Way to Lake Tapps Parkway	0.73			0.73
Lakeland Hills Park Trail	Paved loop path around recreational fields		0.39		0.39
Lake Tapps Blvd. Trail	Paved sidewalk and asphalt trail	1.62			1.62
Les Gove Park Trail	Paved loop path around open space		0.50		0.5
Mill Creek Corridor/Auburn Environmental Park	Board Walk Trail				
Mill Pond Park Trail	Paved loop path around pond. Connects to Lakeland Hills Trail.		0.29		0.29
Roegner Park*	Both hard and soft surface trails are present in the park. A paved loop path is marked.	1.29	1.00		1
Rotary Park (Future)	Loop path to be developed				0

Park/Trail	Description	Linear Total (miles)	Loop Inside Park (miles)	Transport-ation (miles)	Total Miles
Shaughnessy Park (Future)	Loop path to be developed				
Sunset Park	Paved loop path around park.	0.69	0.50		1.19
White River Trail*	Paved and soft surface trail	0.86	4.5 *		4.5
Williams Trail	Future trail				
Total	*26.39 miles*	**9.93**	**8.59**	**4.50**	
Refer to 2005 Transportation Plan					

2. Linear Trails

Recreational trails designed to connect one area of the city or activity center to another. They lead to a destination point and are hard surfaced so they are usable in most weather conditions and for a variety of activities, such as walking, bicycling, and skating.

3. Recreation/Transportation Trails

Trails designed to connect one area of the city or activity center to another serve a dual role for both recreational and transportation uses. Recreation/ transportation trails are generally linear in layout, lead to a destination point, and are hard surfaced so they are usable in most weather conditions and for a variety of transportation modes, such as walking, bicycling, and skating. Sometimes called "multi- modal trails", they are designed and constructed to stricter standards than the loop paths, and normally accommodate two-way traffic.

Current Recreation/Transportation Trails

- Interurban
- Lakeland
- White River

The White River Trail that stretches from Game Farm Wilderness Park to through Roegner Park and ends at A Street SE includes soft surfaced trail sections alongside the paved trail where possible. This enables riders on mountain bikes, horseback, hikers or others who need the extra traction to use these same trail corridors. Future trail connection with the Interurban trail is desired to connect the southern portion of the City to a regional trail system.

Interurban Trail - This 12' wide trail is located in the Puget Power right-of-way and parallels the Union Pacific Railroad for much of its length. The Interurban Trail currently runs north to south through Tukwila, Kent, Auburn, Algona and Pacific, and is approximately 17 miles long.

The trail is the primary north and south route suitable for non- motorized travel between valley communities. The trail's location through the heart of Auburn's industrial district brings potential users close to several of the largest employers in the city. Boeing, GSA, the Outlet Collection, and the Auburn Environmental Park are also located adjacent to the trail; downtown Auburn is less than 1/2 mile from the trail.

The Interurban Trail and the White River Trail are also designed for use by equestrians. Informal trails in the open space areas of southeast Auburn are also used. The shoulders of some of the rural roads are

used by equestrians, although these are not designed or managed for this particular use.

Lakeland Hills Trail - This trail connects the growing Lakeland development with Mill Pond and Oravetz Road. It is unique in Auburn because it passes directly through a residential neighborhood. As Lakeland continues to grow, the trail will extend to ensure all neighborhood residents have easy access. Future connections will allow residents to travel from Oravetz Road to Lake Tapps Boulevard and Sunset Park.

Due to steep grades and narrow width, the trail is most appropriate for pedestrian use only. With the completion of Roegner Park and Auburn Riverside High School, the Lakeland Hills trail has seen a dramatic increase in use.

White River Trail - The trail, within Roegner Park, falls into both therecreational loop path and recreation/ transportation trail categories. The trail extends east along the White River to Game Farm Wilderness Park.

The future extension of the trail expects to increase its usefulness as a transportation way. It will provide a much-needed east/west connector in the south part of Auburn for cyclists and equestrians. The proposed trail extends west to A Street SE, and appropriate provisions will be made for cyclists on A Street and Kersey Way, this will prove to be a very valuable link in our non-motorized network and a connection to the local schools in the area.

Do We Need More Trails?

Determining the need for trails is more complex than it is for other recreational facilities because of the large area they can cover and the many different trail uses. This plan will look at survey responses from City residents to evaluate the current demand for recreational loop paths. Recreation/transportation trails are discussed briefly, but by necessity, are more fully analyzed in the City of Auburn Transportation Plan under the non-motorized trail section.

Survey Results

The public opinion survey reveals that Auburn residents have a strong interest in trail related activities. The survey asked several questions concerning residents current use, what kind of trails they would most like to see developed, what recreation activities they participate in now, and what activities they would participate in if facilities were available. These questions were primarily oriented toward recreational trail use.

Sixty-one percent of Auburn households indicated that there was a need for walking and biking trails. Forty percent of Auburn households also wanted non-paved trails and biking trails. The survey respondents indicated that the residents were willing to spend $13 for every $100 to improve/expand walking & biking trails and non-motorized vehicle trails.

Current Participation in All Recreation Activities:

Activities that can be performed on trails constitute four of the top 25 activities that Auburn residents participate in. See Table 8-2.

Please note the survey activities ranked first and second are running/ walking and visiting nature areas, which are activities usually conducted outdoors. Walking for pleasure is therefore the most popular outdoor activity in the City.

Future Participation:

When asked what activities they would participate in if facilities were available, respondents indicated running or walking and visiting nature areas/wildlife were their number one and two choices. The popularity of running and walking ranked number one and two in the survey conducted for the previous park update in 2005. The category bicycling on paved surfaces was ranked third.

Current Trail Use:

More than 59% of respondents indicated that trails raked highest in priority when considering recreation activities.

Need for Trails:

More than half of the respondents indicated that additional paved trails for biking, walking and other activities are needed.

Conclusions from the Survey

Survey results support the conclusion demand for additional trails is high. The existing trails do not provide complete coverage for the City, whether for recreation or transportation uses. The fourteen recreational loop paths occur in scattered locations, but with the exception of Les Gove Park, the central portion of the city is not well- served. Because this is also the most developed part of the city, it will be difficult to add trails in this area. The Parks Department will work with the Planning Department to add trail connectors as new developments are proposed, especially along the Green and White Rivers.

Current Trail Efforts

Constructing new recreational loop paths in existing and future parks is a viable and reasonable way of meeting some of the demand for additional walking/biking/skating facilities. Parks and other City- owned properties that could accommodate new loop paths are:

Current

- Auburndale Park
- Brannan Park
- Cameron Park
- Cedar Lanes Park
- Game Farm Park
- Game Farm Wilderness Park
- Cedar Lanes Park
- Isaac Evans Park
- Lakeland Hill Park Park
- Les Gove Park
- Mill Pond Park
- Roegner Park
- Sunset Park

Future

- BPA trails (Lea Hill to Green River Road)
- Fulmer Park
- Rotary Park
- Green River Trail
- Shaughnessy Park
- West Hill Watershed
- Extension of Lakeland Linear Trail

Opportunities for trails are explored in all new park design and construction. Gaines Park, Cedar Lanes Park and Lakeland Hills Parks, both small neighborhood parks, each have a short loop path of approximately 1/4 mile. Roegner Park, Game Farm Wilderness Park, and the White River Trail includes two parallel trails that include a soft surfaced path suitable for hikers, mountain bikers and equestrians through part of the site, and a paved trail that extends the entire length of the park site. The trail continues east, connecting with the trail in Game Farm Wilderness Park, and west to A Street SW, establishing this trail as an important east/west route for non-motorized traffic. Further connections to neighboring residential areas to the south via sidewalks and the Lakeland Hills Trail will increase the usability of the White River Trail for students and other users.

A master site plan is currently being developed for the Future Green River Trail. The trail is a project partly financed by the King County Open Space Bond funding. This two phase trail is planned to follow the alignment of the Green River from Seattle to Auburn Narrows. In Auburn it follows the west side of the river from the City's northern boundary to Brannan Park, where it crosses the river into Isaac Evans Park. The trail runs along the east side of the river, just outside of the existing Auburn city limits, crossing

back to the west side at the Fenster/Green River Access, a new open space site. The Green River Trail will be a significant new resource for local residents. A longer term goal is to access the BPA power line and the Williams pipe line

to extend the trail up into Lakeland Hills area and back down to the Valley.

Like the Interurban, the Green River Trail will run in a north/south direction through Auburn. One or more connections between the two trails is desirable to provide safe and convenient access in an east/west direction across the valley. Small pocket parks or rest areas with picnic tables and benches are proposed along the trail. One planned connection is along the extension of S. 277th Street, where a paved trail for access from Auburn Way North to West Valley Highway. A second east-west trail from the Green River Trail to I St. should be located between 37th and 40th Street NE.

The City of Auburn is comprised of 6 general districts (Lea Hill, West Hill, Lakeland Hills, North Auburn, South Auburn, and Southeast Auburn. Additionally, the Downtown Urban Center is a sort of subdistrict where North Auburn and South Auburn meet and that demands its own approach for trails. Within each district there is a different level of emphasis that has been placed on trail development over the years. Trails were incorporated into Lakeland Hills from its inception. North Auburn, South Auburn, and Southeast Auburn have been located within Auburn city limits for many decades which has allowed the City to acquire, plan, and develop a number of parks and trails. Lea Hill and West Hill were incorporated in 2008 which means that these areas are light in their inventory of parks and trail assets. Each area deserves its own inventory, needs assessment and strategic approach to the development of parks and trails. Additionally, each district lacks non-motorized connectivity between districts.

Trail Goals and Objectives

The City and region are committed to exploring transportation alternatives to the personal automobile. Walking and bicycling are two options, which are low-cost, energy-efficient and non-polluting. Trails are a means to encourage these alternative transportation methods, while improving accessibility between residential neighborhood and jobs, shopping, schools, parks and other public facilities.

The goal to create a pedestrian and bicycle network of trails was first introduced as Goal 7 in Chapter 4, Goals and Policies. This chapter expands those goals and objectives with more detailed policy statements.

Goal 7

To create a pedestrian and bicycle network of trails.

Trails are most useful if they are easily reached by large numbers of people. Like streets, they should be connectors between places people want to go. Because of the variety of possible destinations, a network of trails is desirable.

Trail Network and Planning

Objective 7.1 A network of trails should be developed which provides adequate coverage for the entire city, and which provides connections to between districts within the City and to surrounding communities.

Policy 7.1.1 A grid of interconnecting trails running both north/south and east/west should be designed and developed. Consideration is given to creating safe trails to enable bicyclists, adults, children, and other specialized users to move "seamlessly" across trails and to their destination.

Policy 7.1.2 The City should seek opportunities to create trail connections with surrounding communities. The City continues to participate in development of countywide and regional trail systems, such as the Interurban and Green River Trails. Connection opportunities already exist on the north side of the City with Kent and the south side of the City with Sumner. Connecting Auburn's trails in these two areas is a high priority. Additional opportunities should be explored for the west side of the City with Federal Way and the east side of the City with Kent and Covington.

Transportation Plan

Policy 7.1.3 The trail portions of the Park Plan and the Non-motorized transportation element of the Transportation Plan are coordinated and rules of the road enforcement should be addressed.

Policy 7.1.4 Potential conflicts between trail users and adjacent landowners are minimized by involving all parties during the planning and design process.

Policy 7.1.5 Non-motorized transportation corridors should be identified as a means of connecting Lea Hill, West Hill, Lakeland Hills and Southeast Auburn with Downtown Auburn. It is likely that these non-motorized connections will need to be separated

from the high volume vehicular corridors that currently exist along Auburn Way South, Peasly Canyon Road, A Street SE, SE 312th Street and SE 304th Street. These corridors should be developed in order to promote the economic opportunities of downtown Auburn as well as to provide greater opportunity for use of transit and train services located in downtown Auburn.

Trail Design

Objective 7.2 Trail design and layout take advantage of unique natural settings, and provide safe and efficient settings for all users.

Discussion: An ideal trail is designed to be easily and quickly reached from any point in a neighborhood, and to directly link "nodes" of activity, such as schools, parks, commercial centers, and transit centers. Less opportunity exists to place trails in existing neighborhoods than in new neighborhoods, although when opportunities arise, these should also be explored. Sidewalks, trails and streets will form an overlapping network of transportation alternatives. In some settings trails and sidewalks may be redundant.

Policy 7.2.1 Trails should be sited to connect new residential neighborhoods with surrounding public facilities, other trails, and activity centers.

Policy 7.2.2 Trails are designed to provide a safe, pleasant, and high-quality experience. Trail design should be related to surrounding natural and man-made features. Where needed, space adjacent to the trail is designed to provide a buffer between incompatible uses.

Policy 7.2.3 Trail amenities shall be provided at trailheads and important activity centers. These include features such as restrooms or portable sanitary facilities, water fountains, kiosks, covered shelters, paved parking, benches, horse loading areas, art, environmental and historic interpretive signs, and directional signage.

Policy 7.2.4 Trail layout minimizes at-grade street crossings.

Policy 7.2.5 The most recent version of the AASHTO publication "Guide for the Development of Bicycle Facilities" is used to provide guidelines for paved trail design and construction. ADA guidelines for accessibility is followed when

possible.

For soft surfaced trails accommodating mountain bikers, equestrians, and hikers, when necessray developers of trails such as the Backcountry Horsemen or the U.S. Forest Service are consulted as needed.

Objective 7.3 The City participates in planning for regional trails in South King County. Possibilities for new trail connections between neighboring communities are explored.

Trail Connections to Public Transit

Policy 7.3.1 The City seeks to have trails connect directly to transit centers, bus stops, and other sources of public transportation where possible.

Discussion: By providing easy access to public transportation, intermodal travel may appeal to a larger number of people. Where transit centers are reached by foot or bike, the need for parking space may also be reduced. Where direct access to public transportation is not possible, signage and route markings are provided to the closest connections.

Serve a Variety of Users

Objective 7.4 A variety of trail types and lengths are constructed to meet the needs of different user groups.

Discussion: Trails are used by all ages of people, who are engaged in many different activities. To meet these diverse demands, recreational loop paths in parks and neighborhoods are needed, as well as linear trails for both recreational and commuting use.

Trail Recommendations

Because of their magnitude, trail development is a long and involved process. Planning of trail projects usually occurs far in advance of their actual construction. This section identifies potential trails deserving of further research and planning, or have already undergone a certain amount of planning or design. Some of these trails can serve as part of the transportation network and are also included in Auburn's Transportation Plan.

It is important we take an aggressive approach to securing easements in locations where active development could remove the opportunity for future trails. A prime example of this is the Tacoma-Covington powerline, where warehouse and parking lot development on the valley floor may eliminate the possibility of an important potential east/west trail between Auburn and Federal Way.

Potential Trails for Future Development

1. BPA Trail (Lea Hill)

Location: Jacobsen Tree Farm Property to Isaac Evans Park
Project Description:

- Acquire land and private property easements for construction of a trail that will connect Lea Hill to the valley floor. The trail is anticipated to extend to and through the Auburn Golf Course where it will connect to the internal loop trail at Isaac Evans Park and use the Dykstra footbridge to gain access to the west side of the Green River.

Schedule: TBD
Cost: TBD
Funding: Grant

3. A Street SE Trail

Location: A Street from south City limits to downtown
Project Description:

- Work with City of Pacific to create a plan for crossing the White River bridge safely and getting to Auburn's south City limits
- Class I trail from 41st St. SE to Cross Street
- Pedestrian/Bicycle tunnel under SR 18
- Project is envisioned on BNSF ROW

Schedule: TBD
Cost: $1,116,000
Funding: Mitigation for construction of intermodal freight yard

4. White River Trail

Location: A Street SE to Interurban Trail
Project Description:

- Connect the western end of the White River Trail to the Interurban trail to improve connections and trail user circulation for residents in the southern portion of the City. An A Street underpass and crossing the White River create significant challenges for this project.

Schedule: To be identified
Cost: TBD
Funding: Apply for grants

5. Green River Trail - North Auburn portion

Location: Reddington Levee Trail near the Port Property to S. 277th St. Project Description:

- Regional trail project from Seattle through Kent, and

ending at the Auburn Narrows. Through joint efforts by Auburn and King County, preliminary planning and design are completed for the North Auburn portion of the trail. City of Auburn will work with developer as developments are constructed along Green River.

Schedule: TBD
Cost: TBD
Funding: King County and Grants

6. Mill Creek Corridor/Auburn Environmental Park

Location: Along the Mill Creek, primarily north of SR 18

Project Description:

- A Linear Park project would introduce residents to the unique setting and ecosystem along the Creek. Trail surface would probably be a soft surface, and development alongside would be minimal, concentrating on environmental education.

Schedule: To be identified
Cost: TBD
Funding: Impact Fees, Wetland Mitigation

7. Southeast Trails (Williams Trail)

Location: South of the Stuck (White) River, and east of Kersey Way

Project Description:

- Develop trails through open space in southeast Auburn, along utility corridors, where possible. Use existing trails created by equestrians in the area as a basis for developing a good network.

Schedule: To be identified
Cost: TBD
Funding: Impact Fees/Grant

8. Future Trails identified in the Auburn Non-motorized Transportation Plan

Schedule: To be identified
Cost: TBD
Funding: Impact Fees/Grant

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Chapter 9: Getting It All Done

Chapter 9
Getting it All Done

The previous chapters of this plan inventoried and analyzed the existing parks, open spaces, and recreation programs here in Auburn. The result is a series of recommendations to meet the needs of our present and future residents. Chapter 9 takes the recommendations from Chapters 3 through 8 and integrates them into a plan of action. Looking at all the needs together is useful for providing a "global" picture of our long-term vision. Following the action and implementation plan outlined in this chapter will accomplish that vision.

This chapter is divided into three primary components:

I. Meeting Park and Open Space Needs

II. Meeting Recreation Facility and Program Needs

III. Financing Future Capital Improvements

This chapter will also provide a summary of the recommended actions, cost estimates for implementing these improvements, give an approximate time frame for completion, and indicate possible funding sources.

I. Meeting Park and Open Space Needs

Section I compiles the conclusions and recommendations from previous chapters and creates a program that, if followed, will keep Auburn on track to provide recreational sites for its constituents. The following four steps are necessary to ensure that we have sufficient parks and open spaces for all our residents, and future residents and that they are in optimal condition.

Step 1: Maintain Existing Parks and Facilities
Step 2: Renovate Existing Parks and Facilities
Step 3: Acquire and Develop New Parks and Facilities
Step 4: Acquire and Manage Open Space

Table 9-1, provides a summary of identified actions to accomplish each of the steps above. The following pages and the Appendix provide more information about each of these action items.

Step 1: Maintain Existing Parks and Facilities

Survey respondents reported that maintaining our parks is of primary importance. Management and maintenance of parks is an on-going task that occurs in all parks. Those

locations, which are highly visible or heavily used, receive highest priority. As new parks are added to the system, maintenance requirements will also grow. In addition to appropriate staff increases, a new park maintenance facility may be needed to handle work in an efficient manner in the Lea Hill annexation area.

Step 2: Improve Existing Parks and Facilities

Auburn residents expressed, in the public survey and in public meetings, that upgrading existing parks and providing more beautification projects were high priorities. Renovation of parks should include measures to improve aesthetics, circulation, safety, accessibility to all persons, and to rehabilitate or replace recreation equipment and facilities/amenities. Highest priority is given to those parks that experience extremely high use or represent a particularly important resource. Parks with safety or accessibility issues will also receive high priority. The Appendix details improvement projects, their estimated costs, and proposed funding sources.

Step 3: Acquire and Develop New Parks and Facilities

With a growing population, and land still available for future growth, it is necessary to consider acquisition and development of parks to serve our future population. The standards recommended in Chapter 3 provide the basis for determining how much land and what facilities we need now, and what may be needed in the future.

Step 4: Acquire and Manage Open Space

The City owns several open space properties, some of which were recently acquired. Some of these acquisitions will receive minimal development suitable for a passive recreation experience. Land, that is environmentally sensitive or inaccessible, may not receive frequent visitors, but will still require stewardship to guarantee and monitor the health and conditions found in these locations.

TABLE 9-1
Summary of Identified Needs

Park and Open Space Land and Facilities

Step 1:	**Perform Regular Maintenance**	All parks shall receive regular maintenance to ensure that they are SAFE, HEALTHY, ATTRACTIVE and CLEAN.
Step 2:	**Improve Existing Parks and Facilities**	1. Renovate all parks to meet ADA requirements as funding is acquired. 2. Perform major renovations: Cameron, Cedar Lanes, Game Farm, Game Farm Park Wildernesss, Isaac Evans, Les Gove, Shaughnessy Park.
Step 3:	**Acquire and Develop New Parks** 7	Current Need: City owns the following properties. Develop to meet current needs: Green River Stormwater Facility Park & Trail; Les Gove Park; Jacobsen Tree Farm, 104th Street Property, Auburndale II, West Hill Lake Future Need: **Develop by 2025:** Consider acquiring and developing properties in the Lea Hill, West Hill, and southeastern portions of the City.
	Develop Recreation Facilities	Current Need: 5 gymnasiums, 11 Softball and youth baseball fields, 2 Soccer/football fields 2 Fields. Future Need: **By 2025:** 4 Softball/Youth Baseball fields, 8 football/soccer fields, 5 tennis courts, 12 gymnasiums
Step 4:	**Manage Open Space**	Olson Canyon, Green River Access/Fenster Property, Lakeland Nature Area, Critical Areas, Other lands as identified

Future parkland needs are summarized in Table 9-2. This table uses the standards in Chapter 3 to determine the number of additional acres that will be needed in ten years and fifteen years from now if our population continues to grow as expected. The purpose of each column of Table 9-2 is described below.

Column 1: Park Type
Three park categories—neighborhood, community and linear parks— are included in this table, indicating the "core" parks that make up the majority of our park system. These are parks largely devoted to active recreation or sports.

Columns 2 & 3:
2015 Total Existing Acres/ 2015 Developed Acres

These columns compare total acreage in each of the core park categories with the amount of land that is actually developed for recreational use. This information reveals that more than 80% of the land in these types of parks is already fully developed.

Population Estimates
Current Population
76,347
Year 2025
84,948
Year 2030
89,868

Column 4: 2004 Remaining Undeveloped Acres
The remaining undeveloped acreage found in existing parks is available for development. In some instances, such as the neighborhood and linear parks, these are largely incidental spaces that need a small amount of landscaping or walkway to be complete. Our community parks contain some larger spaces that could accommodate additional recreational features or updating of facilities.

Column 5: Park Standards—Developed Acres per 1000 Residents
In Chapter 3 we recommended that a standard of 6.03 acres of parkland be acquired and developed per 1,000 residents. The goal of setting a standard is to ensure that the level and quality of parks remains the same as it is today, even if the population of our community increases. As noted in Chapter 3, these standards reflect the amount of developed acreage in our core park types: neighborhood, community and linear parks.

Columns 6 & 7: Additional Acres Needed—2025 and 2030
The last two columns refer to the amount of developed park land needed in the future to meet the demands of a growing population. These figures are based on the standard shown in the previous column.

Table 9-2 Future Park Acreage Needs

Park Types	2015 (Total Acres)	2015 (Dev'd acres)	2015 (Undev'd Acres)	Adopted Standard (In developed acres/1,000 res.)	Future Need: 2025 (Est. Pop 84,948)	Future Need: 2030 (Est. Pop 89,868)
Neighborhood Parks	67.84	67.84	58.74	1.32	44.29	50.97
Community Parks	267.81	267.81	223.75	4.5	158.48	180.63
Open Space Areas	386.89	N/A	386.89	As acquired	N/A	N/A
Trails/Linear Parks	26.39	26.39 Miles	N/A	0.21	0	0

Neighborhood Park Needs

Most of the City has good geographic coverage of Neighborhood Parks. Slight shortages occur in some fully developed neighborhoods, such as the central part of Auburn, but these are offset by Community Parks that serve the same areas. To meet neighborhood park demands 44.29 additional acres will be needed in this category by 2025 to meet the projected increase in population. Several options for meeting these needs are presented below.

2025: Meeting Neighborhood Park Needs

To meet a need for 44.29 additional acres of Neighborhood Parks in 2025 it is recommended that the City choose one of the following two options, or a combination of the two:

Option 1. Complete development of existing neighborhood parks.
The following parks have undeveloped acreage:

Auburndale Park	9.74 acres
Auburndale Park II	9.34 acres
TOTAL:	**19.08 acres**

Both parks listed above are located in the Lea Hill portion of the City, which is in need of additional park area. Completing development of these parks, while needed, is unlikely to create appreciable increases in recreational facilities. Auburndale needs minor improvements such as landscaping and a new playground. Auburndale II is the only undeveloped neighborhood park in the park inventory.

Option 2. Acquire and develop new park land. Even with improving Auburndale and developing Auburndale II, the City's parks system will still be deficient for neighborhood parks by over 25 acres. To meet future needs for neighborhood parks, the City needs to consider acquiring additional park property in the West Hill and southeastern areas of the City.

2030: Meeting Neighborhood Park Needs

If population continues to increase as expected then the City will need to add 50.97 acres of additional neighborhood park land. This will need to be done by either developing existing City owned property managed by departments other than parks, and/or acquire park land in areas of the City where we are not meeting demands and level of service standards.

Community Park Needs

Geographic coverage of the city with community parks is good. However, crowding may occasionally occur to their popularity. Analysis by neighborhood area shows that Lea Hill, West Hill, and southeast Auburn are most in need of community parks. Community parks typically contain more highly developed athletic fields than do neighborhood parks, and also provide

restrooms, parking, picnic shelters and other amenities. This makes them more costly to develop. Based on current standards the City's current Community Park inventory is deficient by 119 acres. This sharp increase in park needs is because the City's population has nearly doubled since the last Park Plan update in 2005.

2025: Meeting Community Park Needs

Available Community Park land can be increased by completing partially developed parks, developing unimproved land in City ownership, or by acquiring and developing new land. For example, facilities such as a skate park, loop trail, play structure or basketball court could be added to a partially developed Community Park. Some options for the next decade described below:

Option 1. Complete development of existing Community parks.

The following existing parks contain undeveloped acreage:

West Hill Lake Property	9.25 acres
104th Ave SE Property	14.73 acres
Jacobsen Tree Farm	29.30 acres
Les Gove Park	4.1 acres
Game Farm	4.0 acres
Lakeland Hills Nature Area	46.75
TOTAL:	**108.13 acres**

Highest priority should be given to implementing the proposed improvements in the Les Gove Master Plan, developing the West Hill Lake Property, and the Lakeland Hills Nature Area. These parks will provide a significant increase in the level of service for the least amount of money. Next the City needs to explore opportunities to develop Jacobsen Tree Farm into a regional sports complex, and to the 104th Ave SE property along the Green River. All of these parks contain facilities which are very much in demand, and will be most beneficial to the entire community if development occurs.

Option 2. Acquire and develop additional park land in the areas of the City where current and future demands are not being met.

As previously discussed, areas of Auburn in need of additional Community Park land includes the Lea Hill, West Hill, and southeast Auburn areas of the City. By the year 2025, 158.48 additional acres of park land will need to be developed in order to meet future demands and level of service standards

2030: Meeting Community Park Needs

Potential community park locations which have unique resources, or that are expected to receive significant residential development over the next 15 years are identified here. These parks will be acquired and developed concurrently with new housing construction. A balance between passive and active recreational uses should continue to be pursued. By the year 2030, the City will need to add more than 180 acres of Community Park land to meet current standards.

Academy Area Park

A community park located in the area around the Adventist Academy would serve a large and growing community that is somewhat distant from other recreational sites. This is a desirable location for a well-developed sports complex.

Trails/Linear Parks

Trails/Linear parks, which generally run along an existing linear feature such as a river or utility corridor, are considered to serve the entire city. Auburn has a unique opportunity for linear park development, with its generous supply of rivers, creeks, railroads and utility corridors. For this reason, it should be emphasized that the standard is only a minimum suggested acreage. This is a category where trail development also serves a transportation need and development beyond the minimum standard will be very useful to community members.

2025 to 2030: Meeting Trail/Linear Park Needs

Like the other types, Trail/Linear Park land can also be increased by completing partially developed parks, by developing unimproved land currently in City ownership, or by acquiring and developing new land. Several possibilities are described below:

- Acquire land and easements for the BPA Trail from Jacobsen Tree Farm to the Auburn Golf Course. This will greatly improve connectivity between the Lea Hill and Valley Floor.
- Extend the Green River Trail north from the Reddington Levee Trail to South 277th Street. This area is currently owned by King County and the Port of Seattle.
- White River Trail extension from A Street SE to the Interurban Trail.
- Mill Creek Corridor Trail System on the west side of SR 167. With the recently completed Mill Creek realignment, there is significant environmental education opportunities in this area.
- Auburn Environmental Park trail connects to the Interurban Trail.

Summary of Park Land Needs

Auburn is fortunate to still have many opportunities for expansion of its park system, both to meet the needs of current residents, and for those who will be joining us in the next 15 years. But it requires looking ahead, and sometimes making a commitment to acquiring land suitable for these uses before development makes it impossible. The options presented in the previous pages show the breadth of choices available during the next six to fifteen years. To recap, there are several directions we can take to continue to provide fully developed, high quality parks for our community. We have several options to accomplish this:

Option 1. Complete development in existing parks.
This approach is the least costly, because property purchase is not necessary. It also will provide the finishing touches that several parks still need. However, most developed parks already contain all the recreational facilities that are possible, and most development is more aesthetic or practical (as in improved parking) in nature. An exception is Les Gove Park. The recently completed Master Plan of the Les Gove Park will open more active/passive opportunities for the community.

Option 2. Create parks using land currently owned by the City. Several properties have been purchased or land turned over from King County in recent years that are suitable for Neighborhood and Community Parks. Again, future costs will be lower because property purchase is already complete. The 104 Ave SE, Lakeland Hill Nature Area, and the West Hill Lake properties discussed briefly above will give us the opportunity to develop some unique new Community Parks. Because of their open space character and funding source, these parks are best developed for passive recreations uses. In addition, the Jacobsen Tree Farm property provides an opportunity to develop a regional sports complex in a relatively underserved part of the City.

Option 3. Acquire and develop new land, particularly to meet needs of new residents. These parks will be acquired and developed as opportunities arise, such as gifts of land or grants, fee in lieu of, or by impact fees collected from the development of new residential units.

II. Meeting Recreation Facility and Program Needs

This section presents recreation facilities and programs planned for the present, and for ten and fifteen years from now. Facilities and programs go hand-in-hand, since most recreation, educational or cultural programs are possible only if an adequate facility is available.

Each major recreation facility type is discussed below, with suggestions for addressing deficiencies and meeting the goals developed in Chapter 3. These goals can be used as new parks are planned, to determine which facilities are most needed or most appropriate for the park being considered.

Facility needs are determined by surveying residents about their level of recreation participation and their needs and desires for the future, by examining national standards and recreation trends, by input from the recreation staff, and by the number and type of sport teams and each sport's play requirements.

Baseball

Current need:

With participation rates and baseball steady at best, the City is currently meeting demands and needs for baseball fields,

To meet future need, 2025 to 2030:

One additional baseball field will be needed by 2025 and two fields will need to be added by 2030. It is recommended that this be placed in a new community park in the north or southeast part of the city.

Recommended Future Development:

Jacobsen Tree Farm

Softball/Youth Baseball Fields

Current need:

With softball and youth baseball numbers holding relatively steady there is a strong need to add more fields. Based on current standards the City is deficient in this category by 11 fields.

To meet future need, 2025 to 2030:

Development of new community and neighborhood parks should include fields capable of supporting softball and youth baseball. Fields should be located in the following areas as adjacent residential neighborhoods develop. By 2030, it is expected that the City will need to add 18 fields to keep up with the demand of Auburn residents.

Recommended Future Development:

Academy Area Community Park
Jacobsen Tree Farm

Football Fields

Current need:

The demand for football fields has remained fairly constant in recent years. Even with the recent improvements to school district facilities the City needs to add 8 football fields to meet the demands of our current population. The primary need now is for practice time.

To meet future need, 2025 to 2030:

Ten additional fields will need to be added by 2025 and 18 by 2030.

Recommended Future Development:

Academy Area Community Park
Jacobsen Tree Farm
Additional sites to be identified

Soccer

Current need:

The rapidly growing interest in soccer has spurred the need for development of new soccer facilities. The demands and needs calculations considered "mini" or modified fields used for youth and adult leagues respectively. Based on current standards 2 fields need to be added at this time. With the growing popularity of the sport more fields may need be added to meet future demand.

To meet future need, 2025 to 2030:

Future soccer fields should be located in community parks when they are developed. By the year 2025 a minimum of 6 fields will need to be added, while 9 fields will need be added by the year 2030. With soccer and football being played on similar sized playing fields the development of additional fields could meet the needs for both football and soccer.

Recommended Future Soccer Field Development:

Jacobsen Tree Farm
Academy Area Community Park
North Auburn Community Park
Additional partnerships with schools and private organizations

Tennis Courts

Current and future need:

Sufficient tennis court space means that additional courts are not needed at this time. The construction of eight tennis courts at Auburn Mountain View High School adjacent to Jacobsen Tree Farm Park will provide sufficient court space for the city for many years.

Gymnasiums

Current need:

Even with the recent construction of the 2 gyms at the Les Gove Community Campus there is still great demand for availability during the day and early evening hours. Calculations indicate

that the City is short 10 gyms. The construction of the community center later this year will accommodate fitness classes so some of demand for gym space will be met. It is not realistic to expect to construct 10 new gymnasiums so the City will need to consider other options to gain access to existing gyms around the City.

To meet future need, 2025 to 2030:
Within the next ten to fifteen years an additional twelve to thirteen gymnasiums will be needed respectively. Some of this space may become available if additional schools are built. Meantime, space should be reserved for development of a third gymnasium at the proposed Community Center.

Recommended development:
Partnerships with private organizations like churches
Future School Development 2 gym

Swimming Pools

Current and future need:
Additional need for swimming pools is not expected now or in the near future. The construction of the new YMCA has filled the current need.

Loop Trails

Current need and future needs:
Recreational loop trails are located primarily in neighborhood and community parks, for easy use and access by neighborhood residents. Demands and needs analysis indicates that the City is currently meeting current standards. However walk and jogging trails are overwhelmingly the most popular and desirable park facilities of the residents of Auburn. The following existing and proposed parks are recommended to receive trail development.

Recommended Loop Trail Development:
Veterans Memorial Park
Rotary Park
West Hill Watershed
Olson Canyon
Auburn Environmental Park

Recreation/Transportation Trails

These longer, destination oriented trails serve recreating cyclists, pedestrians, equestrians and other users, as well as those who use the trail for transportation purposes.

Current need and Future Needs:
With an increasing interest in alternative modes of transportation for commuting and accessing regional trails systems, recreation and transportation trails are important to the residents of Auburn. Efforts should continue to complete these important trail corridors.

Recommended Recreation/Transportation Trail Development:
Green River Trail
White River Trail

To meet future need, 2025 to 2030:
This plan recommends the development of two Linear Parks to meet the needs of future residents. Mill Creek Corridor and South East Trails are proposed to meet trail needs by the year 2010.

Recommended Future Recreation/Transportation Trail Development
Mill Creek Corridor:
BPA Trail – Jacobsen Tree Farm to Auburn Golf Course

Recreation, Cultural and Heritage Program Services

Chapter 6, Recreation, Cultural, Heritage and Preservation Programs, developed an extensive list of recommendations and conclusions.

Capital Improvements

The projects and program improvements suggested in this plan will require a substantial financial commitment to accomplish. Some of these can be achieved within the annual Parks and Recreation Department budget. Other, more costly projects will need to be analyzed carefully to determine the source(s) of funding we want to pursue, and to determine when it will be fiscally advantageous to pursue them. There are five primary funding sources that can be used to finance park capital improvements:

1. City Funding—includes Bonds, the General Fund, and Real Estate Excise Tax
2. Grants and Countywide Initiatives
3. Developer Fees and Dedications (Impact Fees)
4. Gifts/Dedications/Donations
5. Program Fees

1. City Funding

The three basic options for City-based financing include the City's General Fund, Councilmanic or General Obligation Bonds, and the Real Estate Excise Tax (REET).

Typically, the General Fund pays for staff costs and operating expenses for the Parks and Recreation Department. Ongoing, regular maintenance costs of parks and purchase of equipment are also paid for in this manner. The General Fund has rarely been used in the past for large capital projects such as the purchase of land, or building of new parks.

The Real Estate Excise Tax is a 0.5% tax on the sale of real estate. These funds can be used for repair, replacement, and capital expenditures of park facilities. Partnerships with private organizations (OPM).

2. Grants and Countywide Initiatives

Grants have been a very instrumental tool in building the park system we have today. Since the 1980s, the City has received more than $7 million from grant sources. A major source is the Washington State Recreation Office (RCO) which administers state and federal funds for conservation and outdoor recreation purposes. RCO is made up of the directors of four state agencies and five citizen members who bring together a wide range of experience and viewpoints.

The largest program offered by the RCO is the Washington Wildlife and Recreation Program (WWRP). This is available for local government projects involving the acquisition, development and renovation of parks, urban wildlife habitat, open space, trails, and water access facilities.

All projects accepted for WWRP funding require a 50% local match, and a Parks, Recreation and Open Space Plan adopted within the last six years. This Parks Plan will enable the City of Auburn to apply for these funds from 2016 through 2022.

King County has several grant programs which have helped the City purchase land and/or develop eight recreation sites in Auburn. We will continue to aggressively pursue all grant opportunities that will assist in the renovation of existing parks, or development of new ones.

3. Developer Fees

The State Environmental Protection Act (SEPA) allows cities to request mitigation for impacts to the park system created by large scale residential development. In Auburn land has been contributed by developers to create Lakeland Hills Park, Sunset Park, Gaines Park, and Mill Pond Park.

Existing standards for the City assert that developments of 50 or more dwelling units create sufficient impact on the availability of park space that mitigation should be provided. The 1986 Park Plan established standards of 6 acres per 1000 residents for Community Parks and 1.25 acres per 1000 for Neighborhood Parks. Under SEPA developers typically contribute land only, and the City is responsible for all development.

This 2005 Parks Plan recommended the adoption of impact fees for parks, as allowed by the Growth Management Act of 1990. Impact fees for parks are used to pay for the capital costs of public facilities needed to serve the people who occupy new residential development. Capital costs may include the purchase of land and costs for designing and constructing recreation facilities. These fees are paid by the developer of any residential unit, not just by those building more than 50 units. The term “developer” is used to denote anyone who is obligated to pay impact fees, including builders, owners or developers.

Credit for Contributions by the Developer

Impact fees do not include any other forms of developer contributions or exactions, such as mitigation or voluntary payments authorized by SEPA. Since there are other sources of revenue available for park development, impact fees are not expected to pay for 100% of new park development. The City also has the choice of accepting cash for the impact fee, or accepting land, recreational improvements or a combination of these. If the City accepts a method other than cash, the developer will receive a credit in-lieu of impact fees.

Service Area for Impact Fees and Expenditures

Parks and recreation facilities impact fees are collected and expended throughout the City of Auburn. The City boundaries create a single service area for park impact fees. Impact fees must be spent on capital projects contained in an adopted capital facilities plan, or they can be used to reimburse the government for the unused capacity of existing facilities. For example, some existing park land is not yet fully developed. Where improvements for these areas are identified in this plan, impact fees can be used to help pay for such improvements. Impact fees not expended within six years must be refunded.

Development Standards

This Plan depicts five different types of park land within Auburn:

1. Neighborhood parks
2. Community parks
3. Trails/Linear parks
4. Open space land
5. Special use areas

The first three of these, Neighborhood, Community and Trails/Linear Parks are considered the "core" parks in our system. These are the parks which are the most intensely developed and used for recreation. Developers will be required to contribute to this core system by providing cash, land, recreational facilities, or a combination, as described above. The standards established in Chapter 3 of this plan will be used to determine the parks impact fee.

Section II of this chapter identifies capital projects that will be (1) needed to maintain the City's current level of parks and recreation facilities, and (2) needed to meet the expected growth, based on the adopted development standards.

Rates for Impact Fees

Impact fees are calculated based on the projected cost of buying land appropriate for each of the park categories, and the costs of purchasing, installing or constructing the recreation facilities and amenities typical to each type of park. A separate cost calculation is made for each of the three types of core parks. Impact fee rates are found in the document "Rate Study for Impact Fees for Parks and Recreation Facilities."

4. Gifts

The City occasionally receives gifts of land, land leases, or money for park properties. These have primarily come from other public agencies.

The City pursued gifts in the Sharing and Gift Catalog. This source will be explored and marketed in the future more thoroughly. The Parks Department intends to establish a "Give to the Future" program to encourage more private donations. The program will provide information to individuals about how to contribute, the tax benefits of giving, and projects that need sponsors.

Capital campaigns to solicit funds could be a significant source of income for special projects. For example, the White River Valley Historical Museum raised $480,000 in cash and in-kind donations through its very effective capital campaign. These funds will enable the Historical Society to make significant improvements to the Museum building and displays.

5. Program Fees

Another method for raising capital or covering operating expenses may include increasing fees for facilities such as picnic shelters or baseball fields. Similarly, increasing the administrative charge on recreation programs and classes is necessary periodically. The City's goal is to keep fees affordable to individuals who are residents of Auburn and to small groups. However, when large groups use facilities, fees should be charged that reflect the additional staffing, equipment and cleanup needed.

An example of program fees is the capital improvement fee charged to adult athletic teams. This fee generates about $20,000 annually. These funds have been used to improve facilities used by adult athletic teams such as the installation of a new restroom at Fulmer Field and a new light system at Brannan Park Field #2.

Summary of Park Financing Options

The City has several options it can use to fund development of new parks, and improvements or expansions of existing parks. The most realistic approach is to pursue each of the five primary funding mechanisms described above.

With the adoption of the Parks, Recreation and Open Space Plan, the City will be eligible to compete for grants from RCO and other sources. To efficiently use limited staff grant writing time the Parks and Recreation Department intends to aggressively track and apply for those grants that will be most beneficial to the City and for which it has a good chance of success.

PUBLIC OUTREACH OVERVIEW

- July 14 – staff presentation to Auburn Noon Lions
- July 18 – citywide email is sent out announcing public workshops
- July 18 – citywide postcard mailer is sent out announcing public workshops; also dropped at local grocery stores, all city facilities (e.g. parks, golf course), YMCA, etc.
- July 21 – staff presentation to Auburn Senior Center Advisory Board
- August 5 – staff presentation to Rotary
- August 6 – Lakeland Community Center workshop
- August 7 – Mayor's weekly email update announcing workshops
- August 11 – Auburn Library workshop
- August 12 – staff presentation to Soroptimist
- August 13 – Wesley Homes workshop
- August 18 – Valley Counseling workshop
- August 20 – staff presentation to Kiwanis
- August 31 – citywide email is sent out requesting comment on the Plan
- October 13 – webpage is updated with the Core Plan and Volumes 1, 2 and 5 and all appendices
- October 13 – "Talk Auburn" web based commenting portal is launched so that the public may submit comments
- October 13 – transmit Core Plan and Volumes 1, 2 and 5 to PSRC and State Department of Commerce
- October 20 – citywide email is sent out requesting comment on the Plan
- October 26 – City Council Study Session
- October 20 – Planning Commission meeting
- November 1 – citywide email is sent out requesting comment on the Plan
- November 2 – City Council Study Session
- November 4 – Planning Commission meeting/hearing
- November 9 – City Council Study Session
- November 10 – webpage is updated with Volumes 3, 4, 6 and 7
- November 10 – transmit Volumes 3, 4, 6 and 7 to PSRC and State Department of Commerce
- November 19 – citywide email is sent out requesting comment on the Plan
- November 23 – City Council Study Session
- December 8 – Planning Commission meeting/hearing

[redacted]

CABOT

JUSTIN S. HARVEY
Senior Vice President - Investments

Auburn Planning Commission
25 W Main Street,
Auburn, WA 98001

RE: Proposed Revisions to the Auburn Comprehensive Plan

Dear Planning Commissioners:

Cabot Properties, through the entity Cabot IV – WA1W02, LLC, is the owner of the property located at 402 Lund Road in Auburn.

I am writing in support of the Community Development & Public Works Department's recommended revisions to the Auburn Comprehensive Plan that redesignates as "Light Industrial" the lands now identified as "Environmental Park" in the City's existing Comprehensive Plan. We strongly urge the City to adopt this change to its Comprehensive Plan and to rezone to M-1 - Light Industrial all properties now zoned EP - Environmental Park.

Our property, like many surrounding properties, was developed under the Light Industrial zoning that was in place in this portion of Auburn prior to the enactment of zoning by the City in 2006 that designated my property and surrounding properties as being in the EP - Environmental Park zone. As you know, the EP zoning never attracted the type of development that may have been contemplated at the time of its adoption. Moreover, the constraints imposed by the EP zone created significant problems for me and other similarly situated owners, whose properties had been developed with Light Industrial uses.

As you know, last year we successfully sought changes to the zoning code to remove the threat of nonconforming use status to all of the existing warehousing and distribution uses located in the EP zone. However, that was only a temporary fix. The permanent solution, now recommended by staff, is to return these properties to their appropriate Light Industrial zoning. This change will encourage reinvestment in these properties and bring economic growth to the City.

We encourage your support of the staff's recommended changes to return this portion of Auburn to a Light Industrial land use classification and to rezone these properties to Light Industrial as soon as possible. Please feel free to reach out to me at (617) 305-6143 with any questions. Thank you.

Best regards,

Justin S. Harvey
Senior Vice President – Investments
Cabot Properties, LP

Cabot Properties, LP
One Beacon Street, Suite 1700 ♦ Boston, Massachusetts 02108 ♦ Tel (617) 305-6143 ♦ Fax (617) 723-4200

[redacted]

Auburn Planning Commission

25 W Main Street,

Auburn, WA 98001

RE: Proposed Revisions to the Auburn Comprehensive Plan

Dear Planning Commissioners:

Jill Moodie for the Lund Building

902 4th Street S.W.

Auburn, WA 98001

RECEIVED
OCT 30 2015
CITY OF AUBURN
PLANNING & DEVELOPMENT

I am writing in support of the Community Development & Public Works Department's recommended revisions to the Auburn Comprehensive Plan that redesignates as "Light Industrial" the lands now identified as "Environmental Park" in the City's existing Comprehensive Plan. We strongly urge the City to adopt this change to its Comprehensive Plan and to rezone to M-1 - Light Industrial all properties now zoned EP - Environmental Park.

My property, like many surrounding properties, was developed under the Light Industrial zoning that was in place in this portion of Auburn prior to the enactment of zoning by the City in 2006 that designated my property and surrounding properties as being in the EP - Environmental Park zone. As you know, the EP zoning never attracted the type of development that may have been contemplated at the time of its adoption. Moreover, the constraints imposed by the EP zone created significant problems for me and other similarly situated owners, whose properties had been developed with Light Industrial uses. Our building had nonconforming uses. The building was designed wholly for light industrial, distribution and warehousing only. The change to the EP zoning made it impossible for us to refinance our building for years. Lending institutions will not loan money on a building that has nonconforming uses. This also made the property unsalable. A buyer could not procure financing to purchase the building from us. The EP zoning also left us exposed to a catastrophic financial loss if the building was heavily damaged because we would have been unable to rebuild it with insurance proceeds as the uses of the building were nonconforming.

As you know, last year we successfully sought changes to the zoning code to remove the threat of nonconforming use status to all of the existing warehousing and distribution uses located in the EP zone. However, that was only a temporary fix. The permanent solution, now recommended by staff, is to return these properties to their appropriate Light Industrial zoning. This change will encourage reinvestment in these properties and bring economic growth to the City.

We encourage your support of the staff's recommended changes to return this portion of Auburn to a Light Industrial land use classification and to rezone these properties to Light Industrial as soon as possible.

Jill Moodie

Puget Sound Regional Council
PSRC

[redacted]

November 3, 2015

Jeff Tate, Deputy Director
City of Auburn Community Development Services
25 W Main Street
Auburn, WA 98001

Subject: PSRC comments on draft Auburn Comprehensive Plan update

Dear Jeff,

Thank you for providing an opportunity for the Puget Sound Regional Council to review draft elements of the City of Auburn 2015 Comprehensive Plan. We recognize the substantial amount of time and [redacted]rt invested in this plan and appreciate the chance to review it while in draft form. This timely collaboration helps to ensure certification requirements are adequately addressed and certification action can be taken by PSRC boards upon adoption. In providing an expedited review, this letter addresses the Comprehensive Transportation Plan and Core Plan only. PSRC will provide additional comments in follow-up correspondence on Land Use, Housing, and additional plan elements.

We would like to note the many outstanding aspects of the draft plan components that serve to implement VISION 2040. Several particularly noteworthy aspects include:

- An innovative approach to organizing the plan document that focuses on city values, plan outcomes, and prioritizing actions.
- Clear discussion and policies addressing interjurisdictional coordination in the city's planning.
- Emphasis on providing mobility options to people with special needs, including an analysis of transit-dependent communities in the city.
- Provisions supporting multimodal transportation options and design for healthy communities.
- Emphasis on preservation and maintenance of the transportation system.

The draft Comprehensive Transportation Plan and Core Plan advance regional policy in many important ways. There are a few items, however, that should be addressed before the plan is finalized:

- VISION 2040 calls for local plans to include a context statement that describes how the plan addresses regional policies and provisions adopted in VISION 2040. Examples of context statements are provided in PSRC's Plan Review Manual, page 2-1. PSRC staff is also available to provide examples adopted in local comprehensive plans.
- VISION 2040 contains policies (MPP-DP-7, MPP-T-12) that encourage local jurisdictions to prioritize infrastructure funding, including transportation and capital facility investments, to support the development of regional growth centers. The city is encouraged to include compatible policy language and supportive infrastructure investments where appropriate.
- The plan discusses several future nonmotorized and Safe Routes to Schools investments. The city should consolidate the list of transportation investments and include these types of projects in the comprehensive 20-year transportation list.
- In its functional classification, the city has designated street subcategories of "urban" and "rustic" collectors and local residential streets, which reflect differing standards and ability to accommodate nonmotorized facilities. The map of the street classifications doesn't provide detail on which streets are classified as "urban" or "rustic." The city should consider mapping this street classification or providing a description of where these facilities are located.
- The plan notes that a sidewalk inventory was developed in 2005 and updated in 2008 to account for recent annexations. The inventory should be updated to depict current conditions, particularly given

that the plan mentions several recent nonmotorized improvements. More information about developing inventories can be found in the Department of Commerce transportation guidebook, Chapter 4C.

- As called for in VISION 2040 (DP-Action-18), the city should include mode split goals for the regional growth center. PSRC recently produced additional guidance about setting mode split goals that the city may find helpful in this work.
- Policy Funding-08 calls for reassessing the land use element if funding is insufficient to maintain adopted level of service standards. There are several additional reassessment strategies beyond revising the land use element that the city could consider in event of a funding shortfall. The WAC (365-196-430) also recommends considering additional funding for improvements, adjusting level of service standards, revisiting identified needs, and utilization of transportation demand management strategies.
- The city is commended for including in the plan a 20-year list of transportation projects, along with general discussion of financing approaches. The plan should include more detail on the multiyear financing plan for needed transportation improvements, including an analysis of probable funding adequacy for projects and programs identified in the transportation element for the planning period. Further guidance on how to address the financial analysis in your plan can be found in RCW 36.70A.070, WAC 365-196-430, and the Department of Commerce transportation guidebook.
- The Core Comprehensive Plan includes a discussion of capacity and growth targets assigned to the city. Review of the draft noted several minor discrepancies in the table and description. The city should review the assessment to ensure that it is using accurate and consistent targets and capacity information from both counties. PSRC staff are available to provide technical assistance as needed.

PSRC has resources available to assist the city in addressing these comments. Additional resources related to the plan review process can also be found at http://www.psrc.org/growth/planreview/resources/.

Thank you again for working with us through the plan review process. There is a lot of strong work in the draft and we are available to continue to provide assistance and additional reviews as the plan moves through the development process. If you have questions or need additional information regarding the review of local plans or the certification process, please contact me at 206-464-6174 or LUnderwood-Bultmann@psrc.org.

Sincerely,

Liz Underwood-Bultmann

Liz Underwood-Bultmann
Associate Planner, Growth Management Planning

cc: Review Team, Growth Management Services, Department of Commerce

HOUSING
DEVELOPMENT
consortium

[redacted]

November 3, 2015

City of Auburn Planning Commission
City of Auburn
25 W Main Street
Auburn, WA 98001

RE: Comprehensive Plan Housing Element Update

Dear Commission Members,

On behalf of the Housing Development Consortium of King County (HDC), thank you for this opportunity to comment on your Comprehensive Plan Housing Element update.

HDC is a nonprofit membership organization which represents more than 100 private businesses, nonprofit organizations, and public partners who are working to develop affordable housing and provide housing-related services in King County. *HDC's members are dedicated to the vision that all people should be able to live in a safe, healthy, and affordable home in a community of opportunity.* In other words, we believe all people, regardless of income, deserve the opportunity to thrive in a safe neighborhood with good jobs, quality schools, and strong access to transit.

We very much appreciate Auburn's work toward achieving this vision, for example, through your support of permanent supportive housing developments like Valley Cities Landing. This Comprehensive Plan update provides you an ideal opportunity to explore what other strategies are necessary to create an inclusive and affordable community for all of Auburn's residents. To that end, we would like to provide the following comments to help guide your Housing Element work on the issues of: healthy housing, development incentives, and very-low income housing.

❖ <u>Healthy Housing: Preserving Auburn's Existing Affordable Housing</u>
As you know, Auburn has a robust stock of unsubsidized housing that is naturally affordable in the private market. Preserving the quality and affordability of

HDC's Affordable Housing Members:
Low-income Housing Organizations
Community Development Corporations
Special Needs Housing Organizations
Public Housing Authorities
Community Action Agencies
Workforce Housing Organizations
Public Development Authorities
Government Agencies and Commissions
Architects and Designers
Development Specialists
Certified Public Accountants
Regional Funders and Lenders
National Funders and Lenders
Community Investment Specialists
Property Managers
Law Firms
Contractors

Affording Opportunity
1402 Third Avenue, Suite 1230 Seattle, Washington 98101
206.682.9541 Fax 206.623.4669 www.housingconsortium.org

existing homes is one of the best ways to ensure Auburn families can afford a place to live.

Housing rehabilitation promotes vibrant neighborhoods and improves health outcomes, making it easier for Auburn's residents to thrive. The City's housing needs assessment reports the housing stock to be in fair or poor condition, and maintenance and rehabilitation needs will grow over time without significant reinvestment. If rental property owners and homeowners lack the funding necessary to maintain their homes, residents' health may be severely impacted by housing health and safety hazards. These conditions include mold, pests, injury hazards, and poor indoor air quality.

We applaud the policies in your Draft Housing Element that address safe neighborhoods, healthy housing, and housing preservation, including policies **H-7**, **H-20**, **H-21**, and **H-22**. We are excited to see policies related to loans for rehabilitation as well as the exploration of a multifamily rental inspection program. We encourage you to incorporate additional details into your Housing Element to ensure these programs explicitly benefit low income households. As one example, whenever public funds are used to support rehabilitation, you could require some units to be affordable and available to households at 60% AMI or below through a policy that states: "Ensure that housing created or preserved using local public resources or by regulation benefits low-income households and retains its affordability over time."

In HDC's recent report, *Improving Health and Housing in South King County*, we explore some emerging programs and policies to support the health and preservation of South King County's housing stock. For example, community health workers can educate residents about health outcomes from housing conditions and connect them to the appropriate programs and resources for home improvements. Another strategy—a Property Tax Exemption for Housing Preservation—can incentivize private landlords to repair buildings *and* ensure affordability of some rehabilitated units. We strongly encourage you to explore incorporating these strategies into **H-20**, **H-21**, or **H-22** through implementation steps such as: "Support additional healthy housing and preservation strategies, such as community health workers and a preservation property tax exemption, to preserve affordable housing opportunities and offer property owners and residents the education and resources needed to maintain housing."

❖ Development Incentives: Creating Communities of Opportunity

As Auburn works to create mixed-use development in neighborhoods with close proximity to transit, jobs, services and other opportunities, we encourage you to explore strategies which could help ensure some of this housing is affordable. If low and moderate-income residents can afford to live in communities of opportunity, they won't be forced to stretch their budgets so far on things like gas and high-priced groceries at convenience stores. Development incentives would make it easier for Auburn's lower-income families to afford opportunity-rich neighborhoods.

We therefore ask that the City include policies in its Housing Element that promote the use of development incentives for affordable housing. The City can use development incentives like reduced parking standards, fee waivers, tax exemptions, and density bonuses to help ensure affordability where new development occurs. By implementing these types of policies in service of affordability, the City can leverage the power of the private market to create quality, affordable housing and promote economic development with very limited public investment.

HDC suggests the following language to incorporate development incentives into Auburn's Housing Element: "Explore the use of density bonuses, parking reductions, multi-family tax exemptions, fee waivers and exemptions, and permit expediting to encourage the development of housing affordable at below market-rate."

Research shows that low-income residents living near transit are less likely to own vehicles than higher income households living in transit nodes. Promoting affordable housing near transit can help reduce carbon emissions and increase active modes of transportation and physical activity. In order to ensure safety and connectivity, we encourage you to add detail to policy **H-3** to "invest in transportation improvements that will create safe neighborhoods for walking, biking, and connecting to transit."

❖ Very-Low Income Housing: Addressing Homelessness & Meeting Community Needs

Children deserve a chance to succeed in school and in life, which all begins with their family being able to afford a decent place to live. Unfortunately, family homelessness is very real in South King County. During the 2013-2014 school year, the Auburn School Districted reported 208 homeless students. This crisis has severe, system-wide impacts, affecting physical health, educational outcomes, and psychological well-being. By ensuring that these students have a safe, healthy place to come home to everyday, we can begin to bridge the achievement gap and stabilize families. We encourage you to consider a policy in your Housing Element that recognizes and addresses homelessness, such as: "Work with other jurisdictions and health and social service organizations to implement a coordinated, regional approach to homelessness."

One of the best ways to prevent homelessness is to ensure quality, permanently affordable housing for very-low income households. We very much appreciate Auburn's attention to the countywide Planning Policies (CPPs) and the recognition that addressing the countywide need for housing affordable to very-low income households will require efforts by all jurisdictions working individually and collectively. Along these lines, we also appreciate the **Housing Element's Partnership and Monitoring policies**, which will go a long way toward addressing the Countywide need for very-low, low-, and moderate-income housing.

That said, we urge you to add detail to Policy **H-26** and the **Housing Objectives and Tools** chart related to the need for very-low income housing in Auburn. A policy to this end could state: "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."

Although Auburn's housing stock is relatively affordable, many residents still struggle tremendously to afford housing. In fact, 28% of Auburn's renters are paying over half of their income in housing costs, compared to 21% in King County overall and 23% in Pierce County overall. We encourage you to incorporate this data into your **Housing Conditions and Trends Summary** to provide a more complete portrait of community housing need within the Housing Element. Auburn can further plan for very-low income housing needs through "support of nonprofit organizations during all stages of siting and project planning and when applying for county, state, and federal funding."

We believe it is possible for all hardworking families in Auburn to afford housing and still have enough money left over for the basics like groceries, gas, medicine, and childcare. We applaud your attention to the needs of households across the income spectrum and encourage you to strengthen your Housing Element by implementing the policy and implementation language suggested above.

Thank you for your consideration. We at HDC look forward to working with you as you continue to update your Comprehensive Plan and would be happy to discuss these comments with you further. We can be reached by phone at (206) 682-9541 or by email at hdc@housingconsortium.org. We hope you will contact us with any questions.

Best,

Kayla Schott-Bresler
Policy Manager

Kelly Rider
Policy Director

[redacted]

Puget Sound Regional Council
PSRC

November 12, 2015

Jeff Tate, Deputy Director
City of Auburn Community Development Services
25 W Main Street
Auburn, WA 98001

Subject: PSRC comments on draft Auburn Comprehensive Plan update – *Additional Elements*

Dear Jeff,

Thank you for providing an opportunity for the Puget Sound Regional Council to review draft elements of the City of Auburn 2015 Comprehensive Plan. We recognize the substantial amount of time and effort invested in this plan and appreciate the chance to review it while in draft form. This timely collaboration helps to ensure certification requirements are adequately addressed and certification action can be taken by PSRC boards upon adoption. This letter follows correspondence dated November 3, 2015 on the Comprehensive Transportation Plan and Core Plan documents. This letter addresses all remaining plan elements, including land use, housing, capital facilities, utilities, economic development, parks, and related appendices.

We would like to note the many outstanding aspects of the draft plan elements that serve to implement VISION 2040. Several particularly noteworthy aspects include:

- Emphasis in the housing element on special needs housing, healthy housing, human services, and preservation of affordable housing.
- A comprehensive housing needs assessment, which includes an excellent data assessment as well as targeted demographic outreach through interviews and focus groups to provide a clearer understanding of community housing needs.
- Inclusion of a greenhouse gas inventory that provides a baseline assessment and forecast of emissions in the City of Auburn.
- A Health Impact Assessment of the comprehensive plan—the first of its kind in the region—which provides valuable perspective on approaches to health and wellness in the plan.
- Completion of an updated Airport Master Plan for Auburn Municipal Airport, which provides important information on airport operations as well as airport compatible land use and zoning.

The draft comprehensive plan elements advance regional policy in many important ways. There are a few items, however, that should be addressed before the plan is finalized:

- MPP-DP-3 calls for jurisdictions with designated regional growth centers to include housing and employment targets for growth in the centers planned for over the next 20 years. PSRC recently produced additional guidance about setting center targets that the city may find helpful in this work.
- VISION 2040 calls for all unincorporated lands within the urban growth area to transition into cities and assumes this transition to be largely complete by 2040. The draft plan includes policies addressing boundaries and affiliation of these areas. In addition, the city should consider incorporating policies and provisions that address the orderly transition of remaining unincorporated areas to city governance, such as by working with the counties on coordinating development standards, transferring permitting authority, and addressing service and infrastructure financing.
- MPP-En-20-25 in VISION 2040 and the strategies in Transportation 2040 call for reducing greenhouse gas emissions and adapting to impacts related to climate change. See page 42 of VISION 2040 for an overview of climate change and related policies and page 34 in Transportation 2040 for information on the four-part greenhouse gas reduction strategy (land use, user fees, choices, and technology). The draft comprehensive plan addresses these policies in a number of ways, most notably through inclusion of a greenhouse gas inventory for the City of Auburn. The plan includes policies

that support actions that would contribute to reduction in greenhouse gases, such as providing alternatives to single occupant vehicle travel. However, the plan should be strengthened by adding policies on climate change and policies and provisions that support additional strategies such as emissions reductions from municipal operations and additional transportation demand management strategies (MPP-En-24). Helpful information on identifying emissions-reducing strategies can be found in the Washington State Climate Change Resources, Washington State Integrated Climate Change Response Strategy, and PSRC Climate Change Information.

- VISION 2040 contains policies in several areas that promote energy-efficient building, energy conservation, renewable energy, and alternative energy sources (MPP-DP-49, MPP-PS-12-13; MPP-En-21-23; MPP-T-6). While the draft plan has policies to promote conservation of water, it would be strengthened by adding policies to address energy, as well as environmentally friendly and energy-efficient building.

PSRC has resources available to assist the city in addressing these comments. Additional resources related to the plan review process can also be found at http://www.psrc.org/growth/planreview/resources/.

Thank you again for working with us through the plan review process. There is a lot of strong work in the draft and we are available to continue to provide assistance and additional reviews as the plan moves through the development process. If you have questions or need additional information regarding the review of local plans or the certification process, please contact me at 206-464-6174 or LUnderwood-Bultmann@psrc.org.

Sincerely,

Liz Underwood-Bultmann

Liz Underwood-Bultmann
Associate Planner, Growth Management Planning

cc: Review Team, Growth Management Services, Department of Commerce

From: Pete Beaupain [mailto:pbeaupain@comcast.net]
Sent: Thursday, November 19, 2015 7:52 PM
To: Jeff Tate
Subject: Core section of Comp Plan

I have finished looking it over. There are a bunch of small suggestions/typos/comments marked in it. I plan to mail it to you and trust you to find the right person to take it to. I hope you don't mind being my emissary.

I do appreciate your help in getting it to me. And your willingness to be a little whimsical while interacting with me. To me, it is a LOT more bearable to do work like this when I can put some fun into it.

Regarding reviewing any other sections, I think I won't. I have some other do-gooder projects I am working on, and they need some attention.

Overall, I think the Comp Plan has a very positive, forward-looking attitude. If the City is able to actually accomplish even a quarter of it, I think the whole populace will be significantly better off. I wish you well in the effort. It is you people in the staff positions who will provide the continuity among changing mayoral and council election-winners. Regarding the current mayor and council, I think they are a really good group who genuinely want to make Auburn a better place. I hope it seems the same way to you folks who work with them daily. I am not going to ask you to comment about that, however.

One other thing: whom should I talk (or email) with to learn more about the proposed homelessness project?

And, as a wrapup, here are some general thoughts about the Comp Plan stuff I reviewed.

1. The proposed land use policies on Page 33 seem like a large burden to place on developers; I fear the policies will scare developers away to nearby cities which have less draconian desires. I suggest that these plans be discussed with some developers before being set in concrete.
2. Unless sidewalks get designated as "trails" in many areas, I think that acquiring rights of way for trails will be difficult in areas that are already developed because the land is already owned and occupied. Can eminent domain be used to acquire trail rights of way? Would you even want to do that? It could make you a lot of enemies. On the brighter side, I have heard of many instances in which landowners originally were strongly opposed to trails but found them to be beneficial after they were in place and in use. Some of my

other activities are with trails groups, and I encounter this kind of info.

3. There is a lot of emphasis in the Comp Plan on pedestrian and bicycle transportation (I think skating should also be considered). I think that is a great idea. However, trail etiquette MUST be strongly emphasized on these trails. Keeping fast-moving bicycles and skaters from startling or hitting pedestrians has to be a powerful concern. In particular, it has been my experience that getting bicyclists to warn people when they are approaching from behind is VERY difficult.
4. Regarding the Sustainable goal in the Transportation Element (Page 47), my only comment is, Dream on, dream on, Teenage Queen!

That's enough. I have other things to do. And I really would like to converse with someone about the homelessness project.

Pete B.

November 19, 2015 VIA Email

Jeff Tate
City of Auburn

Dear Mr. Tate,

This letter is in response for comment regarding the Draft Proposal of Comprehensive Land Use Plan. Don Small & Sons Oil has been in Auburn at the current location since the 1960's, as well as the property use has also been the same when the parcel was owned by Union Oil since the early 1900's. The company and its locations are an asset to the City. We provide needed products, services and jobs. The company is adding value to the City tax base via sales tax revenue, b&o tax and property taxes. We have the ability to keep all agencies in operation in the event of power failure; we are a designated Emergency Responder for temporary power generators, heating oil and fuel for farms. We have the storage capacity to sustain the power for a longer duration in the event of need and have the only legal place to transfer fuels from Seattle to Tacoma.

Since the city doesn't directly notify property owners of potential changes to the property use per the proposed comprehensive land use plan, after review of the draft document there are several potential changes that cause us concern. Our existing use of the land today is the same as the historical use. We wish to maintain our zoning M-1 status thereby continuing our business legally without being non-conforming to these comprehensive plan changes. These properties are in the border area from the BN track East to A St NW and North of 1st St NW to 3rd NW.

Additionally, another location located on C St, North of 3rd, W of the BN tracks also is in a zone that the current use would be non-conforming. This location was the first to invest in the installation of dispensing an alternative fuel for automobile use, which is an expanding market. We also have 2 locations; 210 W Main and 520 E Main that are in the Downtown designation. These locations are neighborhood commercial businesses and should be considered a permitted usage. Another location 5550 Auburn Way S. is not in the Downtown designation and is a Neighborhood commercial business but its land use will change to residential per the review of the draft map.

We appreciate your consideration of our land use change concerns. Thank you.

Respectfully,

Stephen J. Small

Stephen J. Small
President

Cc: Honorable Mayor Nancy Backus

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5176

Date:
November 25, 2015

Department:
CD & PW

Attachments:
Resolution No. 5176
Draft Ordinance No. 6575
Ordinance No. 6491
Drawing A-2

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Resolution No. 5176.

Background Summary:

Resolution No. 5176 sets the date of the public hearing for Franchise Agreement No. 13-37, Amendment No. 1 for T-Mobile West LLC for January 4, 2016 at 7:00pm in Council Chambers.

T-Mobile West LLC has applied for an amendment to their existing Franchise Agreement to be able to operate and build within the City's rights of way an additional wireless telecommunications facility adjacent to 11534 SE 318th Place. The applicant proposes to replace the existing 33' 8" wood Puget Sound Energy (PSE) pole located in the City right of way on 116th Avenue SE with a new 54' PSE pole that they would then attach wireless transmission antennas to. In addition, the facilities would also include underground conduits connecting the equipment on the pole to associated ground equipment located on private property at 11534 SE 318th Place. This new site will provide much needed in-building coverage in the area of 116th Avenue SE and SE 320th Street and the surrounding neighborhoods. Exact locations, plans, engineering and construction schedule would be reviewed, approved and managed through the City's permitting processes that are a requirement of the existing Franchise Agreement.

Amendment No. 1, Draft Ordinance No. 6575 and Franchise Agreement No. 13-37, Ordinance No. 6491 are attached as back up documentation for Resolution No. 5176.

Reviewed by Council Committees:

Councilmember: **Staff:** Snyder

RESOLUTION NO. 5176

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, SETTING A PUBLIC HEARING TO CONSIDER AN AMENDMENT TO FRANCHISE AGREEMENT NO. 13-37 ORDINANCE NO. 6491 WITH T-MOBILE WEST LLC TO ADD AN ADDITIONAL LOCATION

WHEREAS, T-Mobile West LLC has applied to the City for an amendment to their existing Franchise Agreement No. 13-37 for the right of entry, use, and occupation of certain public rights-of-way within the City of Auburn, expressly to install, construct, erect, operate, maintain, repair, relocate and remove its facilities in, on, upon, along and/or across those right(s)-of-way; and

WHEREAS, the City has reviewed T-Mobile West's application materials, and the City Engineer is satisfied that the application is sufficiently complete, so as to warrant holding a public hearing before the City Council to consider the amendment to the franchise agreement, pursuant to ACC 20.06.030 of the Auburn City Code (ACC).

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, HEREBY RESOLVES as follows:

Section 1. That a hearing on the application by T-Mobile West LLC for an amendment to Franchise Agreement No. 13-37, Ordinance No. 6491 with the City of Auburn is hereby set for 7:00 p.m. on the 4th day of January, 2016, at the City Council Chambers at 25 West Main Street, Auburn, Washington, 98001, with all persons wishing to speak to the application at the public hearing being invited to attend.

Section 2. The Mayor is hereby authorized to implement such administrative

procedures as may be necessary to carry out the directives of this legislation, including posting notice of such public hearing as required by State law and City Ordinance.

Section 3. This Resolution shall be in full force in effect upon passage and signatures hereon.

DATED and SIGNED this _____ day of _____, 2015.

CITY OF AUBURN

_____
Nancy Backus
Mayor

Attest:

_____
Danielle E. Daskam, City Clerk

Approved as to Form:

_____
Daniel B. Heid, City Attorney

ORDINANCE NO. 6575

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AMENDING ORDINANCE NO. 6491 AND THE T-MOBILE WEST, LLC FRANCHISE NO.13-37 TO ADD AN ADDITIONAL LOCATION

WHEREAS, On February 18, 2014, the City Council adopted Ordinance No. 6491, granting a wireless communications franchise to T-Mobile West, LLC ("Grantee"); and,

WHEREAS, T-Mobile West LLC wishes to add an additional site within the City; and

WHEREAS, following proper notice, the City Council held a public hearing on the Grantee's request for an Amendment to Franchise Agreement No. 13-37, at which time representatives of Grantee and interested citizens were heard in a full public proceeding affording opportunity for comment by any and all persons desiring to be heard; and

WHEREAS, based upon the foregoing recital clauses and from information presented at such public hearing and from facts and circumstances developed or discovered through independent study and investigation, the City Council in compliance with RCW 35.99 now deems it appropriate and in the best interest of the City and its inhabitants that the Amendment to Franchise Agreement No. 13-37 be granted to the Grantee.

DRAFT

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, DO ORDAIN as follows:

Section 1. Exhibits A and B of Ordinance No. 6491 are hereby replaced with Exhibits A and B, attached hereto and incorporated herein by this reference, and a new Exhibit D-1 is added as an Exhibit to Ordinance No. 6491, which additional Exhibit is also attached hereto and incorporated herein by this reference.

Section 2. All other provisions of Ordinance No. 6491 shall remain unchanged and in full force and effect.

Section 3. Implementation. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directions of this legislation.

Section 4. 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 5. 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.

FIRST READING: _____

SECOND READING:_____

PASSED: _____

APPROVED: _____

DRAFT

_____
NANCY BACKUS, MAYOR

ATTEST:

_____
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

_____
Daniel B. Heid, City Attorney

Published: _____

DRAFT

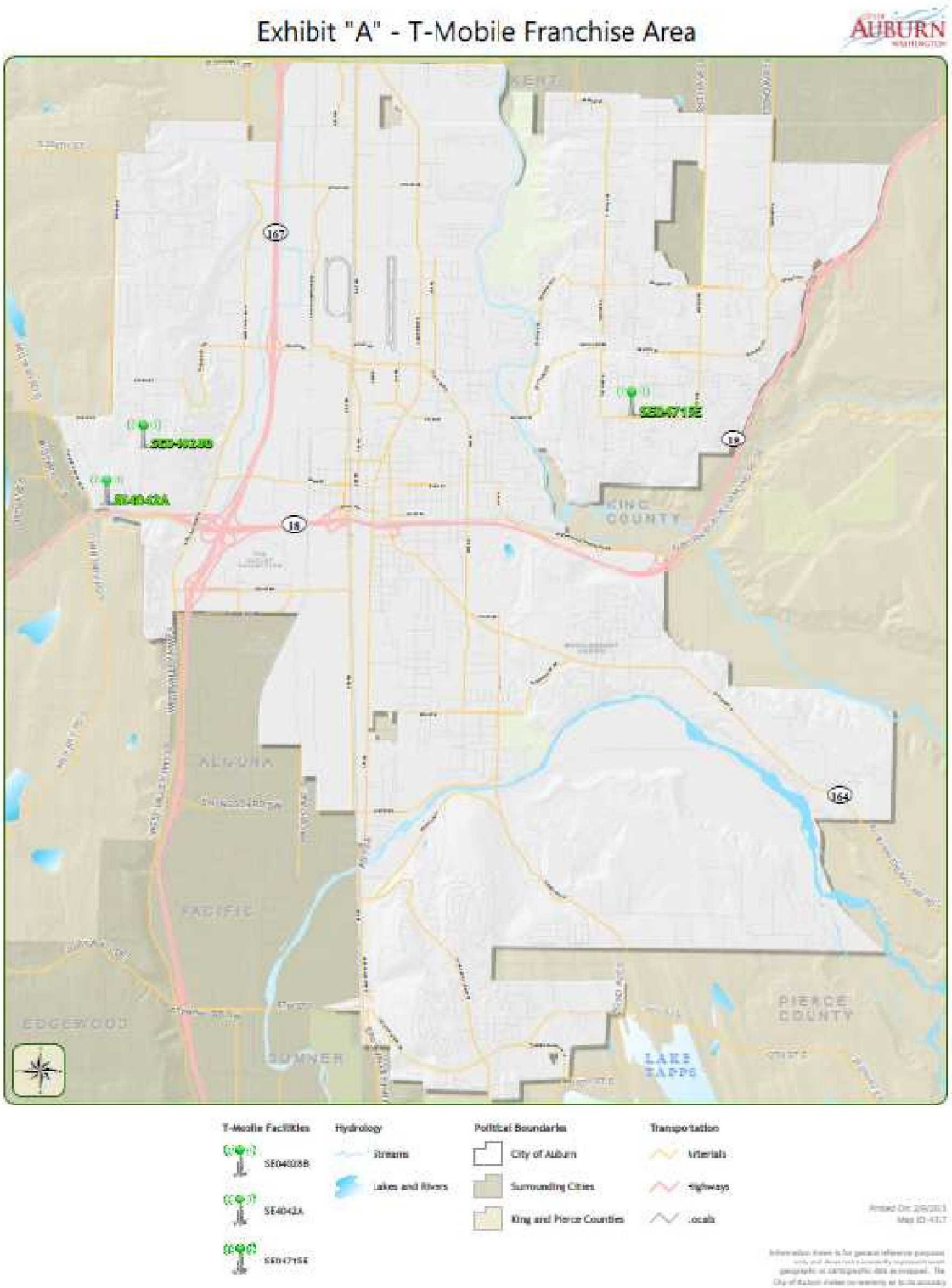

Exhibit "A" - T-Mobile Franchise Area
AUBURN
KENT
KING COUNTY
ALGONA
PACIFIC
EDGEWOOD
SUMNER
PIERCE COUNTY
LAKE TAPPS
167
18
164
T-Mobile Facilities
SE04038B
SE4042A
SE04715E
Hydrology
Streams
Lakes and Rivers
Political Boundaries
City of Auburn
Surrounding Cities
King and Pierce Counties
Transportation
Arterials
Highways
Locals

EXHIBIT "B"

GRANTEE FACILITIES

EXISTING T-MOBILE FACILITIES IN CITY OF AUBURN ROW

Site ID: SE4042A, "Peasley Canyon"
Location: 33043 46th Place South
Auburn, WA 98001
Description: Telecommunications Facility consisting of above ground radio equipment cabinets located in a 12'x17' cedar wood fence enclosure in the Right-of-Way (ROW), with antennas collocated on an existing 88' above-ground wooden utility pole in the ROW with connecting underground conduit.

Site ID: SE04028B, Mountain View Cemetery/PR
Location: 5605 S 324th Place
Auburn, WA 98001
Description: Telecommunications Facility consisting of antennas located on an existing 75' above-ground round wood utility pole in the Right of Way with connecting underground conduit to the radio equipment cabinets located on adjacent private property.

NEW T-MOBILE FACILITIES IN CITY OF AUBURN ROW

Site ID: SE04715I, Lea Hill
Location: 11534 SE 318th Place
Auburn, WA 98092
Description: Telecommunications Facility consisting of antennas located on a new utility replacement pole in the Right of Way with connecting underground conduit to ground equipment located on private property.

DRAFT

EXHIBIT "D-1"

STATEMENT OF ACCEPTANCE

T-Mobile West LLC, a Delaware limited liability company, for itself, its successors and assigns, hereby accepts and agrees to be bound by all lawful terms, conditions and provisions of the Franchise attached hereto and incorporated herein by this reference.

T-Mobile West LLC,
a Delaware limited liability company

By: _____ Date: _____
Name:
Title: PNW Area Director, Engineering & Operations

STATE OF WASHINGTON)
)ss.
COUNTY OF KING)

On this ____ day of _____, 201_, before me the undersigned, a Notary Public in and for the State of _____, duly commissioned and sworn, personally appeared, _____ of T-Mobile West LLC, the company that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said company, for the uses and purposes therein mentioned, and on oath stated that he/she is authorized to execute said instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the date hereinabove set forth.

_____
Signature

_____
NOTARY PUBLIC in and for the State of _____, residing at _____

MY COMMISSION EXPIRES: _____

DRAFT

ORDINANCE NO. 6 4 9 1

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, GRANTING TO T-MOBILE WEST LLC, A DELAWARE LIMITED LIABILITY COMPANY, A FRANCHISE FOR TELECOMMUNICATIONS

WHEREAS, T-Mobile West LLC, a Delaware limited liability company("Grantee") has applied to the City of Auburn ("City") for a non-exclusive Franchise for the right of entry, use, and occupation of certain public right(s)-of-way within the City, expressly to install, construct, erect, operate, maintain, modify, repair, relocate and remove its facilities in, on, over, under, along and/or across those right(s)-of-way ("Franchise"); and

WHEREAS, with respect to some of these facilities, they were previously installed the public rights of ways with the permission of King County, which managed those right(s)-of-way prior to the annexation of those rights of way into the City of Auburn; and

WHEREAS, following proper notice, the City Council held a public hearing on Grantee's request for a Franchise, at which time representatives of Grantee and interested citizens were heard in a full public proceeding affording opportunity for comment by any and all persons desiring to be heard; and

WHEREAS, with respect to those facilities previously installed by authorization of King County, this agreement supersedes and replaces all agreements between Grantee and King County; and

WHEREAS, based upon the foregoing recital clauses, and from information presented at such public hearing, and from facts and circumstances developed or discovered through independent study and investigation, the City Council in compliance with RCW 35.99 now deems it appropriate and in the best interest of the City and its inhabitants that the franchise be granted to Grantee.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN WASHINGTON, DO ORDAIN as follows:

Section 1. Grant of Right to Use Franchise Area

A. Subject to the terms and conditions stated herein, pursuant to RCW 35.99 the City grants to the Grantee general permission to enter, use, and occupy the public right(s)-of-way of the City. However, Grantee shall not extend its occupation of the public rights of way beyond the two facilities that presently

occupy the rights of way as specified in Exhibit "A", attached hereto and incorporated by reference (the "Franchise Area"), without having first obtained an amendment to this agreement and site specific permits from the City authorizing Grantee to install telecommunications equipment at such other locations than specified in Exhibit "A".

B. This Franchise does not authorize the use of the public rights of ways for any facilities or services other than for wireless telecommunications facilities.

C. This Franchise is non-exclusive and does not prohibit the City from entering into other agreements, including Franchises, impacting the Franchise Area, unless the City determines that entering into such agreements interferes with Grantee's rights set forth herein.

D. Except as explicitly set forth herein, this Franchise does not waive any rights that the City has or may hereafter acquire with respect to City rights-of-way. This Franchise shall be subject to the power of eminent domain, and in any proceeding under eminent domain, Grantee acknowledges that the City has the power of eminent domain and that Grantee's remedies in the event of the exercise of such power are set forth in RCW 35.99 and other applicable law.

E. The City reserves the right to change, regrade, relocate, abandon, or vacate any public right-of-way. If, at any time during the term of this Franchise, the City vacates any portion of the rights of way containing Grantee Facilities, the City shall reserve an easement for public utilities within that vacated portion, pursuant to RCW 35.79.030, within which the Grantee may continue to operate any existing Grantee Facilities under the terms of this Franchise for the remaining period set forth under Section 3.

F. The Grantee agrees that its use of the Franchise Area shall at all times be subordinated to and subject to the City and the public's need for municipal infrastructure, travel, and access to the Franchise Area, except as may be otherwise required by law.

Section 2. Notice

A. Except as defined in the respective filing and emergency work provisions of Sections 5 and 7 herein, all notices, requests, demands and other communications shall be in writing and are effective three (3) days after deposit in the U.S. mail, certified and postage paid, or upon receipt if personally delivered or sent by next-business-day delivery via a nationally recognized overnight courier to the addresses set forth below. City or Grantee may from time to time

designate any other address for this purpose by providing written notice to the other party effective thirty (30) days after the provision thereof.

City: City of Auburn
Engineering Aide, Transportation
25 West Main Street
Auburn, WA 98001-4998
Telephone: (253) 931-3010; Fax: (253) 931-3048

with a copy to: City Clerk
City of Auburn
25 West Main Street
Auburn, WA 98001-4998

Grantee: T-Mobile USA, Inc.
12920 SE 38th Street
Bellevue, WA 98006
Attention: Lease Compliance/ City of Auburn Franchise

B. Any changes to the above-stated Grantee information shall be sent to the City, referencing the title of this agreement.

C. The above-stated voice and fax telephone numbers shall be staffed at least during normal business hours, Pacific time zone.

Section 3. Term of Agreement

A. This Franchise shall run for a period of five (5) years, from the date of execution specified in Section 5.

B. Renewal Option of Term: The Grantee may renew this Franchise for an additional five (5) year period upon submission and approval of the application specified under ACC 20.06.130, as it now exists or is amended, within the timeframe set forth therein (currently 240 to 180 days prior to expiration of the then-current term), which approval shall not be unreasonably withheld, conditioned or delayed. Any materials submitted by the Grantee for a previous application may be considered by the City in reviewing a current application, and the Grantee shall only submit those materials reasonably deemed necessary by the City to address changes in the Grantee Facilities or Grantee Services, or to reflect specific reporting periods mandated by the ACC.

C. Failure to Renew Franchise – Automatic Extension. If the Parties fail to formally renew this Franchise prior to the expiration of its term or any extension thereof, the Franchise automatically continues month to month until renewed or until either party gives written notice at least one hundred eighty (180) days in advance of the intent not to renew the Franchise.

Section 4. Definitions

For the purpose of this agreement:

"ACC" means the Auburn City Code.

"Emergency" means a condition of imminent danger to the health, safety and welfare of persons or property located within the City including, without limitation, damage to persons or property from natural consequences, such as storms, earthquakes, riots, acts of terrorism or wars.

"Maintenance or Maintain" shall mean examining, testing, inspecting, repairing, maintaining, modifying and/or replacing the existing Grantee Facilities or any part thereof as required and necessary for safe operation.

"Relocation" means permanent movement of Grantee facilities required by the City, and not temporary or incidental movement of such facilities, or other revisions Grantee would accomplish and charge to third parties without regard to municipal request.

"Rights-of-Way" means the surface and the space above and below streets, roadways, highways, avenues, courts, lanes, alleys, sidewalks, and easements, owned or controlled by the City.

Section 5. Acceptance of Franchise

A. This Franchise, and any rights granted hereunder, shall not become effective for any purpose unless and until Grantee files with the City Clerk (1) the Statement of Acceptance, attached hereto as Exhibit "D," and incorporated by reference, (2) all verifications of insurance coverage specified under Section 15, and (3) the financial guarantees specified in Section 16 (collectively, "Franchise Acceptance"). The date that such Franchise Acceptance is filed with the City Clerk shall be the effective date of this Franchise.

B. Should the Grantee fail to file the Franchise Acceptance with the City Clerk within thirty (30) days after the effective date of the ordinance approving the Franchise, the City's grant of the Franchise will be null and void.

Section 6. Construction and Maintenance

A. The Grantee shall apply for, obtain, and comply with the terms of all permits required under ACC Chapter 12.24 for any work done upon Grantee Facilities. Grantee shall comply with all applicable City, State, and Federal codes, rules, regulations, and orders in undertaking such work, which shall be done in a thorough and proficient manner.

B. Grantee agrees to coordinate its activities with the City and all other utilities located within the public right-of-way within which Grantee is undertaking its activity.

C. The City expressly reserves the right to prescribe how and where Grantee Facilities shall be installed within the public right-of-way and may from time to time, pursuant to the applicable sections of this Franchise, require the removal, relocation and/or replacement thereof in the public interest and safety in compliance with applicable law.

D. Before commencing any work involving excavation within the public right-of-way, the Grantee shall comply with the One Number Locator provisions of RCW Chapter 19.122 to identify existing utility infrastructure.

E. Tree Trimming. Upon prior written approval of the City and in accordance with City ordinances, Grantee shall have the authority to reasonably trim trees upon and overhanging streets, public rights-of-way, and places in the Franchise Area so as to prevent the branches of such trees from coming in physical contact with the Grantee Facilities. Grantee shall be responsible for debris removal from such activities. If such debris is not removed within twenty-four (24) hours of completion of the trimming, the City may, at its sole discretion, remove such debris and charge Grantee for the cost thereof. This section does not, in any instance, grant automatic authority to clear vegetation for purposes of providing a clear path for radio signals. Any such general vegetation clearing will require an additional and separate approval from the City.

Section 7. Access, Repair and Emergency Work

In the event of an emergency, the Grantee may commence such repair and emergency response work as required under the circumstances, provided that the Grantee shall notify the City telephonically during normal business hours (at 253-931-3010 and during non-business hours at 253-876-1985) as promptly as possible, before such repair or emergency work commences, and in writing as soon thereafter as possible. Such notification shall include the Grantee's emergency contact phone number for the corresponding response activity. For

any emergency or after normal business hour issues involving the Grantee's facilities which requires the Grantee's immediate response the City shall contact the Grantee at their network operations center telephonically at 888-662-4662, which is operated 24 hours a day, seven days a week. The City may commence emergency response work, at any time, without prior written notice to the Grantee, but shall notify the Grantee in writing as promptly as possible under the circumstances of the nature of the emergency and the actions taken to address it.

Section 8. Damages to City and Third-Party Property

Grantee agrees that if any of its actions under this Franchise impairs or damages any City property, survey monument, or property owned by a third-party, Grantee will restore, at its own cost and expense, said property to a safe condition. Such repair work shall be performed and completed pursuant to City Code..

Section 9. Location Preference and Interference

A. Any structure, equipment, appurtenance or tangible property of a utility, other than the Grantee's, which was installed, constructed, completed or in place prior in time to Grantee's application for a permit to construct or repair Grantee Facilities under this Franchise shall have preference as to positioning and location with respect to the Grantee Facilities. However, to the extent that the Grantee Facilities are completed and installed prior to another utility's submittal of a permit for new or additional structures, equipment, appurtenances or tangible property, then the Grantee Facilities shall have such priority. These rules governing preference shall continue in the event of the necessity of relocating or changing the grade of any City road or right-of-way. A relocating utility shall not necessitate the relocation of another utility that otherwise would not require relocation. This Section shall not apply to any City facilities or utilities that may in the future require the relocation of Grantee Facilities. Such relocations shall be governed by Section 11.

B. Grantee shall maintain a minimum underground horizontal separation of five (5) feet from City water facilities and ten (10) feet from above-ground City water facilities; provided, that for development of new areas, the City, in consultation with Grantee and other utility purveyors or authorized users of the Public Way, will develop guidelines and procedures for determining specific utility locations.

Section 10. Grantee Information

A. Grantee agrees to supply, at no cost to the City, any information reasonably requested by the City to coordinate municipal functions with

Grantee's activities and fulfill any municipal obligations under state law. Said information shall include, at a minimum, as-built drawings of Grantee Facilities, installation inventory, and maps and plans showing the location of existing or planned facilities within the Rights-of-Way. Said information may be requested either in hard copy or electronic format, compatible with the City's data base system, as now or hereinafter existing, including the City's geographic information Service (GIS) data base. Grantee shall keep the City informed of its long-range plans for coordination with the City's long-range plans.

B. The parties understand that Washington law limits the ability of the City to shield from public disclosure any information given to the City. Accordingly, the City agrees to notify the Grantee of requests for public records related to the Grantee, and to give the Grantee a reasonable amount of time to obtain an injunction to prohibit the City's release of records.

C. Grantee shall indemnify and hold harmless the City for any loss or liability for fines, penalties, and costs (including attorneys fees) imposed on the City because of non-disclosures requested by Grantee under Washington's open public records act, provided the City has notified Grantee of the pending request and has given Grantee ten working days to obtain an injunction to prohibit the City's release of records.

Section 11. Relocation of Grantee Facilities

A. Except as otherwise so required by law, Grantee agrees to relocate, remove, or reroute its facilities as ordered by the City Engineer at no expense or liability to the City, except as may be required by RCW Chapter 35.99 in the event the Franchise Area is required for use by the City in performance of its municipal services. In such event, City will give Grantee prior written notice of the need for such relocation of the Franchise Area. Notwithstanding the foregoing however, and pursuant to the provisions of Section 14, Grantee agrees to protect and save harmless the City from any customer or third-party claims for service interruption or other similar losses in connection with any such change, relocation, abandonment, or vacation of the right-of-way(s).

B. If a readjustment or relocation of the Grantee Facilities is necessitated by a request from a party other than the City, that party shall pay the Grantee the actual costs thereof.

Section 12. Abandonment and or Removal of Grantee Facilities

A. Within one hundred and eighty days (180) of Grantee's permanent cessation of use of the Grantee Facilities, or any portion thereof, the Grantee shall, at the City's discretion, remove the affected facilities, or, with the City's

written permission, abandon in place such facilities whereupon they will transfer to the City in their AS IS and WHERE IS condition without need of execution of any further documentation formalizing the transfer, and without representation or warranty of any kind or nature provided the Grantee shall provide to the City drawings, maps or other documentation about said facilities to the reasonable satisfaction of the City. Following such transfer, Grantee shall no longer be responsible for any liability, maintenance, repair or removal obligations related to or arising from the transferred facilities.

B. The parties expressly agree that this Section shall survive the expiration, revocation or termination of this Franchise.

Section 13. Undergrounding

A. The parties agree that this Franchise does not limit the City's authority under federal law, state law, or local ordinance, to require the undergrounding of utilities that can be installed underground.

B. Whenever the City requires the undergrounding of aerial utilities in the Franchise Area, the Grantee shall underground those portions of Grantee Facilities that can be installed underground in the manner specified by the City Engineer at no expense or liability to the City, except as may be required by RCW Chapter 35.99 or other applicable law. Where other utilities are present and involved in the undergrounding project, Grantee shall only be required to pay its fair share of common costs borne by all utilities it utilizes, in addition to the costs specifically attributable to the undergrounding of Grantee Facilities. Common costs shall include necessary costs for common trenching and utility vaults. Fair share shall be determined in comparison to the total number and size of all other utility facilities being undergrounded and the use thereof by all applicable parties

Section 14. Indemnification and Hold Harmless

A. The Grantee shall defend, indemnify, and hold the City and its officers, officials, agents, employees, and volunteers harmless from any and all costs, claims, injuries, damages, losses, suits, or liabilities of any nature including attorneys' fees to the extent caused by Grantee's performance under this Franchise, except to the extent such costs, claims, injuries, damages, losses, suits, or liabilities are caused by the negligence of the City, its agents, contractors, employees or invitees. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Grantee and the

City, its officers, officials, employees, and volunteers, the Grantee's liability hereunder shall be only to the extent of the Grantee's negligence.

B. The Grantee shall hold the City harmless from any liability for any damage or loss to the Grantee Facilities caused by maintenance and/or construction work performed by, or on behalf of, the City within the Franchise Area or any other City road, right-of-way, or other property, except to the extent any such damage or loss is directly caused by the negligence or intentional misconduct of the City, its agents, contractors, employees or invitees performing such work.

C. The Grantee acknowledges that neither the City nor any other public agency with responsibility for firefighting, emergency rescue, public safety or similar duties within the City has the capability to provide trench, close trench or confined space rescue. The Grantee, and its agents, assigns, successors, or contractors, shall make such arrangements as Grantee deems fit for the provision of such services. The Grantee shall hold the City harmless from any liability arising out of or in connection with any damage or loss to the Grantee for the City's failure or inability to provide such services, and, pursuant to the terms of Section 14(A), the Grantee shall indemnify the City against any and all third-party costs, claims, injuries, damages, losses, suits, or liabilities based on the City's failure or inability to provide such services.

D. Acceptance by the City of any work performed by the Grantee shall not be grounds for avoidance of this section.

E. It is further specifically and expressly understood that the indemnification provided herein constitutes the Grantee's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this agreement with respect to acts or events occurring prior thereto.

Section 15. Insurance

A. The Grantee shall procure and maintain for the duration of this Franchise, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Grantee, its agents, representatives, or employees in the amounts and types set forth below:

1. Automobile Liability insurance covering all owned, non-owned, hired, and leased vehicles with a minimum combined single limit for

bodily injury and property damage of $1,000,000 per accident. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.

2. Commercial General Liability insurance with limits no less than $1,000,000 each occurrence, $2,000,000 general aggregate and a $1,000,000 products-completed operations aggregate limit. Coverage shall be written on ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors, products-completed operations, stop gap liability, and personal injury liability assumed under an insured contract. The Commercial General Liability insurance shall be endorsed to provide the Aggregate Per Project Endorsement ISO form CG 25 03 11 85. There shall be no endorsement or modification of the Commercial General Liability insurance for liability arising from explosion, collapse, or underground property damage. The City shall be named as an additional insured under the Grantee's Commercial General Liability insurance policy with respect to the work performed under this Franchise using ISO Additional Insured Endorsement CG 20 10 10 01 and Additional Insured-Completed Operations endorsement CG 20 37 10 01 or substitute endorsements providing equivalent coverage.

3. Professional Liability insurance with limits no less than $1,000,000 per claim carried by all licensed professionals employed or retained by Grantee to perform services under this Franchise.

4. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.

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

1. The Grantee's insurance coverage shall be primary insurance with respect to claims alleging Grantee's negligence. Any insurance, self-insurance, or insurance pool coverage maintained by the City shall be in excess of the Grantee's insurance and shall not contribute with it.

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

C. Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best rating of not less than A-:VII.

D. Verification of Coverage. Grantee shall furnish the City with documentation of insurer's A.M. Best rating and with original certificates and a copy of amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Consultant before commencement of the work.

E. Grantee shall have the right to self-insure any or all of the above-required insurance. Any such self insurance is subject to approval by the City.

F. Grantee's maintenance of insurance as required by this Franchise shall not be construed to limit the liability of Grantee to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy to which the City is otherwise entitled at law or in equity.

Section 16. Performance Security

The Grantee shall provide the City with a bond, or other financial guarantee in a form and substance reasonably acceptable to the City, in the amount of Fifty Thousand Dollars ($50,000) running for, or renewable for, the term of this Franchise. In the event Grantee shall fail to substantially comply with any one or more of the provisions of this agreement within the applicable cure or grace period, then there shall be recovered jointly and severally from the principal and any surety of such financial guarantee any damages suffered by City as a direct result thereof, including but not limited to staff time, material and equipment costs, compensation or indemnification of third parties, and the cost of removal or abandonment of facilities hereinabove described. Grantee specifically agrees that its failure to comply with the terms of Section 19 shall constitute damage to the City in the monetary amount set forth therein. Such a financial guarantee shall not be construed to limit the Grantee's liability to the guarantee amount, or otherwise limit the City's recourse to any remedy to which the City is otherwise entitled at law or in equity.

Section 17. Successors and Assignees

A. All the provisions, conditions, regulations and requirements herein contained shall be binding upon the successors, assigns of, and independent contractors of the Grantee, and all rights and privileges, as well as all obligations and liabilities of the Grantee shall inure to its successors, assignees and contractors equally as if they were specifically mentioned herein wherever the Grantee is mentioned.

B. This Franchise shall not be leased, assigned or otherwise alienated without the express prior consent of the City by ordinance. The foregoing

notwithstanding, Grantee may assign this Franchise in whole or in part without the need for the City's consent to any entity that controls, is controlled by, or is under common control with Grantee, or to any entity resulting from any merger or consolidation with Grantee, or to any partner of Grantee or to any partnership in which Grantee is a general partner, or to any person or entity that acquires all of the assets of Tenant as a going concern.

C. For any assignment requiring City consent, Grantee and any proposed assignee or transferee shall provide and certify the following to the City not less than sixty (60) days after the proposed date of transfer: (a) Complete information setting forth the nature, term and conditions of the proposed assignment or transfer (redacted for any financial terms); (b) All information reasonably required by the City of an applicant for a Franchise with respect to the proposed assignee or transferee; and, (c) An application fee which shall be set by the City, plus any other costs actually and reasonably incurred by the City in processing, and investigating the proposed assignment or transfer.

D. Prior to the City's consideration of a request by Grantee to consent to a Franchise assignment or transfer, the proposed Assignee or Transferee shall file with the City a written promise to unconditionally accept all terms of the Franchise, effective upon such transfer or assignment of the Franchise. The City is under no obligation to undertake any investigation of the transferor's state of compliance and failure of the City to insist on full compliance prior to transfer does not waive any right to insist on full compliance thereafter.

E. Upon assignment, Grantee shall be relieved of all liabilities and obligations hereunder accruing thereafter and City shall look solely to the assignee for performance under this agreement and all such obligations accruing thereafter hereunder provided such assignee accepts all such obligations in writing within thirty (30) days of the date of assignment and is of substantially similar financial strength or credit worthiness as Grantee.

Section 18. Dispute Resolution

A. In the event of a dispute between the City and the Grantee arising by reason of this Agreement, the dispute shall first be referred to the operational officers or representatives designated by Grantor and Grantee to have oversight over the administration of this Agreement. The officers or representatives shall meet within thirty (30) calendar days of either party's request for a meeting, whichever request is first, and the parties shall make a good faith effort to achieve a resolution of the dispute.

B. If the parties fail to achieve a resolution of the dispute in this manner, either party may then pursue any available judicial remedies. This

Franchise shall be governed by and construed in accordance with the laws of the State of Washington. In the event any suit, arbitration, or other proceeding is instituted to enforce any term of this Agreement, the parties specifically understand and agree that venue shall be exclusively in King County, Washington. The prevailing party in any such action shall be entitled to its attorneys' fees and costs of suit, which shall be fixed by the judge hearing the case, and such fees shall be included in the judgment.

Section 19. Enforcement and Remedies

A. If the Grantee shall willfully violate, or fail to comply with any of the provisions of this Franchise through willful or unreasonable negligence, or should it fail to heed or comply with any notice given to Grantee under the provisions of this agreement, the City may, at its discretion, provide Grantee with written notice to cure the breach within thirty (30) days of notification. If the City determines the breach cannot be cured within thirty (30) days, the City may specify a longer cure period, and condition the extension of time on Grantee's submittal of a plan to cure the breach within the specified period, commencement of work within the original thirty day cure period, and diligent prosecution of the work to completion. If the breach is not cured within the specified time, or the Grantee does not comply with the specified conditions, the City may, at its discretion, either (1) revoke the Franchise with no further notification, or (2) claim damages of Two Hundred Fifty Dollars ($250.00) per day against the financial guarantee set forth in Section 16 for every day after the expiration of the cure period that the breach is not cured.

B. Should the City determine that Grantee is acting beyond the scope of permission granted herein for Grantee Facilities and Grantee Services, the City reserves the right to cancel this Franchise and/or require the Grantee to apply for, obtain, and comply with all applicable City permits, franchises, or other City permissions for such actions, and if the Grantee's actions are not allowed under applicable federal and state or City laws, to compel Grantee to cease such actions.

Section 20. Compliance with Laws and Regulations

A. This Franchise is subject to, and the Grantee shall comply with all applicable federal and state or City laws, regulations and policies (including all applicable elements of the City's comprehensive plan), in conformance with federal laws and regulations, affecting performance under this Franchise. Furthermore, notwithstanding any other terms of this agreement appearing to the contrary, the Grantee shall be subject to the police power of the City to adopt and enforce general ordinances necessary to protect the safety and welfare of the general public in relation to the rights granted in the Franchise Area.

B. The City reserves the right at any time to amend this Franchise to conform to any hereafter enacted, amended, or adopted federal or state statute or regulation relating to the public health, safety, and welfare, if required by such statute or regulation, or relating to roadway regulation, or a City Ordinance enacted pursuant to such federal or state statute or regulation upon providing Grantee with thirty (30) days written notice of its action setting forth the full text of the amendment and identifying the statute, regulation, or ordinance requiring the amendment. Said amendment shall become automatically effective upon expiration of the notice period unless, before expiration of that period, the Grantee makes a written call for negotiations over the terms of the amendment. If the parties do not reach agreement as to the terms of the amendment within thirty (30) days of the call for negotiations, the City may enact the proposed amendment, by incorporating the Grantee's concerns to the maximum extent the City deems possible, or Grantee may terminate this agreement without further liability or penalty subject to its prompt removal of the Grantee Facilities in compliance with applicable terms herein.

C. The City may terminate this Franchise upon thirty (30) days written notice to the Grantee, if the Grantee fails to comply with such amendment or modification within such thirty (30) day period.

Section 21. License, Tax and Other Charges

This Franchise shall not exempt the Grantee from any future license, tax, or charge which the City may hereinafter adopt pursuant to authority granted to it under state or federal law for revenue or as reimbursement for use and occupancy of the Franchise Area.

Section 22. Consequential Damages Limitation

Notwithstanding any other provision of this agreement, in no event shall either party be liable for any special, incidental, indirect, punitive, reliance, consequential or similar damages.

Section 23. Severability

If any portion of this Franchise is deemed invalid, the remainder portions shall remain in effect provided the provision deemed invalid is not a material term to this agreement.

Section 24. Titles

The section titles used herein are for reference only and should not be used for the purpose of interpreting this Franchise.

Section 25. Implementation.

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

Section 26. Termination.

Grantee shall have the right to terminate this agreement with respect to an individual Franchise Area authorized hereunder, without penalty, upon one hundred twenty (120) days prior written notice. In such event, all applicable fees and/or costs set forth herein shall be equitably adjusted as of the effective date of termination

Section 27. 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: FEB 18 2014
PASSED: FEB 18 2014
APPROVED: FEB 18 2014

Nancy Backus
NANCY BACKUS, MAYOR

ATTEST:

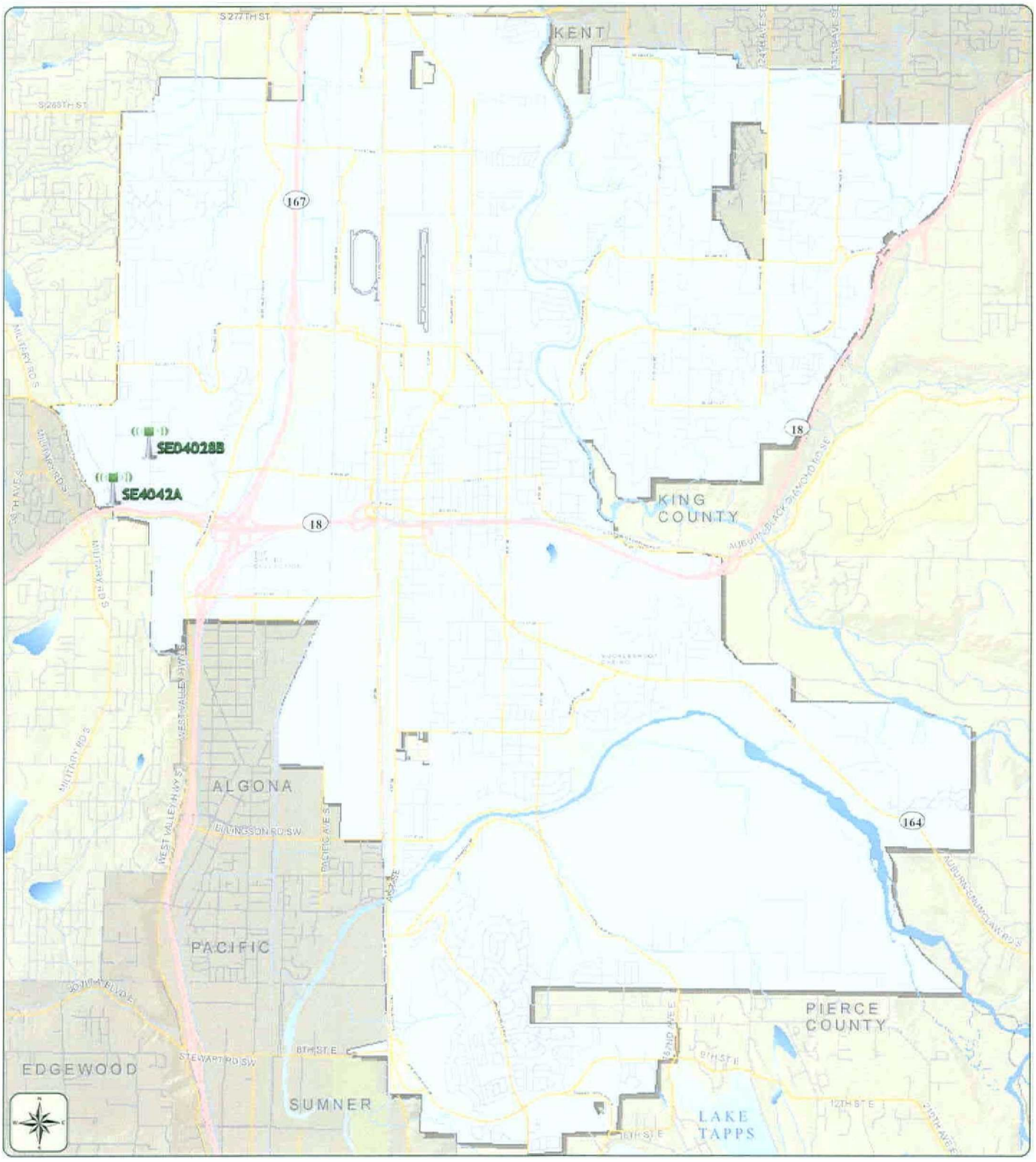
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

Daniel B. Heid, City Attorney

Published: February 24, 2014 in The Seattle Times

Exhibit "A" - T-Mobile Franchise Area



Ordinance No. 6491
Exhibit A
February 11, 2014
Page 1 of 1

T Mobile Facilities
- SE4042A
- SE04028B

Hydrology
- Streams
- Lakes and Rivers

Political Boundaries
- City of Auburn
- Surrounding Cities
- King and Pierce Counties

Transportation
- Arterials
- Highways
- Locals

Printed On: 11/7/2013
Map ID: 4317
Information shown is for general reference purposes only and does not necessarily represent exact geographic or cartographic data as mapped. The City of Auburn [illegible]

EXHIBIT "B"

GRANTEE FACILITIES

EXISTING T-MOBILE FACILITIES IN CITY OF AUBURN ROW

Site ID: SE4042A, "Peasley Canyon"
Location:
33043 46th Place South
Auburn, WA 98001
Description: Telecommunications Facility consisting of above ground radio equipment cabinets located in a 12'x17' cedar wood fence enclosure in the Right-of-Way (ROW), with antennas collocated on an existing 88' above-ground wooden utility pole in the ROW with connecting underground conduit.

Site ID: SE04028B, Mountain View Cemetery/PR
Location:
5605 S 324th Place
Auburn WA 98001
Description: Telecommunication Facility consisting of antennas located on an existing 75' above-groundround wood utility pole in the Right of Way with connecting underground conduit to the radio equipment cabinets located on adjacent private property.

EXHIBIT "C"

GRANTEE SERVICES

SERVICES PROVIDED BY T-MOBILE WITHIN THE CITY OF AUBURN:

Telecommunications Services authorized by the Federal Communications Commission; including but not limited to the following:

THE TRANSMISSION, AMPLIFICATION AND RECEPTION OF RADIO COMMUNICATION SIGNALS, INCLUDING BUT NOT LIMITED TO THOSE RELATED TO:

- VOICE,
- DATA,
- IMAGES AND VIDEO
- E-911/EMERGENCY ACCESS
- 3-G AND 4-G

EXHIBIT "D"

STATEMENT OF ACCEPTANCE

T-Mobile West LLC, A Delaware limited liability company, for itself, its successors and assigns, hereby accepts and agrees to be bound by all lawful terms, conditions and provisions of the Franchise attached hereto and incorporated herein by this reference.

T-Mobile West LLC
A Delaware limited liability company

By: _____ Date: 3/6/14
Name: Jay Noceto
Title: PNW Area Director, Engineering & Operations

Approved as to Form 3/4/14

STATE OF WASHINGTON)
)ss.
COUNTY OF KING)

On this 6th day of March, 2014, before me the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared, Jay Noceto of T-Mobile West LLC, the company that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said company, for the uses and purposes therein mentioned, and on oath stated that he/she is authorized to execute said instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the date hereinabove set forth.

Julie B Schauffer
Signature

Julie B Schauffer
NOTARY PUBLIC in and for the State of Washington, residing at Seattle

MY COMMISSION EXPIRES: 4/15/16

JULIE B. SCHAUFFER NOTARY PUBLIC STATE OF WASHINGTON COMMISSION EXPIRES 4-15-16

Ordinance No. 6491
Franchise Agreement No. 13-37
DATE 09/24/2013
Page 1 of 1

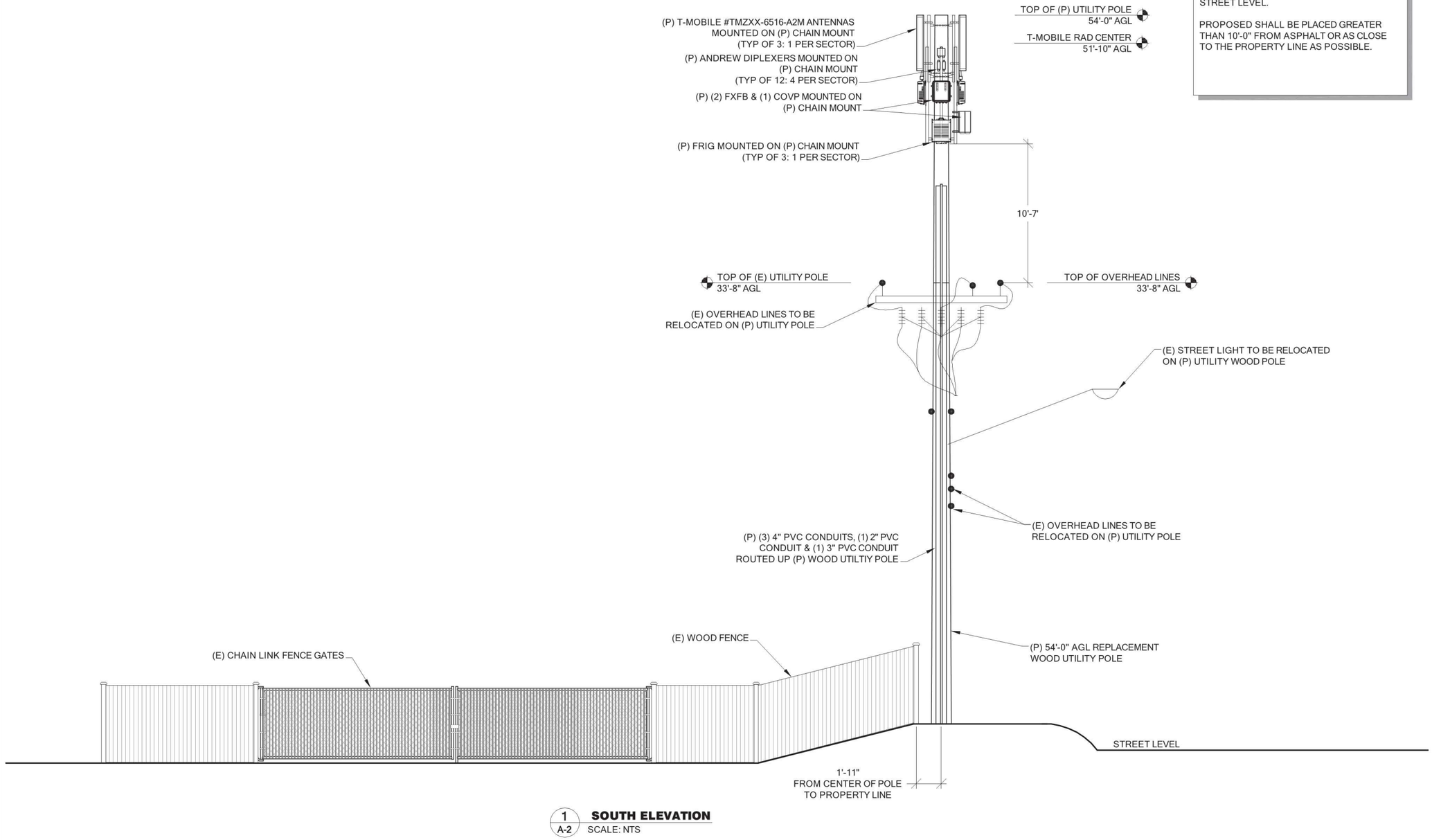
PAINT NOTE:

PROPOSED ANTENNAS/ATTACHMENTS & EQUIPMENT TO BE PAINTED TO MATCH (P) WOOD UTILITY POLE.

POLE NOTE:

PROPOSED POLE SHALL BE PLACED DEEP ENOUGH TO BE STRUCTURALLY SOUND AT STREET LEVEL.

PROPOSED SHALL BE PLACED GREATER THAN 10'-0" FROM ASPHALT OR AS CLOSE TO THE PROPERTY LINE AS POSSIBLE.



1 A-2 **SOUTH ELEVATION**
SCALE: NTS

T-Mobile

PROJECT INFORMATION:

LEA HILL/PSE/CHINN
SE04715I

11534 SE 318TH PLACE
AUBURN, WA 98092

ISSUED FOR:

BUILDING PERMIT

REVISION HISTORY:

NO.	DATE:	DESCRIPTION:	CHK. BY:
4	9/10/2015	REV PER REDLINES	BJT
3	9/3/2015	REV PER REDLINES	BJT
2	8/12/2015	REV. POLE HEIGHT	BJT
1	8/4/2015	ISSUED DESIGN REVIEW	BJT

PLANS PREPARED BY:

B. J. THOMAS, P.E.
7607 80TH AVE NE
MARYSVILLE, WA 98270
206-851-1106

DRAWN BY: JL **CHK. BY:** BJ

LICENSURE:

B. J. THOMAS STATE OF WASHINGTON REGISTERED PROFESSIONAL ENGINEER 9/10/15

DRAWING INFORMATION:

DO NOT SCALE DRAWINGS. CONTRACTOR MUST VERIFY ALL DIMENSIONS AND ADVISE CONSULTANTS OF ANY ERRORS AND OMISSIONS. ALL PREVIOUS ISSUES OF THIS DRAWING ARE SUPERSEDED BY THE LATEST REVISION. THE INFORMATION CONTAINED IN THIS SET OF DOCUMENTS IS PROPRIETARY BY NATURE. ANY USE OR DISCLOSURE OTHER THAN WHICH IS RELATED TO NAMED CLIENT IS STRICTLY PROHIBITED.

DRAWING TITLE:

SITE ELEVATION

DRAWING NUMBER:

A-2

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5179

Date:
November 24, 2015

Department:
CD & PW

Attachments:
Resolution No. 5179
Exhibits A & B
Staff Report
Vicinity Maps

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Resolution No. 5179.

Background Summary:

Schneider Homes Inc. has applied to the City for vacation of the right-of-way of the south 137.85 feet of 64th Avenue South, south of South 300th Street, shown on Exhibit "B". The applicant currently owns the adjacent parcel to the east and west and is proposing to incorporate the right-of-way into development of the adjacent property.

The application has been reviewed by City staff and utility purveyors who have an interest in this right-of-way. Through this review City staff has determined that the right of way is no longer necessary to meet the needs of the City and could be vacated.

Resolution No. 5179, if adopted by City Council, sets the date of the public hearing for Vacation No. V2-15 for January 4, 2016.

Reviewed by Council Committees:

Councilmember:

Staff: Snyder

Meeting Date: December 7, 2015

Item Number: RES.B

RESOLUTION NO. 5179

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, SETTING A PUBLIC HEARING TO CONSIDER THE VACATION OF RIGHT-OF-WAY OF 64TH AVENUE SOUTH, SOUTH OF SOUTH 300TH STREET, WITHIN THE CITY OF AUBURN, WASHINGTON.

WHEREAS, the City of Auburn, Washington, has received a petition signed by owners of at least two-thirds (2/3) of the property abutting right-of-way at the location of the south 137.85 feet of 64th Avenue South, south of South 300th Street, within the City of Auburn, Washington, requesting that the same be vacated; and

WHEREAS, pursuant to Section 35.79.010 of the Revised Code of Washington, a hearing on such vacation shall be set by Resolution, with the date of such hearing being not more than sixty (60) days nor less than twenty (20) days after the date of passage of such Resolution.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, HEREBY RESOLVES as follows:

Section 1. That a hearing on the vacation of right-of-way at the location of the south 137.85 feet of 64th Avenue South, south of South 300th Street, located within the City of Auburn, Washington, legally described as follows:

That portion of the north half of the northwest quarter of the southeast quarter of the southeast quarter of Section 2, Township 21 North, Range 4 East, W.M., in King County, Washington described as follows;

Commencing at the northwest corner of said subdivision; thence N89°52'01"E, along the north line thereof, 30.01 feet to the east line of the west 30.00 feet of said subdivision; thence S00°58'36"W, along said east line 190.89 feet to the POINT OF BEGINNING of the herein described tract; thence continuing S00°58'36"W, along said east line, 137.85 feet to the south line of said subdivision; thence S89°48'39"W, along said south line, 30.01 feet to the west line of said subdivision; thence N00°58'36"E, along said west line 137.66 feet; thence N89°48'39"E 18.33 feet to a point of tangency with a 358.00 foot radius curve to the left; thence easterly along said curve, through a central angle of 01°52'12" a distance if 11.68 feet to the to THE POINT OF BEGINNING.

Contains 4,131± square feet, (1.0948±acres)

[Also identified as Exhibit A hereto.]

and as shown on the document attached hereto, marked as Exhibit "B" and incorporated herein by this reference, is hereby set for 7:00 p.m. on the 4th day of January, 2016, at the City Council Chambers at 25 West Main Street, Auburn, Washington, 98001, with all persons wishing to speak to the vacation at the public hearing being invited to attend.

Section 2. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation, including posting notice of such public hearing as required by State law and City Ordinance.

Section 3. This Resolution shall be in full force in effect upon passage and signatures hereon.

DATED and SIGNED this _____ day of _____, 2015.

CITY OF AUBURN

Nancy Backus
Mayor

Attest:

Danielle E. Daskam, City Clerk

Approved as to Form:

Daniel B. Heid, City Attorney

D.R. STRONG
CONSULTING ENGINEERS
KIRKLAND WA 98033

DRS Project No. 12072
9/21/15

LEGAL DESCRIPTION: 64TH AVENUE S. RIGHT OF WAY VACATION

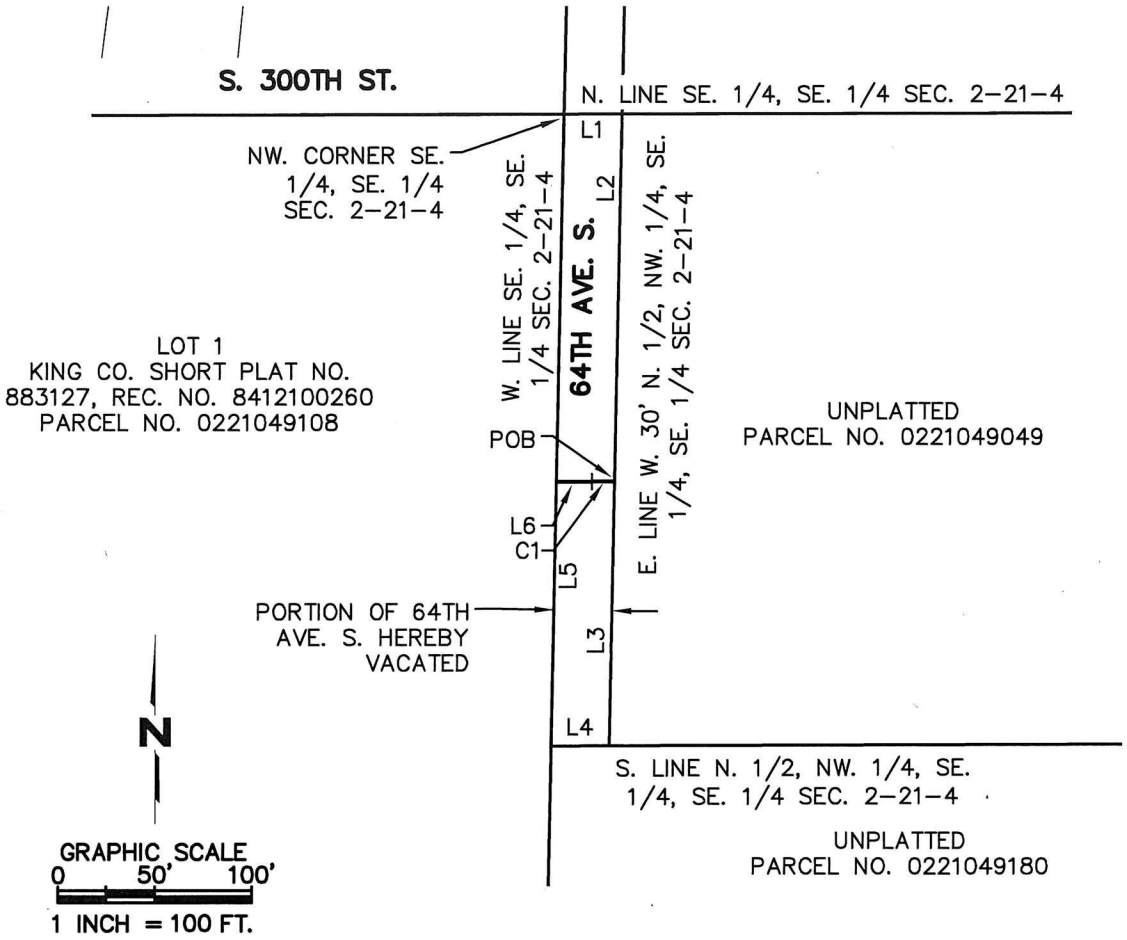
That portion of the north half of the northwest quarter of the southeast quarter of the southeast quarter of Section 2, Township 21 North, Range 4 East, W.M., in King County, Washington described as follows;

Commencing at the northwest corner of said subdivision; thence N89°52'01"E, along the north line thereof, 30.01 feet to the east line of the west 30.00 feet of said subdivision; thence S00°58'36"W, along said east line 190.89 feet to the POINT OF BEGINNING of the herein described tract; thence continuing S00°58'36"W, along said east line, 137.85 feet to the south line of said subdivision; thence S89°48'39"W, along said south line, 30.01 feet to the west line of said subdivision; thence N00°58'36"E, along said west line 137.66 feet; thence N89°48'39"E 18.33 feet to a point of tangency with a 358.00 foot radius curve to the left; thence easterly, along said curve, through a central angle of 01°52'12" a distance of 11.68 feet to THE POINT OF BEGINNING.

Contains 4,131± square feet, (0.0948±acres)



R:\2012\0\12072\2\Documents\Legals\64th Ave-S_ROW-Vacation_12072.doc



LINE	BEARING	DISTANCE
L1	N89°52'01"E	30.01'
L2	S00°58'36"W	190.89'
L3	S00°58'36"W	137.85'
L4	S89°48'39"W	30.01'
L5	N00°58'36"E	137.66'
L6	N89°48'39"E	18.33'

CURVE	RADIUS	DELTA ANGLE	ARC LENGTH
C1	358.00'	01°52'12"	11.68'



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WYNCREST DIVISION II

64TH AVENUE S.
RIGHT OF WAY VACATION
EXHIBIT

D.R. STRONG
CONSULTING ENGINEERS
ENGINEERS PLANNERS SURVEYORS
620 7TH AVENUE KIRKLAND, WA 98033
O 425.827.3063 F 425.827.2423
www.drstrong.com

PROJECT SURVEYOR: SJS
DRAFTED BY: SJS
FIELD BOOK: 497
DATE: 4/17/15
PROJECT NO.: 12072
SHEET 1 OF 1

RIGHT-OF-WAY VACATION STAFF REPORT

Right-of-Way (ROW) Vacation Number V2-15

Applicant: **Schneider Homes Inc.**

Property Location: **Right-of-Way located at the south 137.85 feet of 64th Avenue South, south of South 300th St.**

Description of right-of-way:
This ROW proposed for vacation consists of the south 137.85 feet of 64th Avenue South, south of South 300th Street. The proposed ROW is adjacent to Parcel No. 0221049108 on the west side, Parcel No. 0221049049 on the east side, Parcel No. 0221049180 on the south side and City right-of-way on the north side. The west and east adjacent parcels are owned by the applicant and the south adjacent parcel is owned by Puget Sound Energy (PSE). The proposed area of ROW for vacation is approximately 4,131± square feet.

The ROW was originally deeded to King County as real property to settle a property tax debt on July 18, 1963. The property was used as right-of-way by King County and formally converted to right-of-way by the County on September 23, 1987. The ROW was annexed into the City of Auburn on January 1, 2008.

See Exhibits "A" and "B" for legal description and survey.

Proposal:
The Applicant proposes that the City vacate the above described right-of-way so that they can include the area in development of the adjoining parcels. The right-of-way is to be incorporated into a building lot in the approved preliminary plat of Wyncrest Division II.

Applicable Policies & Regulations:
- RCW's applicable to this situation - meets requirements of RCW 35.79.
- MUTCD standards - not affected by this proposal.
- City Code or Ordinances - meets requirements of ACC 12.48.
- Comprehensive Plan Policy - not affected.
- City Zoning Code - not affected.

Public Benefit:
- The vacated area may be subject to property taxes.
- The street vacation decreases the Right-of-Way maintenance obligation of the City.

Discussion:
The vacation application was circulated to Puget Sound Energy (PSE), Comcast, CenturyLink, Lakehaven Utility District, Bonneville Power Administration, Tacoma Public Utilities, B.P. Olympic Pipeline and City staff.

1. Puget Sound Energy (PSE) – Comments and clarification of the location of existing facilities in 64th Avenue South were requested from PSE several times but they have failed to respond with additional information. It appears that PSE does not have any existing facilities in the proposed vacation area and due to PSE's failure to respond with additional information it has been determined that a facilities easement over the proposed vacation area is not needed and will not be reserved. PSE owns the parcel adjacent to the south of the right-of-way and has obtained an alternate access easment across the proposed plat, but has requested that an access easement be reserved until such time as an alternate access is built.

2. Tacoma Public Utilities – Tacoma Water Supply does not access the second supply pipeline using 64th Avenue South and will not require a reservation of easement when Auburn vacates the right-of-way.
3. B.P. Olympic Pipe Line Company – Comments were received from B.P. Olympic Pipe Line Company. They have facilities located to the south of the adjacent PSE parcel but will not require an access easement as they have other means of accessing their facilities from other locations.
4. Bonneville Power Administration (BPA) - Comments were received from Bonneville Power Administration. They have facilities located to the south of the adjacent PSE parcel which they access across to reach their facilities. An access easement over the proposed vacation area will need to be reserved until such time as an alternate access easement from the developer is provided and built.
5. Comcast – Comcast has facilities attached to the PSE poles near the proposed area of vacation but as long as the poles are not impacted by the vacation they do not require an easement.
6. CenturyLink – CenturyLink does not have any existing facilities located in the proposed vacation area and does not require an easement.
7. Lakehaven Utility District – There are no existing Lakehaven water or sewer facilities in the proposed vacation area and an easement is not required. Future service to this area will be provided under a developer extension agreement between the developer and Lakehaven Utility District.
8. Water – No comments on Auburn Water. This area is served by Lakehaven Utility District.
9. Sewer – No comments on Auburn Sewer. This area is served by Lakehaven Utility District
10. Storm –No comments.
11. Transportation – No comments.
12. Planning – No comments.
13. Fire – No comments
14. Police – No comments.
15. Streets – No comments.
16. Construction –No comments.
17. Innovation and Technology – No comments

Assessed Value:
ACC 12.48 states "The city council may require as a condition of the ordinance that the city be compensated for the vacated right-of-way in an amount which does not exceed one-half the value of the right-of-way so vacated, except in the event the subject property or portions thereof were acquired at public expense or have been part of a dedicated public right-of-way for 25 years or more, compensation may be required in an amount equal to the full value of the right-of-way being vacated. The city engineer shall estimate the value of the right-of-way to be vacated based on the assessed values of comparable properties in the vicinity. If the value of the right-of-way is determined by the city engineer to be greater than $2,000, the applicant will be required to provide the city with an appraisal by an MAI appraiser approved by the city engineer, at the expense of the applicant. The city reserves the right to have a second appraisal performed at the city's expense."

RCW 35.79.030 states the vacation "shall not become effective until the owners of property abutting upon the street or alley, or part thereof so vacated, shall compensate such city or town in an amount which does not exceed one-half the appraised value of the area so vacated. If the street or alley has been part of a dedicated public right-of-way for twenty-five years or more, or if the subject property or portions thereof were acquired at public expense, the city or town may require the owners of the property abutting the street or alley to compensate the city or town in an amount that does not exceed the full appraised value of the area vacated."

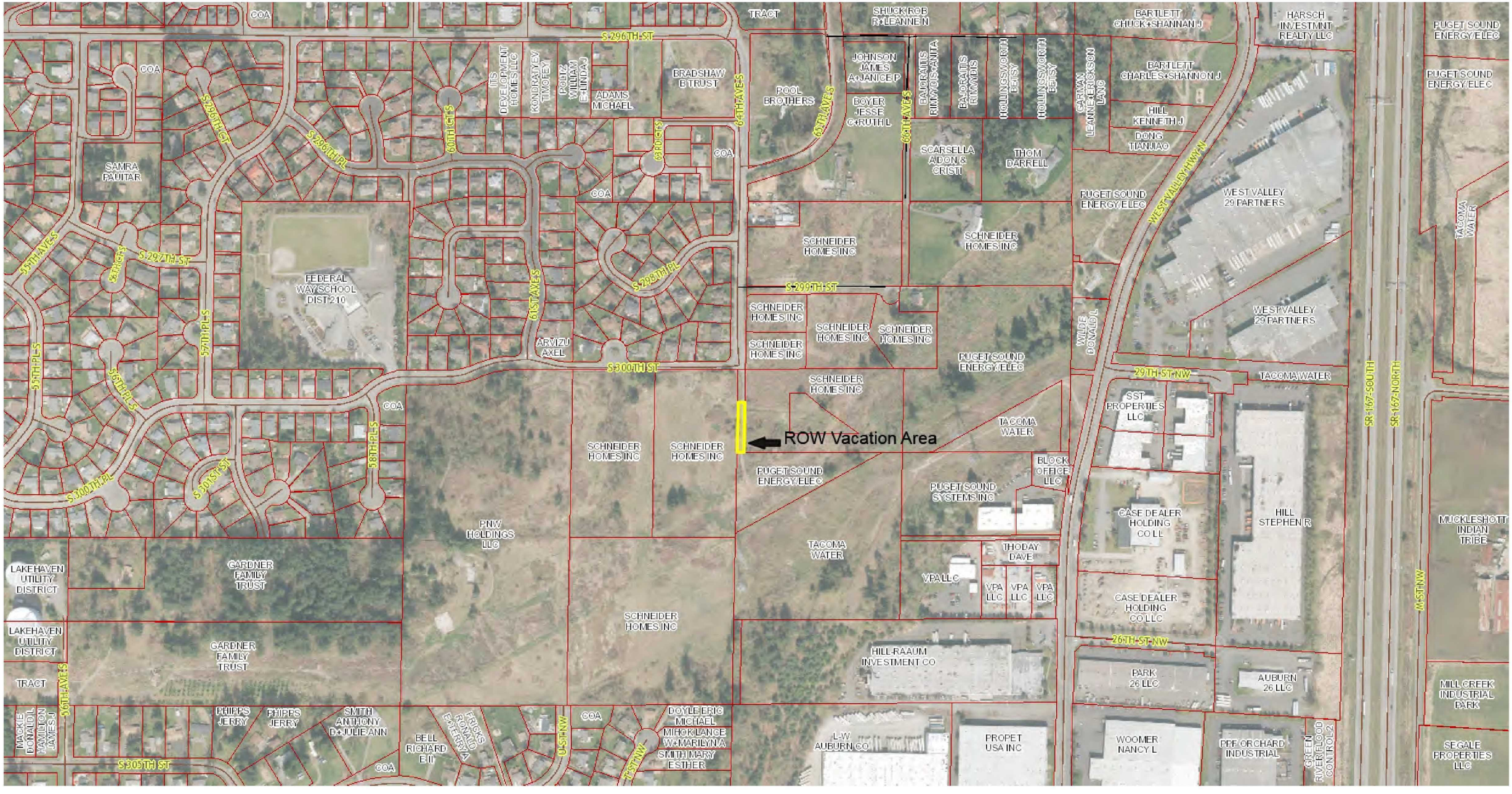
An appraisal by an MAI appraiser of the subject right-of-way was required to be submitted by the applicant. The appraisal was reviewed and found to be acceptable. The appraisal values the right-of-way in an "ACROSS THE FENCE VALUE" at $20,700.00. The right-of-way has been right-of-way for more than 25 years and was acquired through deed to King County, for settlement of a property tax debt, as real property on July 18, 1963, converted to right-of-way by the County on September 23, 1987 and annexed into the City of Auburn on January 1, 2008.

Recommendation:
Staff recommends that the street vacation be granted subject to the following conditions:

1. An access easement shall be reserved for PSE and Bonneville Power Administration along the entire length and width of the vacated ROW until such time as alternate access easements are provided and built by the developer of Wyncrest Division II. No construction or grading of any kind may take place in the easement area until such time as these easements are extinguished.

2. Staff recommends that compensation for the value of the right-of-way be required in the full amount of the appraised value of $20,700.00 since the right-of-way has been right-of-way for more than 25 years and it was originally acquired to settle a property tax debt with King County.

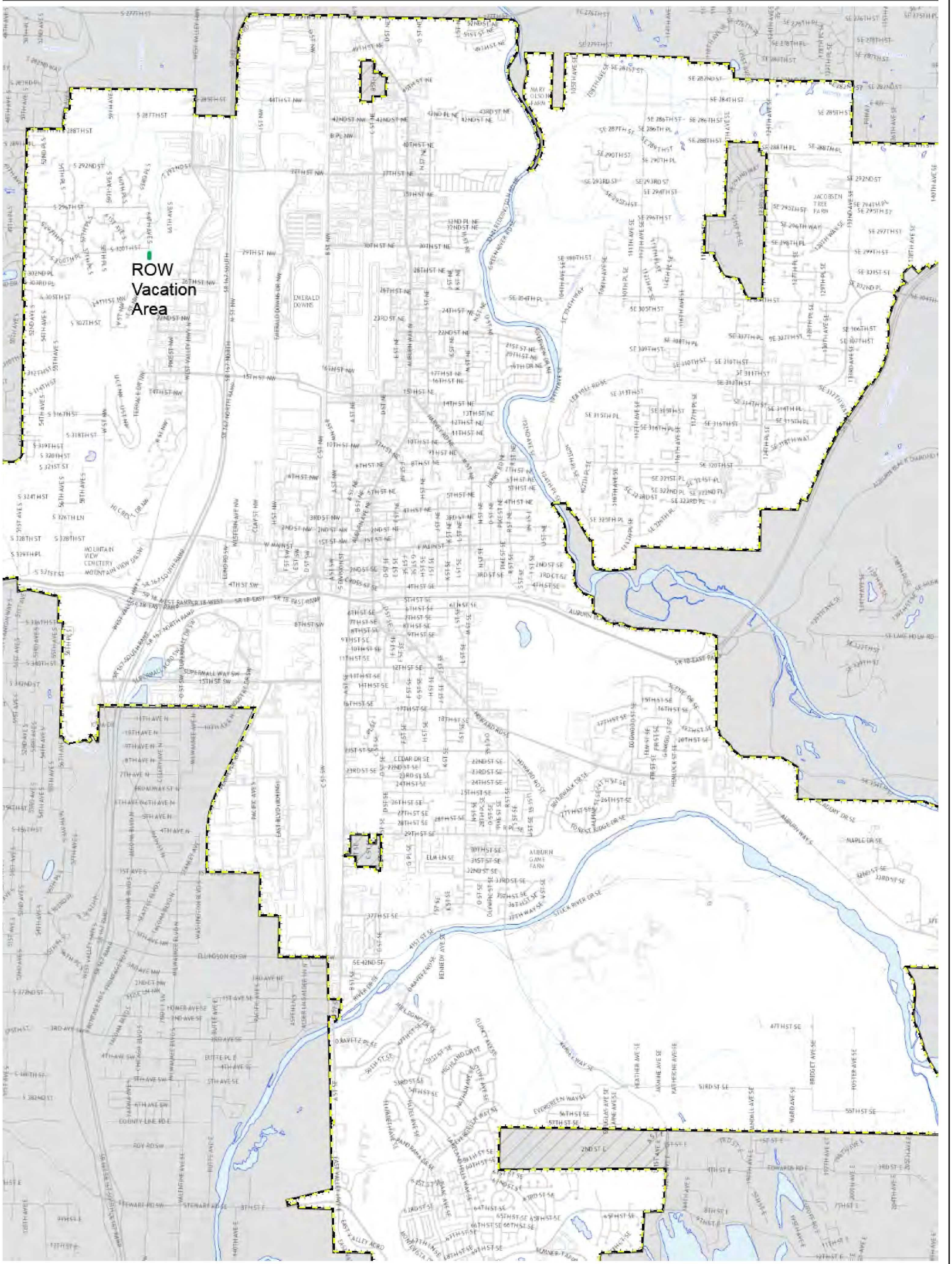
ROW Vacation #V2-15 Schneider Homes Inc. - 64th Avenue South



Printed Date:10/20/2015
Map Created by City of Auburn eGIS

Information shown is for general reference purposes only and does not necessarily represent exact geographic or cartographic data as mapped. The City of Auburn makes no warranty as to its accuracy.

ROW Vacation #V2-15 Schneider Homes Inc. - 64th Avenue South



Printed Date: 10/20/2015

Map Created by City of Auburn eGIS

Information shown is for general reference purposes only and does not necessarily represent exact geographic or cartographic data as mapped. The City of Auburn makes no warranty as to its accuracy.

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AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5181

Date:
December 2, 2015

Department:
City Attorney

Attachments:
Resolution No. 5181

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Resolution No. 5181.

Background Summary:

Every year it is appropriate for the City Council to consider adjustment of fees that the city charges for the upcoming year. The fee schedule attached includes the proposed/recommended fee schedule changes submitted for consideration by the department directors of the various departments that are requesting changes to the current fee schedule. The fee schedule also adds some things that had previously not been included in the fee schedule but should be so that there is only one place a person needs to go to look for the schedule of fees for the City of Auburn.

Reviewed by Council Committees:

Councilmember:

Staff: Heid

Meeting Date: December 7, 2015

Item Number: RES.C

RESOLUTION NO. 5181

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AMENDING THE CITY OF AUBURN FEE SCHEDULE TO ADJUST FOR 2016 FEES

WHEREAS, in connection with the municipal functions and operations of the City of Auburn, the City provides various services, a number of which entail fees; and

WHEREAS, the City Council provided for the adoption of a Fee Schedule with the passage of Ordinance 5707; and

WHEREAS, in the course of reviewing City fees, and in keeping with the philosophy of setting City fees in amounts reflective of actual costs, and in further keeping with the intent to make City fees and charges consistently accessible, it is appropriate to review and amend the fees and charges for City applications and activities for which fees are charged to adjust for changes to be effective January 2016.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, HEREBY RESOLVES as follows:

Section 1. The City of Auburn Fee Schedule is hereby amended as set forth in the attached "Exhibit A" and

Section 2. The Mayor is authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation.

Section 3. That this Resolution shall take effect and be in full force upon passage and signatures hereon and on January 1, 2016.

Dated and Signed this _____ day of _____, 2015.

CITY OF AUBURN

_____
NANCY BACKUS, MAYOR

ATTEST:

_____
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

_____
Daniel B. Heid, City Attorney

CITY OF AUBURN FEE SCHEDULE
FEES FOR CITY PERMITS, LICENSES, PUBLICATIONS, AND ACTIONS
Effective ~~March 30, 2015~~January 1, 2016

A. PLANNING FEES *(Per Ordinance No. 5707, Ordinance No. 5715, Ordinance No. 5819, Resolution No. 3797, Resolution No. 3953, Resolution No. 4070, Resolution No. 4117, Resolution No. 4143, Ordinance No. 6077, Resolution No. 4272, Resolution No. 4424, Ordinance No. 6276, Resolution No. 4552, Ordinance No. 6295, Resolution No. 4868, Resolution No. 4880, Resolution 4964, Ordinance 6477, Resolution No. 5016 and Resolution 5114.)*

1. Application Fees: Applications for any action identified below shall not be accepted for filing, unless otherwise noted, until the fees per the below schedule have been paid to the City.[1]	
Additional Meeting Fee (beyond the specified number)	$259.00 per meeting
Additional Re-submittal Fee (covers one re-submittal for all land use actions)	$63.00 per re-submittal
Address Assignment	$104.00 per address
Administrative Use Permits (covers 1 meeting with staff after which additional meeting fees apply)	$880.00
Appeal of Administrative Decision to Hearing Examiner[1, 6]	$1,000.00
Binding Site Plan[2] (covers 2 meetings with staff after which additional meeting fees apply)	$1,139.00 + $62.00/lot
Boundary Line Adjustment[1]:	
Residential	$518.00
Non-Residential (includes mixed use projects)	$854.00
Boundary Line Elimination[1]	$500.00
Comprehensive Plan Map Amendments[3] (covers 2 meetings with staff after which additional meeting fees apply)	$2,070.00 (includes rezone application fee)
Comprehensive Plan Text Amendments[3] (covers 2 meetings with staff after which additional meeting fees apply)	$1,000.00
Conditional Use Permits[1, 6] (covers 2 meetings with staff after which additional meeting fees apply)	
Residential	$1,000.00
All Other (includes mixed use projects)	$2,000.00
Conditional Use Permits[4] – Minor Adjustment (covers 1 meeting with staff after which additional meeting fees apply)	
Residential	$414.00
All Other (includes mixed use projects)	$554.00
Critical Areas Review:	

[1] Please note that the City of Auburn may collect a review fee on behalf of the Valley Regional Fire Authority for certain land use and/or environmental reviews which fee is collected in addition to the City's required fees.
[2] Per Auburn City Code, a modification to an approved binding site plan shall be processed in the same manner as the original binding site plan approval. Therefore, the specified fee shall apply to a new or modified binding site plan approval request.
[3] Fees for amendments to text or maps of the Comprehensive Plan apply only where an applicant seeks an amendment affecting specific properties rather than the City generally or property within the City generally.
[4] Per Auburn City Code, a major adjustment to an approved conditional use permit shall be processed in the same manner as the original conditional use permit approval. Therefore, the specified fee shall apply to a new request for conditional use permit approval or a request for a major adjustment to a previously approved conditional use permit approval.

On-site monitoring & reporting (required) of wetlands & other environmentally sensitive areas[5] Critical Areas Reasonable Use Determination City review of environmental studies, plans or reports (whether submitted with another city application or not and includes one re-submittal) Critical Areas Variance – administrative Critical Areas Variance – hearing examiner[1, 6]	$300.00/monitoring event $259.00 $259.00/study, plan or report $259.00 $1000.00
Current Use Taxation (covers 1 meeting with staff after which additional meeting fees apply)	$800.00
Development Agreement – Amendment	$2,200.00 + $60.00/lot or dwelling unit
Downtown Urban Center Design Review (covers 1 meeting with staff after which additional meeting fees apply)	$1,139.00
Environmental Review (covers 1 meeting with staff after which additional meeting fees apply) SEPA Checklist review[1] (includes City issuance of DNS, MDNS, or DS as appropriate) Revised or Supplemental SEPA Checklist review[1] (includes City issuance of Addendum, if appropriate) SEPA 3rd Party Review	 $802.00 + $259.00 /required study $350.00 + $259.00 /required study Actual costs
Environmental Impact Statement	$802.00 + actual costs for preparation of draft & final statements including labor, materials, mailing & other actual costs relating to the drafting & circulating of the EIS.
Final Plats – Subdivisions (covers 2 meetings with staff after which additional meeting fees apply and 1 re-submittal)	$1,533.00 + $52.00/lot
Final Plats – Short Plats (covers 1 meeting with staff after which additional meeting fees apply and 1 re-submittal)	$750.00 + $25.00/lot
Flexible Development Alternatives Application Review (covers 1 meeting with staff after which additional meeting fees apply and 1 re-submittal)	$1,139.00
Hearing Examiner – Conduct of Hearing and Preparation of Decision[6]	Total hourly charge for hearing examiner plus associated expenses to be paid by applicant prior to issuance of final decision
Floodplain Development Permit	$259.00
Floodplain Habitat Impact Assessment Report Review	$250.00
Floodplain Habitat Mitigation Plan Review	$250.00

[5] For monitoring required over multiple years, the total monitoring fee for the required monitoring period shall be paid prior to final plat approval or issuance of Certificate of Occupancy or release of required financial security.
[6] The total cost for the Hearing Examiner is in addition to the relevant application fee for applications requiring a public hearing before the Hearing Examiner (e.g. conditional use permit).

Combined Floodplain Habitat Assessment/Mitigation Plan Review	$500.00
City Acknowledgement Review of FEMA Flood Map Revision Application	$100.00
Mining Permits (covers 3 meetings with staff after which additional meeting fees apply)	$3,623.00
Miscellaneous Administrative Decisions (i.g. sign area deviation, written interpretations, administrative variances)	$500.00
Multi-Family/Mixed Use Design Standards Compliance Review (application covers 1 meeting with staff after which additional fees apply)	$1,139.00
Plan Alteration or Vacation[6] (application covers 1 meeting with staff after which additional fees apply)	$1,000.00/request
Plat Modification (application covers 1 meeting with staff after which additional fees apply)	$1,000.00/request
Preliminary Plats – Subdivisions[1, 6] (application covers 3 meetings with staff after which additional fees apply)	$3,000.00 + $120.00/lot
Preliminary Plats – Short Plats[1] (application covers 1 meeting with staff after which additional fees apply)	$1,449.00 + $60.00/lot
Preliminary Site Plan Review (non-PUD) (application covers 1 meeting with staff after which additional fees apply)	$1,035.00
Pre-application Meeting (application covers 1 meeting with staff after which additional fees apply)	$259.00 – fee will be applied towards any related application made within six months of the date the pre-application meeting was held
PUD – Major Adjustment[7] (application covers 2 meetings with staff after which additional fees apply)	$2,558.00
Public Notice Boards: 2' x 4' public notice board 4' x 4' public notice board	 $80.00 $136.00
Rezone (map amendment)[8]	$1,760.00
School Impact Fee Collection:[9] Per Single Family Dwelling Unit Per Multi-Family Dwelling Unit	 $52.00 $26.00
Shoreline (application covers 1 meeting with staff after which additional fees apply): Shoreline Exemption Determination Shoreline Conditional Use Permit[6] Shoreline Substantial Development Permit[6] Shoreline Variance[6]	 $215.00 $1,139.00 $1,139.00 $1,139.00
Short Plat Modification (application covers 1 meeting with staff after which additional fees apply)	$259.00/requested modification
Sign Permit[10]	$100.00

[7] A prior City Code amendment eliminated Planned Unit Developments (PUD). The PUD fees included herein are applicable only to the existing previously approved PUDs.
[8] Application fee covers 2 meetings with staff after which additional meeting fees apply.
[9] The City collects an application fee to cover the reasonable cost of administration of the school impact fee program.
[10] The City collects an application fee to cover the reasonable cost of zoning compliance review in addition to the building permit application fee identified in Table 1-A, below.

Site Plan Approval – PUD, Residential[9] (application covers 1 meeting with staff after which additional fees apply)	$1,139.00 + $62.00/lot or unit
Site Plan Approval - PUD, Non-residential[9] (application covers 1 meeting with staff after which additional fees apply)	$1,139.00 + $62.00/lot or unit
Special Home Occupation Permits	$259.00
Three-Party Outside Utility Extension Agreement - Site Specific Review (application covers 1 meeting with staff after which additional fees apply)	$1,035.00 + plus the City's actual costs in performing under the terms of the agreement as negotiated between the parties
Type I Temporary Use Permit	$96.00 + $48.00 per extension request
Type II Temporary Use Permit	$144.00 + $48.00 per extension request
Variance[1] (inclusive of Special Exceptions): Per each residence on a single family lot All other	 $259.00 $575.00
Water/Sewer Certificate[1] (outside of city limits for other than single-family)	$311.00
Zoning Certification Letter: Residential Non-Residential (includes mixed use development)	 $52.00 $104.00
Zoning Code Text Amendment (application covers 1 meeting with staff after which additional fees apply)	$1,035.00
2. BOOKS, MAPS, MATERIALS :[11] *(pursuant to Resolution No. 3953)*	
Comprehensive Plan	Cost of Production
Downtown Plan	Cost of Production
Downtown Plan Appendices	Cost of Production
Copies of Codes and Ordinances	Cost of Production
Maps	Cost of Production
3. LAND CLEARING, GRADING AND FILLING FEES (Per Ordinance No. 6146, Resolution No. 4272 and Resolution No. 4424.)	
Land Clearing: Base Fee (for up to 1 acre) 1 to 5 acres Over 5 acres	 $311.00 Base Fee + $114.00/acre Base Fee + $83.00/acre
Grading and Filling Fees: Base Fee (for up to 500 cubic yards) 500 to 250,000 cubic yards Over 250,000 cubic yards	 $311.00 Base Fee + $0.12/cubic yard Base Fee + $0.02/cubic yard
4. BUILDING FEES *(per Ordinance 5715, Ordinance 5819, Resolution No. 3773, Resolution No. 3797, Resolution No. 3818, Resolution No. 3953, Resolution No. 4143, Ordinance No. 6146, Resolution No. 4272, Resolution No. 4424, and Resolution No. 5134.)*	
a. Building Permit Fees: The fee for each International Building Code, International Residential Code, Washington State Energy Code or Washington State Indoor Air Quality Code building permit shall be as set forth in Table 1-A, below.[12]	

[11] Prices for printed materials do not include any taxes.

Table 1-A BUILDING PERMIT FEES

TOTAL VALUATION	FEE
$1.00 to $500.00	$32.00
$501.00 to $2,000.00	$32.00 for the first $500.00 plus $6.00 for each additional $100.00, or fraction thereof, to and including $2,000.00
$2,001.00 to $25,000.00	$122.00 for the first $2,000.00 plus $18.60 for each additional $1,000.00, or fraction thereof, to and including $25,000.00
$25,001.00 to $50,000.00	$549.80 for the first $25,000.00 plus $14.00 for each additional $1,000.00, or fraction thereof, to and including $50,000.00
$50,001.00 to $100,000.00	$899.80 for the first $50,000.00 plus $10.00 for each additional $1,000.00, or fraction thereof, to and including $100,000.00
$100,001.00 to $500,000.00	$1,399.80 for the first $100,000.00 plus $9.00 for each additional $1,000.00, or fraction thereof, to and including $500,000.00
$500,001.00 to $1,000,000.00	$4,999.80 for the first $500,000.00 plus $8.00 for each additional $1,000.00, or fraction thereof, to and including $1,000,000.00
$1,000,000.00 and up	$8,999.80 for the first $1,000,000.00 plus $6.00 for each additional $1,000.00 or fraction thereof

Other Inspections and Fees:

1. Inspections outside of normal business hours ..... $63.00 per hour
   (minimum charge – two hours)
2. Reinspection fees assessed under provisions of Section 109.4.13 ..... $63.00 per hour
3. Inspections for which no fee is specifically indicated ..... $63.00 per hour
   (minimum charge – one half hour)
4. Additional plan review required by changes, additions or revisions to plans ..... $63.00 per hour
   (minimum charge – one half hour)
5. For use of outside consultants for plan checking and inspections, or both ..... Actual costs

FOOTNOTES:
[1] Or the total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages and fringe benefits of the employees involved.
[2] Actual costs include administrative and overhead costs.

b. Mechanical Permit Fees: The fee for each permit issued under provisions of the International Mechanical Code, International Fuel Gas Code, NFPA 54 (National Fuel Gas Code), NFPA 58 (Liquefied Petroleum Gas Code), or the mechanical device provisions of the International Residential Code shall be as set forth in Table 2-A, below. For new single-family dwellings a flat rate permit fee of $185.00 may be charged in lieu of fees as prescribed in Table 2-A.

Table 2-A MECHANICAL PERMIT FEES

Permit Issuance and Heaters:

1. For the issuance of each mechanical permit $26.00
2. For issuing each supplemental permit for which the original permit has not expired, been canceled or finaled $9.00

Unit Fee Schedule
(Note: The following do not include permit-issuing fee.)

1. **Furnaces:**
   For the installation or relocation of forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance up to and including 1000,000 Btu/h (29.3kW). $18.00
   For the installation or relocation of forced-air or gravity-type furnace or burner, including ducts and vents attached to such appliance over 100,000 Btu/h (29.3kW) $22.00
   For the installation or relocation of each floor furnace, including vent $18.00
   For the installation or relocation of each suspended heater, recessed wall heater or floor-mounted unit heater $18.00

2. **Appliance Vents:**
   For the installation, relocation or replacement of each appliance vent installed and not included in an appliance permit $9.00

3. **Repairs or Additions:**
   For the repair of, the alteration of, or addition to each heating appliance, refrigeration unit, cooling unit,

[12] Please note that the City of Auburn may collect a review fee for the Valley Regional Fire Authority for certain permit applications that is collected in addition to the City's required fees.

absorption unit, or each heating, cooling, absorption or evaporative cooling system, including installation of controls regulated by the Mechanical Code $16.00

4. **Boilers, Compressors and Absorption Systems:**
For the installation or relocation of each boiler or compressor to and including 3 horsepower (10.6 kW) or each absorption system to and including 100,000 Btu/h (29.3 kW) $18.00
For the installation or relocation of each boiler or compressor over 3 horsepower (10.6kW) to and including 15 horsepower (52.7 kW),or each absorption system over 100,000 Btu/h (29.3 kW) to and including 500,000 Btu/h (146.6 kW) $31.00
For the installation or relocation of each boiler or compressor over 15 horsepower (52.7kW) to and including 30 horsepower (105.5 kW), or each absorption system over 500,000 Btu/h (146.6kW) to and including 1,000,000 Btu/h (293.1kW) $41.00
For the installation or relocation of each boiler or compressor over 30 horsepower (105.5kW) to and including 50 horsepower (176 kW), or each absorption system over 1,000,000 Btu/h (293.1 kW) to and including 1,750,000 Btu/h (512.9 kW) $62.00
For the installation or relocation of each boiler or compressor over 50 horsepower (176 kW), or each absorption system over 1,750,000 Btu/h (512.9 kW) $102.00

5. **Air Handlers:**
For each air handling unit to and including 10,000 cubic feet per minute (cfm) (4719 L/s), including ducts attached thereto $12.00
Note: This fee does not apply to an air-handling unit which is a portion of a factory-assembled appliance, cooling system, evaporative cooler or absorption unit for which a permit is required elsewhere in the Mechanical Code.
For each air-handling unit over 10,000 cfm (4719 L/s) $22.00

6. **Evaporative Coolers:**
For each evaporative cooler other than a portable type $12.00

7. **Ventilation and Exhaust:**
For each ventilation fan connected to a single duct $9.00
For each ventilation system which is not a portion of any heating or air-conditioning system authorized by a permit $12.00
For the installation of each hood which is served by a mechanical exhaust, including the ducts for each hood $12.00

8. **Incinerators:**
For the installation or relocation of each domestic-type incinerator $22.00
For the installation or relocation of each commercial or industrial-type incinerator $18.00

9. **Miscellaneous:**
For each appliance or piece of equipment regulated by the Mechanical Code but not classed in other appliance categories or for which no other fee is listed in the table $12.00

Other Inspections and Fees:

1. Inspections outside of normal business hours, per hour (minimum charge -- two hours) $63.00

2. Reinspection fees assessed under provisions of Section 109.4.13 ... $61.003. Inspections for which no fee is specifically indicated, per hour (minimum charge -- one-half hour) $63.00

3. Additional plan review required by changes, additions or revisions to plans or to plans for which an initial review has been completed (minimum charge -- one-half hour) $63.00

* Or the total cost to the jurisdiction, whichever is greatest. This cost shall include supervision, overhead, equipment, hourly wages and fringe benefits of the employees involved.

c. Plumbing Code Permit Fees: For new single-family dwellings a flat rate permit fee of $185.00 may be charged in lieu of fees as prescribed in Table 3-A.

Table 3-A PLUMBING PERMIT FEES

Permit Issuance:
1. For issuing each permit $24.00
2. For issuing each supplemental permit $12.00

Unit Fee Schedule (in addition to items 1 and 2 above):
1. For each additional plumbing fixture on one trap or a set of fixtures on one trap (including water, drainage piping and backflow protection therefore) $9.00
2. For each building sewer and each trailer park sewer $19.00
3. Rainwater systems - per drain (inside building) $9.00
4. For each water heater and/or vent $9.00
5. For each industrial waste pretreatment interceptor including its trap and vent, except kitchen-type grease interceptors functioning as fixture traps $9.00
6. For each installation, alteration or repair or water piping and/or water treatment, each $9.00
7. For each repair or alteration of a drainage or vent piping, each fixture $9.00

8. For each lawn sprinkler system on any one meter including backflow protection devices therefore	$9.00
9. For atmospheric-type vacuum breakers not included in item 12:	
1 to 5	$6.00
over 5, each	$2.00
10. For each backflow protective device other than atmospheric type vacuum breakers:	
2 inch (51 mm) diameter and smaller	$33.00
over 2 inch (51 mm) diameter	$41.00
11. For initial installation and testing for a reclaimed water system	$35.00
12. For each annual cross-connection testing of a reclaimed waster system (excluding initial test)	$35.00
13. For each medical gas piping system serving one to five inlet(s)/outlet(s) for a specific gas	$57.00
14. For each additional medical gas inlet(s)/outlet(s)	$6.00
Other Inspections and Fees:	
1. Inspections outside of normal business hours	$63.00
2. Reinspection fee	$63.00
3. Inspections for which no fee is specifically indicated	$63.00
4. Additional plan review required by changes, additions or revisions to approved plans (minimum charge - one-half hour)	$63.00

*Per hour for each hour worked or the total hourly cost to the jurisdiction, whichever is greater. This cost shall include supervision, overhead, equipment, hourly wages and fringe benefits of all the employees involved.

Fees: Permit fees shall be assessed in accordance with this section. Fees specified shall be adjusted for inflation each year based upon the Seattle Consumer Price Index. Fees shall be rounded down to nearest whole dollar.

Appeal Fees: The fee for appeals of codes adopted pursuant to ACC Chapter 15 shall be $110.00 plus total hearing examiner costs.

Plan Review Fees: When submitted documents are required by Section 106.3 of the Construction Administrative Code, a plan review fee shall be paid at the time of submitting the submittal documents for plan review. Said plan review fee shall be 65 percent of the building permit fee as shown in Table 1-A. The plan review fees specified in this section are separate fees from the permit fees and in addition to permit fees.

Temporary Certificate of Occupancy Fees: There shall be a fee equal to ten percent of the building permit fee for issuance of a temporary certificate of occupancy.

5. ADMINISTRATIVE PROCEDURES AND MISCELLANEOUS INSPECTIONS: In addition to any other fees specified in this chapter, there shall be a fee schedule for certain administrative procedures not otherwise included as set forth in the following schedule of fees:

Adult Family Home Inspection	$160.00
Demolition, permit and inspections	Per Table 1-A
Relocation (pre-inspection)	Per Table 1-A
Housing Inspection	Actual City Cost, minimum $21.00
Change of Use	Per Table 1-A
Sign Permits	Unless except by Ch. 18.56 ACC, the fee shall accompany each application for a sign permit. The amount of the fee shall be based upon the value of the sign pursuant to Table 1-A.

6. RENTAL HOUSING BUSINESS LICENSE FEES *(Per Resolution No. 4601, Ordinance No. 5882, Resolution No. 4272, Resolution No. 4424 and Ordinance 6477)*:

a. The fee for a license to operate rental housing businesses in the City, as defined in Chapter 5.22 of the Auburn City Code (ACC) shall be based on the total number of units as follows:	
One to four dwelling units	$53.00/year
Five to 24 dwelling units	$106.00/year

Twenty-five or more dwelling units Communal residence	$212.00/year $150.00/year
b. The fee for a license to operate rental housing businesses in the city shall be for the license year from January 1 to December 31, and each applicant must pay the full fee for the current license year or any portion thereof during which the applicant has engaged in the operation of rental housing businesses.	
c. The rental housing business license fee required by this chapter is in lieu of, and not in addition to, the general business license fee required by Chapters 5.05 and 5.10 of the Auburn City Code (ACC); provided, however, that any person required to obtain a rental housing business license must also obtain a general business license, at no cost, pursuant to Chapters 5.05 and 5.10 of the Auburn City Code (ACC).	
d. Notwithstanding the provisions of sub-section (1) of this section, the fee for operating rental housing facilities for any single individual, partnership, corporation or entity shall not exceed $424.00 per license period.	
Rental housing business license renewals shall be for the period January 1 through December 31 of each year.	

B. ENGINEERING AND PUBLIC WORKS FEES

1. Transportation Impact Fee Rate Schedule: *(Per Ordinance No. 5763 as amended by Resolution No. 3953, Ordinance No. 6005, Resolution No. 4103, Resolution No. 4424, Resolution 4964, ~~and~~ Resolution No. 5114 and Resolution No. 5181.)*

Land Use	ITE Land Use Code	Independent Variable	Trip Rate	Non-Downtown Fee Rate	Downtown Fee Rate
Industrial					
General Light Industrial	110	sf/gfa	0.97	~~$6.03~~7.59	-
General Heavy Industrial	120	sf/gfa	0.68	~~$4.74~~5.96	-
Industrial Park	130	sf/gfa	0.85	~~$5.29~~6.65	-
Manufacturing	140	sf/gfa	0.73	~~$4.54~~3.43	-
Warehousing	150	sf/gfa	0.32	$3.51	-
Mini-Warehouse/Storage	151	sf/gfa	0.26	~~$1.49~~1.87	-
~~Land Use~~	~~ITE Land Use Code~~	~~Independent Variable~~	~~Trip Rate~~	~~Non-Downtown Fee Rate~~	~~Downtown Fee Rate~~
Residential					
Single-Family (detached)	210	du	1.00	~~$3,413.48~~4,295.41	~~$2,764.92~~3,479.28
Multi-Family	220-233	du	0.62	~~$2,237.30~~2,815.34	~~$1,812.21~~2,280.42
Mobile Home	240	du	0.59	~~$1,611.17~~2,027.43	~~$597.22~~751.53
Senior Housing	251, 252	du	0.27	~~$737.31~~927.81	-
Lodging					
Hotel	310	room	0.60	~~$2,340.68~~2,945.42	~~$1,895.95~~2385.7

					9
Motel	320	room	0.47	~~$1,833.53~~2,307.25	-
Recreational					
Movie Theater	444, 445	seat	0.08	~~$152.53~~191.94	~~$112.88~~142.04
Health Club	492, 493	sf/gfa	3.53	~~$8.01~~10.07	~~$5.92~~7.45

Land Use	ITE Land Use Code	Independent Variable	Trip Rate	Non-Downtown Fee Rate	Downtown Fee Rate
Institutional					
Elementary School	520	student	0.15	~~$198.96~~250.36	~~$147.23~~185.27
Middle School/Jr. High	522	student	0.16	~~$337.06~~424.14	~~$249.42~~313.87
High School	530	student	0.13	~~$375.29~~472.25	~~$277.71~~349.47
Church	560	sf/gfa	0.55	~~$1.99~~2.50	~~$1.47~~1.85
Day Care Center	565	sf/gfa	12.34	~~$18.05~~22.72	~~$13.36~~16.81
Library	590	sf/gfa	7.30	~~$9.08~~11.42	~~$6.72~~8.45
Medical					
Hospital	610	sf/gfa	0.93	~~$3.63~~4.57	~~$2.94~~3.70
Asst. Living, Nursing Home	254, 620	bed	0.22	~~$600.77~~755.99	-
Office					
General Office	710, 715, 750	sf/gfa	1.49	~~$6.67~~8.39	~~$4.54~~5.71
Medical Office	720	sf/gfa	3.57	~~$12.54~~15.77	~~$8.52~~10.73
Post Office	732	sf/gfa	11.22	~~$13.95~~17.56	~~$9.49~~11.94
Retail					
Free Standing Discount Superstore	813	sf/gla	4.35	~~$6.42~~8.07	~~$4.75~~5.97
Free Standing Discount Store	815	sf/gla	4.98	~~$8.47~~10.65	~~$6.26~~7.88
Hardware/Paint Store	816	sf/gla	4.84	~~$5.94~~7.47	~~$4.39~~5.53
Shopping Center	820	sf/gla	3.71	~~$5.02~~6.31	~~$3.71~~4.97
Car Sales – New	841	sf/gla	2.59	~~$9.30~~11.70	~~$6.88~~8.66
Car Sales – Used	N/A	space	0.28	~~$1,004.93~~1264.57	~~$743.65~~935.78
Automobile Parts Sales	843	sf/gla	5.98	~~$5.65~~7.11	~~$4.18~~5.26
Tire Store	848	sf/gla	4.15	~~$6.41~~8.07	~~$4.74~~5.97
Supermarket	850	sf/gla	9.48	~~$12.43~~15.64	~~$9.20~~11.57
~~Land Use~~	~~ITE Land Use Code~~	~~Independent Variable~~	~~Trip Rate~~	~~Non-Downtown Fee Rate~~	~~Downtown Fee Rate~~
Convenience Market	851	sf/gla	52.41	~~$25.92~~32.61	~~$19.18~~24.13
Home Improvement Store	862	sf/gla	2.33	~~$2.48~~3.12	~~$1.84~~2.31
Drugstore w/o Drive-	880	sf/gla	8.40	~~$6.55~~8.24	~~$4.84~~6.10

Through					
Drugstore w/ Drive-Through	881	sf/gla	9.91	~~$8.38~~10.55	~~$6.20~~7.80
Furniture Store	890	sf/gla	0.45	~~$0.35~~0.44	~~$0.26~~0.33

Land Use	ITE Land Use Code	Independent Variable	Trip Rate	Non-Downtown Fee Rate	Downtown Fee Rate
Services					
Drive-in Bank	912	sf/gfa	24.30	~~$18.84~~23.71	~~$13.94~~17.54
Quality Restaurant	931	sf/gfa	7.49	~~$13.91~~17.50	~~$10.29~~12.95
High Turnover Restaurant	932	sf/gfa	9.85	~~$12.60~~15.85	~~$9.32~~11.73
Fast Food Restaurant w/o Drive-Through	933	sf/gfa	26.15	~~$26.01~~32.74	~~$19.25~~24.22
Fast Food Restaurant w/ Drive-Through	934	sf/gfa	32.65	~~$32.48~~40.87	~~$24.04~~30.25
Espresso Stand w/ Drive-Through	938	sf/gfa	75.00	~~$24.87~~31.30	~~$18.40~~23.16
Auto Care Center	942	sf/gfa	3.11	~~$4.67~~5.88	~~$3.46~~4.35
Service Station	944	vfp	13.87	~~$13,337.77~~16,783.79	~~$9,869.95~~12,420.00
Service Station w/ Mini-Mart	945	vfp	13.51	~~$9,855.68~~12,402.05	~~$7,293.21~~9,177.52
Lakeland PUD~~Annexation~~ *(Per Ordinance No. 4867 as amended by Resolution No. 2955, ~~and~~ Ordinance No. 6176 and Resolution No. 5181.)*					
Detached Single-Family Residential Unit	N/A	du	n/a	$1,251.43	-
Attached Single-Family/Multi-Family Unit	N/A	du	n/a	$812.26	-
Senior-Family Unit	N/A	du	n/a	$279.12	-
Commercial/Retail Units	N/A	sf/gfa	n/a	$3.25	-

Notes:

A. Basic trip rates are based on the ITE Trip Generation Manual, 9th Edition.

B. Impact fee rate calculation is based upon the following methodology:
   - Basic Trip Rate = PM Peak Hour Trip Generation (per unit of measure)
   - Basic Trip Rate x Percent of New Trips x Trip Length Adjustment x Per Trip Fee/(divide by) 1,000 for rate per square foot (where applicable) = Impact Fee Rate (per unit of measure)

C. For land uses not specifically identified here, trip generation rates could be derived from ITE or a special study by the applicant.

D. sf/GFA= Square feet Gross Floor Area; sf/GLA= Square Feet Gross Leasable Area;

	VFP=Vehicle Fueling Position.
E.	Projects eligible for the Downtown Fee Rate are those located entirely within the boundary identified on Figure 1.

2. Truck-Dependant Land Use Supplementary Transportation Impact Fee Rate Schedule:
(Per Resolution No. 4122, ~~and~~ Resolution No. 4424 and Resolution No. 5181.)

Land Use	ITE Land Use Code	Independent Variable	Truck Trip Rate	Impact Fee Rate (per sf)
Industrial				
Light Industry/Manufacturing	110, 130, 140	sf/gfa	$0.06	$0.11
Heavy Industry	120	sf/gfa	$0.04	$0.09
Retail				
Shopping Center	820	sf/gla	$0.01	$0.01
~~Land Use~~	~~ITE Land Use Code~~	~~Independent Variable~~	~~Truck Trip Rate~~	~~Impact Fee Rate (per sf)~~
Car Sales	841	sf/gfa	$0.09	$0.16
Supermarket	850	sf/gfa	$0.33	$0.64
Free-Standing Discount Store	813, 815, 861, 863, 864	sf/gfa	$0.10	$0.19
Home Improvement Store	862	sf/gfa	$0.37	$0.70

Land Use	ITE Land Use Code	Independent Variable	Truck Trip Rate	Impact Fee Rate (per sf)
Services				
Restaurant	931, 932	sf/gfa	0.63	$1.20
Fast Food Restaurant	933, 934	sf/gfa	2.87	$5.51

Notes:

A. ITE Land Use Code based on ITE Trip Generation, 9th Edition

B. Impact fee rate calculation is based upon the following methodology:
- Truck Trip Rate = Daily Truck Trip Generation (per unit of measure)
- Truck Trip Rate x Per Trip Fee = Impact Fee Rate (per unit of measure)

C. For land uses not specifically identified in the table, trip generation rates could be derived from a special study by the applicant.

D. sf /gfa=square feet of gross floor area

3. Impact Fees By Land Use – Revenue Credit = 20% (Per Ordinance No. 5977, Resolution 3953, and Resolution No. 4022)

Land Use	Total Fire & EMS Cost per Unit of Development	Adjustment (Revenue Credit) at 20%	Fire and EMS Impact Fee per Unit of Development
Residential – All calculations below are per dwelling unit – Total x Number of Units			
Single Family, Duplex, Mobile Home	$362.66	$72.53	$290.13
Multi-Family	$383.09	$76.62	$306.47
Non-Residential – All calculations below are per square foot - Total x Square Feet			
Hotel/Motel	$0.53	$0.11	$0.42
Hospital/Clinic	$1.05	$0.21	$0.84
Group Living	$2.63	$0.53	$2.10
Office	$0.29	$0.06	$0.23
Retail	$0.62	$0.12	$0.50
Restaurant/Bar/Lounge	$1.62	$0.32	$1.30

Industrial/Manufacturing	$0.11	$0.02	$0.09
Leisure/Outdoors	$1.08	$0.22	$0.86
Agriculture	$0.71	$0.14	$0.57
Church	$0.38	$0.08	$0.30
Schools/Colleges	$1.07	$0.21	$0.86
Government/Public Buildings	$1.81	$0.36	$0.86
Casino	$3.78	$0.77	$3.01
Jails	$21.99	$4.40	$17.59

4. **Facility Extension Fees:** *(Per Ordinance No. 5791 and amended by Ordinance No. 5819, Resolution No. 3953, Resolution No. 4272, Resolution No. 4424 and Resolution No. 5114.)*

The Facility Extension Application Fee is $552.00, plus $167.00 for each Facility (Water, Sanitary Sewer, Storm Drainage, Street, private street and private storm systems within private streets).

Facility Extension Fees are the summation of the following categories (a+b+c+d), or $1,660.00, whichever is greater.

a. For the combined linear footage of water, sewer, storm drainage and private storm drainage within private streets:

   The first 0 lineal feet (LF) to 1000 LF is charged at $5.50 per LF plus,
   The next 1001 LF to 2500 LF is charged at $2.80 per LF plus,
   Any additional over 2500 LF is charged at $1.65 per LF.

b. For the linear footage of streets and private streets:

   The first 0 LF to 500 LF will be charged at $6.90 per LF plus,
   The next 501 LF to 1000 LF will be charged at $4.10 per LF plus,
   Any additional over 1000 LF will be charged at $1.10 per LF.

c. For non-linear extensions such as pump stations or traffic signals, the extension fee will be determined by the City Engineer based on an estimate of the City's labor Cost associated with the plan review, inspection, and administration of the application.

d. For that portion of the water or sewer facility located outside City Limits, but within existing County (King or Pierce) right-of-way, an additional fee of $444.00 plus $5.00 per LF of the combined water and sewer extension located in the existing County right-of-way applies.

Facility Extension Fees will be paid as follows:

a. Forty percent (40%) at the time of execution of the facility extension agreement.

b. Sixty percent (60%) upon the City's approval of the construction drawings and prior to the start of construction.

Additional Review:

Each additional plan review beyond a 3rd review prior to plan approval will require an additional fee of $512.00 be paid at the time of the additional review submittal. If the review requires more then 8 hours of staff time to complete an additional fee of $64.00 per hour will be charged and must be paid prior to plan approval.

Additional plan review required by changes, additions or revisions to plans during construction will require an additional fee of $256.00 be paid at the time the additional review is submitted and prior to any review being completed. If the review requires more than 4 hours of staff time to complete an additional fee of $64.00 per hour will be charged and must be paid prior to plan approval.

5. Right-of Way Use Permit Fees: *(Per Ordinance No. 6125)*	
Type A – Banner	$30.00
Type B – Short Term	$60.00
Type C – Long Term	$100 for the 1st year / $30 for each additional year
Type D – Hauling	$100.00 + estimated staff time @ $50 per hour
Street Closure – Type B or C	$90.00
Sidewalk Closure – Type B or C	$60.00
Parking Closure – Type B or C	$60.00
6. Franchise Agreements: *(Per Ordinance No. 6546 and Resolution No. 5114)*	
Application/Renewal Application Fee (ACC 13.36.040, ACC 20.06.120, ACC 20.06.130)	$5,000.00 Nonrefundable Initial Fee + plus the City's actual costs incurred in excess of $5,000.00. Initial Fee is due at time of application any additional costs beyond the initial fee is due prior to the effective date of the agreement.
Annual Administration Fee (ACC 20.04.170)	Actual City Costs
Annual CATV Franchise Fee (ACC 13.36.230)	5% of Gross Revenue for the prior three months.
Other Annual Franchise Fee (ACC 20.06.100)	Statutorily Permissible Percent of Gross Revenue
7. Public Way Agreements: *(Per Ordinance No.6546, Resolution No.5114)*	
Application/Renewal Application Fee (ACC 20.04.020, ACC 20.04.120)	$5,000.00 nonrefundable Initial Fee + plus the City's actual costs incurred in excess of $5,000.00. Initial Fee is due at time of application any additional costs beyond the initial fee is due prior to the effective date of the agreement.
Annual Fee (ACC 20.04.170)	Actual City Costs
8. Right-of-Way Vacations: *(Per Resolution No. 4143 and Resolution No. 5114.)*	
Application Fee	$1,500.00
Land Value Compensation	Per ACC 12.48.085
9. Utility System Development Fees: *(Per Ordinance No. 5819 and amended by Resolution No. 3797, Resolution No. 3953, Resolution No. 4272, Resolution No. 4424, Resolution No. 5114, ~~and~~ Resolution No. 5134 and Resolution No. 5181.)* For all utilities, a charge in lieu of assessment or payback charges may be applicable for the proportional share of the utility line being connected to.	

a. Water Utility: Connection fees are comprised of a Water Service Installation Permit Fee and the System Development Charge as follows:

Meter Size (In Inches)	Water Service Installation Permit Fee			System Development Charge (SDC)
	Existing Water Service & Meter Box*	Water Service & Meter Box Installed by City**		
		Paved Street	Unpaved Street	
¾ or less	$290.00	$2,250.00#	Actual Cost	~~$6,272.00~~6,423.00
1	$350.00	$2,450.00#	Actual Cost	~~$6,272.00~~6,423.00
1-1/2	$550.00	$3,350.00#	Actual Cost	~~$20,886.00~~21,387.00
2	$680.00	$3,600.00#	Actual Cost	~~$33,430.00~~34,232.00
3	Actual Cost	Actual Cost	Actual Cost	~~$66,922.00~~68,528.00
4	Actual Cost	Actual Cost	Actual Cost	~~$104,554.00~~107,063.00
6	Actual Cost	Actual Cost	Actual Cost	~~$209,046.00~~214,063.00
8	Actual Cost	Actual Cost	Actual Cost	~~$334,486.00~~342,514.00
10	Actual Cost	Actual Cost	Actual Cost	~~$480,874.00~~492,415.00

*Installation of a water meter done by the City and the service either already exists or has been installed by the developer.

**Installation of the entire water service is done by the City.
#If meter installation or retrofit involves installation of a fire sprinkler line, fee is Actual Cost.

b. Sanitary Sewer Utility: Connection fees are comprised of a permit Fee and the System Development Charge as follows:

Type	**Permit Fee**		**System Development Charge (SDC)***
	Existing Sewer Stub	**New Service Line Required**	
Single Family Parcel	$88.00	$155.00	~~$2,327.00~~2,383.00 Per Parcel
Other Parcels	$88.00	$155.00	~~$2,327.00~~2,383.00 Per RCE**
Side sewer repair on private property	$62.00		
Side sewer repair in right-of-way	$105.00		

*Except that for multifamily residential units with separate water meters for each family unit, the sewer utility systems development charge will be calculated as one RCE per family unit.

** RCE, Residential Customer Equivalent - an RCE shall be as defined by the King County Department of Natural Resources.

In addition to City sanitary sewer connection fees, there shall be a sanitary sewer connection fee (King County Capacity Charge) imposed by King County to pay Capital Improvement fees to King County per the King County Rate Schedule.

c. Storm Drainage Utility: *(Per Resolution No. 4566 and amended by Resolution No. 5181)*

Connection fees are comprised of a Permit Fee and the System Development Charge as follows:

SYSTEM DEVELOPMENT CHARGE (SDC)

Type	**System Development Charge (SDC)**
Single Family Residence & Duplexes (on Individual Parcels)	~~$1,162.00~~1,190.00 per Parcel

Other Parcels	~~$1,162.00~~1,190.00 per ESU*

***ESU, Equivalent Service Unit - A configuration of development of impervious surfaces estimated to contribute an amount of runoff to the City's storm drainage system which is approximately equal to that created by the average single family residential parcel. One ESU is considered equal to 2,600 square feet of parcel coverage by impervious surfaces. Per ACC 13.48.010.**

When calculating the total SDC, a credit will be applied for the existing impervious area (New total SDC minus calculated SDC for existing impervious area using the new definition of impervious surface as given in ACC 13.41.010).

STORM PERMIT FEE

Permit Level**	Permit Fee
Level 1	$210.00
Level 2	$400.00
Level 3	Base Fee + the Cumulative Additional Fees as indicated below: Base Fee = $1,440.00 for up to 10,000 SF of disturbed area Cumulative Additional Fee #1 = Base Fee + $400.00 for 10,001 SF up to 43,560 SF (1 Acre) of disturbed area Cumulative Additional Fee #2 = Cumulative Additional Fee #1 + $100.00 per Acre for each additional disturbed Acre over 1 Acre

**Permit levels are determined as follows:

- Level 1 permits are for all projects that are not located in a Critical Area and add or replace less than 2,000 square feet of impervious surface area; and/or disturb less than 7,000 square feet of land.
- Level 2 permits are for all projects that add or replace 2,000 to 4,999 square feet of impervious surface area; or disturb 7,000 square feet or more of land.
- Level 3 permits are for all projects that add 5,000 square feet or more of impervious surface area, or convert ¾ acres or more of native vegetation to lawn/landscaped area, or convert 2.5 acres or more of native vegetation to pasture, or the new plus replaced impervious surface area is 5,000 square feet or more and the value of improvements exceeds 50% of the assessed value of existing improvements.

10. Other Utility Fees: *(Per Ordinance No. 5819, Ordinance No. 5944, Resolution No. 3797, Resolution No. 3953, Resolution No. 4424, Resolution No. 5114 and Resolution No. 5134.)*	
Fire Service Line Permit (≤ 3-inch fire service line)	$135.00
Hydrant Permit and Inspection Fee	$238.00
Hydrant Meter Monthly Rate	$44.85
Fire Hydrant Meter Wrench – Refundable Deposit [13]	$38.00
Refundable Deposit – Hydrant Meter with RPBA, Valve, and Wrench [13]	$1,965.00
Water Main Extension Purity Test Fee	$181.00
Water Meter Test Fee, 2" or less	$217.00
Water Meter Test Fee, greater than 2"	At Actual Cost
Storm Drainage Repair Permit – Private System on Private Property	$31.00
Storm Drainage Repair Permit – System in Public Right-of-Way/Easement	$57.00
Payback Administration Fees: *(per Ordinance No. 5954)*	
Application Fee	$500.00
Processing Fee	$1,000.00
Area of Special Benefit Analysis	$500.00

[13] If the equipment is not returned or is returned in a damaged condition, the deposit amount shall be forfeited.

Transaction/Collection Fee Outside Professional Services	$300.00 Time & Materials
Convenience shut off	$25.00
Delinquent shut off	$25.00
Late charge	1% per month of outstanding bill or $15.00 minimum, whichever is greater
Unauthorized turn on/off	$60.00
Delinquent meter pull	$65.00
Unauthorized fire line or water hook up	$100.00 a day fine from date of discovery
Returned checks each	$20.00
Refusal of access per day	$30.00
Closing final read	$30.00
New account setup	$25.00
Bill tenant	$25.00
After-hours water turn on/off	$30.00
Escrow estimates	$25.00

11. Construction Permits: *(Per Ordinance No. 5817, Resolution No. 3953, Resolution No. 4272, and Resolution No. 4424.)*

Basic Fee (BF)	$150.00
Hourly Inspection Rate (HIR): Normal Business Hours After Hours (includes weeknights, weekends, and holidays and will be charged at the after hours HIR x the duration of the work	 $52.00 $80.00
For Excavation Type Work: Length of Excavation (feet) 31 – 100 feet of excavation length 101 – 250 feet of excavation length 251 – 500 feet of excavation length 501 – 750 feet of excavation length 751 – 1000 feet of excavation length	 Additional Fee (AF) $52.00 $155.00 $259.00 $362.00 $466.00

Fee Calculation:

Permit Fee = BF + AF (for the appropriate length of excavation)

If the excavation exceeds 1,000 linear feet

Permit Fee = BF + $466.00 + (HIR x (length of excavation – 1000/100)

For Non-Excavation Type Work: This work includes any work in the public right-of-way that is not covered by any other permits and includes such things as overhead utility work, geotechnical borings, horizontal directional drilling and vault installation.

Permit Fee = BF + (HIR x Permit Duration in Days)

In Lieu of Fee: In lieu of the above standard rates, the city engineer or his/her designee may calculate the fee based upon current labor rates for administrative and inspection staff after developing an estimate of staff effort involved. For projects that are expected to involve significantly more than 1,000 feet of street excavation or when the scope or duration cannot be accurately

estimated, the city engineer may establish a deposit account to manage permitee deposits in advance of permit issuance for reimbursing actual labor costs of administering the permit. Such deposit accounts will not be interest bearing and will be closed at the end of the permitted work when a final accounting of the permit administration cost shall be calculated and a final bill or credit issued to the permitee.

12. Memorial Sign Program: *(Per Ordinance No. 6137, and Ordinance No. 6149)*

Memorial Sign	$150.00

13.Special Permits: *(Per Ordinance No. 5817 and amended by Resolution No. 3953, Resolution No. 4272 and Resolution No. 4424.)*

Permit Type	Base Fee	Additional Per Linear Foot
Sidewalk	$54.00	$1.10/foot for each foot over 25 linear feet
Residential Driveway	$54.00	$1.65/foot for each foot over 20 linear feet*
Commercial Driveway	$107.00	$2.20/foot for each foot over 48 linear feet*

*Driveway widths are based on the width of the driveway apron in the right-of-way.

14. Street Payback Agreements: *(Per Ordinance No. 6319 and Resolution No. 4624.)*

Application Fee	$500.00
Processing Fee	$1,000.00
Assessment Reimbursement Area Analysis	$1,000.00
Transaction/Collection Fee	$300.00
Outside Professional Services (when needed)	Time and Materials

C. ANIMAL LICENSING FEES AND PENALTIES *(Per Resolution No. 4868)*:

1. Animal License Fees		
Type	Comments	Cost
Juvenile	8 weeks to 6 months of age	$15.00
Altered	Proof of spay/neuter required	$30.00
Unaltered	[redacted]	$60.00
Senior	Proof that pet is altered and proof that owner is 62 years of age or older consistent with ACC 13.24 is required.	$15.00
Disabled	Proof that pet is altered and proof of disability required	$15.00
Service Animal	With a signed statement, on the City Form, indicating that the owner of the animal has a disability and that the animal is a service animal, no license fee shall be charged by the City.	$0
Replacement Tag	[redacted]	$5.00

2. Late Payment Penalty		
Days Past Expiration	Type	Additional Cost
45-90	Late Fee	$15.00
91-135	Late Fee	$20.00
136-364	Late Fee	$30.00
365 or more	Late Fee	$30.00 + prior year's license fee

D. AUBURN MUNICIPAL AIRPORT FEES *(Per Ordinance No. 5707, amended by Ordinance No. 5715 and Ordinance No. 5819, and amended by Resolution No. 3784, Resolution 3797, Resolution No. 3841, Resolution No. 3953, Resolution No. 4117, Resolution No. 4270, Resolution No. 4414, Resolution 4734, Resolution No. 4880, Resolution No. 5016, ~~and~~ Resolution No. 5114, and Resolution No. 5181)*

1. Lease Fees	
Lease Type:	
Open Single	~~$192.00~~194.00
Open Twin	~~$222.00~~224.00
Closed R-2	~~$304.00~~310.00
Closed R-9 & 10	~~$417.00~~420.00
Outside Tiedowns	~~$68.00~~70.00
Storage Rows 3-8	~~$112.00~~114.00
Storage Units (185 sq. ft. – Buildings 9,10)	~~$99.00~~101.00
Storage Units (298 sq. ft.)	~~$120.00~~122.00
Storage Units (380 sq. ft. – Buildings 9,10)	~~$152.00~~155.00

The West End Hangars located on Hangar rows 9 and 10 have an additional 298 square feet each. There shall be an additional $110.00per month surcharge for the additional space.

A security surcharge of $5.00 per month is charged, in addition to the base monthly rental fees provided in this section, for each tie-down, each hangar door and each storage rental area, which security surcharge fees are to be used for the provision of increased security at the Auburn Municipal Airport (approved by Ordinance No. 5500 on January 16, 2001). For the purposes hereof, each tie-down consists of the structures/facilities necessary to accommodate one (1) regular sized light aircraft. Furthermore, the hangar doors to which the security surcharge applies includes all hangars located at the Auburn Municipal Airport, including those hangars built on land owned by the City but leased to private parties, and those hangars owned in a condominium type ownership.

The above lease and security surcharge amounts are subject to applicable leasehold taxes, which shall be paid by the tenant. The total charges, including the above lease rates plus lease hold tax and surcharge shall be reflected in monthly billing rates. Tenants shall be given notice as required by Ordinance or lease agreements. The Airport Lease rates shall be effective January 1, 2014.

Payments. Payments are due on the first of each month, past due as of the 5th and late as of the 15th. Payments not received by the 15th incur a $10.00 late fee. Payments not received after 30 days from the due date incur an additional $25.00 delinquency fee.

Automatic gate electronic cards. One automatic gate electronic card will be issued to each City rental tenant free of charge. Any additional electronic cards requested by a tenant are subject to a $25.00 fee. A $15.00 fee refund applies to all serviceable returned cards. An additional $25.00 replacement fee will be assessed against the tenant for all lost or damaged electronic cards. All electronic cards must be returned to the airport at the time of lease expiration.

Each lease shall include an initial payment of first and last months' rent plus a damage deposit in the amount of two times the monthly base rate. Each lease agreement shall also include terms that authorize the city to apply the damage deposit to outstanding charges on termination.

2. Daily Transient Parking (overnight)	
Tie Down	$5.00
Open "T'	$25.00
Enclosed Hangar	$35.00

3. Base Parking Fee – Designated Spaces

A base vehicle parking fee of ~~$54.00~~55.00 per month per designated space is charged. There are ten designated spaces available on a first come basis for pilots to park or store a vehicle for an extended period of time. All airport rules and regulations apply. A Vehicle Storage Permit must be completed and appropriate fees paid. The storage of vehicles is for convenience for the users of the Auburn Airport and is month-to-month.	
4. Additional Airport Fees	
Gate Cards (each lease gets one card at no charge. Additional cards cost $25.00. A $15.00 refund applies to all serviceable returned cards.)	$25.00
Aeronautical Business License *(includes listing of your business on airport signs and airport webpage.)*	$250.00
Hangar Waitlist Fee	$50.00

E. POLICE DEPARTMENT FEES *(Per Ordinance No. 5715 amended by Ordinance No. 6216, 5819, Resolution No. 3797, Resolution No. 3953, Resolution No. 4117, Resolution No. 4272, Resolution No. 4424, Ordinance 6216, Ordinance 6276, Resolution No. 4552, Resolution No. 5016, and Resolution No. 5114. False Alarm fees per Ordinance No. 6216 amended by Ordinance Nos. 6252 and 6345.))*

Type	Fees
Police Report/Collision Report (fee not charged where requested by victim or party involved)	$13.25
Visa Letter	$10.00
Fingerprinting Fees (fee not charged where taking of fingerprints is required by city)	$15.00/card
Laminated Concealed Pistol License	$3.50
Annual Alarm Registration Fees:	
Residential	$24.00
Commercial	$24.00
Residential Low Income Senior Citizen/Disabled Citizen	$12.00
Late Registration Fee	$25.00
Auburn Security Alarm License	$10.00/each registered alarm user to a maximum of $100.00 annually
Late License Fee	$25.00
Reinstatement Fee	$100.00 plus $10.00/permitted user
False Alarm Service Fees	
Burglar False Alarm Service Fee*	$100.00
Robbery, Panic and Burglary Crime in Progress False Alarm Fee*	$200.00 $200.00
Supplemental Fee for Non-permitted Alarm System, each alarm	$100.00
Fee for false alarm caused by Monitoring Company or Alarm Installation Company employee	$100.00
First Dispatch Report during time of suspension	
Each dispatch thereafter	$25.00
Late Fee	$25.00
Appeals	$25.00
*The alarm administrator will waive the first false alarm fee following the installation of an alarm system at a particular address.	

F. CITY CLERK FEES *(Per Ordinance No. 5715, Ordinance No. 5819, Resolution No. 3797, Resolution No. 4244, Resolution No. 5016, and Resolution No. 5114.)*

Type	Fees
Fees for public records – collection	
Non-certified copies of public records	$0.15 per page plus postage
Certified copies of public records	$5.00 per page plus copying fees
Scanning paper copies to PDF	$0.15 per page
CD duplication	$5.00 per disk
DVD duplication	$10.00 per disk
Fees for Auburn City Code book and supplements	
Copy of Auburn City Code book (with latest supplement)	$100.00 per code book
Supplements to the Auburn City Code book	$11.00 per copy

G. CITY CEMETERY FEES *(Per Ordinance 5715, Resolution No. 3797, Resolution No. 3953, Resolution No. 4027, Resolution No. 4103, Resolution No. 4117, Resolution No. 4272 Resolution No. 4424, Resolution No. 4552, Resolution No. 4675, Resolution 4778, Resolution No. 4880, Resolution 5114, Resolution No. 5134 and Resolution No. 5181.)*

Type	Fees
Graves	
Section 9A and 9B	~~$2,595.00~~ 2,695.00
All other adult graves	$2,295.00
Child's Place	$300.00
Double Depth (includes 2 burial spaces / 2 liners)	~~$4,490.00~~ 4,590.00
Section 9A and 9B (Quads and Upright monument plots)	$4,995.00 each
Section 9B (Plaza Estates)	$9,995.00 each
Ground Cremation Plots	
Centennial Urn Garden (single)	$995.00
Centennial Urn Garden (double)	$1,895.00
Section 9 Upright Section Urn Plots (up to 4 urns)	$3,195.00
Niches	
Mausoleum (top rows available only) – single	~~$695.00~~ Sold Out
	~~$1,995.00~~ 2,195.00
Centennial Columbarium II (1 or 2 urns) – Row 3 Middle	~~$1,795.00~~ 1,895.00
Centennial Columbarium II (1 or 2 urns) – Row 4 Bottom	
Chapel of Memories – Interior Niches* Range From	
12 x 12 Single	~~$2,195.00~~2,695.00 -
12 x 18 Double	~~$3,595.00~~3,995.00
12 x 24 Family (up to 3 urns)	~~$3,295.00~~3,695.00 -
*The above niche prices include one bud vase per niche. Inurnment will be $595.00 per occasion. See guidelines for additional pertinent information. A single inscription on the glass front is $225.00 plus tax. Urn's to be purchased separately.	~~$5,995.00~~6,495.00
	~~$6,895.00~~6,995.00 -
	~~$8,295.00~~8,695.00
Chapel of Memories – Exterior Niches*	
Rows 4, 5, & 6	$2,695.00
Rows 2 & 3	$2,295.00
Rows 1, 7, & 8	$1,895.00
*If the niche (external) is to be used as a double niche, the inurnment, inscription and tax will be due when a second urn is placed. (Row 1 is the bottom row)	
OVERTIME WILL BE CHARGED AT $175.00 PER HOUR AFTER 4:30 P.M., MONDAY THROUGH FRIDAY. THE SATURDAY SERVICE CHARGE IS $795.00 FOR FULL INTERMENT AND ~~$395.00~~425.00 FOR CREMATION SERVICES.	
Extended Land Use	$495.00
Memorial Plaque - $175 additional for inscription + tax	$295.00
Services	
"Chapel of Memories" rental for services	~~$245.00~~ 295.00
Opening and Closing – Ground Burials	
Liner/Vault	$1,295.00
Children's Place	$295.00
Opening and Closing – Cremation	
ForestWalk	
Cremation Plot	$695.00
Niche	$595.00

Opening and Closing – Entombment	$895.00
Inscription	~~$225.00~~240.00 + tax
Vault Installation	$595.00 + tax
Marker Services	
Flat Grass:	
Setting Fee	$295.00 + tax
Resetting Fee	$150.00 + tax
New Inspection Fee for outside sales	$175.00
Upright	
Setting Fee	$475.00 + tax
Resetting Fee	$325.00
Vase Setting Fee	$45.00 + tax
Recording Fee	$100.00
Overtime Charge – per hour	$175.00
Saturday Service Fee	
Full Interment	$795.00
Cremation	~~$395.00~~425.00
Materials	
Flower Vases: (prices include vase setting fee)	
Standard	$150.00
Deluxe Cast Zinc (gray or bronze zinc)	~~$195.00~~250.00
Deluxe Wall (brass)	~~$195.00~~250.00
Liners: Concrete Liner	$695.00 + tax
Mountain View Vault	$1,295.00 + tax
Vault Installation	$595.00 + tax
Double Depth	$895.00 + tax
Infant	$200.00 to $800.00 + tax
Urn Encasement	$225.00 + tax
Forestwalk Informal Cremation Garden	
Single 3' Single Ground Plot	$1,295.00
Double 4' Double Ground Plot	$2,195.00 - $3,995.00
Wishing Well Scattering	$295.00
Biodegradable Urn	$125.00 + tax
Add for 2nd Inurnment	$595.00
Granite Memorials Start At	$395.00 + tax
Add for 2nd Marker Inscription	~~$225.00~~240.00 + tax

H. PARKS AND RECREATION *(Per Resolution No. 3797 and amended by Resolution No. 3953, Resolution No. 4117, Resolution No. 4272, Resolution No. 4424, Ordinance No. 6276, Resolution No. 4552, Resolution No. 4880, ~~and~~ Resolution No. 5016 and Resolution No. 5181.)*

Les Gove Building	**Resident**	**Non-Resident**
3 hour minimum Seven days a week 9 a.m. - 11 p.m.	$20.00/hour	$25.00/hour
~~**Parks, Arts & Recreation Administration Building**~~	~~**Resident**~~	~~**Non-Resident**~~
~~3 hour minimum~~ ~~Friday 5:30 - 11 p.m.; Saturday and Sunday 9 a.m. - 11 p.m.~~	~~$40.00/hour~~	~~$50.00/hour~~
~~Basic Kitchen~~	~~$25.00~~	~~$25.00~~
Les Gove Gymnasium	**Resident**	**Non-Resident**
Gymnasium (athletics practice, birthday parties, etc.)	$30.00/hour + Hourly Facility Attendant Fee When Required	$40.00/hour + Hourly Facility Attendant Fee When Required
Gymnasium (tournaments, trade shows, fairs, etc.)	$60.00/hour + Hourly Facility Attendant Fee When Required	$75.00/hour + Hourly Facility Attendant Fee When Required
Damage Deposit	$300.00	$300.00
Optional Cleaning Fee	$275.00	$275.00
Senior Activity Center	**Resident**	**Non-Resident**
Full Facility (includes basic kitchen use) Available Friday evenings, Saturday and Sunday. Tables and chairs for up to 200 people max. 3 hr. minimum, 5:30-11 p.m. (Friday eve.); 5 hr. minimum, 9 a.m.-11 p.m.(weekend) Additional cleanup time is available after 11 p.m.	$80.00/hour	$100.00/hour
Rental Package Friday night & Saturday: 4 hours Friday and up to 12 hours of active use on Saturday	$1,200.00	$1,500.00
Rental Package Full Day Saturday or Full Day Sunday: up to 12 hours of active use on either day	$1,000.00	$1,300.00
Millennium Rooms Friday only, 3 hour minimum, 5:30 - 11 p.m., 63 people per room maximum, 3 rooms available; weekend options available within 30 days or less	$30.00/hour + Hourly Facility Attendant Fee When Required	$40.00/hour + Hourly Facility Attendant Fee When Required
Weese & Rotary Rooms Monday – Friday, 2 hour minimum, 5:30 - 11 p.m., 40 people per room maximum; weekend options available within 30 days or less	$20.00/hour + Hourly Facility Attendant Fee When Required	$25.00/hour + Hourly Facility Attendant Fee When Required
*Additional Cleanup time available 11:00 p.m. – midnight	$80.00	$100.00
Damage & Cleaning Deposit (for Full Facility and Millennium room rentals) without alcohol	$300.00	$300.00
Damage & Cleaning Deposit (for Full Facility and Millennium room rentals) with alcohol ($1,000,000.00 excess liability insurance required)	$500.00	$500.00
Optional cleaning fee (fee required with use of alcohol in facility)	$275.00	$275.00
Commercial kitchen ~~and/or use of dishes, tableware, pots, etc.~~ added on to existing room rental.	$50.00	$50.00

Use of dishes, tableware, pots, etc. added on to an existing room rental.	$50.00	$50.00
Commercial kitchen and cookware during Senior Center operating hours.	$15/hr	$20/hr
Commercial kitchen and cookware when Senior Center is closed (3 hour minimum)	$25/hr	$25/hr
Basic Kitchen	$25.00	$25.00

William C. Warren Building	**Resident**	**Non-Resident**
3 hour minimum Seven days a week 9 a.m. - 11 p.m.	$40.00/hour	$50.00/hour
Baseball/Softball/Grass Fields (Reservations made in 1.5 hour increments)	**Resident**	**Non-Resident**
Youth	$10.00/1.5 hour	$13.00/1.5 hour
Adult	$23.00/1.5 hour	$30.00/1.5 hour
Field Lights	$30.00/1.5 hour	$30.00/1.5 hour
Field Maintenance	$30.00 per field	$30.00 per field
Baseball/Softball/ Fastpitch Tournaments (Reservations made for 1 or 2 day tournaments)	**1 Day**	**2 Day**
Youth	$700.00	$1,000.00
Adult	$900.00	$1,300.00
Field Lights	$30.00/1.5 hour	$30.00/1.5 hour
Synthetic Turf Fields (Reservations made in 1.5 hour increments)	**Resident**	**Non-Resident**
Youth	$45.00/1.5 hour	$60.00/1.5 hour
Adult	$60.00/1.5 hour	$75.00/1.5 hour
Field Lights	$30.00/1.5 hour	$30.00/1.5 hour
Game Farm Wilderness Park Campgrounds	**Resident**	**Non-Resident**
Daily, Open year round 7 nights maximum	$25.00/night	$25.00/night
Game Farm Wilderness Park Day Camp Area	**Resident/ Non-Resident**	**Non-Profit~~Resident~~**
Daylight hours, April 1 - October 15 Minimum Rental: 1 day	$75.00/day	$50.00/day ~~Non Profit~~

Picnic Shelters	**Auburn residents**		**Non-residents**	
Game Farm Park	**Half Day***	**Full Day***	**Half Day***	**Full Day***
Single quadrant (max: 25)				
Monday – Friday	$30.00	$50.00	$40.00	$65.00
Saturday - Sunday	N/A	N/A	N/A	N/A
Full day				
Mon-Sun (Full Shelter) 1-99	$120.00	$200.00	$150.00	$250.00
Mon-Sun (Full Shelter) 100-199	$180.00	$300.00	$225.00	$375.00
Mon-Sun (Full Shelter) 200+ (must also rent amphitheater)	N/A	$375.00	N/A	$475.00
Amphitheater	$75.00	$125.00	$100.00	$175.00
Isaac Evans Park	$60.00	$100.00	$75.00	$125.00
Lea Hill Park	$60.00	$100.00	$75.00	$125.00
Roegner Park	$60.00	$100.00	$75.00	$125.00
Game Farm Wilderness Park	$60.00	$100.00	$75.00	$125.00
Les Gove Park	$60.00	$100.00	$75.00	$125.00

Sunset Park				
Mon-Sun Single Quadrant (max: 25)	$30.00	$50.00	$40.00	$65.00
Mon-Sun (Full Shelter) 1-99	$120.00	$200.00	$150.00	$250.00
Mon-Sun (Full Shelter) 100-199	$180.00	$300.00	$225.00	$375.00
Mon-Sun (Full Shelter) 200+	NA	$375.00	NA	$475.00

Plaza Park *	Resident Group	Non-resident Group
Hourly rate	$60.00	$75.00
Full day rate	$360.00	$450.00
* Additional hourly fees amy be applied based on event/staffing needs		

Rental Rate Schedule for Auburn Ave Theater	**Resident**	**Non-Resident**
Weekdays Mon-Thur	$170.00	$215.00
Weekend Days (Fri., Sat., and Sun.)	$270.00	$340.00
Rate Schedule considers one day to be an 8 hour block of time.		
Damage deposit. The terms and conditions for full or partial refund of deposit apply to approval of Check-Out List, including theater, equipment plot restoration.	$300.00	$300.00
Hourly commercial rate for meetings 2 hour min. for "4-wal" only of lobby, auditorium, and stage	$35.00/hr	$45.00/hr
Equipment not included: Use of any theatrical equipment additional charge	$30.00/hr	$40.00/hr
$1,000,000 excess liability insurance required	Upon request	Upon request
~~Cleaning~~ Custodial Fee	$130.00	$130.00
Sound & Light Technician	$25/hr	$25/hr
Stage Hand	$12/hr	$12/hr

Rental Rate Schedule for Commercial Filming	**Resident**	**Non-Resident**
Permit Fee	$50.00	
Still Photography/Training and Industrial Films, etc	$50.00 per 1/2 day	$100.00 per day
Broadcast, Film, TV, Commercial, etc.	$75.00 per 1/2 day	$150.00 per day
Electricity/Water Access, Park Maintenance Staff, Vehicle Access	Hourly staff cost	
Damage Deposit	$100.00	
Impact Fees:		
Park Impact Fees	$3,500.00 per residential dwelling unit	

I. MULTIMEDIA DUPLICATION *(Per Resolution No. 3953 and Resolution No. 4552.)*

Product	Cost
DVD Copy	$10.00 per disk
CD Copy	$5.00 per disk

J. INFORMATION SERVICES AND GIS[14] *(Per Resolution No. 4272, Ordinance 6276, Resolution No. 4552, and Resolution No.4593 .)* Much of the City's geographic data is available for sale per the prices below plus Washington State sales tax. A signed public records request form is required. Most public records requests can be completed within seven to ten business days and will be delivered in ESRI Shapefile format without Metadata.

Product	Cost
Maps	
Existing Map	$5.00 + tax
Custom Maps (any non-existing map)	$50.00 per hour[15] + tax
Data	
Digital Data Requests	$50.00 per hour[16] + tax
Miscellaneous	
CD-Rom	$5.00 + tax
All other requests for data or information not specifically listed	$50.00 per hour + tax

[14] Hourly charge to complete any of the below (one hour minimum charge).
[15] Hourly charge includes the cost of processing and providing custom map requests.
[16] Hourly charge includes the cost of processing and providing digital data requests.

K. WAIVER OF FEES *(Per Resolution No. 5181).*

1. The Mayor is authorized to waive any fees for permits, licenses, publications and actions as authorized by Sections 2.03.030, 5.10.030 and 12.60.020 of the City Code.

2. The Mayor is also authorized to reduce, and is vested with to discretion to reduce in compelling cases, by up to 50% any fees for permits, publications and actions where the applicant – the party responsible for payment of such fees – is an organization exempt from taxation under 26 US 501(c)(3), and where the permit(s), publication(s) and/or action(s) relate directly to the provision of charitable services to residents of the City of Auburn. Charitable services are defined as events or services provided to the residents of Auburn free of charge and where the City is a sponsor of the specific event or service. For the purposes hereof, "compelling cases" mean instances where there is an extraordinary need (greatly beyond current and ordinary need) for the charitable services that would be able to be provided. The intent of this authorization is to empower the Mayor with sole discretion to waive some fees in unique situations where there is a greatly increased need for new charitable services to be provided, and where the reduction of fees to the City will not detrimentally impact the City's ability to provide municipal services. This waiver does not include Impact Fees, System Development Charges, any fees related to Franchise or Public Way Agreements, Right-of-way Vacations, Right-of-Way Use Permits, Facility Extensions, Police Department Fees, Animal Licensing Fees and Penalties, Banner Permit Fees, or Cemetery or Parks fees.

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5185

Date:
November 30, 2015

Department:
Human Resources

Attachments:
Resolution No. 5185

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Resolution 5185.

Background Summary:

For the purposes of setting forth the mutual understanding of the parties as to conditions of employment for those employees for whom the City recognizes the Guild as the collective bargaining representative.

Reviewed by Council Committees:

Other: Executive Committee

Councilmember:

Staff: Roscoe

Meeting Date: December 7, 2015

Item Number: RES.D

RESOLUTION NO. 5185

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, APPROVING THE COLLECTIVE BARGAINING AGREEMENT BETWEEN THE CITY OF AUBURN AND THE AUBURN POLICE GUILD FOR 2016 -2018

WHEREAS, the City of Auburn recognizes the Auburn Police Guild as the exclusive bargaining representative of all employees designated as employees of the Auburn Police Guild; and

WHEREAS, in connection therewith, the City of Auburn and the management of the Auburn Police have negotiated a Collective Bargaining Agreement for the years 2016 - 2018; and

WHEREAS, the Agreement sets forth the mutual understanding and agreement of the parties relative to salaries and conditions of employment for those employees for whom the City recognizes the Auburn Police Guild as the collective bargaining representatives; and

WHEREAS, it is appropriate for the City Council to approve the Collective Bargaining Agreement for the years 2016 - 2018.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, KING COUNTY, WASHINGTON, HEREBY RESOLVES as follows:

Section 1. The Mayor is hereby authorized to execute a Collective Bargaining Agreement by between the City of Auburn and the Auburn Police Guild for the years 2016 - 2018, in substantial conformity with the Agreement attached hereto, marked as Exhibit "A" and incorporated herein by this reference.

Section 2. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation.

Section 3. This resolution shall be in full force and effect upon passage and signatures hereon.

Dated and Signed _____day of _____, 2015.

CITY OF AUBURN

_____
NANCY BACKUS, MAYOR

ATTEST:

_____
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

_____
Daniel B. Heid, City Attorney

EXHIBIT A

COLLECTIVE BARGAINING AGREEMENT 2016-2018

THE CITY OF AUBURN

AND

AUBURN POLICE GUILD

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AGREEMENT
BY AND BETWEEN
THE CITY OF AUBURN
AND
AUBURN POLICE GUILD COMMISSIONED UNIT
2016-2018

This Agreement is between the City of Auburn (hereinafter called the "City") and the Auburn Police Guild (hereinafter called the "Guild") for the purposes of setting forth the mutual understanding of the parties as to conditions of employment for those employees for whom the City recognizes the Guild as the collective bargaining representative.

ARTICLE 1 – RECOGNITION AND BARGAINING UNIT

1.1 The City recognizes the Auburn Police Guild as the exclusive bargaining representative for all active employees designated as Commissioned Law Enforcement Police Officers, excluding all other employees of the department, and as certified by the Public Employees Relations Commission Case No. 5520-E-84-993, December 27, 1984.

ARTICLE 2 – GUILD MEMBERSHIP AND DUES DEDUCTION

2.1 Employees shall, as a condition of employment, either become members of the Guild or pay a service fee to the Guild within thirty-one (31) days of employment or within thirty-one (31) days of the execution date of this Agreement.

2.2 Failure by an employee to abide by the above provisions shall constitute cause for discharge of such employee provided that when an employee fails to fulfill the above obligation, the Guild shall provide the employee and the City thirty (30) days notification in writing of the Guild's request to initiate discharge action. During this period, the employee may make restitution in the amount which is overdue. Should the employee make such restitution, the request for discharge shall be withdrawn.

2.3 The City agrees to deduct from the paycheck for each employee who has so authorized it, the initiation fee and regular monthly dues uniformly required of members of the Guild. The amount deducted shall be transmitted monthly to the Guild on behalf of the employees involved. Authorization by the employee shall be on a form approved by the parties hereto and may be revoked by the employee upon request.

ARTICLE 3 – GUILD ACTIVITIES

3.1 The Business Representative of the Guild shall be allowed access to all facilities of the City wherein the employees covered under this contract may be working for the purposes of investigating grievances, provided such Representative does not interfere with the normal work processes. No Guild member or officer shall conduct any Guild business apart from activities related to contract administration on City time and no Guild meetings will be held on City time or premises unless authorized by the Chief of Police, or designee. Off duty meetings may be scheduled and held on City premises.

3.2 The City agrees that employees covered by this Agreement shall not be discharged or discriminated against for upholding Guild principles or for performing duties authorized by the Guild, so long as these activities do not interfere with normal work processes of the City.

3.3 The employer will attempt to allow such members of the Guild as may be designated by the Guild, not to exceed three (3), leave from duty without loss of pay for the purposes of direct participation as members of the Guild negotiating team in labor negotiations with the City of Auburn, including mediation. Interest arbitration hearings shall also be included under this provision, provided that such leave shall not result in additional cost to the City.

3.4 The Guild shall have access and use of a copy machine through City Administration at $.15 per copy.

ARTICLE 4 – HOURS OF WORK AND OVERTIME

4.1 Hours of Duty – The Chief of Police shall establish regular, work schedules for the members of the bargaining unit, such that the working hours for the employees shall be equivalent to forty (40) hours per week on an annualized basis. The normal workday shall be inclusive of the lunch period. While this section shall be construed as a waiver regarding the scheduling of individual employees to shifts, it shall not be construed as a waiver of the Guild's right to demand bargaining over City proposed changes in the length of the work shifts themselves.

4.2 Shift Schedule – Patrol employees shall work twenty (20) months on their primary shift schedules and four (4) months on their alternate shift schedules.

4.3 Those Police Officers that are assigned to the detective assignment will work four (4) consecutive days followed by three (3) consecutive days off, with Saturday and Sunday off. This schedule shall consist of ten (10) continuous hours inclusive of lunch periods.
The City requires minimum staffing levels in the Detective Division, Monday through Friday, in order to efficiently operate the 4/10 work schedule. Therefore,

voluntary time off shall not be granted when it would put the minimum staffing levels below two (2) detectives for the entire Detective Division. Furthermore, the City is not required to backfill for overtime if for some unforeseeable or uncontrollable reason minimum staffing levels are not met.

Additionally, detectives are considered non-required employees on holidays per Section 6.2 of the current CBA. Therefore, if a detective elects to work on a holiday, as set forth in Section 6.1, he/she shall be compensated at his/ her regular hourly rate of pay and shall bank the holiday.

The Police Chief, or designee, reserves the right to discontinue the 4/10 work schedule program at any time. The Guild shall not file a grievance if the Police Chief, or designee, discontinues the 4/10 work schedule for an individual Police Officer or for the entire detective assignment. The Police Chief, or designee, shall provide two (2) weeks notice when the decision is made to revert back to a five (5) day on and two (2) day off schedule or a 9/80 schedule. Furthermore, the Police Chief, or designee, may change the detective's scheduled day off with seven (7) days notice.

4.4 Training:

a. Training will be scheduled during the employee's regular shift whenever reasonably feasible.

b. If training cannot be reasonably scheduled during the employee's regular shift, it will be scheduled so that employees have a minimum of eight (8) hours separation between the end of the employee's work shift and the beginning of the training session. Similarly, there shall be a minimum of eight (8) hours separation between the end of the training session and the beginning of the employee's next scheduled shift. This requirement may be waived upon the voluntary written request of an employee.

c. The parties agree that the administration may alter an employee's regular days off schedule to accommodate training; provided that the employee is given seven (7) days notice of the alteration, and provided further that any days off must be rescheduled before the end of the pay period during which the rescheduling occurred. The Police Officer may choose to schedule his/her days off during the succeeding pay period upon approval of the Police Chief, or his/her designee.

4.5 Overtime – Except as otherwise provided in this Article, employees shall be paid at the rate of time and a half (1 ½) of their regular rates of pay, inclusive of longevity, education, and premium pays, as defined by the FLSA for:

a. All hours worked outside the regularly assigned shift in any one day.

b. All hours worked on a regularly, scheduled day off; and

c. The hours worked on the first and last day of a changed shift unless written notice no less than seven (7) calendar days in advance of the shift change from the employee's regular shift is given to the employee.

All overtime must be authorized by the Chief of Police, or designee. In all cases to compute overtime, or pay at an overtime rate, the nearest one-quarter (1/4) hour shall be used.

Overtime work at the Sergeant's level shall first be offered to Sergeants before it is given to a Police Officer on an out-of-class basis.

4.6 Compensatory Time – Payment for authorized overtime hours worked shall be pay or compensatory time at the employee's option, such option to be exercised at the time earned.

Compensatory time shall be earned and accumulated at the rate of one and one-half (1 ½) hours for each overtime hour worked; provided that the maximum allowable accrual shall be one hundred and twenty (120) hours of compensation.

All compensatory time accumulated by an employee in excess of forty (40) hours as of the 15th of November shall be paid at the employee's then current rate of pay at the last payday of November. At the option of the employee, any or all of the remaining forty (40) hours may be paid at that time, but no more than forty (40) hours of accumulated compensatory time shall be carried past the 30th of November.

The parties agree that it is unduly disruptive to the operations of the Auburn Police Department for employees to give less than forty-eight (48) hours written notice of their intent to use up to two (2) days of compensatory time off and an additional day of notice for every consecutive compensatory day off thereafter. This section shall be construed so that, for instance, the use of five (5) consecutive days of compensatory time off will require that the employee give the department a minimum of five (5) days written notice of his/her intent to do so. Compensatory time off can be used by employees with less notice, provided they obtain authorization from the Chief of Police or his/her designee.

The parties agree that it is unduly disruptive for employees to request the use of compensatory time off on any recognized holiday as set forth in Article 6 Section 1, when the granting of such time off would require the City to force another employee, who is not scheduled to work, to cover the shift.

4.7 Callback – If an employee is called back to duty, he/she will be guaranteed a minimum of three (3) hours at one and one-half (1 ½) his/her hourly regular rate.

4.8 Court Time – An employee required to testify in court on behalf of the Auburn Police Department during off duty hours shall be paid a minimum of four (4) hours at one and one-half (1 ½) times his/her hourly regular rate of pay for such attendance, except where such attendance is an extension of the end of his/her regularly scheduled shift, at which time, normal overtime procedures will apply. Minimum court time shall be paid unless the court appearance cancellation information is available to the employee by 5:00 p.m. the day before a required appearance. For court attendance, paid time shall be based on portal-to-portal from the Auburn Police Department to the court and return.

4.9 Standby – The City and the Guild agree that the use of standby time shall be consistent with sound law enforcement practices and the maintenance of public safety. Employees formally placed on standby status shall be compensated on the basis of four (4) hours straight-time pay for eight (8) hours or fraction thereof. If an employee is actually called back to work, normal overtime shall apply. Employees will be compensated when called back either through normal overtime or four (4) hours straight time, whichever is greater. Employee's who are "engaged to wait" within the meaning of the FLSA, and are restricted in their movement, shall have all such time considered as time worked at either the overtime or regular rate of pay as the circumstances warrant.

4.10 Cancellation of Court Appearance – When an employee complies with all departmental procedures on the day prior to a court appearance, and is notified on that date that the court appearance is still scheduled for the next day, the employee shall be entitled to receive the minimum payments provided by this Agreement, even if the court appearance is thereafter canceled.

4.11 Extra Duty – From time to time, outside organizations/businesses may request specific support from the City (e.g. security, traffic control, etc.) that may require participation by the City's Police Department. Provisions of 29CFR Chapter V, Wage and Hour Division, Department of Labor, Part 553, Section 227, and referenced paragraphs of the Act will govern extra duty.

(1) Extra duty may only be performed when assignments are solely at the option of the individual officer.
(2) Officers performing extra duty are performing duties in the capacity of commissioned officers.
(3) Extra duty may only be performed/scheduled so that the employee has a minimum of six (6) consecutive hours of separation between an extra-duty assignment and a regular duty assignment. The six (6) hours separation can be scheduled at either end of the extra-duty assignment and the corresponding regular duty shifts. If the employee performs two (2) consecutive days of extra duty during the employee's regular work week, it is mandated that there be a minimum eight (8) hour rest period before the beginning of the next consecutive duty shift. Similarly, there shall be a minimum of eight

(8) hours separation between the end of the extra-duty employment and the beginning of the employee's next scheduled regular shift should two (2) consecutive days of extra-duty employment be worked.

(4) The City and the Guild will periodically negotiate officers' rate of pay for extra duty. Applicable taxes (federal withholding, FICA, etc.) will be withheld from that amount. Additional charges (i.e. L&I, employment taxes, pay at an overtime rate, minimum pay, holiday pay, administration fees, cancellation notice charges, etc.) will be added to the bill rate for outside organizations to cover payment of those costs.

(5) Finance will be provided a copy of all documents changing negotiated rates of pay with a minimum of one pay period before implementation.

4.12 Daylight Savings Time. Employees who work a longer shift when the clocks are moved back one hour to Pacific Daylight time in the fall will be paid for the time in excess of the employee's normal workday at the overtime rate of pay. Employees who work shorter shifts when the clocks are moved forward to Pacific Daylight time in the spring will have the option of choosing to work an additional hour so that the employee works a 10-hour shift or to use one (1) hour of paid time off (e.g. vacation, compensatory time, holiday banked, etc., but not sick) at the employee's discretion.

ARTICLE 5 – CLASSIFICATIONS AND SALARIES

5.1 Employees covered by this Agreement shall be compensated in accordance with the pay plan attached to this Agreement and marked Appendix "A". This Appendix shall be considered a part of this Agreement. Paydays for employees covered by this Agreement shall be on the 8th and 23rd of each month.

5.2 Premium pay in the amount of two percent (2%) shall be applied to the straight–time hourly base pay for each employee assigned to the Community Response Team. Premium pay in the amount of three percent (3%) shall be applied to the straight-time hourly base rate for each employee assigned to each of the following specialties: Motorcycle Patrol, K-9 Officer, Bicycle Patrol, Hostage Negotiator, and Valley SWAT. Premium pay in the amount of four percent (4%) shall be applied to the straight-time hourly base rate for each employee assigned to work as a detective in the Investigations Unit and Field Training Officer. Premium pay in the amount of six percent (6%) shall be applied to the straight-time hourly base rate for each employee assigned as Defensive Tactics Instructors. In no event will any employee receive more than eight percent (8%) premium pay regardless of the number of specialty assignments he/she holds.

a. The City will seek input from supervisory and command personnel before making assignments of personnel to the specialty assignments in Article 5.2

of the labor agreement, provided that the parties recognize that the Chief of Police retains the ultimate right to select which officers will be assigned to those duties. A guild representative may observe the assignment process.

b. The Chief of Police has the authority to remove an employee from a specialty assignment if said employee has continuously exhibited that he/she does not demonstrate the knowledge, skills, abilities, and/or behaviors necessary to complete the requirements of the assignment. The Chief of Police may remove the employee after documented coaching and counseling; and agreed upon, and mutually signed, performance improvement expectations. Removal for failure to meet the agreed upon expectations will not be considered discipline. The member has the right to guild representation during this process.

5.3 Employees hired prior to January 1, 1996, assigned the job classification of Patrol Officer after completion of six (6) months of employment, who have completed courses with a passing grade toward a job-related degree, shall be paid a percentage of their straight-time hourly rate as educational incentive based on the following schedule: 30 credits – 2%; 60 credits – 4%; AA Degree – 6%. College credits are defined as those credits that could be applied as general education requirements towards earning a degree (AA/BA/BS). Generally, these are courses number 100 and above. Courses that must be passed in order to qualify to enroll in introductory general education requirements (100-level courses) cannot be applied to this education incentive.

Employees hired on or after January 1, 1996, assigned the job classification of Patrol Officer after completion of six (6) months of employment, shall be paid a percentage of their straight-time hourly rate as educational incentive based on the following schedule: job-related AA Degree - 4%; BA or Master's Degree - 6%. AA Degrees for which the City will pay education incentive as currently listed are: Criminal Justice (Law & Justice, Society & Justice) Sociology, Criminology, Psychology, Business, Political Science, and Public Administration. The City realizes that from time to time, AA Degree names change and, at its sole discretion, will review the curriculum of other like AA Degrees to determine if the content meets the intent of this Agreement.

Education incentive pay shall be paid to employees only after the City has received an official transcript from the educational institution verifying the credits or degree received. Any official document from a person authorized to grant credits and degrees from such college or university may be accepted in lieu of the official transcript, provided it is sent directly to the Police Chief and certified as true and correct. The City will reimburse employees for the cost of the transcripts, provided the employee produces a receipt or copy of a canceled check.

Employees in the Guild will be eligible to receive tuition reimbursement of a maximum of three thousand dollars ($3000.00) per calendar year in accordance with the procedures specified in City Administrative Policy 200-50 - Tuition Reimbursement.

5.4 Longevity pay shall be applied to the straight-time hourly base rates of all employees covered by this Agreement who have completed continuous service in accordance with the following schedule:

5 Years	8 Years	11 Years	14 Years	17 Years	20 Years	25 Years
2.0%	3.5%	5.0%	6.5%	8.0%	9.0%	10.0%

5.5 The parties agree that it is in the best interest of the Auburn Police Department and City of Auburn to be able to hire the most qualified lateral police officers. It is, therefore, agreed that future lateral police officers hired by the City of Auburn will enter the salary schedule of the collective bargaining agreement in effect upon date of hire, at the step commensurate with their level of experience as a commissioned police officer at the time of hire. The first step increase shall also be increased with their level of experience as a commissioned police officer. For example, if a lateral police officer was hired in with sixteen (16) months of commissioned experience, he/she will receive the step increase three (3) months later at the start of the police officer's nineteenth (19^{th}) month of experience. All subsequent step increases will be received annually thereafter until the police officer reaches the max step.

This provision is intended only to set the beginning base salary for laterally hired police officers in the future. It is not intended to change the current seniority definition in the City of Auburn Civil Service Rules, promotion eligibility, bidding practices, benefits accrual, or any other issue inadvertently not listed herein.

Further, if the City rehires an officer who meets the following criteria:

- Has prior commissioned experience with the Auburn Police Department; and
- separated from the City in good standing; and
- has continued his/her law enforcement career with another law enforcement agency; and
- had a minimum of four (4) years of continuous service with the Auburn Police Department prior to his/her break in service; and
- reapplied for a vacant police officer position within sixty (60) days of his/her departure from the Auburn Police Department.

Then such police officer would be reinstated in whole as to the date of his/her departure with the exception of seniority, including the following:

- If not cashed out upon separation: sick leave hours banked, vacation leave accrual and vacation leave hours banked; and

- specialty assignment pay will be restored if the former Auburn officer resumes the specialty assignment held prior to separation. To be eligible for the specialty assignment, there must be no current eligibility list in effect for that assignment and the same opening that was created due to the officer's departure exists upon rehire. All other specialty assignments sought would follow MOS 4.2.2.A. Eligibility for promotions must follow Civil Service rules for eligibility; and
- the probationary period will not apply; and
- the officer will enter the salary schedule of the collective bargaining agreement in effect upon the date of rehire at the step commensurate with the step he/she held prior to departure.

5.6 Lateral police officers who have a minimum of three and one-half (3 ½) years of commissioned experience, which includes a minimum of one and one-half (1 ½) years of continuous service with the Auburn Police Department, immediately prior to the selection process, will be eligible to apply for a specialty assignment and/or Sergeant testing. If no member of the collective bargaining unit applies for the open specialty assignment, any member may apply.

ARTICLE 6 – HOLIDAYS

6.1 The following eleven (11) days are designated as holidays:

New Year's Day	Veteran's Day
Lincoln's Birthday	Thanksgiving Day
President's Birthday	Day After Thanksgiving
Memorial Day	Christmas Day
Independence Day	Martin Luther King Day
Labor Day	

6.2 An employee who is required to work on a holiday will receive holiday pay if the start of the employee's shift began on the designated holiday, as set forth in Section 6.1. Furthermore, holiday pay will continue if the officer is required to work past his/her scheduled shift.

For example, an officer that is regularly scheduled to work a graveyard shift and works on December 31st begins his/her shift at 2030. The shift continues through 0630 on January 1st. This officer will not receive holiday pay. However, that same officer works the same shift on January 1st and begins his/her shift at 2030 and works through 0630 on January 2nd. The officer will be compensated at the rate of two and one-half (2-1/2) times the employee's regular hourly rate of pay for each hour worked inclusive of the pay for the holiday worked. In addition, if that officer were to be held over to work overtime, the overtime will be compensated at the rate of two and one-half (2-1/2) times the employee's regular hourly rate of pay for the amount of hours that the officer works overtime.

The compensation for holiday pay is two and one-half (2-1/2) times the employee's regular hourly rate of pay for each hour worked inclusive of the pay for the holiday worked. "Required to work" is defined as having been directed to work by the Chief of Police, or designee. Employees shall accrue and take holidays on a basis equivalent to the assigned shift hours (e.g., employees on 8-hour shifts shall accrue and take eleven 8-hour holidays per calendar year and employees on 10-hour shifts shall accrue and take eleven 10-hour holidays per calendar year, etc.). When a holiday falls on an employee's regularly scheduled day off, he/she shall receive holiday hours as indicated above. Employees not required to work will observe the holiday on the date listed below or bank the holiday. Employees may accrue up to a maximum of one hundred and forty (140) hours of holiday leave, but in no event shall an employee accumulate in excess of one hundred and forty (140) hours unless, through no fault of the employee, he/she was not able to take the leave. Non-required employees that elect to work on a holiday, as set forth in Section 6.1, shall be compensated at his/her regular hourly rate of pay and shall bank the holiday.

6.3 The designated holiday shall be:

New Year's Day	January 1
Martin Luther King Day	Third Monday in January
Lincoln's Birthday	February 12
President's Birthday	Third Monday in February
Memorial Day	Last Monday in May
Independence Day	July 4
Labor Day	First Monday in September
Veteran's Day	November 11
Thanksgiving Day	Fourth Thursday in November
Day After Thanksgiving	Friday After Thanksgiving
Christmas Day	December 25

6.4 Employees terminating service after completion of probation shall receive compensation for vested, unused holiday time.

ARTICLE 7 - VACATIONS

7.1 Annual vacations with pay shall be granted to eligible employees on the following basis: for service less than one (1) year vacation leave credit shall accrue at the rate of one (1) working day for each month of continuous service commencing from the date of most recent employment with the City; for continuous service of more than one (1) year, vacation leave credit shall accrue at the following rate:

1 to 5 years of continuous service	112 hours per year
6 to 10 years of continuous service	136 hours per year
11 to 15 years of continuous service	160 hours per year
16 to 20 years of continuous service	176 hours per year

Over 21 years of continuous service 192 hours per year

Employees shall take vacation leave on a half (1/2) hour basis.

An employee who terminates employment during the first six (6) months of employment shall not be entitled to accrued annual vacation leave or payment.

7.2 In no event shall an employee accumulate unused vacation leave in excess of two (2) year's annual vacation leave. Payment for up to five (5) days of accrued and unused vacation leave shall be made to an employee where the employee, through no fault of the employee, was not able to take all of his/her accrued annual vacation leave during the year authorized.

7.3 Vacation leave shall be scheduled by seniority in each operational unit.

7.4 Employees who have completed six (6) months of service, and are separated from employment, shall be entitled to payment for vacation leave not taken that has accrued to date of separation. In the event of the death of an employee in active service with the City, accrued vacation leave that has not been taken shall be paid in the same manner that salary due the decedent is paid for any vacation leave earned in the preceding year, and in the current year, and not taken prior to the death of such employee.

7.5 An officer who qualifies for military leave will be provided leave at a compensation rate of one (1) full day regardless of when the officer's shift starts or if the shift continues into the next calendar day in which the officer has been granted military leave. For example, an officer who works a shift that crosses calendar days (i.e. a 6:00 PM to 4:00 AM shift), and misses any part of the shift for military duty, will use one (1) day of the allotted paid military leave days for the entire shift of the military leave. This shall be interpreted as a shift for a shift.

ARTICLE 8 – HEALTH AND WELFARE

8.1 A healthcare, dental care, orthodontics, and life insurance program shall be granted to eligible employees and their dependents. Except for group medical insurance for spouse and children as provided in Section 8.2 herein, the cost shall be paid by the City.

Said program may consist of:

a. Premera PPO, Group Health, or substantially equivalent plan(s) by mutual agreement. The City also may implement a high deductible health plan(s) as an option for those employees interested.

b. The employee's choice of Washington Dental Service Plan F w/ Orthodontia Plan 1; or the Willamette Dental Plan, or substantially

equivalent plan(s) by mutual agreement. The City will pay up to what it pays for the Washington Dental Service Plan F for those enrolled in the Willamette Dental Plan.

c. Vision Services Eye Care or substantially equivalent plan(s) by mutual agreement; and

d. Life Insurance with a death benefit level of $30,000.

The parties are aware that the "Cadillac" tax provisions of the Affordable Care Act, if implemented, would impose a heavy tax burden on the City beginning in 2018. Additionally, AWC has already indicated that the HealthFirst (zero deductible) and the Group Health (Plan 2 - $10 copay) are terminating effective January 1, 2018. In order for the parties to address that burden, this article shall be reopened at the request of either party to negotiate for the purpose of arriving at a mutually satisfactory replacement medical plan (including any related HRA contributions) for 2018. This reopener is subject to the following:

- If the parties fail to reach agreement on the replacement medical plan prior to January 1, 2018, the eligible employees and their dependent(s) will automatically be enrolled into the AWC HealthFirst 250 plan and/or the Group Health Plan 3 $20 Co-pay/$200 Deductbile plan, or substantially equivalent plan(s) by mutual agreement. Additionally, all health reimbursement account contributions will cease, if the Affordable Care Act continues to be counted towards the "Cadillac" tax provisions, regardless if it is an employee or employer contribution. This change will become effective on December 31st, 2017, if no agreement has been made between both parties related to the replacement medical plan.

The Guild agrees to continue to cooperate with the City in the study of cost containment measures. The City may self-insure medical, dental, and/or vision insurance coverage or select a new medical, dental, and/or vision insurance plan and shall make every effort to maintain substantially equivalent benefits at a reasonable cost. The City and the Guild shall meet to explore alternative insurance coverage prior to selecting any new medical, dental, and/or vision insurance plans. The City recognizes its responsibility to bargain with the Guild the impact of those decisions. The Guild will appoint one (1) member to the City's Healthcare Cost Containment Committee.

8.2 Each employee who enrolls his or her spouse or eligible children in the PPO Plan shall pay ten percent (10%) of the premium cost each month. The City's contribution toward medical insurance for spouse and children shall be a maximum of ninety percent (90%) of what it would pay of the applicable PPO Plan. The City shall continue to make available the AWC Group Health (Plan 2 - $10 copay) medical insurance plan for those individual LEOFF II employees who elect to enroll themselves and their dependents. The City shall pay the premium

up to a maximum amount the City would pay for the employee's spouse and dependent(s) if the employee selected the PPO, whichever is less, with the employee paying the remaining amount of the monthly premium for his/her spouse's and each dependent's medical insurance.

8.3 Domestic Partner Coverage: State-registered domestic partners and eligible dependants enrolled in the PPO Plan or AWC Group Health Plan 2 ($10 co-pay) will have monthly premiums paid at the same level as spouses and dependants in paragraph 8.2 above.

8.4 Indemnity and Defense:

a. CIVIL CLAIMS: The City shall provide legal counsel or reasonable attorney's fees for representation and defense of civil lawsuits and hold employees harmless from any expenses, connected with the defense settlement or monetary judgments from such actions, claims, or proceedings arising out of or incident to acts and/or omissions occurring while the employee was acting in good faith in the performance or purported failure of performance of his/her official duties or employment and provided further that the employee was not engaging in criminal or malicious misconduct. A criminal conviction shall be deemed conclusive proof of criminal misconduct for the purposes of this section.

b. INQUESTS: In an Inquest called by the King County Executive (or delegate) arising out of the use of force, the employee shall meet with the City Attorney to discuss legal representation for the employee during the Inquest. After that meeting, if the employee elects to select his/her own representation, the City will pay for reasonable legal services provided that the employee has acted in good faith in the performance or purported failure of performance of his/her official duties and, provided further that the employee was not engaging in criminal misconduct. The attorney selected by the employee must have a high level of experience in representing law enforcement officers in the use of force. The City shall have a reasonable right to approve the choice of counsel in light of the requirements described herein; enter into a third party payer agreement with the employee's private counsel; to review billings for such representation and approve all payments in writing.

c. In the event outside counsel is retained by the employee and the employee is subsequently convicted of a crime or it is determined by a court of competent jurisdiction that the employee was not acting in good faith arising out of the facts giving rise to the Inquest, the City shall be entitled to recover attorney's fees and costs it has expended on the employee's behalf from the employee.

8.5 Disability Insurance – The employer shall provide for a mandatory payroll deduction for a LEOFF II disability plan selected periodically and administered by the Guild. Participation shall be for all LEOFF II employees and will begin from date of employment with the City of Auburn.

8.6 The City has adopted the VEBA Medical Reimbursement Plan for all commissioned LEOFF II employees who do not have a military medical retirement plan. The City agrees to provide a mandatory payroll deduction for this post Retirement Medical Insurance Trust. All contributions made on behalf of each eligible employee will be consistent with the terms and conditions of the collective bargaining agreement in effect at the time, and based on the individual's annual base salary. It is understood that all defined eligible employees will be required to sign and submit to the City a VEBA Membership Enrollment Form.

The VEBA Plan shall be funded by a semi-monthly employee contribution of one percent (1%) base annual salary. The City will make a semimonthly contribution of one percent (1%) of base pay period salary. After December 31, 2017, all contributions to the VEBA plan will cease, if the Affordable Care Act continues to be counted towards the "Cadillac" tax provisions. In lieu of said contributions to the trust, the employee may elect to receive the foregoing contribution in a cash payment or into such deferred compensation program as the parties agreed upon (subject to any contribution caps or limitations imposed by applicable law.)

In addition, to the semimonthly contribution method of base annual salary listed above, both parties agree to the following additional contribution method:

Retirement contribution: All employees covered by this Agreement, who separate in good standing from the City and are of a LEOFF retirement-eligible age, shall transfer unused, accumulated sick leave into the VEBA trust. After December 31, 2017, all contributions to the VEBA plan will cease, if the Affordable Care Act continues to be counted towards the "Cadillac" tax provisions. In lieu of said contributions to the trust, the employee may elect to receive the foregoing contribution in a cash payment or into such deferred compensation program as the parties agreed upon (subject to any contribution caps or limitations imposed by applicable law.)

ARTICLE 9 – PENSIONS

9.1 Pensions for employees and contributions to pension funds shall be provided in accordance with the laws of the State of Washington for eligible employees.

ARTICLE 10 – JURY DUTY

10.1 Time off with pay will be granted for jury duty. Employees shall be required to report for work for any portion of their regularly scheduled shift during which they

are not actually serving on a jury or waiting to be impaneled if a reasonable amount of time remains on that shift in light of the court's location.

In order to be eligible for such payments, the employee must submit a written statement (subpoena, etc.) from the appropriate public official (court clerk, etc.) showing the date and time served and the amount of jury pay recovered. The employee must give the Chief of Police, or designee, prompt notice of call for jury duty. The employee is required to contact his/her supervisor, who will make the determination. Employees are not required to return to the City per diem received for jury duty from the Court.

ARTICLE 11 – SICK, DISABILITY, BEREAVEMENT, AND EMERGENCY LEAVE

11.1 Sick leave credit shall accumulate for eligible employees at the rate of eight (8) hours per month. Sick leave is accumulative to a maximum of nine hundred sixty (960) hours, except as provided in Section 11.7 below. Sick leave credit may be used for time off with pay for bona fide cases of incapacitating sickness or injury and for the period of disability resulting from pregnancy or childbirth, or in accordance with the federal Family and Medical Leave Act or Washington Family Care Act. Any employee found to have abused sick leave by falsification or misrepresentation shall be subject to disciplinary action. Employees shall take sick leave on a half (1/2) hourly basis.

a. Employees are required to use accrued paid time off during any state or federal Family and Medical Leave (FML) absence before using leave without pay.
b. FML usage computations will be based upon a rolling twelve (12) month year beginning on the date an employee takes his/her first FML leave.

11.2 A verifying statement from the employee's physician may be required by the Chief of Police, at his/her option, whenever an employee claims sick leave for three (3) days or longer, or after three (3) single sick leave claims in any calendar year or three (3) consecutive days, which ever occurs first. In requiring a physician's statement, the Chief, or his/her designee, shall do so for the purpose of ensuring that employees are utilizing sick leave benefits for the purposes intended by this Agreement.

11.3 Employees incapacitated by illness or injury shall notify the Chief of Police, or designee, as far in advance of their scheduled starting time as possible that he/she is to report for duty. During periods of extended illness, employees shall keep the Chief of Police, or designee, informed as to their progress and potential date of return to work.

11.4 An employee shall be allowed up to three (3) days bereavement plus three (3) days chargeable sick leave for death in the immediate family requiring his/her presence upon approval of the Chief of Police. Immediate family shall include

the father, father-in-law, mother, mother-in-law, spouse, brother, sister, children and step-children of the employee, employee's grandparents, and step-parents. A domestic partner, as defined by state law, shall receive the same rights as a legally married spouse for the purposes of this section of the Agreement.

11.5 An employee may use up to twelve (12) workweeks of leave each rolling year in accordance with the provisions of the federal Family Medical Leave Act (FMLA), Washington Family Leave Act, and City Policies and Procedures as follows:

An employee who has worked for the City at least twelve (12) months, including at least one thousand, two hundred and fifty (1250) hours in the last twelve (12) months, may be entitled to twelve (12) workweeks of paid/unpaid leave in any twelve(12) month period (1) to care for a newborn or newly adopted child or newly placed foster child; (2) to care for a child, parent, or spouse who has a serious or terminal health condition; or (3) to attend to a personal serious health condition.

An employee must give the Chief of Police, or designee, at least thirty (30) days written notice by completing a Leave Request Form, in advance of the anticipated date the leave is to begin. If the employee is unable to give the required notice, notice must be given, in writing, as soon as possible.

While on FML, the employee must use all accrued, but unused leave, including sick leave, vacation, compensatory time, and/or any other paid leave accrued prior to using unpaid leave. Use of the above paid leave will apply toward the twelve (12) workweek entitlement, and is not in addition to the entitlement.

Upon return from the leave, the employee is entitled to return to the same, or comparable with the same level of compensation, position held when the leave began unless the position would have been eliminated had the employee not been on leave.

Care for a newborn or newly adopted child or newly placed foster child. FMLA leave must be taken within twelve (12) months of the birth, adoption, or placement of a child. If both parents are employed by the City, together they are entitled to a total of twelve (12) workweeks of paid/unpaid leave under this paragraph. In the case of maternity, any leave taken prior to the birth of the child for prenatal care, or inability to work prior to the actual birth, will be assessed towards the twelve (12) workweek period.

Time loss due to disability prior to or following giving birth will be assessed towards the twelve workweek period. Intermittent or reduced leave for birth or placement for adoption or foster care of a child may only be taken with Chief of Police approval. Certification by a healthcare provider may be required.

Care of a child, parent or spouse who has a serious or terminal health condition, or to attend to a personal serious health condition.
Certification and/or second or third opinions by a healthcare provider may be required for leave approval. Recertification may be required every thirty (30) days. A fitness for duty certificate signed by the consulting physician may be required upon return from leave.

Leave may be requested and granted on an intermittent basis or on a reduced workweek schedule if medically necessary. The employee must provide medical certification within fifteen (15) days of the date requested. The employee must attempt to schedule his/her intermittent or reduced leave so as not to disrupt the City's operation.

11.6 For employees hired into the collective bargaining unit prior to December 1, 1993, upon retirement, death, or termination of good standing (not termination for cause) the employee shall be reimbursed at current rate of pay for unused, accrued sick leave up to a maximum of nine hundred and sixty (960) hours in accordance with the following schedule based on continuous years of service:

Upon Completion of Years of Service	Percent of Accrued Unused Sick Leave
0-4 years	0% (except in the event of death occurring in the line of duty, 25% of such employee's accrued unused sick leave shall be paid to the employee's beneficiary.)
5-14 years	25%
15-24 years	50%
25 years and over	100%

Employees hired into the collective bargaining unit after November 30, 1993, shall be reimbursed at the current rate of pay for unused, accrued sick leave up to a maximum of nine hundred and sixty (960) hours in accordance with the following schedule based on continuous years of service:

Upon Completion of Years of Service	Percent of Accrued Unused Sick Leave
0 – Completion of 14 Years	0%
14 years and over	Upon retirement (meaning separation in good standing and LEOFF retirement-eligible age), death, or disability retirement, thirty-five (35%) percent

25 years and over	With a minimum of four hundred and eighty (480) hours of banked, unused sick leave, upon separation from employment in good standing, forty-five (45%) percent

After December 31, 2017, all contributions to the VEBA plan will cease, if the Affordable Care Act continues to be counted towards the "Cadillac" tax provisions. In lieu of said contributions to the trust, the employee may elect to receive the foregoing contribution in a cash payment or into such deferred compensation program as the parties agreed upon (subject to any contribution caps or limitations imposed by applicable law.)

11.7 When an employee has accumulated nine hundred and sixty (960) hours of sick leave, sick leave shall continue to accumulate at the normal rate of eight (8) hours per month until the end of the calendar year at which time all sick time accumulated by the employee in excess of nine hundred and sixty (960) hours shall be paid at twenty-five (25%) of the employee's then hourly base rate.

11.8 When an employee covered by the LEOFF II Retirement System is temporarily, totally disabled and unable to work as the proximate result of an on-the-job injury as covered by Washington State Workers' Compensation Industrial Insurance laws, the City shall compensate the employee for his/her regular salary (kept on salary as defined by RCW 51.32.090), as if he/she had continued to work, for a period not to exceed one thousand and forty (1,040) hours, or the termination of the disability, whichever comes first. This benefit shall only be granted prospectively from the date Workers' Compensation benefits are applied for, unless the employee fails to make timely application because of physical incapacitation or for reasons beyond the employee's control.

ARTICLE 12 – UNIFORMS AND CLOTHING ALLOWANCE

12.1 A five-member uniform and equipment committee is established to periodically review the department issue equipment/uniforms. The committee will consist of four (4) Guild representatives, with a minimum of one (1) representative from Patrol and Detectives. Police Administration will provide the fifth representative. Selection of the uniform/equipment committee will be by an agreement between the Assistant Chief and the Guild President. (The committee will meet on an as needed basis at least once per year.)

The committee will be responsible for reviewing requests for changes to the equipment/uniform list(s) for general patrol and recommending changes, provided they are consistent with the budgetary guidelines as determined by the Chief of Police.

Technological advances and equipment changes will require special attention. Uniform and equipment standards need to be kept up-to-date. All requests for

uniform/equipment replacement shall be submitted to the employee's immediate supervisor. Requests for uniform/equipment replacement will be completed as soon as reasonably possible. The department will designate the uniform/equipment supplier(s). Uniforms and equipment will only be purchased/obtained from the designated supplier(s), including voucher items. Specialty units may utilize specialty outlets/sources for some equipment needs.

12.2 Uniformed officers will be on a Quartermaster System and will be issued their full compliment of uniforms/equipment according to the list of agreed upon items that may change from time to time, as determined by the Uniform and Equipment Committee. The quartermaster issued lists of uniform and equipment items shall be reduced to writing (as they are established, changed, and signed by the signatory parties to this agreement). All uniforms/equipment are owned by the City.

12.3 Uniformed officers will be entitled to have up to four (4) uniform items cleaned per week.

12.4 Non-uniformed personnel will be given a clothing allowance of one percent (1%) per month of the employee's monthly base pay and are entitled to have up to four (4) items dry cleaned or may have three (3) items dry cleaned and five (5) shirts laundered per week for maintenance of business attire. The Chief of Police will set the standards for appropriate business attire for the Department. The uniform committee will make recommendations to the Chief of Police on business attire. When casual attire is adopted, once implemented, affected personnel will be entitled to have up to three (3) items dry cleaned or may have two (2) items dry cleaned and two (2) shirts laundered per week for maintenance of business attire. Appropriate business attire shall include casual attire for non-uniformed employees. The Chief of Police has the discretion of approving the attire items recommended by the committee. Non-uniformed personnel will be on the Quartermaster System and will be issued clothing/equipment according to the list of agreed upon items.

ARTICLE 13 – EMPLOYMENT PRACTICES

13.1 Layoff. Whenever employees are appointed to a classification effective the same date, seniority shall be established by the highest average on the total examination. If the averages are equal, rank order will be established in accordance with Civil Service Rule 10. Personnel reductions through layoff procedures and reinstatement from such layoffs shall be in accordance with the Civil Service Rules and Regulations of the City of Auburn.

13.2 Seniority. Whenever employees are appointed to a classification effective the same date, seniority shall be established by the highest average on the total examination. If the averages are equal, rank order will be established in accordance with Civil Service Rule 10.

13.3 Working Out of Classification. Any employee who is assigned to perform the duties of a higher paying classification by the appropriate authority will be compensated at that higher rate when the work performed is one (1) hour or more in duration.

13.4 Tobacco Use. Tobacco use shall not be allowed in City vehicles or buildings. However, smoking is allowed in designated smoking areas. It is the intent of the parties to continue to comply with the City's tobacco use policy.

13.5 Probationary Periods. Probationary periods upon initial hire shall not exceed one (1) year beginning upon completion of the Basic Law Enforcement Academy and is not inclusive of time worked prior to or during the Basic Law Enforcement Academy. In addition, it shall not be extended without the written agreement of the Guild. However, if the Guild does not agree to extend the probation, the Chief of Police may terminate the probation Officer's employment. A probationary period shall be extended for the number of workdays equal to the number of workdays an employee was absent in excess of ten (10) workdays during the probationary period. During an employee's probationary period, he/she may be discharged by the employer at will and such discharge shall not be subject to the grievance procedure. During a promotional probationary period, an employee may be reverted to his/her former classification and such reversion shall not be subject to the grievance procedure.

13.6 Employees called in to work while on approved vacation or holiday off will be compensated at the appropriate overtime rate for hours worked and given credit for hours worked on their vacation/holiday time accounts.

13.7 Promotional Examinations:

All promotions to positions within the bargaining unit shall be based solely on merit, efficiency, and fitness, ascertained by open competitive examination.

Examinations shall fairly, objectively, and comprehensively test for qualifications for the position.

> A general description of the process and methods of examination (i.e. written, oral, assessment center, etc.) and identification of any portions for which a passing grade is required, weight assigned by the City to each component, minimum passing scores for any such portion, and minimum passing scores for the entire examination shall be included in the official examination notice, which shall be provided to the Guild and posted conspicuously in the police station not less than thirty (30) days prior to the examination.

The examination shall be prepared and administered by persons who are qualified by reason of suitable career experience. The identities of all examination participants shall be concealed from the examiners throughout the examination process. The Guild may designate an observer to attend the development and administration of the examination. The examiner(s) shall have the responsibility of ensuring that the observer does not disrupt the examination process. Any observer is required to honor the confidentiality of the examination.

A promotional list shall be maintained by the City for each promotional position within the bargaining unit and each list shall be valid for one (1) year, with the possibility of an extension for another year for a maximum total of two (2) years.

Upon request for certification of names to fill a vacancy, the Secretary-Chief Examiner shall certify to the Police Chief the three (3) names of the candidates standing highest on the appropriate eligibility list and willing to accept the position for which certification is made. Each appointment shall be made by the City, from one (1) of the top three (3) names on the list.

After each regular appointment from the eligibility list, an employee shall serve a complete period of probation before appointment or promotion is complete. No new probationary period results from a transfer to a different shift or reduction of an employee who previously completed a probationary period. The period of probation shall be twelve (12) calendar months from the date of appointment to a regular position. If an employee is absent from duty for a prolonged period during a probationary period and the Police Chief does not have a reasonable opportunity to evaluate the performance of an employee, the Police Chief may calculate the probationary period on the basis of twelve (12) calendar months of actual service, exclusive of time away on leave.

The Guild, and any employee it represents, shall appeal any alleged violation of the promotion process set forth herein through the grievance procedure and the collective bargaining agreement, rather than through the Civil Service Commission. Exclusive of the promotional exam process, the initial step in the grievance procedure shall be established as five (5) business days in order to coincide with above sections of this article. Any appeal of the promotion process not settled through the grievance procedure shall be reviewed by an arbitrator as to whether or not the City violated the procedures set forth herein.

13.8 An employee who engages in off-duty misconduct may be subject to discipline when: (1) the off-duty misconduct harms the City's reputation in the community; (2) the off-duty conduct adversely affects the employer's business operation; or (3) the conduct is inconsistent with the office that the police officer holds.

ARTICLE 14 – MANAGEMENT RIGHTS

14.1 The Guild recognizes the prerogatives of the City to operate and manage its affairs in all respects in accordance with its responsibilities and powers of authority.

14.2 The City has the right to schedule overtime work, as required, in a manner most advantageous to the department and consistent with the requirements of municipal employment and the public safety.

14.3 It is understood by the parties that every incidental duty connected with operations enumerated in job descriptions is not always specifically described.

14.4 The City reserves the right to discharge or discipline an employee for just cause. The City reserves the right to lay off personnel for lack of funds, or for the occurrence of conditions beyond the control of the department. The City reserves the right to determine reasonable schedules of work in accordance with Section 4.1 and to establish the methods or processes by which such work is performed.

14.5 No policies or procedures covered in this Agreement shall be construed as delegating to others or as reducing or abridging any of the authority conferred on City officials as defined in the following:

a. The ordinance responsibility of the Mayor as Chief Executive Officer of the City for enforcing the laws of the State and City, passing upon ordinances adopted by the City Council, recommending an annual budget, or directing the proper performance of all executive departments;

b. The responsibility of the City Council for the enactment of ordinances and the appropriation of monies;

c. The legal responsibility of the Civil Service Commission, as provided by State Statue, subject to any applicable bargaining duty of the City and the terms of this Agreement.

d. The responsibility of the Chief of Police and delegates governed by ordinances, Civil Service Rules, and/or Department Rules and as limited by the provisions of the Agreement; and provided that such actions do not affect mandatory subjects of bargaining:

1. To recruit, assign, transfer, and/or promote members to positions within the department.

2. To take disciplinary action against members for just cause;

3. To determine methods, means, and personnel necessary for departmental operations;

4. To control department budget; and

5. To take whatever actions are necessary in emergencies in order to assure the proper functioning of the department.

ARTICLE 15 – GRIEVANCE PROCEDURE

15.1 For purposes of this Agreement, the term "grievance" means any dispute between the Employer and the Guild concerning an alleged breach or violation of this Agreement.

Step 1: Any alleged grievance shall be taken up with the employee's immediate supervisor and shift commander within ten (10) working days of its alleged occurrence. The parties agree to make every effort to settle the grievance promptly at this level.

In the event the grievance is unresolved, the Guild and/or employee shall determine whether to appeal the grievance through the Civil Service Commission or process the grievance to Step 2 of the grievance procedure contained herein within five (5) working days of the meeting with the employee's immediate supervisor. Should the employee choose to file an appeal with the Civil Service Commission, the employee shall provide the Chief of Police, Human Resources Director, and the Guild with written notice of such election.

Step 2: The grievance shall be reduced to written form by the aggrieved employee stating the section of the Agreement violated and explaining the grievance in detail and remedy sought. The employee and/or the Guild shall present the written grievance to the Division Commander, Human Resources Director, and the Chief of Police. The Chief of Police will conduct a meeting within five (5) working days of receipt of the written grievance. The Chief of Police shall make a decision on the matter in writing within ten (10) working days from such meeting. Copies of the Chief's decision will be furnished to the aggrieved, Guild representative, and Director of Human Resources. Grievances involving suspension, demotion, or discharge shall begin at Step 2.

Step 3: Any grievance remaining unresolved after the decision has been rendered in Step 2 shall be transmitted to the Director of Human Resources, to be adjudicated by the Mayor, in writing within ten (10) working days whereupon

the Mayor shall conduct an investigatory hearing within five (5) working days of the receipt of the written grievance. The Mayor shall render a decision within five (5) working days of such hearing.

Step 4: Should the grievance not be resolved in Step 3 and should further consideration be desired by the grievant, a written notification requesting arbitration must be filed with the Mayor within fourteen (14) working days. The parties shall mutually select a disinterested third party to serve as arbitrator. In the event the Employer and Guild are unable to agree on an arbitrator, the arbitrator shall be selected by the process of elimination from a panel of seven (7) arbitrators furnished by the American Arbitration Association (AAA). The AAA request shall state the issue. The arbitrator shall confine himself/herself to the precise issue submitted for arbitration and shall have no authority to determine any other issues not so submitted to him/her. The arbitrator shall have jurisdiction and authority only to interpret, apply, or determine compliance with the specific terms of the Agreement and shall not add to, detract from, or alter in any way, the provisions of this Agreement. The decision shall be final and binding upon both parties. Employee witnesses for both sides shall be given time off from work if they are otherwise scheduled to work during the arbitration hearing to testify in the proceedings. The parties shall evenly divide the costs of the Arbiter and any AAA service charges, with each party paying its own costs. If both parties desire a stenographic record, the expenses of the same shall be borne equally. If only one party desires a stenographic record, then that party shall pay the cost of the preparation of its own copy and one for the Arbiter and the declining party shall not be provided a copy.

15.2 Any time limits stipulated in the grievance procedure may be extended for stated periods of time by the appropriate parties by mutual agreement in writing. Pending final decision of any grievance by any of the above procedures, work shall continue without interruption.

15.3 A grievance may be filed at a step above the level of the decision maker whose actions are being questioned but, in no case may a grievance be filed above Step 3.

ARTICLE 16 – WORK STOPPAGES

16.1 The City and the Guild agree that the public interest requires efficient and uninterrupted performance of all City services and to this end pledge their best efforts to avoid or eliminate any conduct contrary to this objective. Specifically, the Guild shall not cause or condone any work stoppage, including any strike, slowdown, refusal to perform customarily assigned duties, sick leave absence which is not bona fide, or other interference with City functions by employees under this Agreement and should same occur, the Guild agrees to take appropriate steps to end such interference. Any concerted action by any

employee in any bargaining unit shall be deemed a work stoppage, if any of the above activities have occurred.

ARTICLE 17 – BULLETIN BOARDS

17.1 Bulletin Boards. The City shall permit the reasonable use of bulletin boards by the Guild for the posting of notices relating to official Guild business.

17.2 Electronic Mail. The Police Guild may use the City's electronic mail (email) for communications pertaining to Guild business, i.e. meeting times, places and agendas, voting, election results, and various topics of Guild business on issues effecting the administration of the collective bargaining agreement with the City of Auburn. Members will comply with City policy.

Email communications will not contain profanity, abusive language, or derogatory language of a discriminatory nature against individuals of a protected class.

ARTICLE 18 – BILL OF RIGHTS

18.1 The employer retains the right to adopt rules for the operation of the Auburn Police Department and the conduct of its employees provided that such rules do not conflict with City ordinances, City and State Civil Service Rules and Regulations as they exist, or any provision of this Agreement; and provided further that such rules do not affect mandatory subjects of bargaining. It is agreed that the Employer has the right to discipline, suspend, or discharge employees for just cause.

a. In an effort to ensure that disciplinary interviews are conducted in a manner which is conducive to good order and discipline, the Guild shall be entitled to the protection of what shall hereafter be termed as the "Police Officers' Bill of Rights". A "disciplinary interview" shall mean questioning by a person in authority over an employee when the interviewer either knows or reasonably should know that the questioning concerns a matter that could lead to suspension, demotion, or termination.

b. Every employee who becomes the subject of a disciplinary interview shall be advised, in writing, a minimum of forty-eight (48) hours prior to the time of the interview that he/she is suspected of:

1. Committing a criminal offense;

2. Misconduct that would be grounds for termination, suspension, or demotion; and,

3. That he/she has the right to Guild representation during the interview.

c. Any employee who becomes the subject of a criminal investigation may have legal counsel present during all interviews. Nothing in this Agreement, however, shall be deemed a waiver of an employee's right to Guild representation. A criminal investigation as used herein shall be interpreted as any action which could result in the filing of a criminal charge.

d. In criminal matters, employees will either be ordered to answer questions or informed that they are not required to answer the employer's questions as a condition of employment.

e. The employee shall be informed in writing as to whether he/she is a witness or suspect before any interview commences.

f. The disciplinary interview of any employee shall be at a reasonable hour, unless the exigency of the interview dictates otherwise. Whenever possible, interviews shall be scheduled during the normal workday of the City.

g. The employee or employer may request that a disciplinary interview be recorded, either mechanically or by a stenographer. There can be no "off the record" questions. Upon request, the employee, in a disciplinary interview, shall be provided an exact copy of any written statement he/she has signed, or of a verbatim transcript of any interview.

h. Interviewing shall be completed within a reasonable time and shall be done under circumstances devoid of intimidation or coercion. In all disciplinary interviews, the employee shall be afforded an opportunity and facilities to contact and consult privately with an attorney of his/her own choosing, before being interviewed. Such opportunity to contact and consult privately with a private attorney shall not unduly delay the disciplinary interview. The employee shall be entitled to such reasonable intermissions, as he/she shall request for personal necessities, meals, telephone calls, and/or rest periods. The employee may be represented by either a private attorney or the Guild during the interview, but not both.

i. All interviewing shall be limited in scope to activities, circumstances, or events which pertain to the employee's conduct or acts which may form the basis for disciplinary action under one (1) or more of the categories contained in "2" herein.

j. The employee will not be threatened with dismissal or other disciplinary punishment as a guise to attempt to obtain his/her resignation, nor shall he/she be subject to abusive or offensive language or intimidation in any other manner. No promises or rewards shall be made as an inducement to answer questions.

k. No employee shall be required to unwillingly submit to a polygraph test.

l. Should any section, subsection, paragraph, sentence, clause, or phrase in this article be declared unconstitutional or invalid, for any reason, such decision shall not affect the validity of the remaining portions of this article.

m. The investigation shall be completed in a reasonable amount of time in light of the circumstances and discipline shall be imposed within a reasonable amount of time after the conclusion of the investigation.

ARTICLE 19 – SAVINGS CLAUSE

19.1 If any article, or any portion of any article, of this Agreement or any addendum's thereto should be held invalid by any tribunal of competent jurisdiction, or if compliance with or enforcement of any article should be restrained by such tribunal, the remainder of the Agreement and addendum's shall not be affected thereby and the parties shall enter into immediate collective bargaining negotiations for the purpose of arriving at a mutually satisfactory replacement of such article.

ARTICLE 20 – ENTIRE AGREEMENT

20.1 The Agreement expressed herein in writing constitutes the entire Agreement between the parties and no oral statement shall add to or supersede any of its provisions.

ARTICLE 21 – RETENTION OF BENEFITS

21.1 This Agreement shall not operate to reduce any benefits specified in this Agreement which are now more favorably enjoyed by any of the employees covered herein.

ARTICLE 22 – DRUG TESTING

22.1 Reporting to work under the influence of alcohol and/or illegal drugs, or the use, sale, or possession by an employee of illegal drugs is strictly prohibited and may result in disciplinary action, including immediate termination. For the purpose of

this Article, substances that require a prescription or other written approval from a licensed physician or dentist for their use shall also be included when used other than as prescribed. Each employee must advise the Employer if they are using prescription or other over-the-counter drugs they know, or reasonably should know, may impair their ability to perform job functions and/or operate machinery such as automobiles. Under appropriate circumstances, the Employer may request the employee provide written medical authorization to perform various essential job functions from a physician while using such drugs.

Any voluntary request by an employee for assistance with his/her own alcohol abuse problem will remain confidential and shall not be used as the basis for any disciplinary action provided that the request for assistance is initiated prior to being identified as impaired through the procedures herein.

The parties recognize the essential purpose of any law enforcement agency is to enforce the criminal laws. Moreover, the parties recognize the courts have held it would substantially impair law enforcement agencies if they were required to employ individuals within their ranks who have violated the very laws said agencies are charged with enforcing. Therefore, the Employer reserves the right to refuse to employ or continue the employment of individuals who are or have been engaged in serious criminal conduct, whether drug related or not.

Where a supervisory employee of the City has a reasonable suspicion to believe an employee is under the influence of alcohol or illegal drugs, or is using illegal drugs, the employee in question will be asked to submit to discovery testing including, breath tests, urinalysis, and/or a blood screen to identify any involvement with alcohol or illegal drugs.

An employee who refuses to submit to discovery testing for alcohol and/or illegal drugs shall be conclusively presumed to be under the influence of alcohol or an illegal drug for the purpose of administering this Article.

For the purpose of administering this Article, the following definition of terms is provided:

Reasonable Suspicion – Reasonable suspicion is based on specific, objective facts and reasonable inferences from those facts in the light of experience that discovery testing will produce evidence of illegal drug or improper alcohol use by that particular employee:

Under the Influence – The following cutoff levels shall be used for the initial screening of specimens to determine whether they are negative for these drugs or classes of drugs:

(ng/ml)	Test Level
Amphetamines	1000

Barbiturates	300
Benzodiazepines	300
Cannabinoids	100
Cocaine metabolites	300
Methadone	300
Methaqualone	300
Opiates (Codeine)	300
Opiates (Morphine)	300
Phencyclidine (PCP)	25
Propoxyphene	300
Level of the positive result for ethyl alcohol	0.04 gr/dl

Illegal Drugs – Are defined as all forms of narcotics, depressants, stimulants, hallucinogens, and/or cannabis, which sale, purchase, transfer, or unauthorized use or possession is prohibited by law.

Over-the-Counter-Drugs – Are those which are generally available without a prescription and are limited to those drugs which are capable of impairing the judgment of an employee to safely perform the employee's duties.

Prescription Drugs – Are defined as those drugs which are used in the course of medical treatment and have been prescribed and authorized for use by a licensed practitioner/physician or dentist.

22.2 If an employee is required to submit to a drug test, the following procedure shall be followed:

a. The employee shall be given an opportunity to confer with a Guild representative if one is readily available and the employee has requested said conference.

b. The employee shall be given an opportunity to explain to the test administrator the reasons for the employee's condition, such as reaction to a prescribed drug, fatigue, exposure to toxic substances, or any other reasons known to the employee. The Employer and a Guild representative may be present during this discussion.

c. The Employer may request urine and/or blood samples.

d. Urine and blood samples shall be collected at a local laboratory, hospital, or medical facility. The Employer shall transport the employee to the collection site. The Employer and/or Guild representative may be allowed to accompany the employee to the collection site and observe the bottling and sealing of the specimen. The employee shall not be observed by the Employer when the urine specimen is given.

e. All specimen containers, vials, and/or bags used to transport the specimen shall be sealed to safeguard their integrity, in the presence of the Employer, employee, and the Guild representative and proper chain-of-custody procedures shall be followed.

f. The collection and testing of the samples shall be performed only by a laboratory and by a physician or healthcare professional qualified and authorized to administer and determine the meaning of any test results. The laboratory performing the test shall be one that is certified by the National Institute of Drug Abuse (NIDA). The laboratory chosen must be agreed to between the Guild and the Employer. The laboratory used shall also be one whose procedures are periodically tested in a program where they analyze unknown samples sent by an independent party. The results of such tests shall be made available to the Employer and the Guild.

g. If a specimen tests positive in an immunoassay screen test, the results must be confirmed by a gas chromatography/mass spectrometry tests. The specimen must show positive results at/within the following limits on the GC/MS (gas chromatography/mass spectrometry) confirmatory test to be considered positive:

If immunoassay is specific for free morphine, the initial test level is 25 ng/ml.

Confirmatory Test

Marijuana metabolites	15 ng/ml
Cocaine metabolites	150 ng/ml
Opiates	
Morphine	300 ng/ml
Codeine	300 ng/ml
Phencyclidine	25 ng/ml
Amphetamines	
Amphetamine	500 ng/ml
Methamphetamine	500 ng/ml

h. At the employee's or the Guild's option, a sample of the specimen may be requisitioned and sent to a laboratory chosen by the Guild for testing. The cost of this test will be paid by the Guild or the employee. Failure to exercise this option may not be considered as evidence in arbitration or other proceeding concerning the drug test or its consequences. The results of this second test shall be provided to the City.

i. The employee and the Guild shall be informed of the results of all tests, and provided with all documentation regarding the tests as soon as the test results are available.

22.3 The parties shall designate a Medical Review Officer (MRO) to review all confirmed positive test results and communicate those results to the employer. The MRO shall have the responsibility to determine when an individual has failed a drug test in accordance with the standards enumerated herein. The MRO shall retain all records of all positive tests for at least five (5) years and records of all negative tests for at least one (1) year.

22.4 If the results of the drug test are positive, and support a conclusion that the employee used an illegal drug, or reported to work while under the influence of alcohol, the employee may be subject to discipline including immediate discharge.

ARTICLE 23 - DURATION

23.1 This Agreement shall become effective on January 1, 2016, until December 31, 2018.

Signed this ____ day of _____, 2015, at Auburn, Washington.

CITY OF AUBURN

By:_____
Mayor

By:_____
Director of Human Resources

By:_____
City Clerk

Approved As To Form:

By:_____
City Attorney

AUBURN POLICE GUILD

By:_____

Appendix "A"

2016 STRAIGHT-TIME HOURLY RATE OF PAY

2016 PAY PLAN

Two percent (2%) wage increase effective January 1, 2016.

2017 PAY PLAN

One and a half percent (1.5%) wage increase effective January 1, 2017. One percent (1%) wage increase effective July 1, 2017.

2018 PAY PLAN

Due to the uncertainty of Article 8 – Health and Welfare, Appendix A shall be reopened at the request of either party to negotiate for the purpose of arriving at a mutually satisfactory wage increase for 2018.

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5186

Date:
November 30, 2015

Department:
Human Resources

Attachments:
Resolution No. 5186

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Resolution No. 5186.

Background Summary:

For the purposes of setting forth the mutual understanding of the parties as to conditions of employment for those employees for whom the City recognizes the Association as the collective bargaining representative

Reviewed by Council Committees:

Other: Executive Committee

Councilmember:

Staff: Roscoe

Meeting Date: December 7, 2015

Item Number: RES.E

RESOLUTION NO. 5186

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, APPROVING THE COLLECTIVE BARGAINING AGREEMENT BETWEEN THE CITY OF AUBURN AND THE AUBURN POLICE SERGEANTS' ASSOCIATION FOR 2016 -2018

WHEREAS, the City of Auburn recognizes the Auburn Police Sergeants' Association as the exclusive bargaining representative of all employees designated as employees of the Auburn Police Sergeants' Association; and

WHEREAS, in connection therewith, the City of Auburn and the management of the Auburn Police have negotiated a Collective Bargaining Agreement for the years 2016 - 2018; and

WHEREAS, the Agreement sets forth the mutual understanding and agreement of the parties relative to salaries and conditions of employment for those employees for whom the City recognizes the Auburn Police Sergeants' Association as the collective bargaining representatives; and

WHEREAS, it is appropriate for the City Council to approve the Collective Bargaining Agreement for the years 2016 - 2018.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, KING COUNTY, WASHINGTON, HEREBY RESOLVES as follows:

Section 1. The Mayor is hereby authorized to execute a Collective Bargaining Agreement by between the City of Auburn and the Auburn Police Sergeants' Association for the years 2016 - 2018, in substantial conformity with the Agreement attached hereto, marked as Exhibit "A" and incorporated herein by this reference.

Section 2. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation.

Section 3. This resolution shall be in full force and effect upon passage and signatures hereon.

Dated and Signed _____day of _____, 2015.

CITY OF AUBURN

_____
NANCY BACKUS, MAYOR

ATTEST:

_____
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

_____
Daniel B. Heid, City Attorney

EXHIBIT A

COLLECTIVE BARGAINING AGREEMENT 2016-2018

THE CITY OF AUBURN

AND

AUBURN POLICE SERGEANTS' ASSOCIATION

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AGREEMENT
BY AND BETWEEN
THE CITY OF AUBURN
AND
AUBURN SERGEANTS' ASSOCIATION
2016-2018

This Agreement is between the City of Auburn (hereinafter called the "City") and the Auburn Police Sergeants' Association (hereinafter called the "Association") for the purposes of setting forth the mutual understanding of the parties as to conditions of employment for those employees for whom the City recognizes the Association as the collective bargaining representative.

ARTICLE 1 – RECOGNITION AND BARGAINING UNIT

1.1 The City recognizes the Auburn Police Sergeants' Association as the exclusive bargaining representative for all active employees designated as Commissioned Law Enforcement Officers, rank of Sergeant, excluding all other employees of the department, and as certified by the Public Employees Relations Commission Case No. 25190-E-12-03750.

ARTICLE 2 – ASSOCIATIONASSOCIATION MEMBERSHIP AND DUES DEDUCTION

2.1 Employees shall, as a condition of employment, either become members of the Association or pay a service fee to the Association within thirty-one (31) days of employment or within thirty-one (31) days of the execution date of this Agreement.

2.2 Failure by an employee to abide by the above provisions shall constitute cause for discharge of such employee provided that when an employee fails to fulfill the above obligation, the Association shall provide the employee and the City thirty (30) days notification in writing of the Association's request to initiate discharge action. During this period, the employee may make restitution in the amount which is overdue. Should the employee make such restitution, the request for discharge shall be withdrawn.

2.3 The City agrees to deduct from the paycheck for each employee who has so authorized it, the initiation fee and regular monthly dues uniformly required of members of the Association. The amount deducted shall be transmitted monthly to the Association on behalf of the employees involved. Authorization by the employee shall be on a form approved by the parties hereto and may be revoked by the employee upon request.

ARTICLE 3 – ASSOCIATION ACTIVITIES

3.1 The Business Representative of the Association shall be allowed access to all facilities of the City wherein the employees covered under this contract may be working for the purposes of investigating grievances, provided such Representative does not interfere with the normal work processes. No Association member shall conduct any Association business apart from activities related to contract administration on City time and no Association meetings will be held on City time or premises unless authorized by the Chief of Police, or designee. Off duty meetings may be scheduled and held on City premises.

3.2 The City agrees that employees covered by this Agreement shall not be discharged or discriminated against for upholding Association principles or for performing duties authorized by the Association, so long as these activities do not interfere with normal work processes of the City.

3.3 The employer will attempt to allow such members of the Association as may be designated by the Association, not to exceed three (3), leave from duty without loss of pay for the purposes of direct participation as members of the Association negotiating team in labor negotiations with the City of Auburn, including mediation. Interest arbitration hearings shall also be included under this provision, provided that such leave shall not result in additional cost to the City.

3.4 The Association shall have access and use of a copy machine through City Administration at $.15 per copy.

ARTICLE 4 – HOURS OF WORK AND OVERTIME

4.1 Hours of Duty – The Chief of Police shall establish regular work schedules for the members of the bargaining unit, such that the working hours for the employees shall be equivalent to forty (40) hours per week on an annualized basis. The normal workday shall be inclusive of the lunch period. While this section shall be construed as a waiver regarding the scheduling of individual employees to shifts, it shall not be construed as a waiver of the Association's right to demand bargaining over City proposed changes in the length of the work shifts themselves.

4.2 Shift Schedule – Patrol Sergeants shall work twenty (20) months on their primary shift schedules and four (4) months on their alternate shift schedules. Shift bids shall be awarded based on seniority within the Sergeant classification.

4.3 Police Sergeants currently in the detective assignment shall work four (4) consecutive days followed by three (3) consecutive days off, with Saturday and Sunday off. This schedule shall consist of ten (10) continuous hours inclusive of lunch periods.

The City requires minimum staffing levels in the Detective Division, Monday through Friday, in order to efficiently operate the 4/10 work schedule. Therefore, voluntary

time off shall not be granted when it would put the minimum staffing levels below one (1) Sergeant for the entire Detective Division, or one (1) Officer in Charge (OIC). Furthermore, the City is not required to backfill for overtime if for some unforeseeable or uncontrollable reason minimum staffing levels are not met.

Additionally, Investigations Sergeants are considered non-essential employees on holidays per Section 6.2 of the current CBA. Therefore, if an Investigations Sergeant elects to work on a holiday, as set forth in Section 6.1, he/she shall be compensated at his/ her regular hourly rate of pay and shall bank the holiday.

The Police Chief, or designee, reserves the right to discontinue the 4/10 work schedule program at any time. The Association shall not file a grievance if the Police Chief, or designee, discontinues the 4/10 work schedule for a Sergeant or for the entire detective assignment. The Police Chief, or designee, shall provide two (2) weeks notice when the decision is made to revert back to a five (5) day on and two (2) day off schedule or a 9/80 schedule. Furthermore, the Police Chief, or designee, may change the Investigations Sergeants' scheduled day off with seven (7) days notice.

4.4 Training:

a. Training will be scheduled during the employee's regular shift whenever reasonably feasible.

b. If training cannot be reasonably scheduled during the employee's regular shift, it will be scheduled so that employees have a minimum of eight (8) hours of separation between the end of the employee's work shift and the beginning of the training session. Similarly, there shall be a minimum of eight (8) hours of separation between the end of the training session and the beginning of the employee's next scheduled shift. This requirement may be waived upon the voluntary written request of an employee.

c. The parties agree that the administration may alter an employee's regular days off schedule to accommodate training; provided that the employee is given seven (7) days notice of the alteration, and provided further that any days off must be rescheduled before the end of the pay period during which the rescheduling occurred. The Sergeant may choose to schedule his/her days off during the succeeding pay period upon approval of the Police Chief, or designee.

4.5 Overtime – Except as otherwise provided in this Article, employees shall be paid at the rate of time and a half (1 ½) of their regular rates of pay, inclusive of longevity, education, and premium pays, as defined by the FLSA for:

a. All hours worked outside the regularly assigned shift in any one day.

b. All hours worked on a regularly, scheduled day off; and

c. The hours worked on the first and last day of a changed shift unless written notice no less than seven (7) calendar days in advance of the shift change from the employee's regular shift is given to the employee.

All overtime must be authorized by the Chief of Police, or designee. In all cases to compute overtime, or pay at an overtime rate, the nearest one-quarter (1/4) hour shall be used.

Overtime work at the Sergeant's level shall first be offered to Sergeants before it is given to a Police Officer on an out-of-class basis. Sergeants will notify their supervisor of the steps taken to fill the vacancy. There shall be no remedy for violations of this Section committed by a Sergeant.

4.6 Compensatory Time – Payment for authorized overtime hours worked shall be pay or compensatory time at the employee's option, such option to be exercised at the time earned.

Compensatory time shall be earned and accumulated at the rate of one and one-half (1½) hours for each overtime hour worked; provided that the maximum allowable accrual shall be one hundred and twenty (120) hours of compensation.

All compensatory time accumulated by an employee in excess of forty (40) hours as of the 15th of November shall be paid at the employee's then current rate of pay at the last payday of November. At the option of the employee, any or all of the remaining forty (40) hours may be paid at that time, but no more than forty (40) hours of accumulated compensatory time shall be carried past the 30th of November.

The parties agree that it is unduly disruptive to the operations of the Auburn Police Department for employees to give less than forty-eight (48) hours written notice of their intent to use up to two (2) days of compensatory time off and an additional day of notice for every consecutive compensatory day off thereafter. This section shall be construed so that, for instance, the use of five (5) consecutive days of compensatory time off will require that the employee give the department a minimum of five (5) days written notice of his/her intent to do so. Compensatory time off can be used by employees with less notice, provided they obtain authorization from the Chief of Police, or designee.

The parties agree that it is unduly disruptive for employees to request the use of compensatory time off on any recognized holiday as set forth in Article 6 Section 1, when the granting of such time off would require the City to force another employee, who is not scheduled to work, to cover the shift.

4.7 Callback – If an employee is called back to duty, he/she will be guaranteed a minimum of three (3) hours at one and one-half (1½) his/her hourly regular rate.

4.8 Court Time – An employee required to testify in court on behalf of the Auburn Police Department during off duty hours shall be paid a minimum of four (4) hours at one

and one-half (1½) times his/her hourly regular rate of pay for such attendance, except where such attendance is an extension of the end of his/her regularly scheduled shift, at which time, normal overtime procedures will apply. Minimum court time shall be paid unless the court appearance cancellation information is available to the employee by 5:00 p.m. the day before a required appearance. For court attendance, paid time shall be based on portal-to-portal from the Auburn Police Department to the court and return.

4.9 Standby – The City and the Association agree that the use of standby time shall be consistent with sound law enforcement practices and the maintenance of public safety. Employees formally placed on standby status shall be compensated on the basis of four (4) hours straight-time pay for eight (8) hours or fraction thereof. If an employee is actually called back to work, normal overtime shall apply. Employees will be compensated when called back either through normal overtime or four (4) hours straight time, whichever is greater. Employee's who are "engaged to wait" within the meaning of the FLSA, and are restricted in their movement, shall have all such time considered as time worked at either the overtime or regular rate of pay as the circumstances warrant.

4.10 Cancellation of Court Appearance – When an employee complies with all departmental procedures on the day prior to a court appearance, and is notified on that date that the court appearance is still scheduled for the next day, the employee shall be entitled to receive the minimum payments provided by this Agreement even if the court appearance is thereafter canceled.

4.11 Extra Duty – From time to time, outside organizations/businesses may request specific support from the City (e.g. security, traffic control, etc.) that may require participation by the City's Police Department. Provisions of 29CFR Chapter V, Wage and Hour Division, Department of Labor, Part 553, Section 227, and referenced paragraphs of the Act will govern extra duty.

(1) Extra duty may only be performed when assignments are solely at the option of the individual Sergeant.
(2) Sergeants performing extra duty are performing duties in the capacity of commissioned officers.
(3) Extra duty may only be performed/scheduled so that the employee has a minimum of six (6) consecutive hours of separation between an extra-duty assignment and a regular duty assignment. The six (6) hours separation can be scheduled at either end of the extra-duty assignment and the corresponding regular duty shifts. If the employee performs two (2) consecutive days of extra duty during the employee's regular work week, it is mandated that there be a minimum eight (8) hour rest period before the beginning of the next consecutive duty shift. Similarly, there shall be a minimum of eight (8) hours separation between the end of the extra-duty employment and the beginning of the employee's next scheduled regular shift should two (2) consecutive days of extra-duty employment be worked.

(4) The City and the Association will periodically negotiate Sergeants' rate of pay for extra duty. Applicable taxes (federal withholding, FICA, etc.) will be withheld from that amount. Additional charges (i.e. L&I, employment taxes, pay at an overtime rate, minimum pay, holiday pay, administration fees, cancellation notice charges, etc.) will be added to the bill rate for outside organizations to cover payment of those costs.

(5) Finance will be provided a copy of all documents changing negotiated rates of pay with a minimum of one pay period before implementation.

4.12 Daylight Savings Time. Employees who work a longer shift when the clocks are moved back one (1) hour to Pacific Daylight time in the fall will be paid for the time in excess of the employee's normal workday at the overtime rate of pay. Employees who work shorter shifts when the clocks are moved forward to Pacific Daylight time in the spring will have the option of choosing to work an additional hour so that the employee works a 10-hour shift or to use one (1) hour of paid time off (e.g. vacation, compensatory time, holiday banked, etc., but not sick) at the employee's discretion.

ARTICLE 5 – CLASSIFICATIONS AND SALARIES

5.1 Employees covered by this Agreement shall be compensated in accordance with the pay plan attached to this Agreement and marked Appendix "A". This Appendix shall be considered a part of this Agreement. Paydays for employees covered by this Agreement shall be on the 8th and 23rd of each month.

5.2 Premium pay in the amount of four percent (4%) shall be applied to the straight time hourly base wage for each Sergeant assigned to Valley SWAT. Premium pay in the amount of six percent (6%) shall be applied to the straight-time hourly base rate for each Sergeant assigned as Defensive Tactics Instructors. In no event will any employee receive more than six percent (6%) premium pay regardless of the number of specialty assignments he/she holds.

The City will seek input from supervisory and command personnel before making assignments of personnel to the specialty assignments in Article 5.2 of the labor agreement, provided that the parties recognize that the Chief of Police retains the ultimate right to select which Sergeants will be assigned to those duties.

5.3 Employees hired prior to January 1, 1996, assigned the job classification of Sergeant who have completed courses with a passing grade toward a degree shall be paid a percentage of their straight-time hourly rate as educational incentive based on the following schedule: 30 credits – 2%; 60 credits – 4%; AA Degree – 6%. College credits are defined as those credits that could be applied as general education requirements towards earning a degree (AA/BA/BS). Generally, these are courses number 100 and above. Courses that must be passed in order to qualify to enroll in introductory general education requirements (100-level courses) cannot be applied to this education incentive.

Employees hired on or after January 1, 1996, shall be paid a percentage of their straight-time hourly rate as educational incentive based on the following schedule: job-related AA Degree 4%; BA or Master's Degree 6%. Associates degrees must be job-related. AA Degrees for which the City will pay education incentive as currently listed are: Criminal Justice (Law & Justice, Society & Justice) Sociology, Criminology, Psychology, Business, Political Science, and/or Public Administration. The City realizes that from time to time, AA Degree names change and, at its sole discretion, will review the curriculum of other like AA Degrees to determine if the content meets the intent of this Agreement.

Education incentive pay shall be paid to employees only after the City has received an official transcript from the educational institution verifying the credits or degree received. Any official document from a person authorized to grant credits and degrees from such college or university may be accepted in lieu of the official transcript, provided it is sent directly to the Police Chief and certified as true and correct. The City will reimburse employees for the cost of the transcripts, provided the employee produces a receipt or copy of a canceled check.

Employees in the Association will be eligible to receive tuition reimbursement of a maximum of three thousand dollars ($3000.00) per calendar year in accordance with the procedures specified in City Administrative Policy 200-50 - Tuition Reimbursement.

5.4 Longevity pay shall be applied to the straight-time hourly base rates of all employees covered by this Agreement who have completed continuous service in accordance with the following schedule:

5 Years	8 Years	11 Years	14 Years	17 Years	20 Years	25 Years
2.0%	3.5%	5.0%	6.5%	8.0%	9.0%	10%

ARTICLE 6 – HOLIDAYS

6.1 The following eleven (11) days are designated as holidays:

New Year's Day
Lincoln's Birthday
President's Birthday
Memorial Day
Independence Day
Labor Day
Veteran's Day
Thanksgiving Day
Day after Thanksgiving
Christmas Day
Martin Luther King Day

6.2 An employee who is required to work on a on a holiday will receive holiday pay if the start of the employee's shift began on the designated holiday, as set forth in Section 6.1. Furthermore, holiday pay will continue if the Sergeant is required to work past his/her scheduled shift.

For example, a Sergeant that is regularly scheduled to work a graveyard shift and works on December 31st begins his/her shift at 2000. The shift continues through 0600 on January 1st. This Sergeant will not receive holiday pay. However, that same Sergeant works the same shift on January 1st and begins his/her shift at 2000 and works through 0600 on January 2nd. The Sergeant will be compensated at the rate of two and one-half (2-1/2) times the employee's regular hourly rate of pay for each hour worked inclusive of the pay for the holiday worked. In addition, if that Sergeant were to be held over to work overtime, the overtime will be compensated at the rate of two and one-half (2-1/2) times the employee's regular hourly rate of pay for the amount of hours that the Sergeant works overtime.

The compensation for holiday pay is two and one-half (2-1/2) times the employee's regular hourly rate of pay for each hour worked inclusive of the pay for the holiday worked. "Required to work" is defined as having been directed to work by the Chief of Police, or designee. Employees shall accrue and take holidays on a basis equivalent to the assigned shift hours (e.g., employees on 8-hour shifts shall accrue and take eleven 8-hour holidays per calendar year and employees on 10-hour shifts shall accrue and take eleven 10-hour holidays per calendar year, etc.). When a holiday falls on an employee's regularly scheduled day off, he/she shall receive holiday hours as indicated above. Employees not required to work will observe the holiday on the date listed below or bank the holiday. Employees may accrue up to a maximum of one hundred and forty (140) hours of holiday leave, but in no event shall an employee accumulate in excess of one hundred and forty (140) hours unless, through no fault of the employee he/she was not able to take the leave. Non-essential employees that elect to work on a holiday, as set forth in Section 6.1, shall be compensated at his/her regular hourly rate of pay and shall bank the holiday.

6.3 The designated holiday shall be:

New Year's Day	January 1
Martin Luther King Day	Third Monday in January
Lincoln's Birthday	February 12
President's Birthday	Third Monday in February
Memorial Day	Last Monday in May
Independence Day	July 4
Labor Day	First Monday in September
Veteran's Day	November 11
Thanksgiving Day	Fourth Thursday in November
Day after Thanksgiving	Friday after Thanksgiving
Christmas Day	December 25

6.4 Employees terminating service after completion of probation shall receive compensation for vested, unused holiday time.

ARTICLE 7 - VACATIONS

7.1 Annual vacations with pay shall be granted to eligible employees on the following basis: for service less than one (1) year vacation leave credit shall accrue at the rate of one (1) working day for each month of continuous service commencing from the date of most recent employment with the City; for continuous service of more than one (1) year, vacation leave credit shall accrue at the following rate:

1 to 5 years of continuous service	112 hours per year
6 to 10 years of continuous service	136 hours per year
11 to 15 years of continuous service	160 hours per year
16 to 20 years of continuous service	176 hours per year
Over 21 years of continuous service	192 hours per year

Employees shall take vacation leave on a half (½) hour basis. A "working day" shall be equal to eight (8) hours.

7.2 In no event shall an employee accumulate unused vacation leave in excess of two (2) year's annual vacation leave. Payment for up to five (5) days of accrued and unused vacation leave shall be made to an employee where the employee, through no fault of the employee, was not able to take all of his/her accrued annual vacation leave during the year authorized.

7.3 Vacation leave shall be scheduled by seniority within the Sergeant classification within the assigned division.

7.4 In the event of the death of an employee in active service with the City, accrued vacation leave that has not been taken shall be paid in the same manner that salary due the decedent is paid for any vacation leave earned in the preceding year and in the current year and not taken prior to the death of such employee.

7.5 A Sergeant who qualifies for military leave will be provided leave at a compensation rate of one (1) full day regardless of when the Sergeant's shift starts or if the shift continues into the next calendar day in which the Sergeant has been granted military leave. For example, a Sergeant who works a shift that crosses calendar days (i.e. a 6:00 PM to 4:00 AM shift), and misses any part of the shift for military duty, will use one (1) day of the allotted paid military leave days for the entire shift of the military leave. This shall be interpreted as a shift for a shift.

ARTICLE 8 – HEALTH AND WELFARE

8.1 A healthcare, dental care, orthodontics, and life insurance program shall be granted to eligible employees and their dependents. Except for group medical insurance for spouse and children as provided in Section 8.2 herein, the cost shall be paid by the City.

Said program may consist of:

a. Premera PPO, Group Health, or substantially equivalent plan(s) by mutual agreement. The City also may implement a high deductible health plan(s) as an option for those employees interested;

b. The employee's choice of Washington Dental Service Plan F w/Orthodontia Plan 1; or the Willamette Dental Plan, or substantially equivalent plan(s) by mutual agreement. The City will pay up to what it pays for the Washington Dental Service Plan F for those enrolled in the Willamette Dental Plan.

c. Vision Services Eye Care or substantially equivalent plan(s) by mutual agreement; and

d. Life Insurance with a death benefit level of $30,000.

The parties are aware that the "Cadillac" tax provisions of the Affordable Care Act, if implemented, would impose a heavy tax burden on the City beginning in 2018. Additionally, AWC has already indicated that the HealthFirst (zero deductible) and the Group Health (Plan 2 - $10 copay) are terminating effective January 1, 2018. In order for the parties to address that burden, this article shall be reopened at the request of either party to negotiate for the purpose of arriving at a mutually satisfactory replacement medical plan (including any related HRA contributions) for 2018. This reopener is subject to the following:

- If the parties fail to reach agreement on the replacement medical plan prior to January 1, 2018, the eligible employees and their dependent(s) will automatically be enrolled into the AWC HealthFirst 250 plan and/or the Group Health Plan 3 $20 Co-pay/$200 Deductbile plan, or substantially equivalent plan(s) by mutual agreement. Additionally, all health reimbursement account contributions will cease, if the Affordable Care Act continues to be counted towards the "Cadillac" tax provisions, regardless if it is an employee or employer contribution. This change will become effective on December 31st, 2017, if no agreement has been made between both parties related to the replacement medical plan.

  The Association agrees to continue to cooperate with the City in the study of cost containment measures. The City may self-insure medical, dental, and/or vision insurance coverage or select a new medical, dental, and/or vision insurance plan and shall make every effort to maintain substantially equivalent benefits at a reasonable cost. The City and the Association shall meet to explore alternative insurance coverage prior to selecting any new medical, dental, and/or vision insurance plans. The City recognizes its responsibility to bargain with the Association the impact of those decisions. The Association will appoint one (1) member to the City's Healthcare Cost Containment Committee.

8.2 Each employee who enrolls his or her spouse or eligible children in the PPO Plan shall pay ten percent (10%) of the premium cost each month. The City's contribution toward medical insurance for spouse and children shall be a maximum

of ninety percent (90%) of what it would pay of the applicable PPO Plan. The City shall continue to make available the AWC Group Health (Plan 2 - $10 copay) medical insurance plan for those individual LEOFF II employees who elect to enroll themselves and their dependents. The City shall pay the premium up to a maximum amount the City would pay for the employee's spouse and dependent(s) if the employee selected PPO, whichever is less, with the employee paying the remaining amount of the monthly premium for his/her spouse's and each dependent's medical insurance.

8.3 Domestic Partner Coverage: State-registered domestic partners and eligible dependants enrolled in the PPO Plan or AWC Group Health Plan 2 ($10 co-pay) will have monthly premiums paid at the same level as spouses and dependants in paragraph 8.2 above.

8.4 Indemnity and Defense:

a. CIVIL CLAIMS: The City shall provide legal counsel or reasonable attorney's fees for representation and defense of civil lawsuits and hold employees harmless from any expenses, connected with the defense settlement or monetary judgments from such actions, claims, or proceedings arising out of or incident to acts and/or omissions occurring while the employee was acting in good faith in the performance or purported failure of performance of his/her official duties or employment and provided further that the employee was not engaging in criminal or malicious misconduct. A criminal conviction shall be deemed conclusive proof of criminal misconduct for the purposes of this section.

b. INQUESTS: In an Inquest called by the King County Executive (or delegate) arising out of the use of force, the employee shall meet with the City Attorney to discuss legal representation for the employee during the Inquest. After that meeting, if the employee elects to select his/her own representation, the City will pay for reasonable legal services provided that the employee has acted in good faith in the performance or purported failure of performance of his/her official duties; and provided further that the employee was not engaging in criminal misconduct. The attorney selected by the employee must have a high level of experience in representing law enforcement officers in the use of force. The City shall have a reasonable right to approve the choice of counsel in light of the requirements described herein; enter into a third party payer agreement with the employee's private counsel; to review billings for such representation; and approve all payments in writing.

c. In the event outside counsel is retained by the employee and the employee is subsequently convicted of a crime or it is determined by a court of competent jurisdiction that the employee was not acting in good faith arising out of the facts giving rise to the Inquest, the City shall be entitled to recover attorney's fees and costs it has expended on the employee's behalf from the employee.

8.5 Disability Insurance – The employer shall provide for a mandatory payroll deduction for a LEOFF II disability plan selected periodically and administered by the Association. Participation will begin from the date of employment with the City.

8.6 The City has adopted the VEBA Medical Reimbursement Plan for all commissioned LEOFF II employees who do not have a military medical retirement plan. The City agrees to provide a mandatory payroll deduction for this post Retirement Medical Insurance Trust. All contributions made on behalf of each eligible employee will be based on the individual's annual base salary. It is understood that all defined eligible employees will be required to sign and submit to the City a VEBA Membership Enrollment Form.

The VEBA Plan shall be funded by a semimonthly employee contribution of one percent (1%) base pay period salary. After December 31, 2017, all contributions to the VEBA plan will cease. Effective January 1, 2016, the City will contribute two percent (2%) of base pay period salary into deferred compensation, if the employee chooses to match the contribution.

In addition, to the current semimonthly contribution method of base annual salary listed above, both parties agree to the following additional contribution method:

Retirement contribution: All employees covered by this Agreement, who separate in good standing from the City and are of a LEOFF retirement-eligible age, shall transfer unused, accumulated sick leave into the VEBA trust. After December 31, 2017, all contributions to the VEBA plan will cease, if the Affordable Care Act continues to be counted towards the "Cadillac" tax provisions.

ARTICLE 9 – PENSIONS

9.1 Pensions for employees and contributions to pension funds shall be provided in accordance with the laws of the State of Washington for eligible employees.

ARTICLE 10 – JURY DUTY

10.1 Time off with pay will be granted for jury duty. Employees shall be required to report for work for any portion of their regularly scheduled shift during which they are not actually serving on a jury or waiting to be impaneled if a reasonable amount of time remains on that shift in light of the court's location. The employee is required to contact his/her supervisor, who will make the determination.

In order to be eligible for such payments, the employee must submit a written statement (subpoena, etc.) from the appropriate public official (court clerk, etc.) showing the date and time served and the amount of jury pay recovered. The employee must give the Chief of Police, or designee, prompt notice of call for jury duty. Employees are not required to return to the City per diem received for jury duty from the Court.

ARTICLE 11 – SICK, DISABILITY, BEREAVEMENT, AND EMERGENCY LEAVE

11.1 Sick leave credit shall accumulate for eligible employees at the rate of eight (8) hours per month. Sick leave is accumulative to a maximum of nine hundred sixty (960 hours), except as provided in Section 11.7 below. Sick leave credit may be used for time off with pay for bona fide cases of incapacitating sickness or injury and for the period of disability resulting from pregnancy or childbirth, or in accordance with the federal Family and Medical Leave Act or Washington Family Care Act. Any employee found to have abused sick leave by falsification or misrepresentation shall be subject to disciplinary action. Employees shall take sick leave on a half (1/2) hourly basis.

a. Employees are required to use accrued paid time off during any state or federal Family and Medical Leave (FML) absence before using leave without pay.
b. FML usage computations will be based upon a rolling twelve (12) month year beginning on the date an employee takes his/her first FML leave.

11.2 A verifying statement from the employee's physician may be required by the Chief of Police, at his/her option, whenever an employee claims sick leave for three (3) consecutive days or longer, or after three (3) single sick leave claims in any calendar year. In requiring a physician's statement, the Chief, or designee, shall do so for the purpose of ensuring that employees are utilizing sick leave benefits for the purposes intended by this Agreement.

11.3 Employees incapacitated by illness or injury shall notify the Chief of Police, or designee, as far in advance of their scheduled starting time as possible that he/she is to report for duty. During periods of extended illness, employees shall keep the Chief of Police, or designee, informed as to their progress and potential date of return to work.

11.4 An employee shall be allowed up to three (3) days bereavement plus three (3) days chargeable sick leave for death in the immediate family requiring his/her presence upon the approval of the Chief of Police. Immediate family shall include the father, father-in-law, mother, mother-in-law, spouse, brother, sister, children and step-children of the employee, employee's grandparents and grandparents-in-law, grandchildren of the employee, and step-parents. A domestic partner, as defined by state law, shall receive the same rights as a legally married spouse for the purposes of this section of the Agreement.

11.5 An employee may use up to twelve (12) workweeks of leave each rolling year in accordance with the provisions of the federal Family Medical Leave Act (FMLA), Washington Family Leave Act, and City Policies and Procedures as follows:

An employee who has worked for the City at least twelve (12) months, including at least one thousand, two hundred and fifty (1250) hours in the last twelve (12) months, may be entitled to twelve (12) workweeks of paid/unpaid leave in any twelve(12) month period (1) to care for a newborn or newly adopted child or newly

placed foster child; (2) to care for a child, parent, or spouse who has a serious or terminal health condition; or (3) to attend to a personal serious health condition.

An employee must give the Chief of Police, or designee, at least thirty (30) days written notice by completing a Leave Request Form, in advance of the anticipated date the leave is to begin. If the employee is unable to give the required notice, notice must be given, in writing, as soon as possible.

While on FML, the employee must use all accrued, but unused leave, including sick leave, vacation, compensatory time, and/or any other paid leave accrued prior to using unpaid leave.

Use of the above paid leave will apply toward the twelve (12) workweek entitlement, and is not in addition to the entitlement. Upon return from the leave, the employee is entitled to return to the same, or comparable, with the same level of compensation, position held when the leave began unless the position would have been eliminated had the employee not been on leave.

Care for a newborn or newly adopted child or newly placed foster child.
FMLA leave must be taken within twelve (12) months of the birth, adoption, or placement of a child. If both parents are employed by the City, together they are entitled to a total of twelve (12) workweeks of paid/unpaid leave under this paragraph. In the case of maternity, any leave taken prior to the birth of the child for prenatal care or inability to work prior to the actual birth will be assessed towards the twelve (12) workweek period.

Time loss due to disability prior to or following giving birth will be assessed towards the twelve (12) workweek period. Intermittent or reduced leave for birth or placement for adoption or foster care of a child may only be taken with Chief of Police approval. Certification by a healthcare provider may be required.

Care of a child, parent, and/or spouse who has a serious or terminal health condition, or to attend to a personal serious health condition.
Certification and/or second or third opinions by a healthcare provider may be required for leave approval. Recertification may be required every thirty (30) days. A fitness for duty certificate signed by the consulting physician may be required upon return from leave.

Leave may be requested and granted on an intermittent basis or on a reduced workweek schedule if medically necessary. The employee must provide medical certification within fifteen (15) days of the date requested. The employee must attempt to schedule his/her intermittent or reduced leave so as not to disrupt the City's operation.

11.6 For employees hired into the City prior to December 1, 1993, upon retirement, death, or termination of good standing (not termination for cause) the employee shall be reimbursed at current rate of pay for unused, accrued sick leave up to a

maximum of nine hundred and sixty (960) hours in accordance with the following schedule based on continuous years of service:

Upon Completion of Years of Service	Percent of Accrued Unused Sick Leave
15-24 years	50%
25 years and over	100%

Employees hired into the collective bargaining unit after November 30, 1993, shall be reimbursed at the current rate of pay for unused, accrued sick leave up to a maximum of nine hundred and sixty (960) hours in accordance with the following schedule based on continuous years of service:

Upon Completion of Years of Service	Percent of Accrued Unused Sick Leave
0 – Completion of 14 Years	0%
14 years and over	Upon retirement (meaning separation in good standing and LEOFF retirement-eligible age), death, or disability retirement, thirty-five (35%)
25 years and over	With a minimum of four hundred and eighty (480) hours of banked, unused sick leave, upon separation from employment in good standing, forty-five percent (45%)

After December 31, 2017, all contributions to the VEBA plan will cease, if the Affordable Care Act continues to be counted towards the "Cadillac" tax provisions.

11.7 When an employee has accumulated nine hundred and sixty (960) hours of sick leave, sick leave shall continue to accumulate at the normal rate of eight (8) hours per month until the end of the calendar year at which time all sick time accumulated by the employee in excess of nine hundred and sixty (960) hours shall be paid at twenty-five percent (25%) of the employee's then hourly base rate.

11.8 When an employee covered by the LEOFF II Retirement System is temporarily, totally disabled and unable to work as the proximate result of an on-the-job injury as covered by Washington State Workers' Compensation Industrial Insurance laws, the City shall compensate the employee for his/her regular salary (kept on salary as defined by RCW 51.32.090) as if he/she had continued to work for a period not to exceed one thousand and forty (1,040) hours, or the termination of the disability, whichever comes first. This benefit shall only be granted prospectively from the date Workers' Compensation benefits are applied for, unless the employee fails to make timely application because of physical incapacitation or for reasons beyond the employee's control.

ARTICLE 12 – UNIFORMS AND CLOTHING ALLOWANCE

12.1 One (1) member of the Association shall be selected as a representative to the uniform and equipment committee. Selection of the committee will be by an agreement between the Assistant Chief and the Association President. (The committee will meet on an as needed basis at least once per year.)

The committee will be responsible for reviewing requests for changes to the equipment/uniform list(s) for general patrol and recommending changes, provided they are consistent with the budgetary guidelines as determined by the Chief of Police.

Technological advances and equipment changes will require special attention. Uniform and equipment standards need to be kept up-to-date. All requests for uniform/equipment replacement shall be submitted to the employee's immediate supervisor. Requests for uniform/equipment replacement will be completed as soon as reasonably possible. The department will designate the uniform/equipment supplier(s). Uniforms and equipment will only be purchased/obtained from the designated supplier(s), including voucher items. Specialty units may utilize specialty outlets/sources for some equipment needs.

12.2 Sergeants will be on a Quartermaster System and will be issued their full compliment of uniforms/equipment according to the list of agreed upon items in Appendix B that may change from time to time, as determined by the Uniform and Equipment Committee. The quartermaster issued lists of uniform and equipment items shall be reduced to writing (as they are established, changed, and signed by the signatory parties to this agreement). All uniforms/equipment are owned by the City.

12.3 Sergeants will be entitled to have up to four (4) uniform items cleaned per week.

12.4 Non-uniformed personnel will be given a clothing allowance of one percent (1%) per month of the employee's monthly base pay and are entitled to have up to four (4) items dry cleaned or may have three (3) items dry cleaned and five (5) shirts laundered per week for maintenance of business attire. The Chief of Police will set the standards for appropriate business attire for the Department. The uniform committee will make recommendations to the Chief of Police on business attire. When casual attire is adopted, once implemented, affected personnel will be entitled to have up to three (3) items dry cleaned or may have two (2) items dry cleaned and two (2) shirts laundered per week for maintenance of business attire. Appropriate business attire shall include casual attire for non-uniformed employees. The Chief of Police has the discretion of approving the attire items recommended by the committee. Non-uniformed personnel will be on the Quartermaster System and will be issued clothing/equipment according to the list of agreed upon items.

ARTICLE 13 – EMPLOYMENT PRACTICES

13.1 Layoff. Whenever employees are appointed to a classification effective the same date, seniority shall be established by the highest average on the total examination. If the averages are equal, rank order will be established in accordance with Civil Service Rule 10. Personnel reductions through layoff procedures and reinstatement from such layoffs shall be in accordance with the Civil Service Rules and Regulations of the City of Auburn.

13.2 Seniority. Whenever employees are appointed to a classification effective the same date, seniority shall be established by the highest average on the total examination. If the averages are equal, rank order will be established in accordance with Civil Service Rule 10.

13.3 Working Out of Classification. Any employee who is assigned to perform the duties of a higher paying classification by the appropriate authority will be compensated at that higher rate when the work performed is one (1) hour or more in duration.

13.4 Tobacco Use. Tobacco use shall not be allowed in City vehicles or buildings. However, smoking is allowed in designated smoking areas. It is the intent of the parties to continue to comply with the City's tobacco use policy.

13.5 Probationary Periods. Probationary periods upon promotion and/or new hire shall not exceed one (1) year and may not be extended without the written agreement of the Association. However, if the Association does not agree to extend the probation, the Chief of Police may terminate the probation Sergeant's promotion. A probationary period shall be extended for the number of workdays equal to the number of workdays an employee was absent in excess of ten (10) workdays during the probationary period. During a promotional probationary period, an employee may be reverted to his/her former classification and such reversion shall not be subject to the grievance procedure.

13.6 Employees called in to work while on approved vacation or holiday off will be compensated at the appropriate overtime rate for hours worked and given credit for hours worked on their vacation/holiday time accounts.

13.7 Promotional Examinations:

All promotions to positions outside of the bargaining unit shall be based solely on merit, efficiency, and fitness, ascertained by open competitive examination.

Examinations shall fairly, objectively, and comprehensively test for qualifications for the position.

> A general description of the process and methods of examination (i.e. written, oral, assessment center, etc.) and identification of any portions for which a passing grade is required, weight assigned by the City to each component, minimum passing scores for any such portion, and minimum passing scores for the entire examination shall be included in the official examination notice, which shall be provided

to the Association and posted conspicuously in the police station not less than thirty (30) days prior to the examination.

The examination shall be prepared and administered by persons who are qualified by reason of suitable career experience. The identities of all examination participants shall be concealed from the examiners throughout the examination process. The Association may designate an observer to attend the development and administration of the examination. The examiner(s) shall have the responsibility of ensuring that the observer does not disrupt the examination process. Any observer is required to honor the confidentiality of the examination.

A promotional list shall be maintained by the City for each promotional position within the bargaining unit and each list shall be valid for one (1) year, with the possibility of an extension for another year for a maximum total of two (2) years.

Upon request for certification of names to fill a vacancy, the Secretary-Chief Examiner shall certify to the Police Chief the five (5) names of the candidates standing highest on the appropriate eligibility list and willing to accept the position for which certification is made. Each appointment shall be made by the City, from one (1) of the top five (5) names on the list.

After each regular appointment from the eligibility list, and employee shall serve a complete period of probation before appointment or promotion is complete. No new probationary period results from a transfer to a different shift or reduction of an employee who previously completed a probationary period. The period of probation shall be twelve (12) calendar months from the date of appointment to a regular position. If an employee is absent from duty for a prolonged period during a probationary period and the Police Chief does not have a reasonable opportunity to evaluate the performance of an employee, the Police Chief may calculate the probationary period on the basis of twelve (12) calendar months of actual service, exclusive of time away on leave.

The Association, and any employee it represents, shall appeal any alleged violation of the promotion process set forth herein through the grievance procedure and the collective bargaining agreement, rather than through the Civil Service Commission. Exclusive of the promotional exam process, the initial step in the grievance procedure shall be established as five (5) business days in order to coincide with above sections of this article. Any appeal of the promotion process not settled through the grievance procedure shall be reviewed by an arbitrator as to whether or not the City violated the procedures set forth herein.

13.8 An employee who engages in off-duty misconduct may be subject to discipline when: (1) the off-duty misconduct harms the City's reputation in the community; (2) the off-duty conduct adversely affects the employer's business operation; or (3) the conduct is inconsistent with the office that the Sergeant holds.

ARTICLE 14 – MANAGEMENT RIGHTS

14.1 The Association recognizes the prerogatives of the City to operate and manage its affairs in all respects in accordance with its responsibilities and powers of authority.

14.2 The City has the right to schedule work, as required, in a manner most advantageous to the department and consistent with the requirements of municipal employment and the public safety.

14.3 It is understood by the parties that every incidental duty connected with operations enumerated in job descriptions is not always specifically described.

14.4 The City reserves the right to discharge or discipline an employee for just cause. The City reserves the right to lay off personnel for lack of funds, or for the occurrence of conditions beyond the control of the department. The City reserves the right to determine reasonable schedules of work in accordance with Section 4.1 and to establish the methods or processes by which such work is performed.

14.5 No policies or procedures covered in this Agreement shall be construed as delegating to others or as reducing or abridging any of the authority conferred on City officials as defined in the following:

a. The ordinance responsibility of the Mayor as Chief Executive Officer of the City for enforcing the laws of the State and City, passing upon ordinances adopted by the City Council, recommending an annual budget, or directing the proper performance of all executive departments;

b. The responsibility of the City Council for the enactment of ordinances and the appropriation of monies;

c. The legal responsibility of the Civil Service Commission, as provided by State Statue, subject to any applicable bargaining duty of the City and the terms of this Agreement.

d. The responsibility of the Chief of Police and delegates governed by ordinances, Civil Service Rules, and/or Department Rules and as limited by the provisions of the Agreement; and provided that such actions do not affect mandatory subjects of bargaining:

1. To recruit, assign, transfer, and/or promote members to positions within the department.

2. To take disciplinary action against members for just cause;

3. To determine methods, means, and personnel necessary for departmental operations;

4. To control department budget; and

5. To take whatever actions are necessary in emergencies in order to assure the proper functioning of the department.

ARTICLE 15 – GRIEVANCE PROCEDURE

15.1 For purposes of this Agreement, the term "grievance" means any dispute between the Employer and the Association concerning an alleged breach or violation of this Agreement.

Step 1: Any alleged grievance shall be taken up with the employee's immediate supervisor within ten (10) working days of its alleged occurrence. The parties agree to make every effort to settle the grievance promptly at this level.

In the event the grievance is unresolved, the Association and/or employee shall determine whether to appeal the grievance through the Civil Service Commission or process the grievance to Step 2 of the grievance procedure contained herein within five (5) working days of the meeting with the employee's immediate supervisor. Should the employee choose to file an appeal with the Civil Service Commission, the employee shall provide the Chief of Police, Human Resources Director, and the Association with written notice of such election.

Step 2: The grievance shall be reduced to written form by the aggrieved employee stating the section of the Agreement violated and explaining the grievance in detail and remedy sought. The employee and/or the Association shall present the written grievance to the Human Resources Director and the Chief of Police. The Chief of Police will conduct a meeting within five (5) working days of receipt of the written grievance. The Chief of Police shall make a decision on the matter in writing within ten (10) working days from such meeting. Copies of the Chief's decision will be furnished to the aggrieved, Association representative, and Director of Human Resources. Grievances involving suspension, demotion, or discharge shall begin at Step 2.

Step 3: Any grievance remaining unresolved after the decision has been rendered in Step 2 shall be transmitted to the Director of Human Resources, to be adjudicated by the Mayor, in writing within ten (10) working days whereupon the Mayor shall conduct an investigatory hearing within five (5) working days of the receipt of the written grievance. The Mayor shall render a decision within five (5) working days of such hearing.

Step 4: Should the grievance not be resolved in Step 3 and should further consideration be desired by the grievant, a written notification requesting arbitration must be filed with the Mayor within fourteen (14) working days. The parties shall mutually select a disinterested third party to serve as arbitrator. In the event the Employer and Association are unable to agree on an arbitrator, the arbitrator shall

be selected by the process of elimination from a panel of seven (7) arbitrators furnished by the American Arbitration Association (AAA). The AAA request shall state the issue. The arbitrator shall confine himself/herself to the precise issue submitted for arbitration and shall have no authority to determine any other issues not so submitted to him/her. The arbitrator shall have jurisdiction and authority only to interpret, apply, and/or determine compliance with the specific terms of the Agreement and shall not add to, detract from, or alter in any way the provisions of this Agreement. The decision shall be final and binding upon both parties. Employee witnesses for both sides shall be given time off from work if they are otherwise scheduled to work during the arbitration hearing to testify in the proceedings. The parties shall evenly divide the costs of the Arbiter and any AAA service charges, with each party paying its own costs. If both parties desire a stenographic record, the expenses of the same shall be borne equally. If only one party desires a stenographic record, then that party shall pay the cost of the preparation of its own copy and one (1) for the Arbiter and the declining party shall not be provided a copy.

15.2 Any time limits stipulated in the grievance procedure may be extended for stated periods of time by the appropriate parties by mutual agreement in writing. Pending final decision of any grievance by any of the above procedures, work shall continue without interruption.

15.3 A grievance may be filed at a step above the level of the decision maker whose actions are being questioned but, in no case, may a grievance be filed above Step 3.

ARTICLE 16 – WORK STOPPAGES

16.1 The City and the Association agree that the public interest requires efficient and uninterrupted performance of all City services and to this end pledge their best efforts to avoid or eliminate any conduct contrary to this objective. Specifically, the Association shall not cause or condone any work stoppage, including any strike, slowdown, refusal to perform customarily assigned duties, sick leave absence which is not bona fide, or other interference with City functions by employees under this Agreement and should same occur, the Association agrees to take appropriate steps to end such interference. Any concerted action by any employee in any bargaining unit shall be deemed a work stoppage, if any of the above activities have occurred.

ARTICLE 17 – BULLETIN BOARDS

17.1 Bulletin Boards. The City shall permit the reasonable use of bulletin boards by the Association for the posting of notices relating to official Association business.

17.2 Electronic Mail. The Police Association may use the City's electronic mail (email) for communications pertaining to Association business, i.e. meeting times, places, agendas, voting, election results, and various topics of Association business on

issues effecting the administration of the collective bargaining agreement with the City of Auburn. Members will comply with City policy.

E-Mail communications will not contain profanity, abusive language, or derogatory language of a discriminatory nature against individuals of a protected class.

ARTICLE 18 – BILL OF RIGHTS

18.1 The employer retains the right to adopt rules for the operation of the Auburn Police Department and the conduct of its employees provided that such rules do not conflict with City ordinances, City and State Civil Service Rules and Regulations as they exist, or any provision of this Agreement; and provided further that such rules do not affect mandatory subjects of bargaining. It is agreed that the Employer has the right to discipline, suspend, or discharge employees for just cause.

a. In an effort to ensure that disciplinary interviews are conducted in a manner which is conducive to good order and discipline, the Association shall be entitled to the protection of what shall hereafter be termed as the "Police Officers' Bill of Rights". A "disciplinary interview" shall mean questioning by a person in authority over an employee when the interviewer either knows or reasonably should know that the questioning concerns a matter that could lead to suspension, demotion, or termination.

b. Every employee who becomes the subject of a disciplinary interview shall be advised, in writing, a minimum of forty-eight (48) hours prior to the time of the interview that he/she is suspected of:

1. Committing a criminal offense;

2. Misconduct that would be grounds for termination, suspension, or demotion; and,

3. That he/she has the right to Union representation during the interview.

c. Any employee who becomes the subject of a criminal investigation may have legal counsel present during all interviews. Nothing in this Agreement, however, shall be deemed a waiver of an employee's right to Union representation. A criminal investigation as used herein shall be interpreted as any action which could result in the filing of a criminal charge.

d. In criminal matters, employees will either be ordered to answer questions or informed that they are not required to answer the employer's questions as a condition of employment.

e. The employee shall be informed in writing as to whether he/she is a witness or suspect before any interview commences.

f. The disciplinary interview of any employee shall be at a reasonable hour, unless the exigency of the interview dictates otherwise. Whenever possible, interviews shall be scheduled during the normal workday of the City.

g. The employee or Employer may request that a disciplinary interview be recorded, either mechanically or by a stenographer. There can be no "off the record" questions. Upon request, the employee, in a disciplinary interview, shall be provided an exact copy of any written statement he/she has signed, or of a verbatim transcript of any interview.

h. Interviewing shall be completed within a reasonable time and shall be done under circumstances devoid of intimidation or coercion. In all disciplinary interviews, the employee shall be afforded an opportunity and facilities to contact and consult privately with an attorney of his/her own choosing, before being interviewed. Such opportunity to contact and consult privately with a private attorney shall not unduly delay the disciplinary interview. The employee shall be entitled to such reasonable intermissions, as he/she shall request for personal necessities, meals, telephone calls, and/or rest periods. The employee may be represented by either a private attorney or the Association during the interview, but not both.

i. All interviewing shall be limited in scope to activities, circumstances, or events which pertain to the employee's conduct or acts which may form the basis for disciplinary action under one (1) or more of the categories contained in "2" herein.

j. The employee will not be threatened with dismissal or other disciplinary punishment as a guise to attempt to obtain his/her resignation, nor shall he/she be subject to abusive or offensive language or intimidation in any other manner. No promises or rewards shall be made as an inducement to answer questions.

k. No employee shall be required to unwillingly submit to a polygraph test.

l. Should any section, subsection, paragraph, sentence, clause, or phrase in this article be declared unconstitutional or invalid, for any reason, such decision shall not affect the validity of the remaining portions of this article.

m. The investigation shall be completed in a reasonable amount of time in light of the circumstances and discipline shall be imposed within a reasonable amount of time after the conclusion of the investigation.

ARTICLE 19 – SAVINGS CLAUSE

19.1 If any article, or any portion of any article, of this Agreement or any addendum's thereto should be held invalid by any tribunal of competent jurisdiction, or if compliance with or enforcement of any article should be restrained by such tribunal, the remainder of the Agreement and addendum's shall not be affected thereby and the parties shall enter into immediate collective bargaining negotiations for the purpose of arriving at a mutually satisfactory replacement of such article.

ARTICLE 20 – ENTIRE AGREEMENT

20.1 The Agreement expressed herein in writing constitutes the entire Agreement between the parties and no oral statement shall add to or supersede any of its provisions.

ARTICLE 21 – RETENTION OF BENEFITS

21.1 This Agreement shall not operate to reduce any benefits specified in this Agreement which are now more favorably enjoyed by any of the employees covered herein.

ARTICLE 22 – DRUG TESTING

22.1 Reporting to work under the influence of alcohol and/or illegal drugs, or the use, sale, or possession by an employee of illegal drugs is strictly prohibited and may result in disciplinary action, including immediate termination. For the purpose of this Article, substances that require a prescription or other written approval from a licensed physician or dentist for their use shall also be included when used other than as prescribed. Each employee must advise the Employer if they are using prescription or other over-the-counter drugs they know, or reasonably should know, may impair their ability to perform job functions and/or operate machinery such as automobiles. Under appropriate circumstances, the Employer may request the employee provide written medical authorization to perform various essential job functions from a physician while using such drugs.

Any voluntary request by an employee for assistance with his/her own alcohol abuse problem will remain confidential and shall not be used as the basis for any disciplinary action provided that the request for assistance is initiated prior to being identified as impaired through the procedures herein.

The parties recognize the essential purpose of any law enforcement agency is to enforce the criminal laws. Moreover, the parties recognize the courts have held it would substantially impair law enforcement agencies if they were required to employ individuals within their ranks who have violated the very laws said agencies

are charged with enforcing. Therefore, the Employer reserves the right to refuse to employ or continue the employment of individuals who are or have been engaged in serious criminal conduct, whether drug related or not.

Where a supervisory employee of the City has a reasonable suspicion to believe an employee is under the influence of alcohol or illegal drugs, or is using illegal drugs, the employee in question will be asked to submit to discovery testing including, breath tests, urinalysis, and/or a blood screen to identify any involvement with alcohol or illegal drugs.

An employee who refuses to submit to discovery testing for alcohol and/or illegal drugs shall be conclusively presumed to be under the influence of alcohol or an illegal drug for the purpose of administering this Article.

For the purpose of administering this Article the following definition of terms is provided:

Reasonable Suspicion – Reasonable suspicion is based on specific, objective facts and reasonable inferences from those facts in the light of experience that discovery testing will produce evidence of illegal drug or improper alcohol use by that particular employee.

Under the Influence – The following cutoff levels shall be used for the initial screening of specimens to determine whether they are negative for these drugs or classes of drugs:

(ng/ml)	Test Level
Amphetamines	1000
Barbiturates	300
Benzodiazepines	300
Cannabinoids	100
Cocaine metabolites	300
Methadone	300
Methaqualone	300
Opiates (Codeine)	300
Opiates (Morphine)	300
Phencyclidine (PCP)	25
Propoxyphene	300
Level of the positive result for ethyl alcohol	0.04 gr/dl

Illegal Drugs – Are defined as all forms of narcotics, depressants, stimulants, hallucinogens, and/or cannabis, which sale, purchase, transfer, or unauthorized use or possession is prohibited by law.

Over-the-Counter-Drugs – Are those which are generally available without a prescription and are limited to those drugs which are capable of impairing the judgment of an employee to safely perform the employee's duties.

Prescription Drugs – Are defined as those drugs which are used in the course of medical treatment and have been prescribed and authorized for use by a licensed practitioner/physician or dentist.

22.2 If an employee is required to submit to a drug test, the following procedure shall be followed:

a. The employee shall be given an opportunity to confer with an Association representative if one is readily available and the employee has requested said conference.

b. The employee shall be given an opportunity to explain the reasons for the employee's condition, such as reaction to a prescribed drug, fatigue, exposure to toxic substances, or any other reasons known to the employee to the test administrator. The Employer and an Association representative may be present during this discussion.

c. The Employer may request urine and/or blood samples.

d. Urine and blood samples shall be collected at a local laboratory, hospital, or medical facility. The Employer shall transport the employee to the collection site. The Employer and/or Association representative may be allowed to accompany the employee to the collection site and observe the bottling and sealing of the specimen. The employee shall not be observed by the Employer when the urine specimen is given.

e. All specimen containers, vials, and/or bags used to transport the specimen shall be sealed to safeguard their integrity, in the presence of the Employer, employee, and the Association representative and proper chain-of-custody procedures shall be followed.

f. The collection and testing of the samples shall be performed only by a laboratory and by a physician or healthcare professional qualified and authorized to administer and determine the meaning of any test results. The laboratory performing the test shall be one that is certified by the National Institute of Drug Abuse (NIDA). The laboratory chosen must be agreed to between the Association and the Employer. The laboratory used shall also be one whose procedures are periodically tested in a program where they analyze unknown samples sent by an independent party. The results of such tests shall be made available to the Employer and the Association.

g. If a specimen tests positive in an immunoassay screen test, the results must be confirmed by a gas chromatography/mass spectrometry tests. The specimen must show positive results at/within the following limits on the GC/MS (gas chromatography/mass spectrometry) confirmatory test to be considered positive:

If immunoassay is specific for free morphine the initial test level is 25 ng/ml.

Confirmatory Test

Marijuana metabolites	15 ng/ml
Cocaine metabolites	150 ng/ml
Opiates	
Morphine	300 ng/ml
Codeine	300 ng/ml
Phencyclidine	25 ng/ml
Amphetamines	
Amphetamine	500 ng/ml
Methamphetamine	500 ng/ml

h. At the employee's or the Association's option, a sample of the specimen may be requisitioned and sent to a laboratory chosen by the Association for testing. The cost of this test will be paid by the Association or the employee. Failure to exercise this option may not be considered as evidence in arbitration or other proceeding concerning the drug test or its consequences. The results of this second test shall be provided to the City.

i. The employee and the Association shall be informed of the results of all tests, and provided with all documentation regarding the tests as soon as the test results are available.

22.3 The parties shall designate a Medical Review Officer (MRO) to review all confirmed positive test results and communicate those results to the Employer. The MRO shall have the responsibility to determine when an individual has failed a drug test in accordance with the standards enumerated herein. The MRO shall retain all records of all positive tests for at least five (5) years and records of all negative tests for at least one (1) year.

22.4 If the results of the drug test are positive, and support a conclusion that the employee used an illegal drug, or reported to work while under the influence of alcohol, the employee may be subject to discipline including immediate discharge.

ARTICLE 23 - DURATION

23.1 This Agreement shall become effective on January 1, 2016 until December 31, 2018.

Signed this ____ day of _____, 2015, at Auburn, Washington.

CITY OF AUBURN

By:_____
Mayor

By:_____
Director of Human Resources

By:_____
City Clerk

Approved As To Form:

By:_____
City Attorney

AUBURN POLICE ASSOCIATION

By:_____
Auburn Police Sergeants' Association

Appendix "A"

2016 STRAIGHT-TIME HOURLY RATE OF PAY

2016 PAY PLAN

One percent (1%) market adjustment plus an additional two percent (2%) wage increase for a total of three percent increase (3%) effective January 1, 2016.

2017 PAY PLAN

One and a half percent (1.5%) wage increase effective January 1, 2017. Two percent (2%) wage increase effective July 1, 2017.

2018 PAY PLAN

Due to the uncertainty of Article 8 – Health and Welfare, Appendix A shall be reopened at the request of either party to negotiate for the purpose of arriving at a mutually satisfactory wage increase for 2018.

Appendix "B"

Department Issue – Police Officer:

Five Uniform shirts APD Color and Style (minimum one must be long sleeve), choice of:
- Flying Cross Brand - Short Sleeve Wool - item UD70R9586
- Flying Cross Brand - Long Sleeve Wool – item UD20W9586
- Flying Cross Brand – Short Sleeve Poly/Rayon – item 98R3986
- Flying Cross Brand – long Sleeve Poly/Rayon – item 48W3986

Three pair matching uniform trousers, one must be Class A pant:
- Flying Cross Brand - Wool pant with sap pocket - Item 32289
- Flying Cross Brand - Poly/Rayon pant with no sap pocket - Item H39400
- Flying Cross Brand - Poly/Rayon pant with sap pocket - Item 39489

One Dark Navy Blue uniform jumpsuit – Voucher method up to $450.00
One baseball style cap
One uniform jacket
One Ballistic protective vest
One clip-on style tie
One "Auburn Police" tie clip
One name plate, metal for uniform shirt
One official badge
One pair shoes – black leather, polished toe and heel. Voucher method up to $100.00
One pair boots – black leather, polished toe and heel. Voucher method up to $250.00
One duty equipment belt – Nylon or Leather
One nylon or leather pants inner belt
Four belt keepers for nylon or leather
One Level Three pistol holster
One magazine pouch
One ASP baton
One ASP baton holder
Two pair handcuffs
One long handcuff key
One double handcuff case or two single cases
One pair black leather gloves
One portable radio holder
One OC canister
One OC holder
One 12" Rechargeable Pelican flashlight with belt holder
One folding knife (up to $70.00)
One whistle
Up to two metal citation folders (holders)
One metal forms holder
One nylon duty gear bag (up to $80.00)
One Auburn police commission card

Special equipment is required for Sergeants assigned to these positions. They will be completely outfitted upon transfer to these specialty assignments. Upon reassignment from the specialty unit, all issued equipment will be returned and, if serviceable, will be reissued.

MOTORCYCLE:
One full-face motorcycle helmet w/chin-piece (Shoei Multitec LE)
One ¾ face Arai motorcycle helmet
Two pairs eye protections (clear/sun)
One Jacket with fleece liner
Two pair leather gloves (summer/winter)
Two pair motorcycle pants (summer)
Two pair motorcycle pants (winter)
One pair of motorcycle rain pants

BICYCLE:
One bicycle helmet
One "Ultrex" type jacket with lettering and patches
One pair "summer" bike riding gloves
One pair "winter" bike riding gloves
Two pair "Ultrex" type winter pants
One pair "Supplex" type light weight pants
Two pair "Supplex" type bike shorts
Two "CoolMax" type bike shirts
Two pair eye protection (clear and sun shade)
One pair bike shoes
One whistle and lanyard
One water bottle
One Supplex jacket w/lettering & patches
Three pairs of Gortex type socks

K-9 Unit:
One pair boots (voucher method up to $250.00)
Two jumpsuits
Three turtleneck shirts

DETECTIVES:
Sergeants transferred to the Detective Division receive an annual clothing allowance to purchase and repair personal clothing items worn for duty which are not issued by the department. Generally, detectives will wear plain clothes consistent with current community business attire standards. Exceptions to this could include the type of assignment or unit supervisor approval.

Upon transfer to the Detective Division, Sergeants will be issued the following equipment:

One "Hidden Agenda" type raid jacket
One baseball style cap with "POLICE" on front, black with white lettering
One "CoolMax" type raid shirt – black with white lettering
One concealed carry holster for duty pistol
One concealed carry handcuff case
One concealed carry uniform badge holder
One or two concealed carry magazine holder(s)

SWAT:
Sergeants assigned to the Valley SRT will be issued the equipment and clothing required for that unit. An equipment and clothing list is as follows:

One set digital camo uniform
One set black camo uniform
One set subdued urban gray camo uniform with hat
One 2" nylon pants belt/
One pair boots, black (voucher of up to $250.00)
One fire resistant baklava (hood)
One set "Gortex" type rain gear (top and bottom)
One ballistic helmet, with cover
One "Type 4" load bearing ballistic body armor, per requirements
One pair "frisker" type cut resistant gloves, black
One set elbow and knees pads, black per requirements
One pair clear eye protection (goggles or impact resistant glasses)
One holster for E.S.U. issue pistol
One radio, radio holder, ear piece with P.T.T. system
One Water Bladder (camel back style)
One set ear protection
One fixed blade utility knife
One large deployment/equipment bag
Gas mask with carrier

CIVIL DISTURBANCE UNIT:

Sergeants assigned to the C.D.U. will be supplied with the following equipment if it has not been issued prior.

Kevlar Helmet with face shield
Gas mask with carrier
PR24
Five (5) "flex cuffs"
Forearm pads
Knee pads
Shin guards
Large equipment duffle bag
Water Hydration Back Pack (Camelback Style)
Black Nylon Rain Poncho
Shoulder/Chest Protection System
One Set of Black BDU style pants

Honor Guard

Sergeants assigned to the Honor Guard will be supplied with the following uniform items and equipment if it has not been issued prior:

One Navy Blue "Ike Style" Jacket with silver or gold buttons, honor guard tabs and silver sleeve piping
One pair Navy wool trousers with white stripes
One matching round dress uniform hat
One white shoulder ceremonial braid

One silver or gold hat band
One silver or gold whistle chain
One white Flying Cross dress shirt, with epaulets
One black neck tie, Velcro neck secured
One pair "Corafram style" dress shoes –
One metal Honor Guard pin
One set of "AP" insignia – silver or gold
One Honor Guard embroidered grey "polo style" shirt
One M-14 Rifle with 1 magazine
One pair ceremonial white cotton gloves
One pair ceremonial white cotton gloves with non slip fingers and palms

EVOC Team
Sergeants assigned to the EVOC Team will be supplied with the following uniform items and equipment if it has not been issued prior:

One Polo Style shirt with EVOC Instructor Logo
One Gortex solid red jacket with EVOC Instructor logo on the left chest area

Crisis Communications Unit (CCU)
Sergeants assigned to the CCU will be supplied with the following uniform items and equipment if it has not been issued prior:

One pair of khaki 5-11 Tactical Pants
One APD CCU Polo Shirt (yet to be designed)
One Hidden Agenda jacket
One Load-bearing equipment vest (black)
One Nylon go-bag

Range Team
Sergeants assigned to the range team will be supplied with the following uniforms items and equipment if it has not been issued prior:

One Gortex solid red jacket with Auburn PD range logo on the left chest area.

Crime Scene Team
Sergeants assigned to the Crime Scene Team will be supplied with the following uniform items and equipment if it has not been issued prior:

One black polo style shirt with "Crime Scene" identifiers
One pair "5-11" style khaki or black trousers
One utility carrying vest "5-11" style

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5188

Date:
December 1, 2015

Department:
Community Development and Public Works

Attachments:
Resolution No. 5188

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Resolution No. 5188.

Background Summary:

City Council has previously established a City Vision Statement that reads “As a City of regional significant, proud of its small town heritage as well as the diversity of its people and neighborhoods, Auburn offers an opportunity for people of all ages to enjoy life”.

City Council also previously established a City Mission Statement that reads “To provide a service-oriented government that meets the needs of our citizens and business community through efficient and professional management with responsive and accessible leadership”.

City Council held a retreat in 2014 during which the City Council developed updated Vision and Mission Statements and developed City Core Values. At its 2015 retreat, the City Council reaffirmed its support for the updated Vision and Mission Statements and new City Core Values.

At the City Council’s November 30, 2015 scheduled study session, the Council reviewed Resolution No. 5188. The Council requested that the word “residents” be added to Section 2 of the Resolution. This has been done.

City Council’s passage of Resolution No. 5188 will update the City’s current Vision and Mission Statements and establish the City’s Core Values.

Reviewed by Council Committees:

Councilmember: **Staff:** Mayor Backus

RESOLUTION NO. 5188

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, UPDATING THE CITY OF AUBURN'S VISION STATEMENT AND MISSION STATEMAENT AND ESTABLISHING THE CITY OF AUBUURN'S CORE VALUES

WHEREAS, the City Council of the City of Auburn, Washington, has previously established a City Vision Statement that read: "As a City of regional significant, proud of its small town heritage as well as the diversity of its people and neighborhoods, Auburn offers an opportunity for people of all ages to enjoy life"; and

WHEREAS, the Auburn City Council also previously established a City Mission Statement that read "To provide a service-oriented government that meets the needs of our citizens and business community through efficient and professional management with responsive and accessible leadership"; and

WHEREAS, the Auburn City Council held a retreat in 2014 during which the City Council developed updated Vision and Mission Statements and developed City Core Values; and,

WHEREAS, at its 2015 retreat, the City Council reaffirmed its support for the updated Vision and Mission Statements and new City Core Values; and

WHEREAS, the City Council wishes to express its Vision and Mission Statements, as well as its Core Values, in an updated form.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, HEREBY RESOLVES as follows:

Section 1. That the City Vision Statement shall now read "Your Premier Community with Vibrant Opportunities."

Section 2. That the City's Mission Statement shall now read "To provide a service-oriented government that meets the needs of our residents, citizens and business community."

Section 3. That the City Core Values shall be comprised of the following: Innovative; Respectful; Dedicated; Hard-Working; Ethical; Fair; Environmentally Sensitive; Trustworthy; Financially Responsible; Charitable; Safe; Transparent; Engaged; Responsive; Supportive of the Arts; Supportive of Life-Long Learning; and, Embrace Diversity (Pluralistic).

Section 4. That the Mayor is authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation.

Section 5. That this Resolution shall take effect and be in full force upon passage and signatures hereon.

Dated and Signed this _____ day of _____, 2015.

CITY OF AUBURN

_____
NANCY BACKUS, MAYOR

ATTEST:

_____
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

_____
Daniel B. Heid, City Attorney

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5189

Date:
November 30, 2015

Department:
CD & PW

Attachments:
Resolution No. 5189
Exhibit A
Exhibit B
Executed Copy of Resolution No. 4336

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Resolution No. 5189.

Background Summary:

Resolution No. 5189 completes the dedication of property acquired for the S 277th Street Improvements Project as Right-of-Way (ROW).

The property is located along B Street NW and north of 50th Street NW. The property was originally purchased in total; however, only a portion of the property is needed for Right-of-way purposes. The City Council, through Resolution No. 4336, determined that the area outside the proposed ROW dedication area within these two parcels is surplus. In order to surplus the property the City must separate out that area that is to remain as public right-of-way. This dedication of ROW completes that process.

Reviewed by Council Committees:

Councilmember:

Staff: Snyder

Meeting Date: December 7, 2015

Item Number: RES.G

RESOLUTION NO. 5189

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, DEDICATING PROPERTY ACQUIRED BY THE CITY OF AUBURN FOR THE S. 277TH STREET RECONSTRUCTION PROJECT AS RIGHT-OF-WAY

WHEREAS, the City owns property located east of B Street NW and north of 50th Street NW and known by King County Tax Parcel Numbers 4297200120 and 4297200115; and

WHEREAS, the property was purchased for the purpose of completing the public roadway improvements for the S. 277th Street Reconstruction Project; and

WHEREAS, notwithstanding and/or in addition to the language of the deeds received from property owners the acquired property was acquired for and intended to be utilized as right of way for public street and utility purposes; and

WHEREAS, the City Council approved Resolution No. 4336 in April of 2008 which determined a portion of the purchased property was no longer needed for municipal purposes; and

WHEREAS, to clarify said intended public street and utility purposes, it is appropriate to specify the use by right-of-way dedications.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, HEREBY RESOLVES as follows:

Section 1. The Mayor is hereby authorized to execute and record with the King County records this Resolution and/or any other documents dedicating properties acquired in connection with Project PR562, the S. 277th Street Reconstruction Project, for right-of-way for public street and public utility purposes. For the purposes hereof, such dedication shall include the parcels described in Exhibits A and B, attached hereto and incorporated herein..

Section 2. Upon passage and approval of this Resolution, the Mayor is hereby authorized to record this resolution with King County.

Section 3. That the Mayor is authorized to implement such other administrative procedures as may be necessary to carry out the directives of this legislation.

Section 4. That this Resolution shall take effect and be in full force upon passage and signatures hereon.

Dated and Signed this _____ day of _____, 2015.

CITY OF AUBURN

_____
NANCY BACKUS
MAYOR

ATTEST:

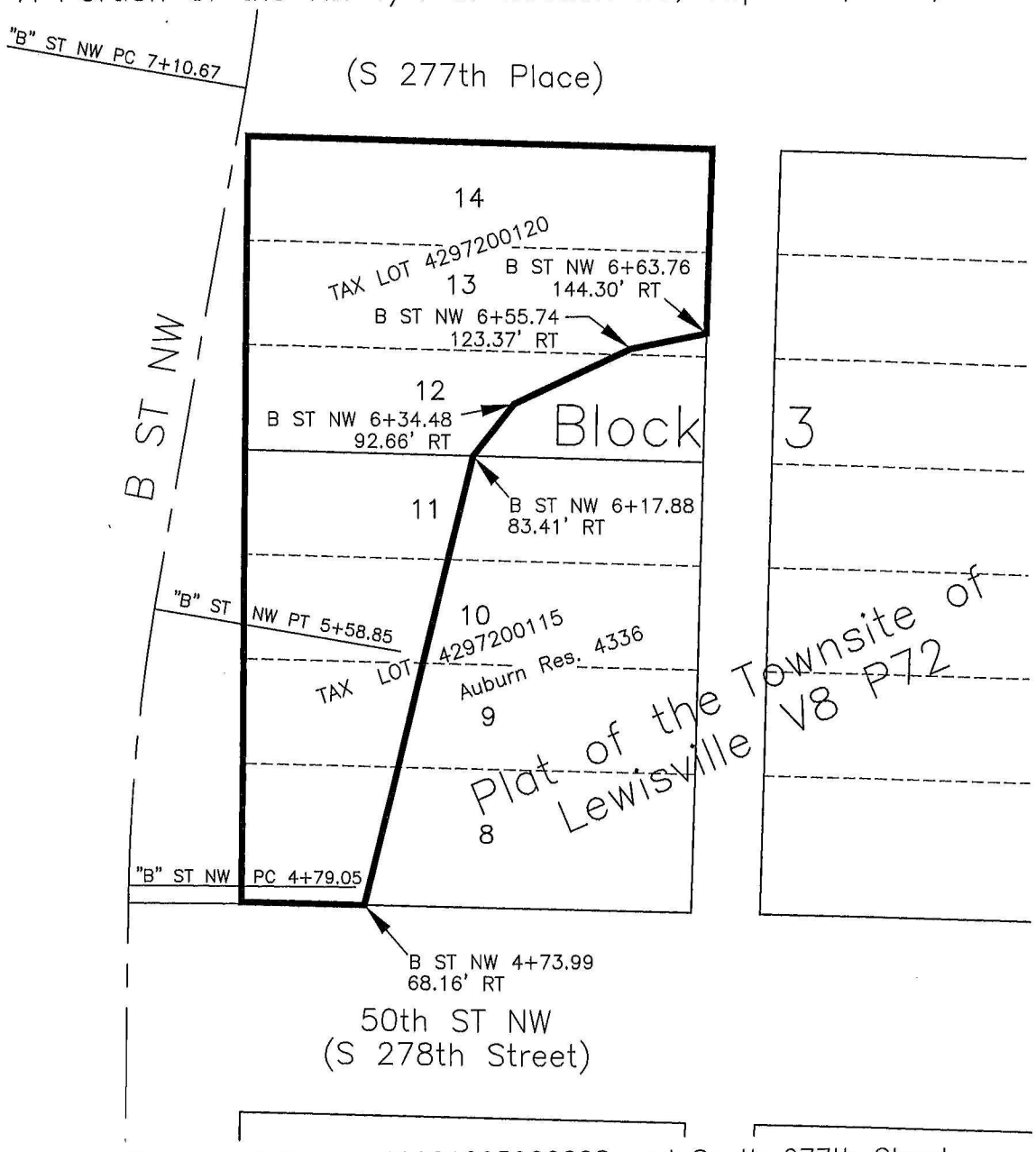
Danielle E. Daskam,
City Clerk

APPROVED AS TO FORM:

Daniel B. Heid,
City Attorney

Exhibit A

A Portion of the NE 1/4 of Section 36, Twp 22N, R4E, W.M.



Reference: Record of Survey 20021205900008 and South 277th Street Reconstruction Project – Phase 1, Right of Way Plans prepared by W&H Pacific, Project number 562, contract 99–17, sheets 5 and 6 of 9, approved by Auburn City Engineer April 9, 2001. This drawing made to accompany legal for dedication and does not represent a boundary survey.

CITY OF AUBURN WASHINGTON
PUBLIC WORKS DEPARTMENT

Right of Way Dedication
SE 277 Street Project
Exhibit Map

N
1"=50'
11/19/2015

Exhibit B
Proposed Right of Way Description (near B Street NW surplus parcel)

Lots 8 through 14, inclusive, Block 3, Townsite of Lewisville, according to the plat thereof recorded in Volume 8 of Plats at page 72, in King County, Washington;

Except that portion of said Lots 8 through 14 lying southeasterly of the following described line:
Commencing at "B" Street Northwest Stationing line 4+79.05 PC as shown on sheet 3 of 3 of Record of Survey filed in Volume 156 of Surveys at page 211B under recording number 20021205900008, Records of King County, Washington;
Thence southeasterly to a point on the south line of said Lot 8 located at "B" Street Northwest Stationing 4+73.99 and 68.16 feet right, and the true point of beginning;
Thence northerly to a point on the north line of said Lot 11 located at "B" Street Northwest Stationing 6+17.88 and 83.41 feet right;
Thence northeasterly to a point located at "B" Street Northwest Stationing 6+34.48 and 92.66 feet right;
Thence northeasterly to a point located at "B" Street Northwest Stationing 6+55.74 and 123.37 feet right;
Thence northeasterly to a point on the east line of said Lot 13 located at "B" Street Northwest Stationing 6+63.76 and 144.30 feet right and the terminus of this line.

Containing 17,057 square feet, more or less.

RESOLUTION NO. 4 3 3 6

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON DECLARING CERTAIN REAL PROPERTY AS SURPLUS AND AUTHORIZING ITS DISPOSAL

WHEREAS, the City of Auburn had previously purchased some real property intended for right-of-way and storm drainage for South 277th Street Project; and

WHEREAS, the City of Auburn has completed that portion of the South 277th Street Project, and

WHEREAS, it has been determined that a portion of the property is no longer needed by the City for municipal purposes; and

WHEREAS, in light of this determination, it would be appropriate to surplus and sell the real property.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON HEREBY RESOLVES as follows:

Section 1. Purpose. That the portion of real property is located at the corner of B Street NW and 50th Street NW which is legally described in Exhibit A attached hereto is hereby declared as surplus.

Section 2. Implementation. That the Mayor is authorized to sell said surplus portion of the property and to implement such administrative procedures as may be necessary to carry out the directives of this legislation.

Section 3. Effective Date. That this Resolution shall take effect and be in full force upon passage and signatures hereon.

Dated and Signed this 21st day of April, 2008.

CITY OF AUBURN

PETER B. LEWIS
MAYOR

ATTEST:

Danielle E. Daskam,
City Clerk

APPROVED AS TO FORM:

Daniel B. Heid,
City Attorney

EXHIBIT A

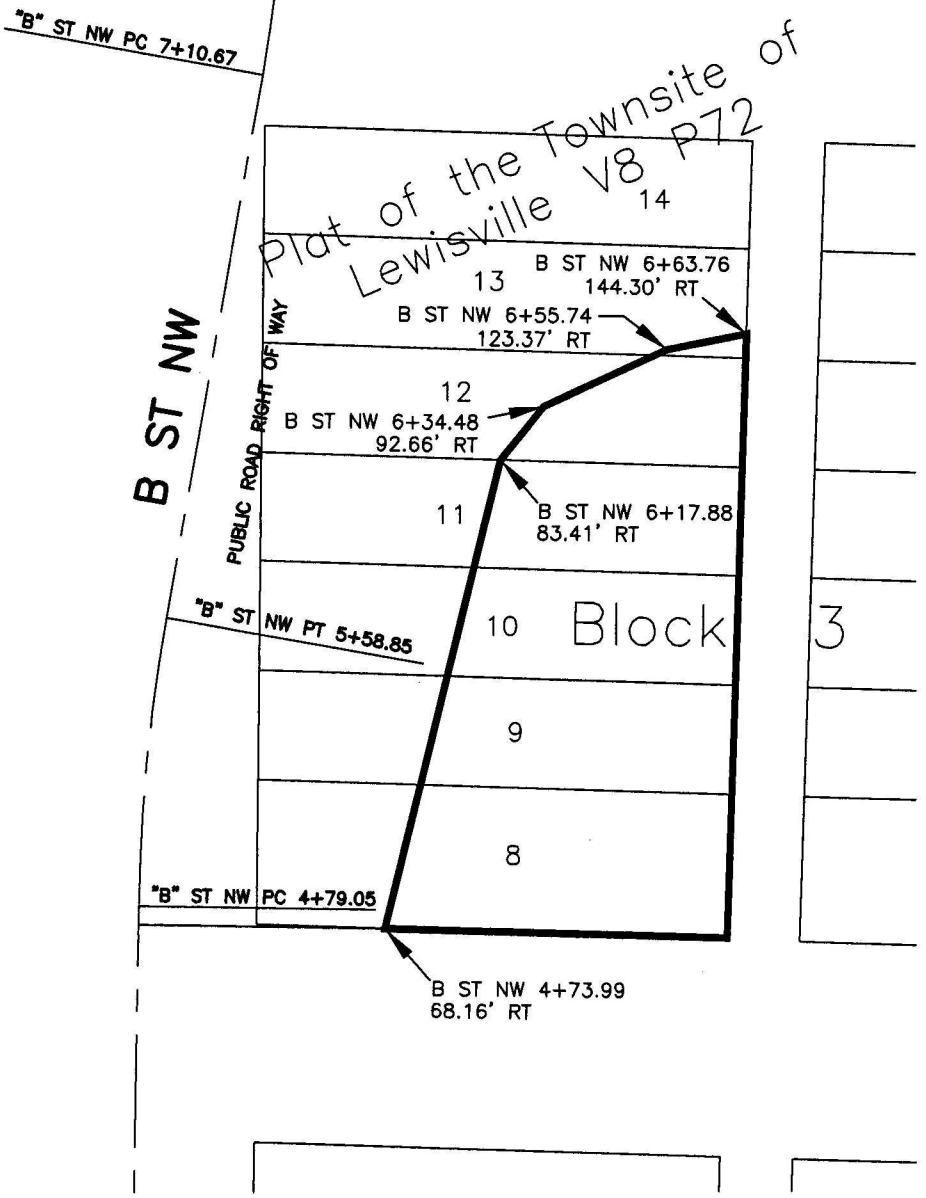
Parcel No.'s : 4297200115; -0120
Location: Off B Street NW and 50th Street NW

Legal Description: 8 through 13, inclusive, Block 3, Townsite of Lewisville, according to the plat thereof recorded in Volume 8 of Plats at page 72, in King County, Washington;

Except that portion of said Lots 8 through 13 reserved for public road right of way lying west of the following described line:
Commencing at "B" Street Northwest Stationing line 4+79.05 PC as shown on sheet 3 of 3 of Record of Survey filed in Volume 156 of Surveys at page 211B under recording number 20021205900008, Records of King County, Washington;
Thence southeasterly to a point on the south line of said Lot 8 located at "B" Street Northwest Stationing 4+73.99 and 68.16 feet right, and the true point of beginning;
Thence northerly to a point on the north line of said Lot 11 located at "B" Street Northwest Stationing 6+17.88 and 83.41 feet right;
Thence northeasterly to a point located at "B" Street Northwest Stationing 6+34.48 and 92.66 feet right;
Thence northeasterly to a point located at "B" Street Northwest Stationing 6+55.74 and 123.37 feet right;
Thence northeasterly to a point on the east line of said Lot 13 located at "B" Street Northwest Stationing 6+63.76 and 144.30 feet right and the terminus of this line.

Containing 12,099 square feet.

A Portion of the NE 1/4 of Section 36, Twp 22N, R4E, W.M.



Reference: Record of Survey 20021205900008 and South 277th Street Reconstruction Project – Phase 1, Right of Way Plans prepared by W&H Pacific, Project number 562, contract 99–17, sheet 5 of 9, approved by Auburn City Engineer April 9, 2001

CITY OF AUBURN WASHINGTON PUBLIC WORKS DEPARTMENT	**Proposed Parcel** **SE 277 Street Project** **Exhibit Drawing**	N 1"=50' 06/25/2007

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5190

Date:
December 1, 2015

Department:
Human Resources

Attachments:
Resolution No. 5190

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Resolution No. 5190.

Background Summary:

For the purposes of setting forth the mutual understanding of the parties as to conditions of employment for those employees for whom the City recognizes the Association as the collective bargaining representative.

Reviewed by Council Committees:

Other: Executive Committee

Councilmember:

Staff: Roscoe

Meeting Date: December 7, 2015

Item Number: RES.H

RESOLUTION NO. 5190

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, APPROVING THE COLLECTIVE BARGAINING AGREEMENT BETWEEN THE CITY OF AUBURN AND THE AUBURN POLICE MANAGEMENT ASSOCIATION FOR 2016 -2018

WHEREAS, the City of Auburn recognizes the Auburn Police Management Association as the exclusive bargaining representative of all Police Department employees of the rank of Commander; and

WHEREAS, in connection therewith, the City of Auburn and the management of the Auburn Police have negotiated a Collective Bargaining Agreement for the years 2016 - 2018; and

WHEREAS, the Agreement sets forth the mutual understanding and agreement of the parties relative to salaries and conditions of employment for those employees for whom the City recognizes the Auburn Police Management Association as the collective bargaining representatives; and

WHEREAS, it is appropriate for the City Council to approve the Collective Bargaining Agreement for the years 2016 - 2018.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, KING COUNTY, WASHINGTON, HEREBY RESOLVES as follows:

Section 1. The Mayor is hereby authorized to execute a Collective Bargaining Agreement by between the City of Auburn and the Auburn Police Management Association for the years 2016 - 2018, in substantial conformity with the Agreement attached hereto, marked as Exhibit "A" and incorporated herein by this reference.

Section 2. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation.

Section 3. This resolution shall be in full force and effect upon passage and signatures hereon.

Dated and Signed _____day of _____, 2015.

CITY OF AUBURN

_____
NANCY BACKUS, MAYOR

ATTEST:

_____
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

_____
Daniel B. Heid, City Attorney

ATTACHMENT A

COLLECTIVE BARGAINING AGREEMENT

BY AND BETWEEN

THE CITY OF AUBURN

AND

AUBURN POLICE MANAGEMENT ASSOCIATION

(2016-2018)

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AGREEMENT
BY AND BETWEEN
THE CITY OF AUBURN
AND
AUBURN POLICE ASSOCIATION COMMANDER'S UNIT
2016-2018

This Agreement is between the City of Auburn (hereinafter called the "City") and the Auburn Police Management Association (hereinafter called the "Association") for the purposes of setting forth the mutual understanding of the parties as to conditions of employment for those employees for whom the City recognizes the Association as the collective bargaining representative.

ARTICLE 1 -RECOGNITION AND BARGAINING UNIT

1.1 The City recognizes the Auburn Police Management Association as the exclusive bargaining representative for all active employees (subject to the Association's fiduciary responsibilities, if any, to former members) designated as Commissioned Law Enforcement Officers, rank of Commander, excluding all other employees of the department.

ARTICLE 2- ASSOCIATION MEMBERSHIP AND DUES DEDUCTION

2.1 Employees shall either become members of the Association, or pay a service fee to the Association within thirty-one (31) days of employment, or within thirty-one (31) days of the execution date of this Agreement.

2.2 Failure by an employee to abide by the above provisions shall constitute cause for discharge of such employee provided that when an employee fails to fulfill the above obligation, the Association shall provide the employee and the City thirty (30) days notification in writing of the Association's request to initiate discharge action. During this period, the employee may make restitution in the amount which is overdue. Should the employee make such restitution, the request for discharge shall be withdrawn.

2.3 The City agrees to deduct from the paycheck for each employee who has so authorized it, the initiation fee and regular monthly dues uniformly required of members of the Association. The amount deducted shall be transmitted monthly to the Association on behalf of the employees involved. Authorization by the employee shall be on a form approved by the parties hereto and may be revoked by the employee upon request.

ARTICLE 3- ASSOCIATION ACTIVITIES

3.1 A Business Representative of the Association, should the Association contract one, shall be allowed access to all facilities of the City wherein the employee covered under this contract may be working for the purposes of investigating grievances, provided such Representative does not interfere with the normal work processes. No Association member or officer shall

conduct any Association business apart from activities related to contract administration on City time and no Association meetings will be held on City time or premises unless authorized by the Chief of Police, or designee. Off duty meetings may be scheduled and held on City premises.

3.2 The City agrees that employees covered by this Agreement shall not be discharged or discriminated against for upholding Association principles or for performing duties authorized by the Association, so long as these activities do not interfere with normal work processes of the City

3.3 The Employer will attempt to allow such members of the Association as may be designated by the Association, not to exceed three (3), leave from duty without loss of pay for the purposes of direct participation as members of the Association negotiating team in labor negotiations with the City of Auburn, including mediation. Interest arbitration hearings shall also be included under this provision, provided that such leave shall not result in additional cost to the City.

3.4 The Association shall have access and use of a copy machine through City Administration at $0.15 per copy.

ARTICLE 4- HOURS OF WORK

4.1 Hours of Duty- The Chief of Police shall establish regular work schedules for the members of the bargaining unit, such that the working hours for the employees shall be equivalent to forty (40) hours per week on an annualized basis. The normal workday shall be inclusive of the lunch period. Employees shall be generally assigned to 9x80 work schedules. The City retains the discretion to assign work schedules as necessary. There shall be no changes to accrual rates (i.e. holiday pay, sick leave, vacation accrual, etc.) or benefits. Every reasonable effort will be made by the employees to schedule personal appointments on the "flex day" (day off). The City reserves the right to discontinue the 9x80 work schedule program in whole or in part at any time. Said discontinuation shall not be subject to the grievance process or any claim of prevailing rights. To this end, the parties agree that the Commanders shall have a reasonable degree of flexibility in regard to their individual work schedules as approved by the Chief of Police, or designee.

It is recognized that employees will be required to spend additional time over and above their regular workweek engaged in activities for the City. The parties recognize that Commanders are employed to do an executive job as opposed to working a set schedule. It is understood that this Agreement shall be interpreted and applied in a manner, which ensures, to the fullest extent possible, the exempt status of Commanders.

ARTICLE 5- CLASSIFICATIONS AND SALARIES

5.1 Employees covered by this Agreement shall be compensated in accordance with the pay plan attached to this Agreement and marked Appendix "A". This Appendix shall be

considered a part of this Agreement. Paydays for employees covered by this Agreement shall be on the 8th and 23rd of each month.

5.2 Longevity pay shall be applied to the straight-time hourly rates of all employees covered by this Agreement who have completed continuous service in accordance with the following schedule:

5 Years	8 Years	11 years	14 Years	17 years	20 Years	23 Years
2%	3.5%	5%	6.5%	8%	9%	10%

5.3 Employees in the Association will be eligible to receive tuition reimbursement of a maximum of three thousand dollars ($3,000.00) per calendar year in accordance with the procedures specified in City Administrative Policy 200-50 -Tuition Reimbursement.

ARTICLE 6- HOLIDAYS

6.1 The following eleven (11) days are designated as holidays:

New Year's Day	Veteran's Day
President's Day	Thanksgiving Day
Memorial Day	Day after Thanksgiving
Independence Day	Christmas Day
Labor Day	Floating Holiday (2)

A "holiday" is defined as eight (8) hours. If the holiday falls on a day on which the employee is not scheduled to work, the employee will "bank" eight (8) hours of holiday for use during the next three hundred and sixty-five (365) days, with the supervisor's approval.

6.2 Whenever an employee is required to work on a holiday, he/she shall be allowed to reschedule another day off that is mutually agreeable to the employee and the Chief of Police, or designee. When a holiday falls on an employee's regularly scheduled day off, he/she shall receive a day off in lieu of the holiday that is mutually agreeable to the Employer and the employee. Any in-lieu-of days off must be scheduled within one (1) year of their accrual.

6.3 The designated holidays shall be as specified in Section 1 above with the provision that whenever any designated holiday falls upon a Sunday, the following Monday shall be the recognized holiday, and whenever any designated holiday falls upon a Saturday, the preceding Friday shall be the recognized holiday.

6.4 A request to take a Floating Holiday may be made by an employee at any time prior to a shift assignment for which it is to be used. It may be approved by the Chief, or designee.

6.5 Employees terminating service after completion of probation shall receive compensation for vested, unused holiday time.

6.6 Due to the employee's exempt status, the employee shall not be required to use accrued vacation in order to receive the full benefit of the holidays provided in this Article 6. To this end, an employee taking an approved holiday under this Article 6 shall receive the amount of holiday pay that is consistent with his/her normal working schedule. For example, (i) an employee working a "9/80" schedule shall receive nine (9) hours of holiday pay when taking an approved holiday, if that scheduled day is nine (9) hours, eight (8) hours if that scheduled day is eight (8) hours; and (ii) an employee working a "5/40" schedule shall receive eight (8) hours of holiday pay when taking an approved holiday. The Chief of Police, or designee, shall approve the employee's respective timecard as necessary for accounting purposes to accomplish the foregoing.

ARTICLE 7 - VACATIONS

7.1 Annual vacations with pay shall be granted to eligible employees on the following basis: for service less than one (1) year vacation leave credit shall accrue at the rate of one (1) working day for each month of continuous service commencing from the date of most recent employment with the City; for continuous service of more than one (1) year, vacation leave credit shall accrue at the following rate:

1 to 5 years of continuous service	112 hours per year
6 to 10 years of continuous service	136 hours per year
11 to 15 years of continuous service	160 hours per year
16 to 20 years of continuous service	176 hours per year
Over 21 years of continuous service	192 hours per year

Employees shall take vacation leave on a one-half (1/2) hourly basis. A "working day" shall be equal to eight (8) hours.

7.2 In no event shall an employee accumulate unused vacation leave in excess of two (2) year's annual vacation leave. Payment for up to five (5) days of accrued and unused vacation leave shall be made to an employee where the employee, through no fault of the employee, was not able to take all of his/her accrued annual vacation leave during the year authorized.

ARTICLE 8 - HEALTH AND WELFARE

8.1 A healthcare, dental care, orthodontics, and life insurance program shall be granted to eligible employees and their dependents. Except for group medical insurance for spouse and children as provided in Section 8.2 herein, the cost shall be paid by the City.

Said program shall consist of:

a. Premera PPO, Group Health Plan, or substantially equivalent plan(s) by mutual agreement. The City also may implement a high deductible health plan(s) as an additional option for those employees interested;

b. The employee's choice of Washington Dental Service Plan F with Orthodontia Plan 1, the Willamette Dental Plan, or substantially equivalent plan(s) by mutual agreement. The City will pay up to what it pays for the Washington Dental Service Plan F for those enrolling in the Willamette Dental Plan.

c. Vision Services Plan or substantially equivalent plan(s) by mutual agreement; and

d. Standard Life Insurance for $50,000.

The parties are aware that the "Cadillac" tax provisions of the Affordable Care Act may be implemented effective January 1, 2018. To address that circumstance, either party may open this Article 8 on or after January 1, 2017. Either party may also open this Article in the event that the medical insurance plans offered by the City under this Agreement are discontinued by the applicable provider. If either party opens this Article 8, then Appendix A (wages) and all other economic provisions of this Agreement shall also be reopened for the purpose of negotiating a mutually satisfactory replacement medical and economic plan (including, but not limited to, any related HRA contributions) for 2018. This reopener is subject to the following:

- If the parties fail to reach agreement on the replacement medical plan prior to January 1, 2018, the eligible employees and their dependent(s) will automatically be enrolled into the AWC HealthFirst 250 plan and/or the Group Health Plan 3 $20 Co-pay/$200 Deductible plan, or substantially equivalent plan(s) by mutual agreement. In that event, the employees shall choose which of the foregoing default plans they wish to receive and the parties shall negotiate the impacts of this circumstance until they reach an agreement or impasse. Additionally, all health reimbursement account contributions will cease, effective December 31, 2017, if the Affordable Care Act continues to be counted towards the "Cadillac" tax provisions, regardless if it is an employee or employer contribution. The parties acknowledge, however, that it is their intent that the employees receive the full value of any such contributions currently made by the City for their benefit under the terms of this Agreement (and as discussed subsequently in this Article 8).

The Association agrees to continue to cooperate with the City in the study of cost containment measures. The Association will appoint one member to the City's Health Care Cost Containment Committee. The City may self-insure medical, dental, and/or vision insurance coverage or select a new medical, dental, and/or vision insurance plan provided that any replacement plan/coverage has substantially equivalent benefits and network coverage. The City and the Association shall meet to explore alternative insurance coverage prior to selecting any new medical, dental, and/or vision insurance plans. The City recognizes its responsibility to bargain with the Association the impact of those decisions and any other mandatory subjects to bargaining.

8.2 Each employee who enrolls his or her spouse or eligible dependent(s) in the PPO Plan shall pay ten percent (10%) of the premium cost each month. The City's contribution toward medical insurance for spouse and eligible dependent(s) shall be a maximum of ninety

percent (90%) of what it would pay, of the applicable PPO Plan. The City shall continue to make available the AWC Group Health (Plan 2 - $10 co-pay) medical insurance plan for those employees who elect to enroll themselves and their dependents. The City shall pay the Group Health premium up to a maximum amount that the City would pay for the employee's spouse and eligible dependent(s) as if the employee selected the PPO plan or equivalent self-insured plan. The employee shall pay the difference between the Group Health and other plan for the monthly premium of his/her spouse's and each dependent's medical insurance.

8.3 Domestic Partner Coverage: State-registered domestic partners and eligible dependents enrolled in PPO Plan or AWC Group Health Plan 2 ($10 co-pay) will have monthly premiums paid at the same level as spouses and dependents in paragraph 8.2 above.

8.4 Indemnity and Defense:

a. CIVIL CLAIMS: The Employer shall provide legal counsel or reasonable attorney's fees for representation and defense of civil lawsuits and hold employees harmless from any expenses, connected with the defense settlement or monetary judgments from such actions, claims, or proceedings arising out of or incident to acts and/or omissions occurring while the employee was acting in good faith in the performance or purported failure of performance of his/her official duties or employment and provided further that the employee was not engaging in criminal or malicious misconduct. A criminal conviction shall be deemed conclusive proof of criminal misconduct for the purposes of this section.

b. INQUESTS: In an Inquest arising out of the use of force, the employee shall meet with the City Attorney to discuss legal representation for the employee during the Inquest. After that meeting, if the employee elects to select his/her own representation, the City will pay for reasonable legal services provided that the employee has acted in good faith in the performance or purported failure of performance of his/her official duties and; provided further that the employee was not engaging in criminal misconduct. The attorney selected by the employee must have a high level of experience in representing law enforcement officers in the use of force. The City shall have a reasonable right to approve the choice of counsel in light of the requirements described herein; enter into a third party payer agreement with the employee's private counsel; to review billings for such representation; and approve all payments in writing. In the event outside counsel is retained by the employee and the employee is subsequently convicted of a crime or it is determined by a court of competent jurisdiction that the employee was not acting in good faith arising out of the facts giving rise to the Inquest, the City shall be entitled to recover attorney's fees and costs it has expended on the employee's behalf from the employee.

8.5 Disability Insurance – The Employer shall provide for a mandatory payroll deduction for a LEOFF II disability plan selected periodically and administered by the Association. Participation will begin from date of employment with the City.

8.6 The City has adopted the VEBA Medical Reimbursement Plan for all commissioned LEOFF II employees belonging to the Auburn Police Management Association bargaining unit who do not have a military medical retirement plan and will begin from the date of employment with the City. The City agrees to provide a mandatory payroll deduction for this post Retirement Medical Insurance Trust. All contributions made on behalf of each eligible employee will be based on the individual's annual base salary. It is understood that all defined eligible employees will be required to sign and submit to the City a VEBA Membership Enrollment Form. The Commanders' VEBA shall be funded by: (1) Bimonthly employee contribution of 2% base annual salary, and (2) annual sick leave contribution, and (3) sick leave contribution upon separation, and (4) the City will make a bimonthly contribution of two percent (2.0%) of base pay period salary. After December 31, 2017, all contributions to the VEBA plan will cease, if the Affordable Care Act continues to be counted towards the "Cadillac" tax provisions. In that event, effective January 1, 2018, the City will contribute two percent (2%) of base pay period salary into deferred compensation, if the employee chooses to match the contribution.

Annual Sick Leave Contribution: Eligibility for participating on an annual basis is limited to employees who have accumulated unused sick leave in excess of nine hundred and sixty (960) hours. All accumulated annual sick leave in excess of nine hundred and sixty (960) hours shall be paid at twenty-five percent (25%) of the employee's then hourly base wage into the trust. After December 31, 2017, all contributions to the VEBA plan will cease, if the Affordable Care Act continues to be counted towards the "Cadillac" tax provisions. In lieu of said contributions to the trust, the employee may elect to receive the foregoing contribution in a cash payment or into such deferred compensation program as the parties agree upon (subject to any contribution caps or limitations imposed by applicable law).

Separation of Employment Contribution: Contributions to the Plan by all employees covered by this Agreement, who leave employment with the City of Auburn by retirement, death, disability, termination, or any other reason shall transfer all unused, accumulated sick leave into the VEBA trust. After December 31, 2017, all contributions to the VEBA plan will cease, if the Affordable Care Act continues to be counted towards the "Cadillac" tax provisions. In lieu of said contributions to the trust, the employee may elect to receive the foregoing contribution in a cash payment or into such deferred compensation program as the parties agree upon (subject to any contribution caps or limitations imposed by applicable law).

Early VEBA Cash Out: In the event that contributions to the VEBA trust will cease pursuant to the terms set forth above in this Article 8, the parties shall begin, no later than July 1, 2017, negotiating a mechanism for the employees to cash out a portion of their VEBA account prior to December 31, 2017 (if requested by the APMA).

ARTICLE 9 – PENSIONS

9.1 Pensions for employees and contributions to pension funds shall be provided in accordance with the laws of the State of Washington for eligible employees.

ARTICLE 10- JURY DUTY

10.1 Time off with pay will be granted for jury duty. Employees shall be required to report for work for any portion of their regularly scheduled shift during which they are not actually serving on a jury or waiting to be impaneled, if a reasonable amount of time remains on that shift in light of the court's location. The employee is required to contact his/her supervisor, who will make the determination.

In order to be eligible for such payments, the employee must submit a written statement (subpoena, etc.) from the appropriate public official (Court Clerk, etc.) showing the date and time served and the amount of jury pay recovered. The employee must give the Chief of Police, or designee, prompt notice of call for jury duty. Employees are not required to return to the City per diem received for jury duty from the Court.

ARTICLE 11 -SICK, DISABILITY, BEREAVEMENT, AND EMERGENCY LEAVE

a. Sick leave credit shall accumulate for eligible employees at the rate of eight (8) hours per month. Sick leave is accumulative to a maximum of nine hundred and sixty hours (960 hours), except as provided in Section 11.7 below. Sick leave credit may be used for time off with pay for bona fide cases of incapacitating sickness or injury and for the period of disability resulting from pregnancy or childbirth, or in accordance with the federal Family and Medical Leave Act or Washington Family Care Act. Any employee found to have abused sick leave by falsification or misrepresentation shall be subject to disciplinary action. Employees shall take sick leave on an hourly basis.

11.1 A verifying statement from the employee's physician may be required by the Chief of Police, at his/her option, whenever an employee claims sick leave for three (3) days or longer, or after three (3) single sick leave claims in any calendar year or three consecutive days, which ever occurs first. In requiring a physician's statement, the Chief, or designee, shall do so for the purpose of assuring that employees are utilizing sick leave benefits for the purposes intended by this Agreement.

11.2 Employees incapacitated by illness or injury shall notify the Chief of Police, or designee, as far in advance of their scheduled starting time as possible that he/she is to report for duty. During periods of extended illness, employees shall keep the Chief of Police, or designee, informed as to their progress and potential date of return to work.

11.3 An employee shall be allowed up to three (3) days bereavement plus three (3) days chargeable sick leave for death in the immediate family requiring his/her presence upon approval of the Chief of Police. Immediate family shall include the father, father-in-law, mother, mother-in-law, spouse, brother, sister, children and stepchildren of the employee, employee's grandparents and grandparent-in-laws,

grandchildren of the employee, and stepparents. A domestic partner, as defined by state law, shall receive the same rights as a legally married spouse for the purposes of this section of the Agreement.

11.4 An employee may use up to twelve (12) workweeks of leave each year in accordance with the provisions of the federal Family Medical Leave Act (FMLA), and Washington State Family Care Act. The City uses the "rolling" twelve (12) month calendar method.

An employee who has worked for the City at least twelve (12) months, including at least 1250 hours in the last twelve (12) months, may be entitled to twelve (12) workweeks of paid/unpaid leave in any twelve-month period (1) to care for a newborn or newly adopted child or newly placed foster child; (2) to care for a child, parent, or spouse who has a serious or terminal health condition; or (3) to attend to a personal serious health condition.

An employee must give the Chief of Police, or designee, at least thirty (30) days written notice by completing a Leave Request Form, in advance of the anticipated date of the leave is to begin (14 days notice for a leave due to a child's terminal illness). If the employee is unable to give the required notice, notice must be given, in writing, as soon as possible.

While on FML, the employee must use all accrued, but unused, leave including sick leave, vacation, compensatory time, and any other paid leave accrued prior to using unpaid leave.

Use of the above paid leave applies toward the twelve (12) workweek entitlement, and is not in addition to the entitlement. Upon return from the leave, the employee is entitled to return to the same position held, or a comparable position with comparable compensation (in accordance with the federal FMLA), when the leave began unless the position would have been eliminated had the employee not been on leave.

Care for a newborn or newly adopted child or newly placed foster child. FMLA leave must be taken within twelve (12) months of the birth, adoption, or placement of a child. If both parents are employed by the City, together they are entitled to a total of twelve (12) workweeks of paid/unpaid leave under this paragraph.

In the case of maternity/paternity, any leave taken prior to the birth of the child for prenatal care or inability to work prior to the actual birth will be assessed towards the twelve workweek period. In addition to the twelve (12) weeks of FMLA, the employee is also entitled to leave for the entire period that she is temporarily disabled due to pregnancy or child birth pursuant to Washington State law.

Time loss due to disability prior to or following giving birth will be assessed towards the twelve (12) work week period.

Intermittent or reduced leave for birth or placement for adoption or foster care of a child may only be taken with Chief of Police approval. Certification by a healthcare provider may be required.

Care of a child, parent, or spouse who has a serious or terminal health condition, or to attend to a personal serious health condition. Certification and/or second or third opinions by a healthcare provider may be required for leave approval. Re-certification may be required every thirty (30) days. A fitness for duty certificate signed by the consulting physician may be required upon return from leave.

Leave may be requested and granted on an intermittent basis or on a reduced workweek schedule if medically necessary. The employee must provide medical certification within fifteen (15) days of the date requested. The employee must attempt to schedule his/her intermittent or reduced leave so as not to disrupt the City's operation.

11.5 Upon retirement, death, or termination of good standing (not termination for cause) the employee shall be reimbursed at current rate of pay for unused accrued sick leave up to a maximum of 960 hours in accordance with the following schedule based on continuous years of service:

Upon Completion of Years of Service	Percent of Accrued Unused Sick Leave
15-24 years	50%
25 years and over	100%

Employees hired into the Commissioned Officers Guild or the Auburn Police Management Association after November 30, 1993, shall not be subject to the above sick leave cash out provisions but shall be reimbursed for 35% of accumulated and unused sick leave upon separation from employment in good standing, retirement, death, or disability retirement.

Employees hired into the Commissioned Officers Guild or the Auburn Police Management Association after November 30, 1993, with a minimum of four hundred and eighty (480) hours of accumulated and unused sick leave and a minimum of twenty-five (25) years of service shall be reimbursed for 45% of accumulated and unused sick leave upon separation from employment in good standing, retirement, death, or disability retirement.

After December 31, 2017, all contributions to the VEBA plan will cease, if the Affordable Care Act continues to be counted towards the "Cadillac" tax provisions. In lieu of said contributions to the trust, the employee may elect to receive the foregoing contribution in a cash pa'yment or into such deferred compensation program as the parties agree upon (subject to any contribution caps or limitations imposed by applicable law).

11.6 When an employee has accumulated 960 hours of sick leave, the sick leave shall continue to accumulate at the normal rate of eight (8) hours per month until the end of the calendar year at which time all sick leave in excess of 960 hours accumulated by the employee shall be paid at 25% of the employee's then hourly rate into the VEBA (See paragraph 8.6). After December 31, 2017, all contributions to the VEBA plan will cease, if the Affordable Care Act continues to be counted towards the "Cadillac" tax provisions. In lieu of said contributions to the trust, the employee may elect to receive the foregoing contribution in a cash payment or into such deferred compensation program as the parties agree upon (subject to any contribution caps or limitations imposed by applicable law).

11.7 When an employee covered by the LEOFF II Retirement System is disabled as the proximate result of an on-the-job injury as covered by Washington State Workers' Compensation and Industrial Insurance, the City shall compensate the employee for the difference between his Workers' Compensation entitlement and his regular salary for a period not to exceed six (6) months or the termination of the disability, whichever comes first. To accomplish this, the City shall pay the employee his/her regular salary for said period and the employee shall receipt to the City all time loss payments received from Workers' Compensation. The City will be under no obligation to continue the employee's regular salary upon two (2) weeks notice by the City to the employee of their failure to receipt time loss payments. Thereafter, the City will only compensate the employee for the difference between Workers' Compensation entitlement and his regular salary until the employee is in compliance with this section. The City agrees to maintain this section in the contract and the Association agrees to limit the sick leave cash out for new hires.

11.8 The City shall pay a $4000 death benefit to the estate of a police officer killed in the line of duty. Such payment shall be for funeral and related expenses.

ARTICLE 12 - UNIFORMS AND CLOTHING ALLOWANCE

12.1 Technological advances and equipment changes will require special attention. Uniform and equipment standards need to be kept up-to-date. All requests for uniform/equipment replacement shall be submitted to the employee's immediate supervisor. Requests for uniform/equipment replacement will be completed as soon as reasonably possible. The department will designate the uniform/equipment supplier(s). Uniforms and equipment will only be purchased/obtained from the designated supplier(s), including voucher items. Specialty units may utilize specialty outlets/sources for some equipment needs.

12.2 Commanders will be on a Quartermaster System and will be issued their full compliment of uniforms/equipment according to the list of agreed upon items attached as Appendix B. All uniforms/equipment are owned by the City.

12.3 Commanders will be entitled to have up to four (4) uniform items cleaned per week.

12.4 Commanders will be given a clothing allowance of $600.00 per year and entitled to have up to four (4) items dry cleaned or may have three (3) items dry cleaned and five (5) shirts laundered per week for maintenance of business attire. Effective January 1, 2008, the clothing allowance was integrated into the base pay wage scale.

ARTICLE 13- EMPLOYMENT PRACTICES

13.1 Layoff. Personnel reductions through layoff procedures and reinstatement from such layoffs shall in accordance with the Civil Service Rules and Regulations of the City of Auburn.

13.2 Seniority. Whenever employees are appointed to a classification effective the same date, seniority shall be established by the highest grade on the total examination in accordance with Rule 10 of the Civil Service Rules.

13.3 Tobacco Use. Tobacco use shall not be allowed in City vehicles or buildings. However, smoking is allowed in designated smoking areas. It is the intent of the parties to continue to comply with the City's tobacco use policy in effect as of May 7, 2001.

13.4 Probationary Periods. Probationary periods upon initial appointment shall not exceed one (1) year and may not be extended without the written agreement of the Association. Probationary periods upon promotion shall not exceed one year and shall not be extended without the written agreement of the Association. A probationary period shall be extended for the number of workdays equal to the number of workdays an employee was absent in excess of 10 workdays during the probationary period. During an employee's initial probationary period he/she may be discharged by the Employer at will and such discharge shall not be subject to the grievance procedure. During a promotional probationary period an employee may be reverted to his/her former classification and such reversion shall not be subject to the grievance procedure.

ARTICLE 14 -MANAGEMENT RIGHTS

14.1 Subject to the Association's right to negotiate mandatory subjects of bargaining the Association recognizes the prerogatives of the City to operate and manage its affairs in all respects in accordance with its responsibilities and powers of authority.

14.2 The City has the right to schedule work as required in a manner most advantageous to the department and consistent with the requirements of municipal employment and the public safety.

14.3 The City reserves the right to discharge or discipline an employee for just cause. The City reserves the right to lay off personnel for lack of funds, or for the occurrence of conditions beyond the control of the department. The City shall have the right to determine reasonable schedules of work in accordance with Section 4.1 and to establish the methods or processes by which such work is performed.

14.4 No policies or procedures covered in this Agreement shall be construed as delegating to others or as reducing or abridging any of the authority conferred on City officials as defined' in the following:

a. The ordinance responsibility of the Mayor as Chief Executive Officer of the City for enforcing the laws of the State and City, passing upon ordinances adopted by the City Council, recommending an annual budget or directing the proper performance of all executive departments;

b. The responsibility of the City Council for the enactment of ordinances, the appropriation of moneys;

c. The legal responsibility of the Civil Service Commission, as provided by State Statute, subject to any applicable bargaining duty of the City and the terms of this Agreement.

d. The responsibility of the Chief of Police and his/her delegates governed by ordinances, Civil Service Rules and Department Rules and as limited by the provisions of the Agreement; and provided that such actions do not affect mandatory subject of bargaining:

1. To recruit, assign, transfer, or promote members to positions within the department.

2. To take disciplinary action against members for just cause;

3. To determine methods, means, and personnel necessary for departmental operations;

4. To control department budget; and

5. To take whatever actions are necessary in emergencies in order to assure the proper functioning of the department.

ARTICLE 15- GRIEVANCE PROCEDURE

15.1 For purposes of this Agreement, the term "grievance" means any dispute between the Employer and the Association concerning an alleged breach or violation of this Agreement.

Step 1: Any alleged grievance shall be taken up with the employee's immediate supervisor within ten (10) working days of its alleged occurrence. The parties agree to make every effort to settle the grievance promptly at this level.

In the event the grievance is unresolved, the Association and/or employee shall determine whether to appeal the grievance through the Civil Service Commission or process the grievance to Step 2 of the grievance procedure contained herein with in five (5) days of

the meeting with the employee's immediate supervisor. Should the employee choose to file an appeal with the Civil Service Commission, the employee shall provide the Employer and the Association with written notice of such election.

Step 2: The grievance shall be reduced to written form by the aggrieved employee stating the section of the Agreement violated and explaining the grievance in detail and remedy sought. The employee and/or the Association shall present the written grievance to the Human Resources Director and the Chief of Police who will conduct a meeting within five (5) working days of receipt of the written grievance. The Chief of Police shall make a decision on the matter in writing within ten (10) working days from such meeting. Copies of the Chief's decision will be furnished to the aggrieved, Association representative, and the Mayor. Grievances involving suspension, demotion, or discharge shall begin at Step 2.

Step 3: Any grievance remaining unresolved after the decision has been rendered in Step 2 shall be transmitted to the Mayor in writing within ten (10) working days whereupon the Mayor shall conduct an investigatory hearing within five (5) working days of the receipt of the written grievance. The Mayor shall render a decision within five (5) working days of such hearing.

Step 4: Should the grievance not be resolved in Step 3 and should further consideration be desired by the grievant, a written notification requesting arbitration must be filed with the Mayor within fourteen (14) working days. In that event, the parties shall promptly and mutually submit the subject grievance to the Washington Public Employee Relations Commissions (PERC) and PERC will conduct the arbitration. The arbitration request filed with PERC shall state the issue. The arbitrator shall confine himself/herself to the precise issue submitted for arbitration and shall have no authority to determine any other issues not so submitted to him/her. The arbitrator shall have jurisdiction and authority only to interpret, apply, or determine compliance with the specific terms of the Agreement and shall not add to, detract from, or alter in any way, the provisions of this Agreement. The decision shall be final and binding upon both parties. Each party shall initially bear their own expenses and fees. Provided, however, the arbitrator may award reasonable attorneys' fees and expenses to the prevailing party if specifically provided by applicable law.

15.2 Any time limits stipulated in the grievance procedure may be extended for stated periods of time by the appropriate parties by mutual agreement in writing. Pending final decision of any grievance by any of the above procedures, work shall continue without interruption.

15.3 A grievance that involves or affects a significant portion of the employees in the bargaining unit may be introduced by the Association in written form to the Chief of Police as set forth in Step 2 of the grievance procedure and processed as set forth there from.

ARTICLE 16-WORK STOPPAGES

16.1 The City and the Association agree that the public interest requires efficient and uninterrupted performance of all City services and to this end pledge their best efforts to avoid or eliminate any conduct contrary to this objective. Specifically, the Association shall not cause or condone any work stoppage, including any strike, slowdown, refusal to perform and customarily assigned duties, sick leave absence which is not bona fide, or other interference with City functions by employees under this Agreement and should same occur, the Association agrees to take appropriate steps to end such interference. Any concerted action by any employee in any bargaining unit shall be deemed a work stoppage if any of the above activities has occurred.

ARTICLE 17-BULLETIN BOARDS

17.1 Electronic Mail. The Police Management Association may use the City's electronic mail (E-Mail) for communications pertaining to Association business, i.e. meeting times, places and agendas, voting, election results, and various topics of Association business ,on issues effecting the administration of the collective bargaining agreement with the City of Auburn.

All communications on E-mail by Association members will be reviewed and approved by a member of the Association Executive Board to determine the appropriateness of the communication in accordance with this section prior to being sent.

E-Mail communications will not contain profanity, abusive language, or derogatory language of a discriminatory nature against individuals of a protected class.

ARTICLE 18-BILL OF RIGHTS

18.1 The Employer retains the right to adopt rules for the operation of the Auburn Police Department and the conduct of its employees provided that such rules do not conflict with City ordinances, City and State Civil Service Rules and Regulations as they exist, or any provision of this Agreement; and provided further that such rules do not affect mandatory subjects of bargaining. It is agreed that the Employer has the right to discipline, suspend, or discharge any employees subject to the provisions of the City ordinances, City and State Civil Service Rules and Regulations as they exist, and terms of this Agreement.

a. In an effort to ensure that investigations made by Superior Officers, as designated by the Chief of Police of the Auburn Police Department, are conducted in a manner which is conducive to good order and discipline, the Auburn Police Management Association shall be entitled to the protection of what shall hereafter be termed as the "Police Officers' Bill of Rights".

b. Every employee who becomes the subject of an internal investigation shall be advised at least 48 hours prior to the interview that he/she is suspected of:

1. Committing a criminal offense;

2. Misconduct that would be grounds for termination, s ; spension, or other disciplinary actions; or,

3. That he/she may not be qualified for continued employment with the department.

4. That he/she has the right to Union representation and legal counsel during the interview.

c. Any employee who becomes the subject of an investigation may have legal counsel present during all interviews. This representation by counsel is confined to counseling, and not actual participation in the investigation. Nothing in this agreement, however, shall be deemed a waiver of an employee's right to Union representation. A criminal investigation as used herein shall be interpreted as any action, which could result in the filing of a criminal charge. A major investigation as used elsewhere in this Article shall be interpreted as any action, which could result in dismissal from the Department or the filing of a criminal charge.

d. The employee under investigation must, at the time of an interview, be informed of the name of the officer in charge of the investigation and the name of the officer who will be conducting the interview.

e. The employee shall be informed in writing as to whether her/she is a witness or suspect at least forty-eight (48) hours before any interview commences. If the employee is a suspect, he/she shall be appraised in writing of the allegations of such complaints at least forty-eight (48) hours before any interview commences.

f. The interview of any employee shall be at a reasonable hour, preferably when the employee is on duty, unless the exigency of the interview dictates otherwise. Whenever possible, interviews shall be scheduled during the normal workday of the City.

g. The employee or Employer may request that a major investigation interview be recorded, either mechanically or by a stenographer. There can be no "off the record" questions. Upon request, the employee under major investigation shall be provided an exact copy of any written statement he/she has signed, or of a verbatim transcript of any interview.

h. Interviewing shall be completed within a reasonable time and shall be done under circumstances devoid of intimidation or coercion. In all major investigation interviews, the employee shall be afforded an opportunity and facilities to contact and consult privately with an attorney of his/her own choosing, before being interviewed. Such opportunity to contact and consult privately with a private attorney shall not unduly delay the investigation interview. The employee shall be entitled to such

reasonable intermissions, as he/she shall request for personal necessities, meals, telephone calls, and rest periods.

i. All interviewing shall be limited in scope to activities, circumstances, or events which pertain to the employee's conduct or acts which may form the basis for disciplinary action under one (1) or more of the categories contained in "2" herein.

j. The employee will not be threatened with dismissal or other disciplinary punishment as a guise to attempt to obtain his/her resignation, nor shall he/she be subject to abusive or offensive language or intimidation in any other manner. No promises or rewards shall be made as an inducement to answer questions.

k. No employee shall be required to submit to a polygraph test. The employee shall not be terminated or have any other penalty imposed upon him/her for not taking a polygraph test.

l. Should any section, sub-section, paragraph, sentence, clause, or phrase in this article be declared unconstitutional or invalid, for any reason, such decision shall not affect the validity of the remaining portions of this article.

m. The investigation shall be completed in a reasonable amount of time in light of the circumstances and discipline shall be imposed within a reasonable amount of time after the conclusion of the investigation.

n. Upon completion of the investigation and upon request from the Association, the employee under investigation shall be promptly informed of the results of the investigation. If the preliminary findings of the investigation are that the complaint should be sustained, or other misconduct found, the employee and his/her Association representative shall be furnished a complete copy of the investigation report, and entire investigation file, prior to the City making a final decision and sufficiently in advance of any Loudermill Hearing.

18.2 Use of Lethal Force

When an employee, whether on duty or off-duty, uses lethal force, the employee shall not be required to make a written or recorded statement for a minimum of seventy-two (72) hours after the incident, except that immediately following the incident the employee may verbally report to a superior a brief summary of the incident to the extent necessary to secure evidence, apprehend suspects, and preserve the safety of the public and fellow officers. Employees involved in the use of lethal force shall be allowed an opportunity to consult with an Association representative and/or attorney prior to being required to provide a statement regarding the use of lethal force.

18.3 Personnel Records

a. Employee personnel files shall be maintained as confidential records to the extent required by applicable law.

b. The City shall only disclose information in the employee's personnel files in accordance with applicable law. Prior to disclosing personnel file documents to third parties (other than employment verification information), the City shall give the affected employee notification of the request for disclosure. If the City believes the document(s) is properly subject to disclosure, it will notify the employee. The employee shall then have five (5) working days to provide the City any reason for not releasing the requested document(s) and/or to give the employee an opportunity to take action to prevent the release of said document(s) prior to the City releasing the requested document(s).

c. Nothing herein shall be construed as limiting any rights the Association has under this Agreement or applicable law to obtain personnel records.

ARTICLE 19- SAVING CLAUSE

19.1 If any article or any portion of any article of this Agreement or any addendum's thereto should be held invalid by any tribunal of competent jurisdiction, or if compliance with or enforcement of any article should be restrained by such tribunal, the remainder of the Agreement and addendum's shall not be affected thereby and the parties shall enter into immediate collective bargaining negotiations for the purpose of arriving at a mutually satisfactory replacement of such article.

ARTICLE 20- ENTIRE AGREEMENT

20.1 The Agreement expressed herein in writing constitutes the entire Agreement between the parties and no oral statement shall add to or supersede any of its provisions.

ARTICLE 21 -RETENTION OF BENEFITS

21.1 This Agreement shall not operate to reduce any benefits specified in this Agreement which are now more favorably enjoyed by any of the employees covered herein.

ARTICLE 22- DRUG TESTING

22.1 Reporting to work under the influence of alcohol and/or illegal drugs, or the use, sale, or possession by an employee of illegal drugs is strictly prohibited and may result in disciplinary action, including immediate termination. For the purpose of this article, substances that require a prescription or other written approval from a licensed physician or dentist for their use shall also be included when used other than as prescribed. Each employee must advise the Employer if they are using prescription or other over-the-counter drugs they know or reasonably should know may impair their ability to perform job functions

and/or operate machinery such as automobiles. Under appropriate circumstances the Employer may request the employee provide written medical authorization to perform various essential job functions from a physician while using such drugs.

Any voluntary request by an employee for assistance with his/her own alcohol abuse problem will remain confidential and shall not be used as the basis for any disciplinary action provided that the request for assistance is initiated prior to being identified as impaired through the procedures herein.

The parties recognize the essential purpose of any law enforcement agency is to enforce the criminal laws. Moreover, the parties recognize the courts have held it would substantially impair law enforcement agencies if they were required to employ individuals within their ranks who have violated the very laws said agencies are charged with enforcing. Therefore, the Employer reserves the right to refuse to employ or continue the employment of individuals who are or have been engaged in serious criminal conduct, whether drug related or not.

Where a supervisory employee of the City has a reasonable suspicion to believe an employee is under the influence of alcohol or illegal drugs, or is using illegal drugs, the employee in question will be asked to submit to discovery testing including, breath tests, urinalysis, and/or a blood screen to identify any involvement with alcohol or illegal drugs.

An employee who refuses to submit to discovery testing for alcohol and/or illegal drugs shall be conclusively presumed to be under the influence of alcohol or an illegal drug for the purpose of administering this Article.

For the purpose of administering this Article, the following definition of terms is provided:

Reasonable Suspicion – Reasonable suspicion is based on specific objective facts and reasonable inferences from those facts in the light of experience, that discovery testing will produce evidence of illegal drug or improper alcohol use by that particular employee:

Under the Influence – The following cutoff levels shall be used for the initial screening of specimens to determine whether they are negative for these drugs or classes of drugs:

(ng/ml)	Test Level
Amphetamines	1000
Barbiturates	300
Benzodiazepines	300
Cannabinoids	100
Cocaine metabolites	300
Methadone	300
Methaqualone	300
Opiates (Codeine)	300
Opiates (Morphine)	300
Phencyclidine (PCP)	25

Propoxyphene	300
Level of the positive result for ethyl alcohol	0.04 gr/dl

Illegal Drugs- Are defined as all forms of narcotics, depressants, stimulants, hallucinogens, and cannabis, which sale, purchase, transfer, or unauthorized use or possession is prohibited by law.

Over-the-Counter-Drugs – Are those which are generally available without a prescription and are limited to those drugs which are capable of impairing the judgment of an employee to safety perform the employee's duties.

Prescription Drugs – Are defined as those drugs, which are used in the course of medical treatment and have been prescribed and authorized for use by a licensed practitioner/physician or dentist.

22.2 If an employee is required to submit to a drug test, the following procedure shall be followed:

a. The employee shall be given an opportunity to confer with an Association representative if one is readily available and the employee has requested said conference.

b. The employee shall be given an opportunity to explain the reasons for the employee's condition, such as reaction to a prescribed drug, fatigue, exposure to toxic substances, or any other reasons known to employee to the test administrator. The Employer and an Association representative may be present during this discussion.

c. The Employer may request urine and/or blood samples.

d. Urine and blood samples shall be collected at a local laboratory, hospital, or medical facility. The Employer shall transport the employee to the collection site. The Employer and/or Association representative may be allowed to accompany the employee to the collection site and observe the bottling and sealing of the specimen. The employee shall not be observed by the Employer when the urine specimen is given.

e. All specimen containers, vials, and bags used to transport the specimen shall be sealed to safeguard their integrity, in the presence of the Employer, employee, and the Association representative and proper chain-of-custody procedures shall be followed.

f. The collection and testing of the samples shall be performed only by a laboratory and by a physician or healthcare professional qualified and authorized to administer and determine the meaning of any test results. The laboratory performing the test shall be one that is certified by the National Institute of Drug Abuse (NIDA). The laboratory

chosen must be agreed to between the Association and the Employer. The laboratory used shall also be one whose procedures are periodically tested in a program where they analyze unknown samples sent by an independent party. The results of such tests shall be made available to the Employer and the Association.

g. If a specimen tests positive in an immunoassay screen test, the results must be confirmed by a gas chromatography/mass spectrometry tests. The specimen must show positive results at/within the following limits on the GC/MS (gas chromatography/mass spectrometry) confirmatory test to be considered positive:

If immunoassay is specific for free morphine the initial test level is 25 g/ml.

Confirmatory Test

Marijuana metabolites	15 ng/ml
Cocaine metabolites	150 ng/ml
Opiates	
Morphine	300 ng/ml
Codine	300 ng/ml
Phencyclidine	25 ng/ml
Amphetamines	
Amphetamine	500 ng/ml
Methamphetamine	500 ng/ml

h. At the employee's or the Association's option, a sample of the specimen may be requisitioned and sent to a laboratory chosen by the Association for testing. The cost of this test will be paid by the Association or the employee. Failure to exercise this option may not be considered as evidence in an arbitration or other proceeding concerning the drug test or its consequences. The results of this second test shall be provided to the City.

i. The employee and the Association shall be informed of the results of all tests, and provided with all documentation regarding the tests as soon as the test results are available.

22.3 The parties shall designate a Medical Review Officer (MRO) to review all confirmed positive test results and communicate those results to the Employer. The MRO shall have the responsibility to determine when an individual has failed a drug test in accordance with the standards enumerated herein. The MRO shall retain all records of all positive tests for at least five (5) years and records of all negative tests for at least one (1) year.

22.3 If the results of the drug test are positive, and support a conclusion that the employee used an illegal drug, or reported to work while under the influence of alcohol, the employee may be subject to discipline including immediate discharge.

ARTICLE 23- DURATION

23.1 This agreement shall become effective on January 1, 2016 until December 31, 2018. Provided, however, that Appendix A shall be reopened no later than July 1, 2017 in order to negotiate the employees' 2018 wages. In addition, either party may reopen Article 8 to the extent allowed pursuant to Article 8's terms and conditions set forth above (and, in that event, all economic terms of this Agreement shall be reopened as well).

Signed this _____day of _____, 2015 at Auburn, Washington.

CITY OF AUBURN

By:_____
Mayor

By:_____
Director of Human Resources

By:_____
City Clerk

Approved As To Form:

By:_____
City Attorney

AUBURN POLICE MANAGEMENT ASSOCIATION

By:_____
Auburn Police Management Association

Appendix "A"

CLASSIFICATION	2016 BASE WAGE
Commander	$5,298.06 per pay period effective January 1, 2016. (Effective January 1, 2016, a one and a half percent (1.5%) wage increase applied to the 2015 Commander's pay period salary schedules. Effective July 1, 2016, an additional one percent (1%) wage increase.)

PLUS LONGEVITY (Added to base wage)

POLICE CDR PAY GRADE 47	BASE WAGE	2.0% 5 YEARS	3.5% 8 YEARS	5% 11 YEARS	6.5% 14 YEARS	8% 17 YEARS	9% 20YEARS	10% 23 YEARS
COMMANDER 1/1/2016	$61.13	$1.22	$2.14	$3.06	$3.97	$4.89	$5.50	$6.11
	$5,298.06	$105.96	$185.43	$264.90	$344.37	$423.84	$476.83	$529.81
	$10,596.12	$211.92	$370.86	$529.80	$688.74	$847.68	$953.66	$1,059.62
	$127,153.44	$2,543.04	$4,450.32	$6,357.60	$8,264.88	$10,172.16	$11,443.92	$12,715.44

2017 PAY PLAN

One and a half percent (1.5%) wage increase effective January 1, 2017. One percent (1.0%) wage increase effective July 1, 2017.

2018 PAY PLAN

No later than July 1, 2017, Appendix A shall be reopened, and the parties shall commence negotiations, for the purpose of arriving at a mutually satisfactory wage increase for 2018. In the event that the parties fail to reach an agreement on 2018 wages prior to January 1, 2018, any wage increase ultimately agreed upon (or imposed through the interest arbitration process) for 2018 shall be retroactive to January 1, 2018.

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5191

Date:
December 2, 2015

Department:
Planning and Development

Attachments:
Resolution No. 5191

Budget Impact:
$0

Administrative Recommendation:

City Council adopt Resolution No. 5191.

Background Summary:

The City of Auburn conducts progressive code enforcement action in accordance with Chapter 1.25 (Civil Penalties for Violations) and other applicable Titles and Chapters of the Auburn City Code. The City of Auburn opened code compliance cases for 4 properties in the second half of 2015 related to issues such as unmaintained vegetation, litter, junk, debris and inoperable vehicles. Consistent with standard operating procedure, code enforcement officers attempted to obtain compliance by working with the owners of the properties. A formal Notice to Correct has been issued for each property however inadequate action has been taken to remedy the subject violations. Subsequent formal Notices of Penalty and/or Infactions have been issued for each property however each property remains in a state of non-compliance.

Community Development Code Enforcement staff have determined that the current condition of these properties, pertaining to the identified public nuisances, warrant abatement action by the City of Auburn. The passage of this Resolution would authorize the Mayor or designee to engage in substantive abatement action. The condition of these properties, in staff's professional determination, present a threat to the public health, safety and welfare of the residents of the surrounding properties and negatively impacts the community's quality of life. The 4 properties are identified as follows.

* 1615 M Street NE – unmaintained vegetation, litter and debris
    - Case #15-0480 – Notice to Correct issued on September 11, 2015 with a compliance deadline of October 2 , 2015; Notice of Penalty issued on October 12, 2015.

* 901 8th Street SE – unmaintained vegetation, litter and debris

- Graffiti Case #VIO15-0577 – Notice to Correct issued on November 19, 2015 with a compliance deadline of November 25, 2015; Notice of Penalty issued on November 30, 2015.

* 31807 118th Place SE – unmaintained vegetation, litter and debris, unsecured structure
  - Case #VIO15-0548 – Notice to Correct issued on October 30, 2015 with a compliance deadline of November 20, 2015; Notice of Civil Penalty issued on November 30, 2015.

* 1101 Pike Street NE – inoperable vehicles
  - Case #VIO15-0571 – Notice to Correct issued on November 16, 2015 with a compliance deadline of November 25, 2015; Notice of Penalty issued on November 30, 2015.

Following passage of the Resolution by the City Council, staff will contract with a qualified service provider to conduct cleanup of the exterior portions of the property, and/or securing of structures, and/or removal of inoperable vehicles. Staff anticipates that there may be a need to conduct on-going clean up and securement activity until the City can obtain compliance action from the ownership entity. All costs associated with first time and on-going abatement actions will be applied as a lien against the property that will have to be paid in order for any future sale of the property to occur.

The City will also track and apply all administrative costs (staff time, court cots, filing fees, etc.) associated with the conduct of abatement against this property and apply them as a lien against the property as well.

Community Development has adequate budget capacity within the abatement line item in our 2015 budget to cover anticipated costs associated with abatement actions potentially through the remainder of the calendar year. These anticipated costs range between $1,500 and $2,000 per property.

Reviewed by Council Committees:

Councilmember: **Staff:** Snyder

Meeting Date: December 7, 2015 **Item Number:** RES.I

RESOLUTION NO. 5191

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AUTHORIZING THE CITY TO EXPEND FUNDS TO ABATE THE LITTER, JUNK, WEEDS AND ATTRACTIVE NUISANCES IN THE CITY OF AUBURN AND AUTHORIZING STEPS TO RECOVER THE CITY'S COSTS THEREOF

WHEREAS, Article XI, Section 11 of the Washington State Constitution, and Sections 35.22.280, 35.21.310, and 35A.21.160 of the Revised Code of Washington (RCW), among other statutes, authorize cities to abate nuisances within their corporate limits; and

WHEREAS, Title 8 of the Auburn City Code (ACC) provides a mechanism for the City to abate nuisances and to enforce laws regulating the presence of junk, litter, debris and overgrown weeds on property; and

WHEREAS, ACC 8.12 empowers the City to take corrective action when efforts to have a property owner cure nuisances on the person's property have been unsuccessful; and

WHEREAS, the property at 1615 M Street NE, in Auburn, Washington, constitutes a nuisance property under ACC 8.20.010 and 8.12.020 due to a lack of vegetation maintenance and the presence of litter and debris; and

WHEREAS, the City's Code Enforcement staff have communicated with and given a corrective notice to the owner of the property at 1615 M Street NE, which efforts have been unsuccessful in prompting the owner to secure the building at that property and maintain the premises free of litter and debris; and

WHEREAS, the building at 901 8th Street SE, in Auburn, Washington, is a nuisance property under ACC 8.20.010 and 8.12.010 due to a lack of vegetation maintenance and the presence of litter and debris; and

WHEREAS, the City's Code Enforcement staff have communicated with and given a corrective notice to the owner of the property at 901 8th Street SE, which efforts have been unsuccessful in prompting the owner to secure the building at that property and maintain the premises free of litter and debris; and

WHEREAS, the building at 31807 118th Place SE, in Auburn, Washington, is a nuisance property under ACC 8.20.010 and 8.12.010 due to a lack of vegetation maintenance, the presence of litter and debris on the property, and unsecured structures at said address; and

WHEREAS, the City's Code Enforcement staff have communicated with and given a corrective notice to the owner of the property at 31807 118th Place SE, which efforts have been unsuccessful in prompting the owner to maintain the vegetation and secure the premises; and

WHEREAS, there is a vehicle located at 1101 Pike Street NE, in Auburn, Washington, that is an inoperable vehicle on property in violation of ACC 8.14.055; and

WHEREAS, the City's Code Enforcement staff have communicated with and given a corrective notice to the owner of the property at 1101 Pike Street NE, which efforts have been unsuccessful in prompting the owner to remove the inoperable vehicle; and

WHEREAS, because overgrown grass and weeds, the presence of junk vehicles and litter, an inoperable vehicle, and unsecured structures present a danger to public health, safety and welfare it is appropriate that the City take appropriate steps to abate these nuisance conditions on said properties and to take all steps provided in code to recover the City's costs of such corrective action.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, HEREBY RESOLVES as follows:

Section 1. Findings of Nuisance. That the City Council makes the following findings:

a) The property at 1615 M Street NE has remained vacant and unmaintained for several months which qualifies the property as an attractive nuisance and presents a threat to the public health and safety. The condition of the vegetation and junk, litter and debris at the Property has remained unmaintained which contributes to visual blight, property value degradation, attraction of criminal activity, and the harborage of rodents and pests.

b) The property at 901 8th Street SE has remained vacant and unmaintained for several months which qualifies the property as an attractive nuisance and presents a threat to the public health and safety. The condition of the vegetation and junk, litter and debris at the Property has remained unmaintained which contributes to visual blight, property value degradation, attraction of criminal activity, and the harborage of rodents and pests.

c) The property at 31807 118th Place SE has remained vacant and unmaintained for several months which qualifies the property as an attractive nuisance and presents a threat to the public health and safety. The condition of the vegetation and junk, litter and debris at the Property has remained unmaintained which contributes to visual blight, property value degradation, attraction of criminal activity, and the harborage of rodents and pests. Also, the building is unsecure and is therefore an unsafe attraction to children.

d) The inoperable vehicle located at 1101 Pike Street NE has remained in the same location, been vandalized, and contributes to visual blight, property value degradation, and an attraction of criminal activity.

e) The conditions of these properties constitute a nuisance that warrants abatement under ACC Chapters 8.12, 8.14, and 8.20.

f) The condition of the properties is detrimental to health, safety and welfare of the public and necessitates corrective action to preserve the public health, safety and welfare.

g) The City has provided persons or entities with an interest in each property with notice of the violations, the nuisance conditions, and necessary remedial action and they have all failed to take corrective action.

Section 2. Authorization for Abatement and Cost Recovery. That if the nuisance conditions herein described are not fully corrected within three days of receipt of written notice of abatement of these nuisance conditions to the person(s) or entity owning, occupying or controlling each premises, the Mayor is authorized to utilize City resources to correct and abate the nuisance conditions

at any said property, to record all costs of abatement, and to take all legal steps to recover these costs from the person(s) or entity owning or controlling the property(ies).

Section 3. Continuing Abatement Authorization. That after the Mayor has exercised the authority granted in Section 2, the Mayor finds that any of the above findings describe the condition of one of the properties, the Mayor is authorized to again give notice of abatement to the person(s) or entity owning, occupying or controlling such premises and, if no corrective action is taken within three days of the date of receipt of the notice, to again utilize City resources to correct and abate the nuisance conditions at said property and take all legal steps to recover the costs from the person(s) or entity owning or controlling the premises.

Section 4. Administrative Procedures. That the Mayor is authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation.

Section 5. Effective Date. This Resolution shall take effect and be in full force upon passage and signatures.

Dated and Signed this _____ day of _____, 2015.

CITY OF AUBURN

ATTEST:

_____
NANCY BACKUS, MAYOR

_____
Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

Daniel B. Heid, City Attorney